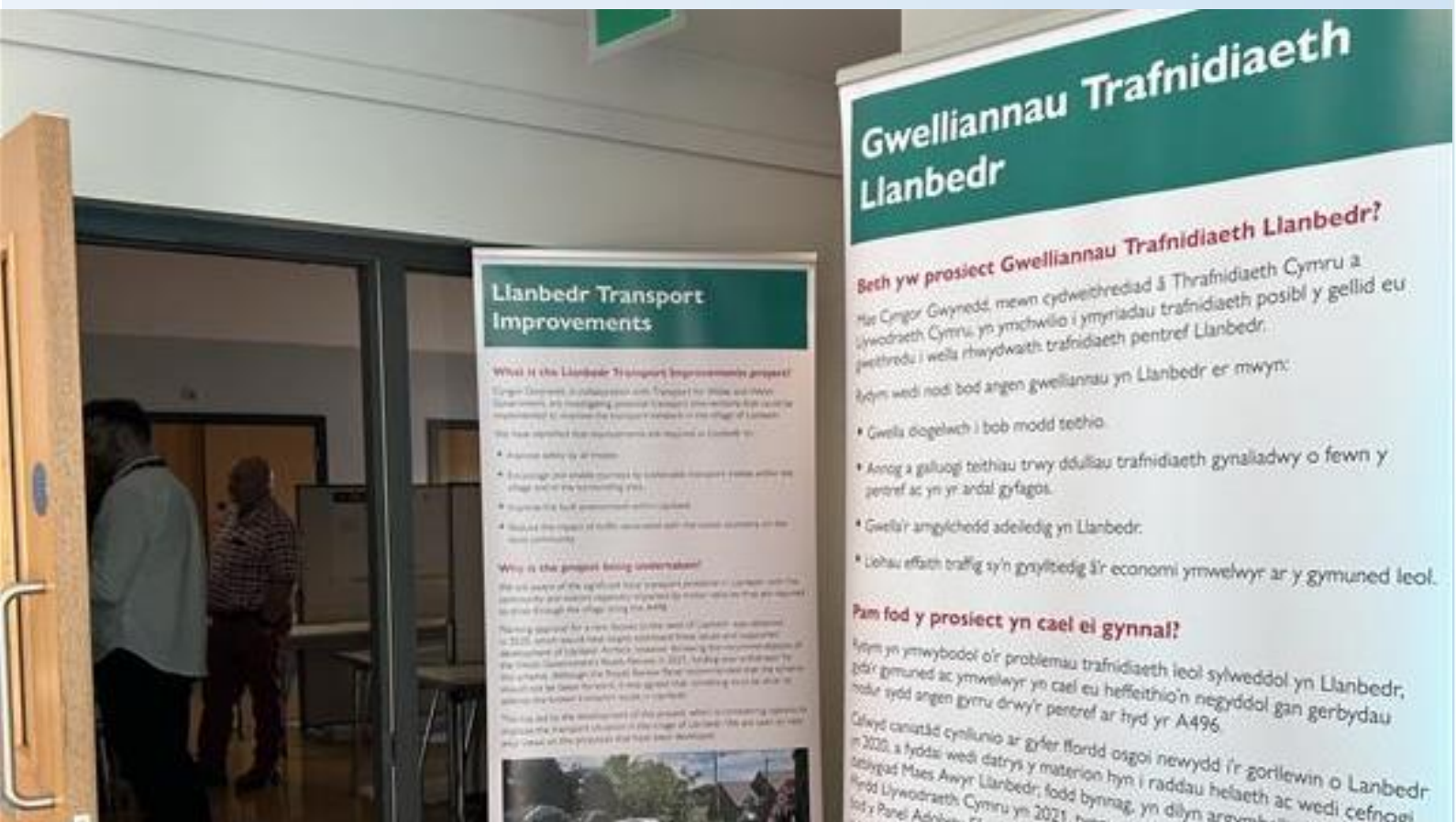




Cyngor Gwynedd

PUBLIC ENGAGEMENT SUMMARY REPORT

Llanbedr Transport Improvements





PUBLIC

PROJECT NO. 70115176

OUR REF. NO. 70115176-WSP-GEN-LBR-RP-TR-0040

DATE: JULY 2025

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QUALITY CONTROL

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. Cyngor Gwynedd (CG) have commissioned WSP to undertake a WelTAG Stage 2 study with the aim of identifying a solution to improve the transport network in Llanbedr.
- 1.1.2. As part of the WelTAG Stage Two phase of the study, and in line with its duties in relation to the Well-being of Future Generations Act and WelTAG 2024, WSP have undertaken engagement events in the form of:
- Direct engagement with stakeholders;
 - Community updates;
 - Public engagement activities;
 - A community workshop; and,
 - Written feedback.
- 1.1.3. The activities were agreed with CG and meet the requirements of WelTAG Stage Two.
- 1.1.4. Engagement was centred around maximising the amount of feedback from members of the public on the Stage Two study options.
- 1.1.5. Feedback has been used for further option development and highlights the public's priorities, concerns and preferences.

1.2 PURPOSE OF THE REPORT

- 1.2.1. This report presents the findings of the public engagement as part of the Llanbedr Transport Improvements engagement process, undertaken at WelTAG Stage Two. This includes a survey and supporting drop-in sessions.

The purpose of this document is to provide a full overview of responses to each question in the survey. It is a supporting document to the main Engagement Summary Report.

Please see the main report for a full overview of all engagement carried out during WelTAG Stage Two.

2 PUBLIC ENGAGEMENT

2.1 OVERVIEW

2.1.1. The public engagement was hosted on Cyngor Gwynedd's website. Website visitors could access:

- The feedback survey
- Design drawings
- Key project information
- Frequently Asked Questions (FAQs)
- Supporting images and visualisations

The main purpose of the engagement was to get the views of the public on the options being considered.

The engagement was also an opportunity to give a project status update, outline changes since Stage 1 and explain next steps.

2.1.2. The engagement aimed to gather feedback on the following:

- The study objectives
- Transport problems in Llanbedr
- Each of the twelve options developed at Stage 2
- Each respondent's preferred option

2.1.3. The online engagement platform and resources were provided in both Welsh and English.

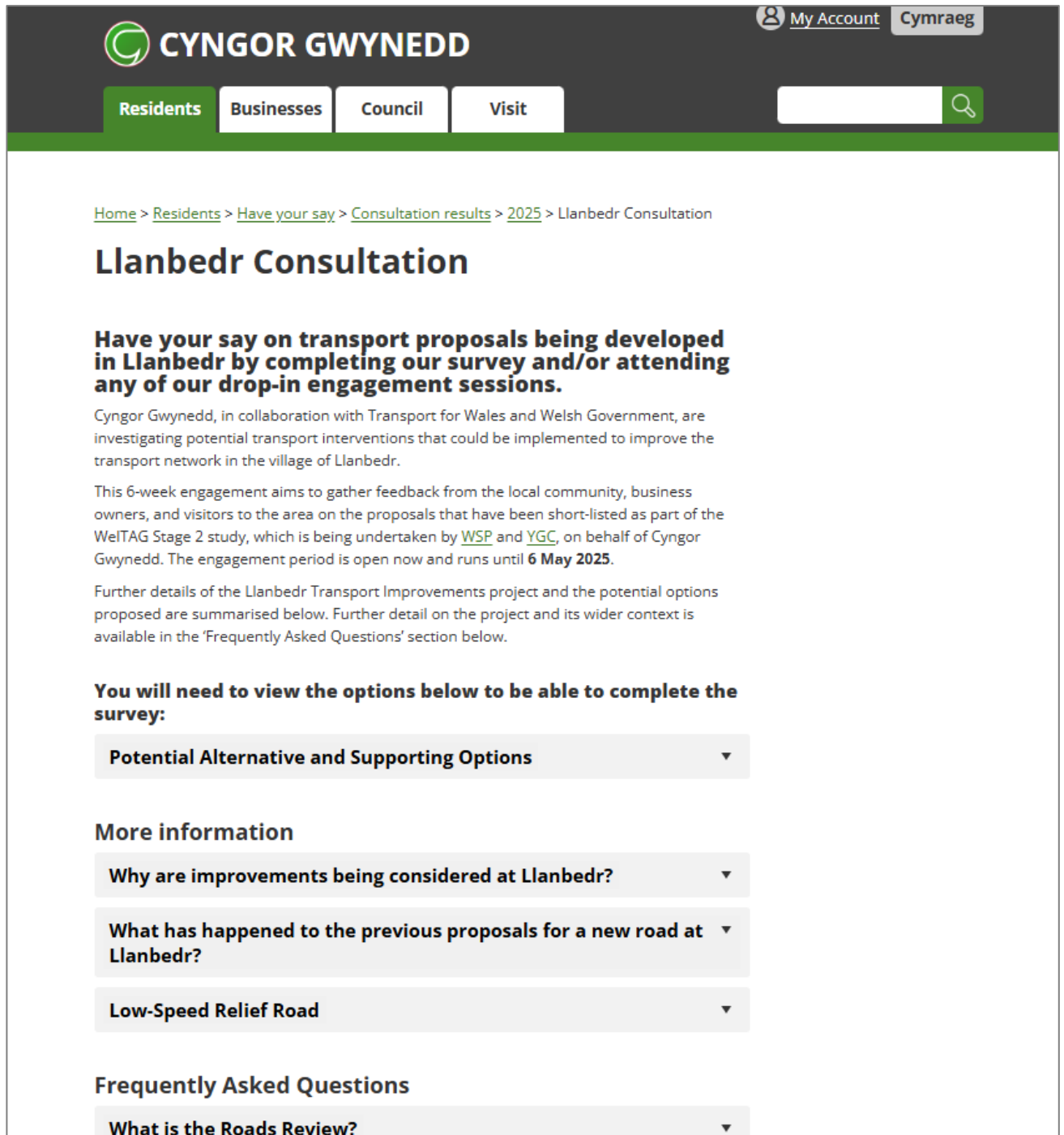
2.2 SURVEY

2.2.1. A survey was provided on the online platform to capture the views of the local community, business owners, and visitors.

2.2.2. The survey was made up of 22 questions. Testing confirmed the survey took approximately 5-10 minutes to complete. It was live for a six-week period between **25th March and 6th May 2025**.

2.2.3. The survey webpage is shown in **Figure 2-1**.

Figure 2-1 - Online Engagement Platform



The screenshot displays the CYNGOR GWYNEDD website's online engagement platform. The header features the council's logo, navigation tabs for Residents, Businesses, Council, and Visit, and a search bar. The main content area is titled 'Llanbedr Consultation' and includes a breadcrumb trail: Home > Residents > Have your say > Consultation results > 2025 > Llanbedr Consultation. The primary message encourages users to 'Have your say on transport proposals being developed in Llanbedr by completing our survey and/or attending any of our drop-in engagement sessions.' It details a 6-week engagement period running until 6 May 2025, aimed at gathering feedback on transport interventions. A section titled 'You will need to view the options below to be able to complete the survey:' lists three expandable items: 'Potential Alternative and Supporting Options', 'Why are improvements being considered at Llanbedr?', and 'What has happened to the previous proposals for a new road at Llanbedr?'. Below this, a 'Frequently Asked Questions' section includes an expandable item 'What is the Roads Review?'.

2.3 DROP-IN SESSIONS

- 2.3.1. To help promote the engagement and encourage survey responses, two drop-in sessions were held in Llanbedr Village Hall on the 19th and 25th March 2025.
- 2.3.2. Representatives from the following organisations were present at both events to answer any questions:
- WSP;
 - Cyngor Gwynedd;
 - Ymgynghoriaeth Gwynedd Consultancy; and,
 - Eryri National Park.
- 2.3.3. Across both drop-in sessions, approximately 100 members of the public attended and engaged with the events by reviewing the proposed designs and providing feedback to the project team.

2.4 PROMOTION

A range of promotional tools were used with the aim of maximising both awareness of the engagement and response rates to the survey.

This was mainly made up of emails, social media activity, newsletters and a targeted letter drop.

Email

- 2.4.1. To publicise the public engagement event and maximise the response rate, a bilingual email was sent to an agreed list of stakeholders.
- 2.4.2. The email signposted stakeholders to the online engagement event and encouraged recipients to share the information as widely as possible. Stakeholders were encouraged to reply to the email should they wish to provide direct feedback or ask any questions.

Social media and newsletters

- 2.4.3. The engagement was also advertised through social media platforms and local newsletters.

Letter drops

- 2.4.4. A letter-drop in Llanbedr provided those who may be directly impacted by the scheme with an opportunity to feedback. Feedback was encouraged from these stakeholders through both email and letter correspondence, as well as the online platform.

2.5 OFFLINE SURVEYS

- 2.5.1. For those who preferred to provide written feedback by hand, hard copies of the survey were made available during drop-in sessions and from the Village Hall in Llanbedr. The website also stated that a copy of the survey in large print was available upon request, with an email provided.
- 2.5.2. A total of eight hard copy responses were received.

3 STAKEHOLDER FEEDBACK OVERVIEW

3.1 STAKEHOLDER FEEDBACK

A total of 408 survey responses were received during the engagement period. This strong sample size meant that key trends and insights could be identified.

3.1.2. Feedback consisted of closed questions (offering single or multiple-choice response options) and open-ended questions, allowing respondents to elaborate on their views.

3.1.3. Not all respondents chose to, or were required to, respond to all questions. As such, there was a variance in the total number of responses to each question.

Closed questions

3.1.4. Closed questions (those with fixed response options from a list) were analysed in terms of frequency counts. They were then presented in charts to present sentiment and identify the most important considerations for future improvements, and priorities to be taken forward.

Open questions

3.1.5. The open-ended questions (those where a respondent could write in their own words) required a different approach.

3.1.6. Simply appending the comments received would be accurate but would not provide CG with a clear indication of priorities or indicated which issues the largest number of respondents felt were key.

3.1.7. As such, the open-ended question data was analysed using thematic coding techniques.

Thematic coding of data

3.1.8. WSP have considerable experience providing transport bodies with thematic coding of data. Coding allows qualitative data from respondents 'own words' to be converted from their verbatim form, into a number format, by applying codes from a code frame to the comments. This allows us to capture key themes from the feedback.

3.1.9. A thematic code could only be applied to a comment once (i.e. if a respondent repeats themselves, the respective codes for their comments are still only applied once). This means that the number of times a thematic code was used indicates the number of respondents raising that respective issue or theme. More than one code could be applied to a respondent's comment, so the numbers are not exclusive of one another (e.g. a respondent's comment could have four codes applied to it).

3.1.10. After coding was completed, frequency counts were prepared. The full coding frequency counts are presented throughout this report.

3.1.11. The frequency tables of thematic codes were split into:

- Supportive sentiments
- Criticisms
- Concerns
- Suggestions
- Wider / general comments

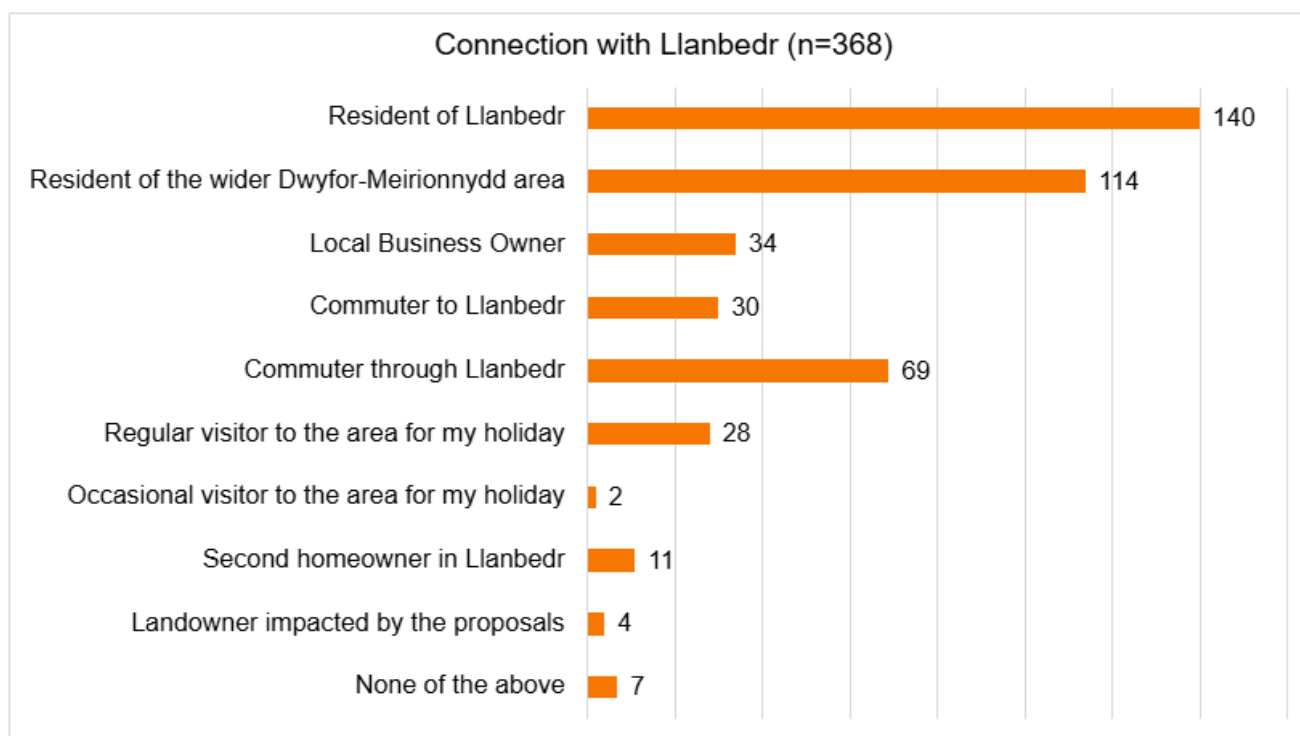
3.2 ANALYSIS OVERVIEW

- 3.2.1. Respondents were asked if they are 'resident of Llanbedr' in Question 1.
- 3.2.2. Further analysis has been undertaken to determine whether the location of the respondents' place of residence has a significant impact on their response.
- 3.2.3. All the findings (from both open and closed responses) are split into the following categories:
 - **Llanbedr** – respondents who stated that “Yes” they are residents of Llanbedr as response to Question 1.
 - **Everyone else** - respondents who stated “No” or did not respond to 'Resident of Llanbedr'.

4 RESPONDENT CONNECTION WITH LLANBEDR

- 4.1.1. The survey's first question aimed to understand respondents' connection with Llanbedr. The respondents could select multiple responses from the list of ten options provided, including 'none of the above'. The responses are summarised in **Figure 4-1**.

Figure 4-1 - Respondents' connection with Llanbedr



- A total of 368 (89%) of 408 respondents provided a response to the question.
- 140 of the 368 respondents described themselves as residents of Llanbedr, while 114 are residents of the wider Dwyfor-Meirionnydd area.
- 30 of the 368 respondents are commuters to Llanbedr, 69 are commuters through Llanbedr and 11 are second homeowners in Llanbedr.
- It is also noted 28 of the respondents selected 'regular visitors to the area for my holidays'.

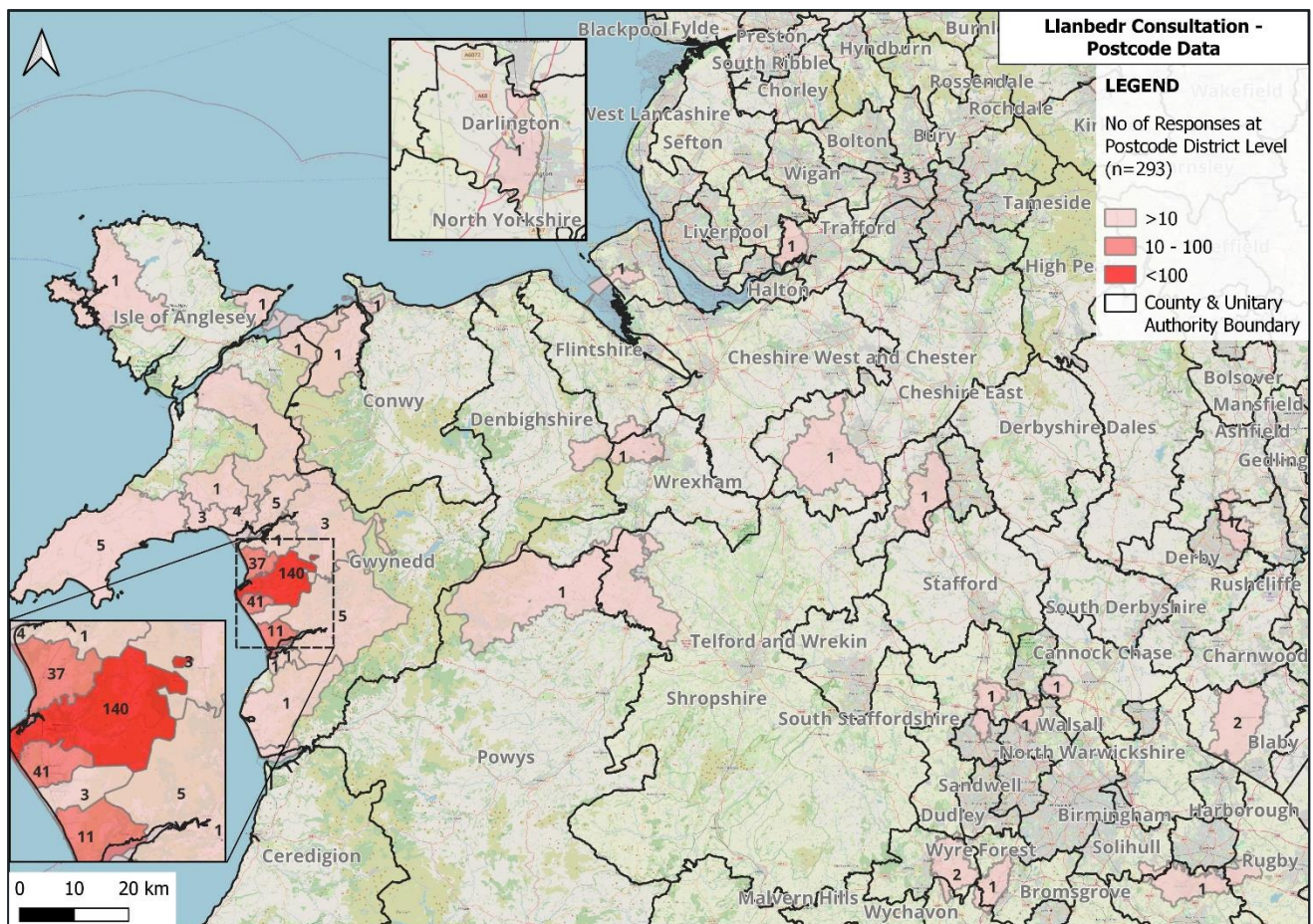
- 4.1.2. Of the four respondents who were a 'landowner impacted by the proposal' they are either residents of Llanbedr, a Local Business Owner or a second homeowner in Llanbedr.
- 4.1.3. To assess whether respondents' place of residence significantly influences their answers, responses to the follow-up questions were grouped based on their response to 'Resident of Llanbedr'. The 140 respondents who answered "yes" to being residents of Llanbedr were categorised under "Llanbedr", while the remaining 268 respondents - those who answered "no" or did not respond - were grouped under "Everyone else".

5 HOME LOCATIONS

- 5.1.1. Respondents were asked to provide their postcode sector: the first half, and the first number of the second half, of their home postcode.
- 5.1.2. 294 respondents provided a response to the question, including one response saying, "Not relevant".
- 5.1.3. Since most respondents did not provide the postcode sector details, the analysis was carried out at postcode district level.

- The analysis shows that of the 293 respondents, the largest group of respondents were from LL45 postcode district (140 respondents), followed by those the LL44 postcode area (41 respondents) and the LL46 postcode area (37 respondents).
- The locations of home postcodes provided by the respondents are illustrated in **Figure 5-1**.

Figure 5-1 - Respondents' Home Postcodes



- 5.1.4. There were also some respondents from across Wales and areas of England. Whilst the largest number of respondents are from North-West Wales, with a particular focus on Llanbedr and the surrounding area, some responses were also present from locations such as Conwy and the Isle of Anglesey.

- 5.1.5. Individual responses were also received from wider areas, including Manchester, London, Warrington, Newcastle, and Derby.
- 5.1.6. A total of 132 out of the 140 respondents who selected 'resident of Llanbedr' for Question 1 provided their home postcodes. 127 of these 132 respondents were from LL45 postcode district, followed by 3 from LL46 postcode district and one each from LL48 & ST5 postcode district.

6 PROJECT OBJECTIVES

6.1.1. Respondents were asked whether they agreed with the proposed objectives of the project or felt that additional or alternative improvements were needed to better address the needs of Llanbedr.

6.1.2. The specific questions considered within this section were:

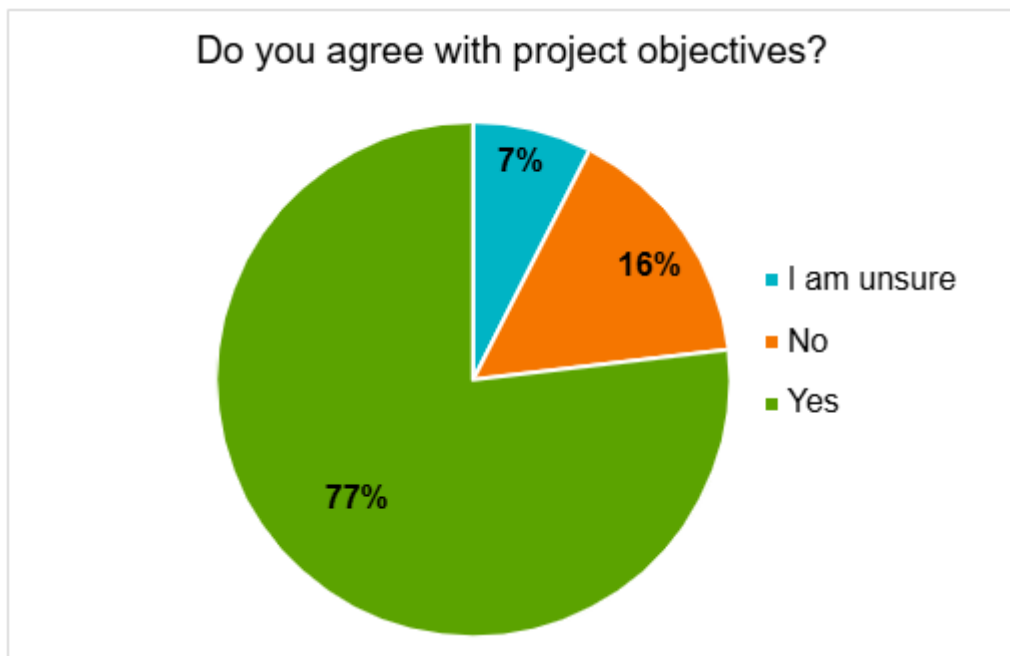
- The objectives of the project are to improve safety, enable access by sustainable transport modes, improve the built environment within Llanbedr, and to reduce the impact of the visitor economy on the local community. Do you agree with these objectives?
- Except for safety, access by sustainable transport modes, and the visitor economy, are there any other transport problems that need to be addressed within Llanbedr and the local area?
- Are there any improvements required on the A496 through Llanbedr and the local road network?

6.1.3. Respondents were able to select one response from the list provided. They were then invited to provide a free-text comment for all questions in the section.

Public opinion on objectives of the project

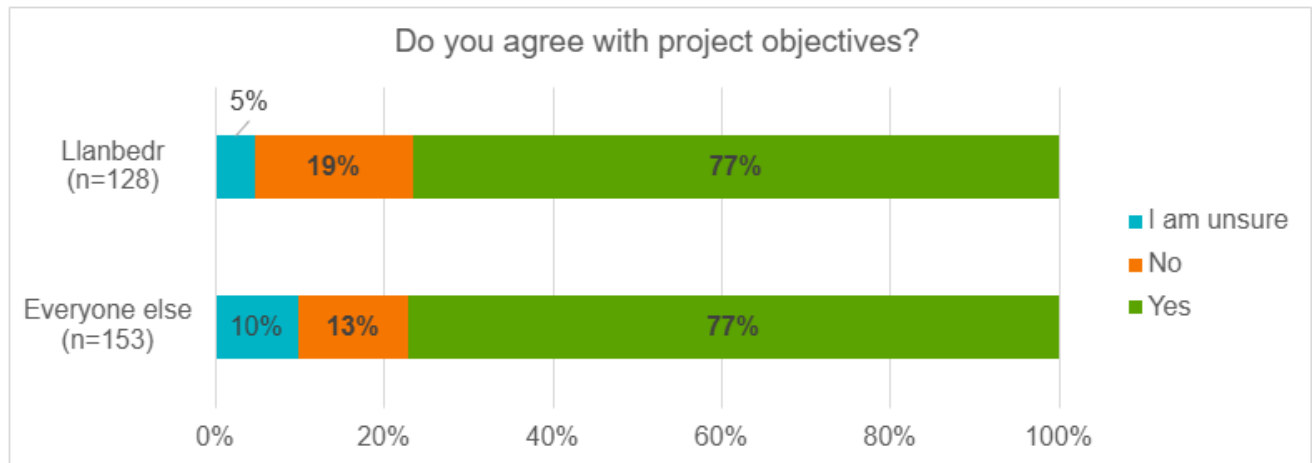
6.1.4. Initially, respondents were asked whether they agreed with the project's objectives, which include improving safety, enabling access by sustainable transport modes, improving the built environment within Llanbedr, and reducing the impact of the visitor economy on the local community. A summary of the responses is provided in **Figure 6-1**.

Figure 6-1 - Respondents' Agreement with Project Objectives



- The data shows 77% (216) of the 281 respondents who chose to answer the question agree with the project objectives.
- However, 16% (44) of the respondents do not agree with the project objectives, followed by 7% (21) respondents who selected 'I am unsure'.

Figure 6-2 - Respondents' Agreement with Project Objectives based on whether the respondent is resident of Llanbedr



- 6.1.5. As shown in **Figure 6-2**, 19% (24) of 128 respondents from Llanbedr do not agree with the project objectives as compared to 13% (20) of 153 from elsewhere.
- 6.1.6. Respondents were also offered an opportunity to answer an open-ended question to give any comments in relation to their agreement with the objectives, justifying their views.
- 6.1.7. A summary of the comments received in relation to the objectives of the project is provided in **Table 6-1**.

Table 6-1 - Summary of comments concerning respondents' agreement with Project Objectives

Supportive Comments	Llanbedr	Everyone else
Support the Project objectives	3	6
Support the low-speed relief road proposal	13	9
Support the objective to 'improve safety'	11	10
Support the objective to 'enable access by sustainable transport modes'	1	2
Support the objective to 'reduce the impact of the visitor economy on the local community'	4	5
Suggestions		
Suggest the original bypass / relief road scheme is reinstated	2	5
Suggest removing seasonal parking on the main road (instead of the Project)	1	0
Suggest improving access to Shell Island (e.g. to reduce the impact of the visitor economy on the local community)	3	2
Suggest an additional objective to reduce traffic congestion on and adjacent to the Bridge over the River Artro and the associated emissions	0	1
Suggest an additional objective to improve vehicle access to Llanbedr Airfield to boost the local economy	0	2

Suggest the removal of through traffic through the village (instead of the Project)	3	0
Suggest improving access to attract new employment opportunities	0	2
Suggest additional parking facilities in the village	0	2
Suggest constructing a separate footbridge along the road bridge	0	1
Suggest that tourism should be encouraged	3	5
Suggest measures to improve road safety in the village	3	2
Suggest that the Project should ensure the village life and economy is preserved	5	4
Suggest traffic lights during the summer (instead of the Project)	0	1
Suggest improving the rail network	1	1
Suggest better transport links are needed (generally)	0	1
Suggest reducing parking in the village (e.g. to improve safety)	2	0
Suggest that the relief road is constructed, then assessment on other improvements can be taken after	1	0
Suggest that there is little transport disruption outside of the holiday season (except for disruption resulting from larger vehicles)	1	0
Criticisms		
Oppose the Project objectives	3	2
Criticism that the Project focuses too much on sustainable travel	1	0
Oppose the Project proposals	3	0
Oppose the proposals within the village centre	7	1
Criticism that the objectives are not clear / too vague	4	2
Oppose the objective to 'enable access by sustainable transport modes'	0	1
Oppose the objective to 'improve the built environment within Llanbedr'	3	1
Oppose the objective to 'reduce the impact of the visitor economy on the local community'	3	9
Oppose the relief road proposal	0	2
Concerns		
Concern about pedestrian safety at the bridge crossing	0	4
Concern about the cost of the Project	4	1
Concern about the safety / structure of the bridge	3	1
Concern that efforts to minimise the impact of the visitor economy might harm the village's economic well-being	1	3
Concern about current levels of traffic congestion	5	12
Concern regarding existing speeding through Coed Artro	1	0
Concern about the impact of the Project on residents parking	2	0
Concern about the impact of the Project on resident's fuel delivery	1	0
Concern about the impact of the Project on the environment / countryside	2	2

Concern about the impact of the Project on tourism	0	4
Concern about the impact of the Project on residents of Llanbedr	3	0
Concern about the impact of the Project on local businesses	0	2
Concern that the impact on the environment is not reflected in the Project objectives	1	0
Other Codes		
Criticism of Cyngor Gwynedd	0	1
Request for more information	1	2

6.1.8. A total of 89 respondents provided comments in response to this open-ended question. This comprised 44 respondents from Llanbedr and 45 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

6.1.9. Overall support for the project objectives to improve safety, enable sustainable transport access and reduce the impact on the visitor economy was expressed by three respondents in Llanbedr and six respondents from elsewhere.

6.1.10. Other supportive comments included:

- Support for the objective to improve safety;
- Support for the objective to reduce the impact of the visitor economy on the local community;
- Support for enabling access by sustainable transport modes; and
- Support for the proposed low-speed relief road.

Suggestions

6.1.11. There were a range of suggestions regarding transport and infrastructure improvements in Llanbedr. The most frequently raised suggestions included reinstating the original bypass or relief road scheme (two respondents from Llanbedr and five respondents from elsewhere), enhancing road safety within the village (three respondents from Llanbedr, two from elsewhere), and ensuring that the proposals preserve village life and the local economy (five respondents from Llanbedr, four from elsewhere). Other suggestions included:

- The removal of through traffic;
- Improved access to Shell Island;
- Encouraging tourism;
- Improving access to Llanbedr Airfield; and
- Reducing parking to improve safety.

Criticisms

6.1.12. A notable concern raised was the perceived vagueness of the project objectives, with four respondents from Llanbedr expressing that the objectives were unclear, and two respondents from elsewhere also expressing this view.

6.1.13. Other criticisms included:

- Respondents opposing the objective to reduce the impact of the visitor economy on the local community,
- Respondents opposing the proposals within the village centre;

- Respondents opposing the overall project proposals;
- Respondents opposing the project objectives; and
- Criticism that there was too much focus on sustainable travel.

6.1.14. **Concerns**

6.1.15. Traffic congestion was the most frequently cited issue by both Llanbedr residents and respondents from elsewhere.

6.1.16. Residents also expressed concerns about the project's cost (mentioned by four residents from Llanbedr and one from elsewhere), its potential negative impact on the local economy (mentioned by two residents from elsewhere), and the environmental consequences (mentioned by one resident of Llanbedr).

6.1.17. Other concerns included:

- Structural and safety concerns about the bridge in Llanbedr;
- The impact of proposals on residents' parking;
- Fuel deliveries;
- The broader impact on local tourism; and
- Impact on businesses.

Other

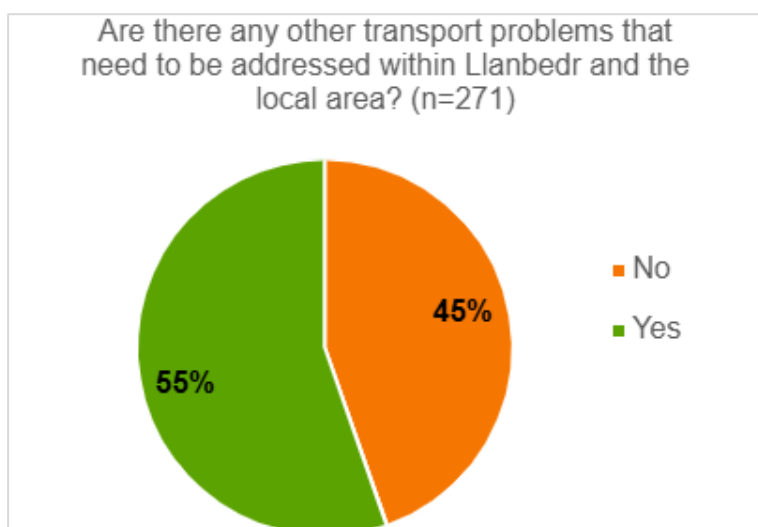
6.1.18. Few respondents raised other comments, these include:

- Request for further information; and
- Criticism of Cyngor Gwynedd.

7 OTHER TRANSPORT PROBLEMS

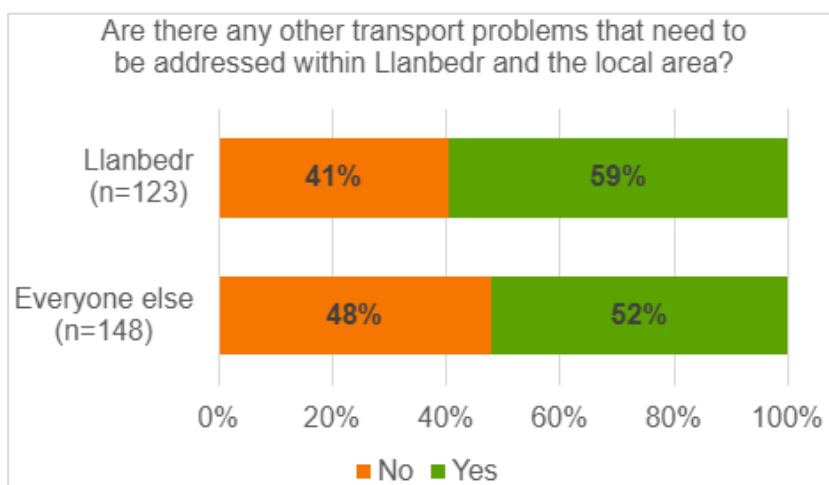
- 7.1.1. Respondents were then asked if there were any other transport problems that needed to be addressed within Llanbedr and the local area, in addition to the previously mentioned issues of safety, access by sustainable transport modes, and the impact of the visitor economy.
- 7.1.2. A summary of the responses is provided in **Figure 7-1** together with a distribution based on whether the respondent resident of Llanbedr in **Figure 7-2**.

Figure 7-1 - Respondents Reporting Additional Transport Problems



- **Figure 7-1** highlights that 45% of 271 respondents noted there were no other transport problems that needed to be addressed within Llanbedr and local area.
- This compared with 55% of 271 respondents stating 'yes'.

Figure 7-2 - Respondents Reporting Additional Transport Problems based on whether the respondent resident of Llanbedr



- 7.1.3. As shown in **Figure 7-2**, 59% (69) of 123 respondents from Llanbedr agreed that other transport problems needed to be addressed within Llanbedr and the local area. A similar trend could be seen for 'everyone else', where 52% (76) of 148 respondents stated 'yes'.

- 7.1.4. Respondents were also offered an opportunity to answer an open-ended question to give any comments in relation to their agreement with the objectives, justifying their views.
- 7.1.5. A summary of the comments received is provided in **Table 7-1**.

Table 7-1 - Summary of comments concerning respondents' opinion about the additional transport problems

Suggestive Comments	Llanbedr	Everyone else
Suggest that seasonal traffic and congestion is addressed within Llanbedr and the local area	6	7
Suggest that the structural limitation of the listed bridge is addressed	5	7
Suggest that the impact of traffic on local residents is addressed (e.g. noise pollution, air pollution, safety, quality of life)	7	3
Suggest provision of a bypass (e.g. to alleviate pressure and improve traffic flow through Llanbedr village, to improve access for emergency services, to improve access for residents, to improve access to the airfield, to improve access to Shell Island)	11	10
Suggest improving pedestrian safety / access in Llanbedr and the local area	8	7
Suggest that speeding is addressed within Llanbedr and the local area / Concern about existing speeding within Llanbedr and the local area	6	5
Suggest the provision of a footbridge	3	1
Suggest that parking issues are addressed within Llanbedr and the surrounding area (e.g. removal of on street parking, increased use of double yellow lines)	9	15
Suggest that access by car is required for residents living further up the valley	0	1
Suggest public transport improvements are required within Llanbedr and the local area (e.g. early or later bus, train connections; bus station / rail station improvements) / Criticism of the existing public transport network (e.g. unreliable, infrequent)	17	13
Suggest the provision of cycle lanes within Llanbedr and the local area	3	0
Suggest improving access for business development to attract quality employment within the Llanbedr and the local area	2	3
Suggest an alternative access route for HGVs at the Llanbedr Airfield Enterprise Zone (e.g. to prevent congestion at the Afon Arto Bridge)	2	0
Suggest safe/easier access to the playing field (village green) and playground from the War Memorial and bridge	2	0
Suggest safe/easier access to the toilets from the playground	1	0
Suggest suitable parking for residents and visitors	8	5
Suggest the creation of cycling routes from Harlech to Barmouth	1	0

Suggest improved road condition (e.g. foundations) / Criticism of existing road condition	1	3
Suggests that the 20mph speed limit is removed	0	1
Suggest that the visibility at the entrance to Hen Efail and Brynheulog Llanbedr is improved	1	0
Suggest improved accessibility for people with physical and / or mental impairments (e.g. accessibility of public transport)	2	1
Suggest that traffic flow / congestion throughout Llanbedr is addressed (generally / where no indication of seasonality is given / no location given)	8	6
Suggest traffic at Mochras Junction should be addressed	1	0
Suggest that the residents of Llanbedr are prioritised (in general)	1	0
Suggest that the size of lorries is reduced	1	0
Suggest that traffic signals are needed for junctions	0	1
Suggest that the traffic is removed, then assessment on other improvements can be taken after	1	0
Suggest that a new bypass is provided for other vehicles to bypass the village, but that access to Llanbedr for local people and visitors is allowed	0	1
Criticisms		
Criticism of the Project	2	2
Criticism that the Project focuses too much on sustainable travel	0	2
Criticism that the Project is a waste of money	0	2
Criticism of any proposals to increase traffic to the area for the use of Llanbedr airfield	0	1
Concerns		
Concern that the additional congestion caused by HGVs and large campervans is expected to worsen as traffic levels increase	2	2
Concern about the future of the Cambrian Coast Railway	0	1
Concern that the railway station is too far from the village of Llanbedr (e.g. impacting older adults)	1	0
Concern relating to delivery vehicles (e.g. including HGVs) trying to navigate through the village	0	1
Concern relating to HGV traffic travelling through Llanbedr and / or the local area (e.g. the roads and junctions are not suitable for modern large vehicles)	1	4
Other Codes		
Out of Scope	0	0
Criticism of Cyngor Gwynedd	0	0
Request for more information	0	0
Criticism of the Welsh Government	0	1
Not sure	0	1

7.1.6. A total of 156 respondents provided free-text comments for this question. This comprised 76 respondents from Llanbedr and 80 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Suggestions

- 7.1.7. About 48% of the total responses put forward a range of suggestions regarding transport problems that needed to be addressed in Llanbedr. The most frequently raised suggestions included:
- Improving public transport within Llanbedr and local areas (17 respondents from Llanbedr and 13 respondents from elsewhere)
 - Providing a bypass to alleviate pressure and improve traffic flow through Llanbedr village (11 respondents from Llanbedr, 10 from elsewhere)
 - Ensuring parking issues are addressed (nine respondents from Llanbedr, 15 from elsewhere)
- 7.1.8. Other suggestions centred around the following themes:
- Minimising traffic impacts,
 - Improving pedestrian safety and access,
 - Speeding,
 - Addressing structural limitations of the bridge;
 - Traffic and congestion;
 - The provision of local cycle lanes; and
 - Improving road condition.

Criticisms

- 7.1.9. Four comments providing criticism were provided, this included:
- General criticisms about project;
 - Criticism of any proposals to increase traffic to the area for the use of Llanbedr airfield;
 - Concerns about the project focusing too much on sustainable travel; and
 - Criticisms that the project was a waste of public money.

Concerns

- 7.1.10. Several concerns were raised regarding the impact of current and future traffic levels on Llanbedr and the surrounding area:
- Respondents expressed concern about HGV traffic in the village and the suitability of the local road network and junctions for large vehicles.
 - Respondents highlighted that additional congestion caused by HGVs and large campervans is likely to worsen as overall traffic levels increase.
- 7.1.11. Other concerns included:
- Concern about the impact on delivery vehicles;
 - Concern about the distance of the railway station from the village, with specific reference given to the impact of this on older adults; and
 - Concern about the future of the Cambrian Coast Railway.

Other

- 7.1.12. Two other comments were raised; these were:
- Not sure; and
 - Criticism of Cyngor Gwynedd.

8 IMPROVEMENTS TO THE A496 AND LOCAL ROAD NETWORK

8.1.1. Respondents were then asked about any improvements required on the A496 through Llanbedr and the local road network.

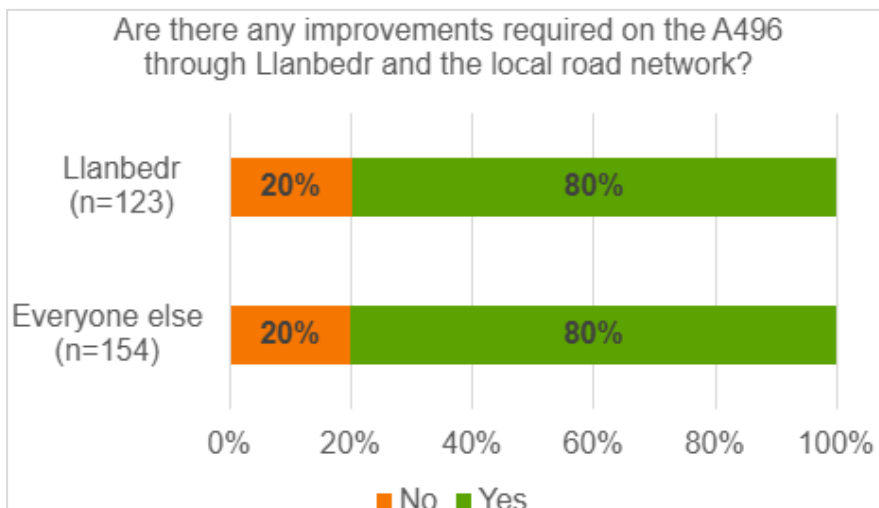
8.1.2. No free-text comment option was provided for this question. A summary of the responses is provided in **Figure 8-1** below. **Figure 8-2** summarises distribution based on place of residence.

- The data shows 80% (221) of 277 respondents believe there are improvements required to the A496 and Local Road Network.
- The remaining 20% (56) of respondents stated there were not any improvements required.

Figure 8-1 - Requirement for Improvements on A496 and Local Road Network



Figure 8-2 - Requirement for Improvements on A496 and Local Road Network based on whether the respondent resident of Llanbedr

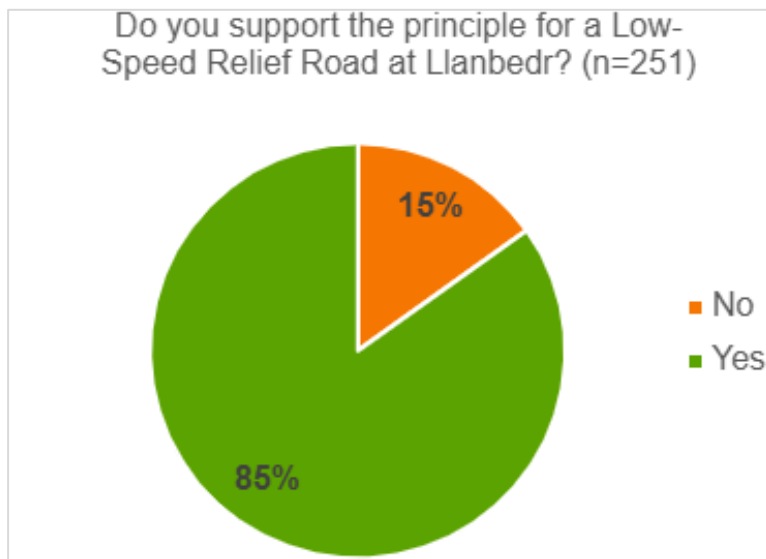


8.1.3. As shown in **Figure 8-2**, residents from Llanbedr and elsewhere show the same trend with 80% of 123 and 154 respondents from each category, respectively, agreeing that improvements were required to the A496 and Local Road Network. The location of the respondents' place of residence did not impact their response.

9 LOW-SPEED RELIEF ROAD

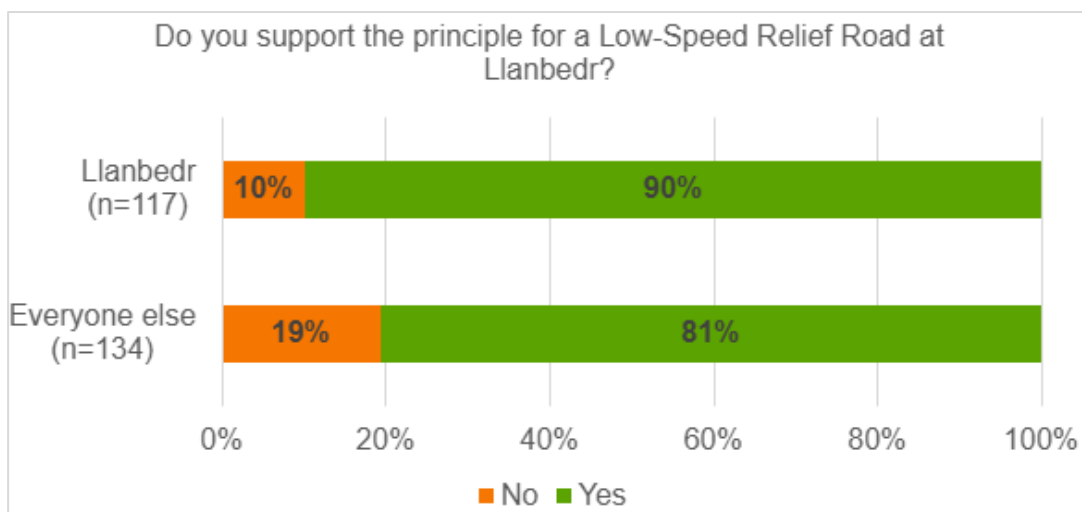
- 9.1.1. This section of the survey aimed to gather public opinion on a Low-Speed Relief Road at Llanbedr. Respondents were able to select one response from the list provided. They were subsequently invited to provide a free-text comment for all questions.
- 9.1.2. Respondents were asked if they support the principle of a Low-Speed Relief Road at Llanbedr. Respondents who expressed support for the Low-Speed Relief Road (answered 'Yes') were asked a series of follow-up questions related to this. Those who responded 'No' were directed to skip ahead to Question 10.

Figure 9-1 - Respondents in support of a Low-Speed Relief Road at Llanbedr



- **Figure 9-1** shows that 85% (213) of the total 251 respondents support the principle of a Low - Speed Relief Road at Llanbedr.

Figure 9-2 - Respondents in support of a Low-Speed Relief Road at Llanbedr based on whether the respondent resident of Llanbedr



- 9.1.3. **Figure 9-2** shows a slight variation in the responses based on whether the respondent is a resident of Llanbedr or everyone else. 90% (105) of 117 respondents from Llanbedr support the principle of a Low-Speed Relief Road compared to 81% (108) of 134 from 'elsewhere'.
- 9.1.4. Respondents were able to answer an open-ended question to share any comments in relation to the principle of a Low-Speed Relief Road at Llanbedr.
- 9.1.5. A summary of comments received is presented in **Table 9-1**.

Table 9-1 Summary of comments in relation to the principle of a Low-Speed Relief Road at Llanbedr

Supportive Comments	Llanbedr	Everyone else
Support the Low-Speed Relief Road (generally)	16	14
Support the Low-Speed Relief Road due to reduced traffic / congestion (including seasonal) / journey times /	31	14
Support the Low-Speed Relief Road to improve parking in the village	1	0
Support active travel improvements as part of the Low-Speed Relief Road scheme	13	2
Support the Low-Speed Relief Road to reduce collisions / increase safety	20	13
Support the 40mph speed limit along the Low-Speed Relief Road	1	2
Support the Low-Speed Relief Road as it will encourage businesses to employ locals	1	1
Support the Low-Speed Relief Road as it will encourage tourism	2	1
Support the Low-Speed Relief Road due to environmental benefits (e.g. reduced pollution / improved air quality / reduced noise)	8	3
Support the Low-Speed Relief Road to preserve the bridge structure	4	2
Support the Low-Speed Relief Road for better access for emergency vehicles	3	2
Support the Low-Speed Relief Road to aid in attracting investment and good quality employment	1	0
Support the Low-Speed Relief Road to provide better access to the airfield	2	1
Support the Low-Speed Relief Road to provide better access to Shell Island	7	2
Suggest that the Low-Speed Relief Road should have happened sooner	4	1
Support the Low-Speed Relief Road due to improved access to amenities	1	1
Support the Low-Speed Relief Road to reduce the impact of large vehicles on narrow roads	4	3

Support the Low-Speed Relief Road to improve the quality of life for village residents	7	3
Support the Low-Speed Relief Road due to improved public transport services	1	0
Suggestions		
Suggest that the Low-Speed Relief Road should be easily accessible from the village	1	0
Suggest putting double yellow line marking on either side of bridge road, with help given to residents to find alternative local parking (instead of the Relief Road)	1	0
Suggest using traffic lights at junctions (instead of the Relief Road)	0	3
Suggest that a future bypass to the coastal region should be planned before it becomes imperative due to rising sea level, subsidence etc	0	1
Suggest building a normal bypass with the national speed limit	0	2
Suggest that the original plan for the bypass road should be maintained	0	1
Suggest reduced parking / parking restrictions (instead of the Relief Road)	0	5
Suggest building a footbridge at the side of the existing bridge (like Talybont)	0	1
Suggest speed control measures (instead of the Relief Road)	0	1
Suggest that residents should be able to continue to use the road through Llanbedr	1	0
Suggest that active travel designs should be incorporated into the final decision	0	1
Suggest that low impact, low-cost measures could improve the situation with cooperation from residents	1	0
Suggest providing sufficient signage to indicate local services available in Llanbedr	0	1
Suggest that the Low-Speed Relief Road should be a last resort, once all other options have been evaluated through a rigorous appraisal process	0	1
Suggest the provision of a car park	1	0
Suggest that the road out of Llanbedr northbound needs levelling	0	1
Criticisms / Opposition		
Oppose the Low-Speed Relief Road (generally)	3	9
Oppose the Low-Speed Relief Road as the issues are infrequent / seasonal	0	3
Oppose the proposals within the village centre e.g. painted roads, barriers, chicanes	2	0

Oppose the speed restrictions on the Low-Speed Relief Road	2	6
Criticism that large amounts of money have been spent on planning and consultation for the previous bypass proposal, which is now being suggested again	1	1
Criticism that the proposal does not allow traffic to cross the bridge, resulting in increased journey times	1	0
Oppose the Low-Speed Relief Road as speed is not the issue, it is parked cars and narrow roads causing problems in Llanbedr	0	1
Concerns		
Concern about the cost of the Low-Speed Relief Road	3	5
Concern that the Low-Speed Relief Road would have a negative impact on the environment / countryside / wildlife / landscape / species	5	3
Concern that the Low-Speed Relief Road would result in traffic build up north and south of Llanbedr	0	1
Concern that the road is not wide enough for two large vehicles to pass (Talsarnau to Harlech)	0	1
Concern about the impact on the Low-Speed Relief Road on tourism	0	2
Concern about the passing space provided for cyclists as part of the proposals	0	1
Concern that the Low-Speed Relief Road will increase road rage / poor driver behaviour	0	2
Concern that the proposed speed limit on the Low-Speed Relief Road would be ignored	0	1
Concern about the impact of the Low-Speed Relief Road on local businesses	0	2
Other Codes		
Out of Scope	1	0
Criticism of Cyngor Gwynedd	1	1
Request for more information	1	1

- 9.1.6. A total of 127 respondents provided comments in response to this open-ended question. This comprised 64 respondents from Llanbedr and 63 respondents from elsewhere. A summary of the comments received are set out below.

Supportive Comments

- 9.1.7. Overall support for the principle of a Low-Speed Relief Road was expressed by 16 respondents in Llanbedr and 14 respondents from elsewhere. The reduction in traffic congestion, journey times, and easing of seasonal pressure was supported by 31 respondents from Llanbedr and 14 from elsewhere.
- 9.1.8. The objective to improve safety through the proposed Relief Road was also well-supported, with 20 respondents from Llanbedr and 13 respondents from elsewhere. Support for improvements to active travel as part of the scheme was supported by 13 Llanbedr-based respondents and two from

elsewhere. Environmental benefits such as reductions in air pollution and noise were supported by eight respondents in Llanbedr and three from elsewhere.

9.1.9. Other supportive focussed on the following themes:

- Improved access;
- Support for the 40mph speed limit; and
- Benefits to public transport, tourism, and employment.

Suggestions

9.1.10. A range of suggestions were put forward regarding the Low-Speed Relief Road. Suggestions were made around the following themes:

- The introduction of traffic lights at key junctions;
- Parking and parking controls;
- The construction of a standard bypass with a national speed limit;
- The creation of a footbridge at the side of the existing road bridge;
- Active travel;
- Maintaining the original bypass proposal;
- Signage; and
- Ensuring that the Relief Road is only considered as a last resort.

Criticisms

9.1.11. Respondents expressed a general opposition to the Low-Speed Relief Road in addition to opposing the proposals within the village centre, such as road features and barrier installations.

9.1.12. Other suggestions included:

- Criticism of the needs case;
- Oppose the speed restrictions associated with the Relief Road;
- Criticism of the previous bypass scheme; and
- Concern that the new route would lead to increased journey times.

Concerns

9.1.13. Concerns about the cost of the proposed Relief Road were expressed by three respondents from Llanbedr and five from elsewhere. The potential for negative environmental impacts including effects on the countryside, wildlife, and landscape was raised by five respondents from Llanbedr and three from elsewhere.

9.1.14. Other concerns were raised by respondents, including the following themes:

- Traffic concerns;
- Tourism concerns; and
- Driver behaviour.

Other

9.1.15. Few respondents raised other comments, these include:

- Request for further information;
- Criticism of Cyngor Gwynedd; and
- Comment out of the scope of the consultation

10 PROPOSED 40MPH SPEED LIMIT ON THE LOW-SPEED RELIEF ROAD

10.1.1. Respondents were then asked whether they agreed with the proposed 40-mph speed limit for the Low-Speed Relief Road, extending from the existing 40-mph zone in Llanfair (to the north) to the Knightmovers/Cambrian Clearance site (to the south), and whether they felt this was a suitable speed for the potential new road.

- As shown in **Figure 10-1**, 80% (192) of the total 240 respondents support the proposed 40-mph speed Limit on the Low-Speed Relief Road.
- This included 90% (97) of 108 respondents from Llanbedr and 72% (95) of 132 respondents from elsewhere.

10.1.2. The distribution based on whether the respondent is a resident of Llanbedr or not is summarised in **Figure 10-2**.

Figure 10-1 - Respondents opinion on a 40-mph speed limit for the Low-Speed Relief Road

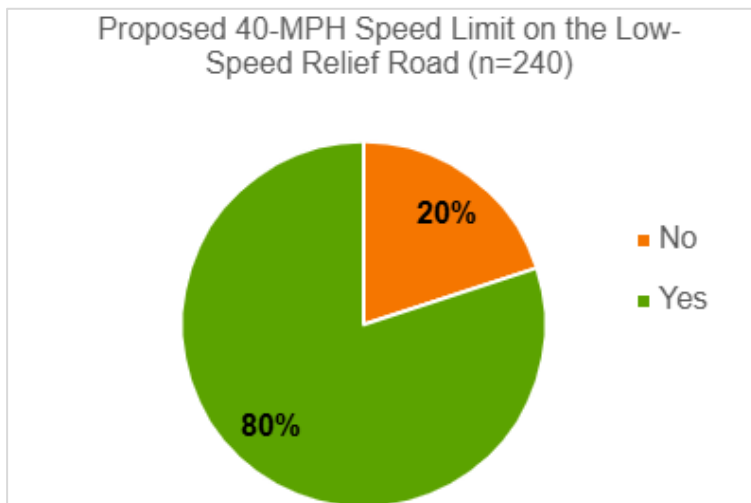
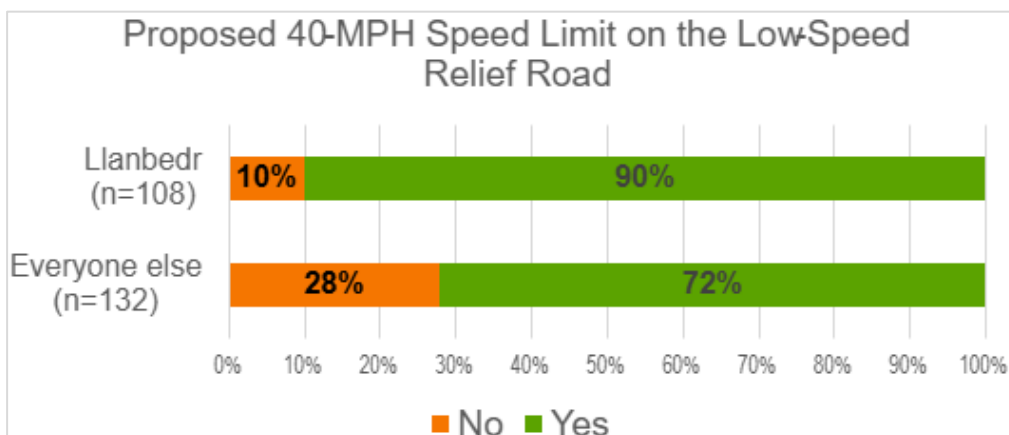


Figure 10-2 - Respondents opinion on a 40-mph speed limit for the Low-Speed Relief Road at Llanbedr based on whether the respondent resident of Llanbedr



- 10.1.3. A total of 28% (37) of the 132 respondents from elsewhere were against the proposed 40-mph speed limit on the Low-Speed Relief Road, as compared to 10% (11) of 108 respondents from Llanbedr.
- 10.1.4. Respondents were also offered an opportunity to answer an open-ended question to share any comments in relation to their opinion on the proposed 40-mph speed limit.
- 10.1.5. A summary of the comments received in relation to this question is presented in **Table 10-1**.

Table 10-1 Summary of comments in relation to the proposed 40-mph speed limit for the Low-Speed Relief Road

Supportive Comments	Llanbedr	Everyone else
Support the 40-mph speed limit (generally)	13	7
Support the Low-Speed Relief Road	6	1
Support the 40-mph speed limit due to vulnerable road users in the area (e.g. cyclists, quad bike users, gator users, etc)	1	0
Support the 40-mph speed limit as this will be quieter than a higher speed road	1	0
Suggestions		
Suggest that the speed limit should be 50-mph	0	5
Suggest the speed limit should be below 40-mph	3	5
Suggest the speed limit should be 60-mph / national speed limit	1	10
Suggest that the speed limit should be 50 or 60mph between the north side staggered junction in Pensarn and at the bottom of Rhiw Cae Cathin	1	0
Suggest that some drive entrances near/opposite to Knightmovers need addressing as egress/access on the bypass	1	0
Suggest that the speed limit should be enforced / monitored (e.g. speed cameras)	3	2
Suggest that the Pensarn stretch to Llanbedr should be above 40mph	1	0
Criticisms		
Oppose the proposed 40-mph speed limit	5	10
Oppose the Low-Speed Relief Road	1	5
Oppose the proposed speed limit as it will create noise	1	3
Oppose the proposed speed limit as drivers will routinely ignore the speed limit	0	3
Concerns		
Concern that without enforcement, road users will exceed the 40-mph limit / Query about how the speed limit will be enforced	3	3
Concern about the cost of repeat signage for the 40mph speed limit	0	1
Concern about the environmental impact of the Low-Speed Relief Road (e.g. carbon impact)	1	0

Other Codes		
Criticism of the Welsh Government	0	1

10.1.6. A total of 79 respondents provided comments in response to this open-ended question, to explain their views. This included 36 respondents from Llanbedr and 43 respondents from elsewhere.

10.1.7. A summary of the comments received to this open-ended question is set out below.

Supportive Comments

10.1.8. Overall support for the proposed 40-mph speed limit was expressed by 13 respondents in Llanbedr and seven respondents from elsewhere. Support for the Low-Speed Relief Road more broadly was also noted by six respondents from Llanbedr and one respondent from elsewhere.

10.1.9. Additional supportive comments, though less frequent, reflected specific reasons for agreement with the 40-mph limit:

- Support due to the presence of vulnerable road users such as cyclists and quad bike users.
- Support as a quieter alternative to a higher-speed road.

Suggestions

10.1.10. Several respondents provided alternative suggestions to the proposed 40-mph speed limit.

10.1.11. Other suggestions included:

- Speed limit enforcement; and
- Suggestion that the Pensarn stretch to Llanbedr should be above 40mph.

Criticisms

10.1.12. Opposition to the proposed 40-mph speed limit was raised by five respondents from Llanbedr and ten respondents from elsewhere. Broader opposition to the Low-Speed Relief Road itself was raised by one respondent in Llanbedr and five respondents from elsewhere.

10.1.13. Further criticisms included:

- Concern about noise generated at 40 mph; and
- Concern that the proposed limit would likely be ignored by drivers.

Concerns

10.1.14. Concerns about the lack of speed enforcement were raised by three respondents in Llanbedr and three respondents from elsewhere.

10.1.15. Other concerns included:

- Concern about the potential cost of implementing repeat signage for the 40-mph zone; and
- Concern about the environmental impact of the Low-Speed Relief Road.

Other

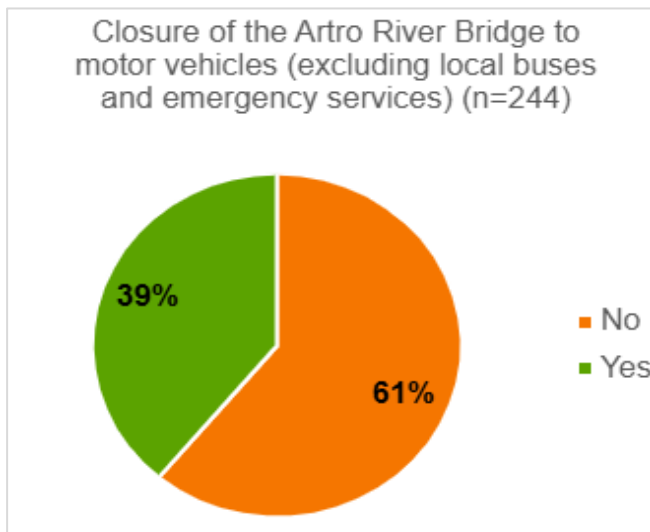
10.1.16. Other comments raised included:

- Criticism of Cyngor Gwynedd.

11 CLOSURE OF THE ARTRO RIVER BRIDGE TO MOTOR VEHICLES

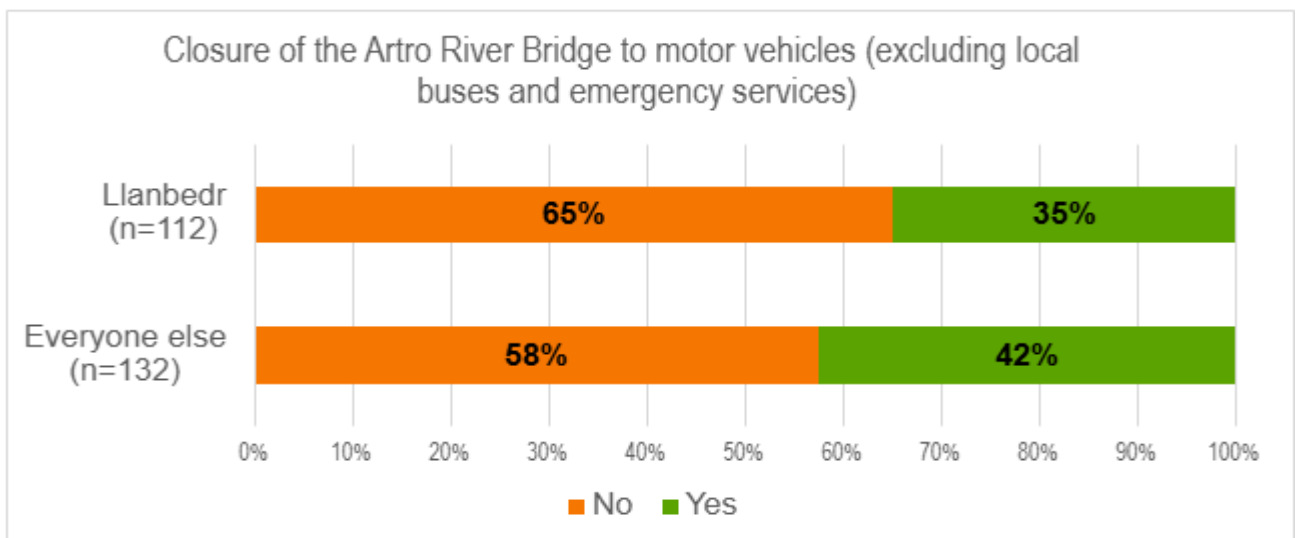
11.1.1. Respondents were then asked whether they agreed with the proposal to prohibit motor vehicle access (excluding local buses and emergency services) on the existing Artro River Bridge as part of the Low-Speed Relief Road scheme. A summary of the responses is provided in **Figure 11-1** and the distribution based on whether the respondent resident of Llanbedr is summarised in **Figure 11-2**.

Figure 11-1 - Respondents' opinion on the proposal to prohibit motor vehicle access on the Artro River Bridge



- **Figure 11-1** shows that 61% (149) of the total 244 respondents were against closure of the Artro River Bridge to motor vehicles (excluding local buses and emergency services).

Figure 11-2 - Respondents opinion on the proposal to prohibit motor vehicle access on the Artro River Bridge based on whether the respondent resident of Llanbedr



- 11.1.2. As shown in **Figure 11-2**, 65% (73) of 112 respondents from Llanbedr and 58% (76) of 132 respondents from elsewhere were among those against closure. It is noted that the location of the respondents' place of residence did not have a significant impact on their response.
- 11.1.3. Respondents were also offered an opportunity to answer an open-ended question about their agreement on the proposal.
- 11.1.4. A summary of the comments received in relation to the proposal is provided in **Table 11-1**.

Table 11-1 Summary of comments concerning respondents' opinions on the proposal to prohibit motor vehicle access on the Artro River Bridge

Supportive Comments	Llanbedr	Everyone else
Support the proposal to prohibit motor vehicles from using the existing Artro River Bridge in Llanbedr	4	8
Support construction of the Low-Speed Relief Road	5	2
Suggestions		
Suggest traffic lights on the bridge instead of the proposal	1	1
Suggest restricting traffic into central Llanbedr along the existing road to "For Access Only" instead of the proposal	4	2
Suggest the removal / reduction of cars through the village	1	0
Suggest parking restrictions in the village	1	2
Suggest implementing weight or vehicle size restrictions instead of the proposal	5	0
Suggest allowing resident access through a permit system	14	7
Suggest the provision of an alternative local access route before enforcing restrictions	1	2
Suggest the provision of the Low-Speed Relief Road in the first instance, assessing the need for additional restrictions at a later date	3	0
Suggest improving the road between Barmouth and Maetrog	0	1
Suggest access for council service vehicles should be maintained	1	1
Suggest that the Artro River Bridge can still be used by refuse vehicles, hearses and residents	0	1
Suggest that safe, sustainable access to the village by service users should be promoted as part of the Project	1	0
Suggest access for local businesses should be maintained	1	0
Suggest the provision of a footbridge and removal of both pavements (instead of prohibiting motor vehicles from the bridge)	0	1
Suggest making the bridge pavement wider and making the bridge single lane only with cars travelling north taking priority	1	0

Criticisms		
Oppose the Low-Speed Relief Road	0	2
Oppose the proposal to prohibit motor vehicles from using the existing Artro River Bridge	19	16
Oppose the proposal as the Low-Speed Relief Road will reduce traffic through the village already	16	9
Criticism this proposal has only been applied in Llanbedr and no other villages	0	1
Criticism of the cost of the proposal	0	1
Concerns		
Concern about the impact of the proposal on impact on access to Barmouth	2	1
Concern about how the proposal will be enforced / Query as to how the proposal will be enforced	6	2
Concern about the impact of the proposals on residents of Llanbedr	25	31
Concern that the proposal will increase congestion	0	2
Concern about the impact of the proposal on the local economy	3	3
Concern over impact of the proposal on local businesses	7	19
Concern that the proposal will split the village into two sides	17	8
Concern about the impact of proposals on people with physical and/or mental impairments	4	2
Concern about the impact of the proposal on access for visitors	3	6
Concern about the impact of the proposal on tourism	1	1
Concern about the impact of the proposal on access to jobs	3	0
Concern about the impact of the proposal on refuse collections	2	2
Concern about the impact of the proposal on local deliveries	3	5
Concern that the proposals will result in longer journey times and distances	15	6
Concern over impact of the proposal on the environment (e.g. due to long diversions)	4	3
Concern about the impact of the proposal on the village environment / atmosphere	2	2
Concern about the impact of proposals on older adults	4	0
Concern about the impact of the proposal on access to schools	2	3
Concern about the impact of the proposal on overnight parking	1	0
Concern about the impact of the proposal on access to Nantcol Valley	0	1
Other Codes		

Out of Scope	1	0
Criticism of Cyngor Gwynedd	1	1
Request for more information	2	1

11.1.5. A total of 154 respondents provided comments in response to this open-ended question, to explain their views. This comprised 76 respondents from Llanbedr and 78 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

11.1.6. Support for the proposal to prohibit motor vehicles from using the existing Artro River Bridge in Llanbedr was expressed by four respondents from Llanbedr and eight respondents from other areas.

11.1.7. Support for the construction of the Low-Speed Relief Road was noted from five Llanbedr-based respondents and two from elsewhere.

Suggestions

11.1.8. The most frequently raised suggestion was the implementation of a resident access permit system, which was supported by 14 respondents in Llanbedr and seven from outside the area.

11.1.9. Other suggestions were provided around the following themes:

- A proposal to replace the current scheme with traffic lights on the bridge;
- Weight or vehicle size restrictions as an alternative to the existing proposal;
- “For Access Only” restrictions into the village;
- Suggestion that council vehicles should retain access;
- Suggestion to modify the existing bridge to a single-lane configuration with widened pavements and priority northbound traffic; and
- Suggestion that the Low-Speed Relief Road should be delivered first, with any further restrictions assessed only after its implementation.

Criticisms

11.1.10. The proposal to prohibit motor vehicles from using the existing Artro River Bridge was opposed by 19 respondents from Llanbedr and 16 from elsewhere, indicating widespread concern.

11.1.11. 16 respondents from Llanbedr and nine from elsewhere showed concern that the Low-Speed Relief Road will reduce traffic through the village, thus diminishing its intended impact.

11.1.12. Other criticisms included:

- Oppose the Low-Speed Relief Road itself;
- Criticism that the proposal has only been applied in Llanbedr and not other villages;
- Criticism of the cost of the proposal.

Concerns

11.1.13. The most frequently raised concern among respondents was the impact of the proposals on residents of Llanbedr, cited by 25 respondents from Llanbedr, compared to 31 respondents from elsewhere.

11.1.14. A significant number of Llanbedr residents (17) also expressed concern that the proposal would divide the village into two sides, a sentiment echoed by eight respondents from elsewhere.

11.1.15. Concerns about longer journey times and increased travel distances due to the proposal were raised by 15 residents of Llanbedr and six others. The potential negative impact on local businesses was highlighted by seven Llanbedr respondents and 19 others. Additionally, six Llanbedr residents and two others questioned how the proposal would be enforced.

11.1.16. Environmental concerns, particularly those related to long diversions, were mentioned by four Llanbedr residents and three respondents from elsewhere.

11.1.17. Other concerns raised included the impact of proposals to prohibit motor vehicle access on the existing Artro River Bridge on the following:

- Local deliveries;
- Impact on older adults;
- Impact on individuals with physical and/or mental impairments;
- Access to jobs;
- The local economy;
- Access for visitors;
- Refuse collections;
- Access to schools;
- Village atmosphere;
- Access to Barmouth;
- Overnight parking; and
- Tourism.

Other

11.1.18. Other comments raised included:

- Criticism of Cyngor Gwynedd;
- Out of scope; and
- Request for more information.

12 CLOSURE OF MOCHRAS ROAD TO MOTOR VEHICLES

12.1.1. Respondents were asked whether they agreed with the proposal to prohibit motor vehicles from using Mochras Road under the new road allowing access only for pedestrians, cyclists, and wheelers (wheelchairs/scooters etc) as part of the Low-Speed Relief Road.

- As shown in **Figure 12-1**, 55% (127) of 234 respondents supported the proposal.
- This compared with 45% of the respondents who were against the proposal.
- When analysed further, it was noted that 50% of 107 respondents from Llanbedr were either in favour or against the proposal. However, 57% of 127 respondents, from elsewhere supported the proposal for closure of Mochras Road. The distribution based on whether the respondent was a resident of Llanbedr is summarised in **Figure 12-2**.

Figure 12-1 - Respondents opinion to prohibit motor vehicle access on Mochras Road

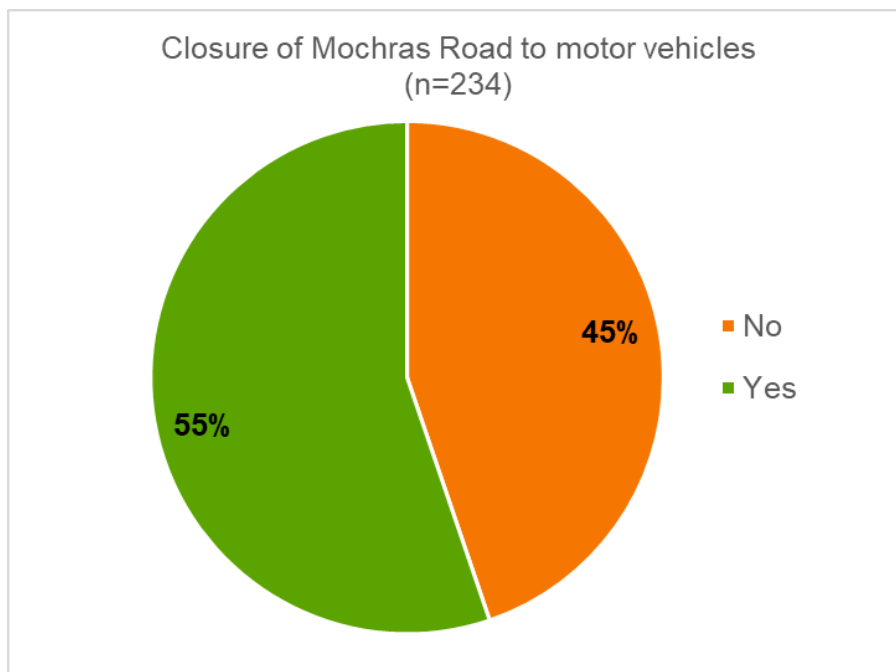
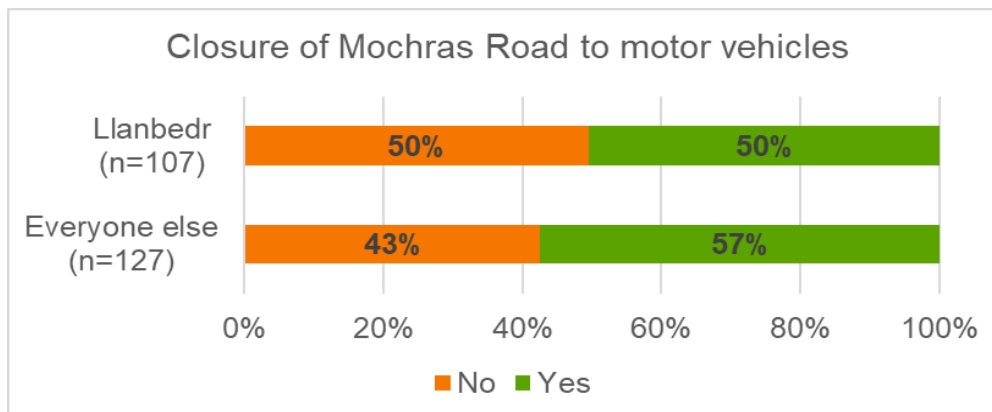


Figure 12-2 - Respondents opinion to prohibit motor vehicle access on Mochras Road based on whether the respondent resident of Llanbedr



- 12.1.2. Respondents were also offered an opportunity to answer an open-ended question to share any comments on the closure of Mochras Road to motor vehicles.
- 12.1.3. A summary of the comments received in relation to this question is presented in **Table 12-1**.

Table 12-1 Summary of comments in relation to the proposal to prohibit motor vehicles from using Mochras Road

Supportive Comments	Llanbedr	Everyone else
Support for the proposal to prohibit motor vehicles from using Mochras Road	5	1
Support for the proposal to prohibit motor vehicles from using Mochras Road, only if a Low-Speed Relief Road is provided	1	1
Support the aims of the proposal	4	1
Suggestions		
Suggest adequate parking is provided on both sides of the new road	1	0
Suggest allowing resident access through a permit system	2	0
Suggests implementing weight or vehicle size restrictions to protect the bridge	1	0
Suggest that there should be an alternative route provided for visitors to reach Mochras	1	0
Suggest that construction of the Low-Speed Relief Road negates the need for the proposals within Llanbedr Village	6	2
Suggest that traffic along Mochras Road between the village and the railway station should be restricted to 'For Access Only', instead of being banned completely	0	1
Suggest that moving parked cars from either side of the bridge would solve the issues	0	1
Suggest a mini roundabout or crossroad would solve the issues	1	1
Suggest residents only parking near the River Artro	1	0
Suggest that safe, sustainable access to the village by service users should be promoted as part of the scheme	1	0
Suggest an ANPR system should be installed to monitor local access using number plate recognition	1	0
Suggest that residents access the Low-Speed Relief Road through bollards on a tag	1	0
Suggest the provision of a large parking area to allow those staying at Shell Island to visit Llanbedr village	1	0
Suggest that all paths, tracks and roads for non-motorised users must be inclusive for all, including horse riding, carriage driving and all vulnerable users	0	1
Suggest that access should be maintained for local traffic	0	2
Suggest the provision of the Low-Speed Relief Road in the first instance, assessing the need for additional restrictions at a later date	1	0

Criticisms		
Oppose with the proposal to prohibit motor vehicles from using Mochras Road.	7	8
Criticism of the needs case for the proposal (e.g. the proposal isn't needed)	3	4
Criticism that the Project focuses too much on sustainable travel	1	1
Concerns		
Concern about the cost of the proposal	1	2
Concern that the proposal will limit access to the parking/picnic spot on Mochras Road	1	1
Concern about the impact of the proposal on farmers access to land	2	0
Concern about the impact of the proposal on local businesses	5	4
Concern the proposal would impact access to Llanbedr airfield	1	2
Concern that the proposal will be detrimental for residents living on Shell Island Road	2	1
Concern about the impact of the proposal on deliveries	3	2
Concern that the proposal could cause confusion for visitors to the area, and vehicles could get stuck	0	1
Concern that the proposal will restrict access to the railway station (generally)	6	2
Concern that the proposal will restrict access to the railway station for those with physical and mental impairments	1	0
Concern that the proposal will significantly impact residents of Llanbedr (e.g. compromise the ability to access amenities)	7	13
Concern that the proposal will significantly impact residents of Mochras Road	6	2
Concern that the proposal will create significant challenges for visitor access	1	3
Concern about the impact of the proposal on those with physical and/or mental impairments	3	1
Concern that the proposal will negatively impact on wellbeing	3	0
Concern that the proposal will negatively impact those reliant on cars	2	1
Other Codes		
Out of Scope	1	1
Criticism of Cyngor Gwynedd	0	1
Request for more information	1	5
Not sure	1	2

12.1.4. A total of 109 respondents provided comments in response to this open-ended question, to explain their views. This comprised 57 respondents from Llanbedr and 52 respondents from elsewhere. A summary of the comments received to this open-ended question is set out below.

Supportive Comments

- 12.1.5. Support for the proposal to prohibit motor vehicles from using Mochras Road was expressed by five respondents in Llanbedr and one respondent from elsewhere. An additional four respondents from Llanbedr and one from elsewhere supported the general aims of the proposal, such as promoting pedestrian and cyclist safety.
- 12.1.6. Conditional support for the proposal was also expressed, agreeing with it only if the Low-Speed Relief Road is delivered.

Suggestions

- 12.1.7. A range of suggestions were put forward to help manage the impact of the proposal, with the most frequently raised being the construction of the Low-Speed Relief Road to address the issues. This point was raised by six Llanbedr respondents and two from elsewhere.
- 12.1.8. Several more suggestions were put forward. These included:
- Creating a large parking area for Shell Island visitors to encourage them to visit Llanbedr village;
 - Residents-only parking near the River Artro;
 - Allowing access to the Relief Road through a bollard system operated with resident tags;
 - ANPR system to manage local access;
 - Sustainable service user access;
 - “Access Only” on Mochras Road; and
 - Ensuring that non-motorised travel routes are inclusive of horse riders and other vulnerable users.

Criticisms

- 12.1.9. Opposition to the proposal to prohibit motor vehicles from using Mochras Road was raised by seven respondents from Llanbedr and eight respondents from elsewhere.
- 12.1.10. Three respondents from Llanbedr and four from elsewhere criticised the justification for the proposal, suggesting it was not necessary.
- 12.1.11. Respondents also criticised that the proposal focused too much on sustainable travel.

Concerns

- 12.1.12. Concerns about the impact on residents were the most frequently cited issue. The potential for the proposal to significantly affect residents of Llanbedr was highlighted by seven respondents from Llanbedr and 13 respondents from elsewhere. Related to this, concern that residents living along Mochras Road would be particularly affected was raised by six respondents from Llanbedr and two from elsewhere.
- 12.1.13. Access to the railway station emerged as another area of concern, mentioned by six respondents from Llanbedr and two respondents from elsewhere.
- 12.1.14. The impact of the proposals on local businesses was mentioned by five respondents from Llanbedr and four respondents from elsewhere. The potential effect on delivery access was also raised highlighted by three respondents from Llanbedr and two from elsewhere.
- 12.1.15. Other concerns included:

- Concern that the proposed changes could disadvantage individuals with physical or mental impairments;
- Concern about the impact on wellbeing.
- Loss of access to farmland.
- Reliance on private vehicles.
- Challenges for visitors in locating and using alternative routes; and
- Potential loss of access to parking and picnic area on Mochras Road.

12.1.16. Several access-related concerns were also highlighted.

Other Comments

12.1.17. Other comments raised included:

- Criticism of Cyngor Gwynedd;
- Not sure;
- Out of scope; and
- Request for more information.

13 GENERAL COMMENTS ON THE LOW-SPEED RELIEF ROAD

- 13.1.1. All respondents, including those that responded 'No' and skipped the previous questions relating to proposals alongside the Low-Speed Relief Road, were given the opportunity to provide any further comments on the proposal of a Low-Speed Relief Road.
- 13.1.2. Respondents were also offered an opportunity to answer an open-ended question to give any further comments on the proposal for a Low-Speed Relief Road. A summary of the comments received in relation to the proposal for a Low-Speed Relief Road is provided in **Table 13-1**.

Table 13-1 - Summary of comments in relation to Low-speed relief road

Supportive Comments	Llanbedr	Everyone else
Support the Low-Speed Relief Road (generally)	18	12
Support the 40mph speed limit along the Low-Speed Relief Road	0	1
Support the enhancement of the village, opening up development opportunities in the local area (e.g. at the Airfield site)	1	1
Suggest the Low-Speed Relief Road should be constructed sooner	7	9
Support the low-speed relief road as it would enhance safety and quality of life in the Llanbedr area	4	2
Suggestions		
Suggest that parking should be banned on the main street	2	0
Suggest consideration is given to the opportunity for the village to develop tourism business and activities, alongside walkways, cycle routes and parking areas	1	0
Suggest that access from the relief road is provided to Mochras Road and Llanbedr airfield	1	0
Suggest incorporating measures to improve road safety at the junction of the A496 and Pensarn	1	0
Suggest that the Low-Speed Relief Road should be constructed prior to any adjustments are made to the village	4	0
Suggest that the issues should be addressed using parking restrictions	2	4
Suggest that the issues should be addressed using traffic lights	0	2
Suggest that a pedestrian/cycle bridge should be built alongside the current roadway	0	1
Suggest constructing a 'normal' bypass rather than the Low-Speed Relief Road	0	2
Suggest the provision of a car park near the village	0	1
Suggest vehicle access should remain as it currently is for local residents	2	1
Suggest improvements to footpath/pedestrian facilities	1	0

Suggest parking restrictions/ double yellow lines through the village	2	0
Suggest planting trees on the village side of road	0	1
Suggest the provision of a car park for residents	0	1
Suggest that special attention is paid to new landscaping so that visual impact of road engineering works is minimised and ameliorated	1	0
Suggest the provision of a slip road near the Bach Cockpit	0	0
Suggest that the camber of pavements is not too steep	0	1
Suggest the provision of cycle paths	1	0
Suggest traffic lights at peak times in peak months	0	1
Suggest constructing a footbridge on the lower side of the present stone bridge	1	1
Suggest that the Low-Speed Relief Road scheme should do nothing to discourage safe vehicular access to Llanbedr, but it should also encourage increased and safer use of access on foot and by bike to the village	1	0
Suggest the provision of a slip road near the small roundabout - so that vehicles can access the Village in a manner similar to Cambrian Clearance (e.g. people who need to avoid Llanbedr will be able to do so by using the bypass, thus taking a lot of traffic pressure off the old road and the ancient bridge)	1	0
Allow vehicles to use Artro Bridge except HGVs / Lorries (i.e. restrict heavy vehicles on bridge)	1	0
Suggest restrictions on Shell Island (e.g. visitor numbers / growth)	0	1
Suggest prohibiting HGVs from the coastal roads	0	1
Suggest alternative route for relief road if needed (e.g. passing Barmouth and Shell Island)	1	0
Criticisms		
Oppose the Project (generally)	6	2
Criticism of the needs case of the Project	2	1
Oppose pedestrianisation	1	0
Oppose the proposals for alterations within the village	7	4
Oppose the Project as the issues are limited to peak times	0	2
Criticism that cancelling the original relief road resulted in wasted money	1	1
Criticism of consultation (e.g. inadequate timescales)	1	1
Criticism of idea that only sustainable transport should only be allowed along the existing main road in terms of reducing transport as locals will need to travel twice as far to access the village	1	0
Oppose the 40mph speed limit along the Low-Speed Relief Road	0	1
Oppose unnecessary land take for Relief Road (i.e. taking more greenfield land for parking etc.)	1	0

Concerns		
Concern that the volume of traffic entering the A496 from Shell Island during peak season may cause safety concerns	0	1
Concern about the impact of the Project on the environment (e.g. damage to the countryside, increased noise pollution, impact on surrounding marshland, impact on species, impact on habitat)	4	2
Concern that the Project may cause traffic issues at the junction around the Victoria Inn	0	1
Concern about the reliability of public transport through Llanbedr without the Low-Speed Relief Road	1	0
Concern about the impact of the Project on residents of Llanbedr	1	1
Concern about the impact of the Project on businesses	1	2
Concern about the impact of the Project on access to Llanbedr (e.g. for residents, deliveries)	1	0
Concern that the proposals within the village will damage the community and village character	0	2
Concern about the impact of the Project on emergency services	1	0
Concern about the certainty of funding	2	0
Concern about impact on tourists	0	1
Concern about the environmental impacts of current congestion levels	0	1
Concern that Snowdonia Aerospace Centre (i.e. the airfield) is getting busier / growing. (e.g. causing access problems due to parked vehicles)	1	1
Concern that relief road will enable development (e.g. residential etc.)	1	0
Other Codes		
Criticism of Cyngor Gwynedd	4	0
Request for more information	3	0
Criticism of the Welsh Government	0	1
Criticism of Net-Zero	0	1

- 13.1.3. A total of 103 respondents provided comments in response to this open-ended question, to explain their views. This comprised 55 respondents from Llanbedr and 48 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

- 13.1.4. Overall support for the Low-Speed Relief Road was expressed by 18 respondents in Llanbedr and 12 respondents from elsewhere. The suggestion to construct the Low-Speed Relief Road sooner was given by seven Llanbedr-based respondents and nine from other areas.
- 13.1.5. The view that the Low-Speed Relief Road would greatly enhance safety and quality of life in the Llanbedr area was shared by four respondents from Llanbedr and two from elsewhere.
- 13.1.6. Support for the enhancement of the village, including opening development opportunities such as at the Airfield site, was noted by one respondent each from Llanbedr and other areas.

13.1.7. However, support for the proposed 40mph speed limit along the Low-Speed Relief Road was limited, with no respondents from Llanbedr and only one from elsewhere expressing this view.

Suggestions

13.1.8. Several respondents provided a range of suggestions. The most frequently raised suggestions included:

- Constructing the Low-Speed Relief Road before making any changes to the village;
- Implementing parking restrictions to address issues;
- Banning parking on the main street;
- Suggestion to maintain current vehicle access for residents; and
- Introducing parking restrictions or double yellow lines through the village.

13.1.9. Other suggestions included:

- Improving road safety at the A496 and Pensarn junction;
- Enhancing footpath and pedestrian facilities; and
- Constructing a footbridge on the lower side of the existing stone bridge.

Criticisms

13.1.10. There was notable opposition to the project overall, with six respondents from Llanbedr and two from elsewhere expressing general opposition. The rationale for the project was also questioned by two respondents from Llanbedr and one from elsewhere.

13.1.11. The proposals for alterations within the village were opposed by seven respondents from Llanbedr and four from elsewhere.

13.1.12. Other criticisms included:

- Criticism that the issues are limited to peak times and therefore do not justify the proposals;
- Criticism of the cancellation of the original relief road, citing wasted expenditure;
- Criticism of the focus on sustainable transport; and
- Opposition to the 40mph speed limit.

Concerns

13.1.13. Environmental impact was the most frequently cited concern overall.

13.1.14. Other concerns raised included:

- Concern about the certainty of funding;
- Concern about the reliability of public transport without the Low-Speed Relief road;
- The impact on emergency services;
- Traffic issues at the Victoria Inn junction; and
- The impact on tourism.

Other

13.1.15. Other comments raised included:

- Criticism of Cyngor Gwynedd;
- Criticism of the Welsh Government;
- Criticism of Net Zero; and
- Request for more information.

14 LLANBEDR VILLAGE IMPROVEMENTS - WITHOUT A LOW-SPEED RELIEF ROAD

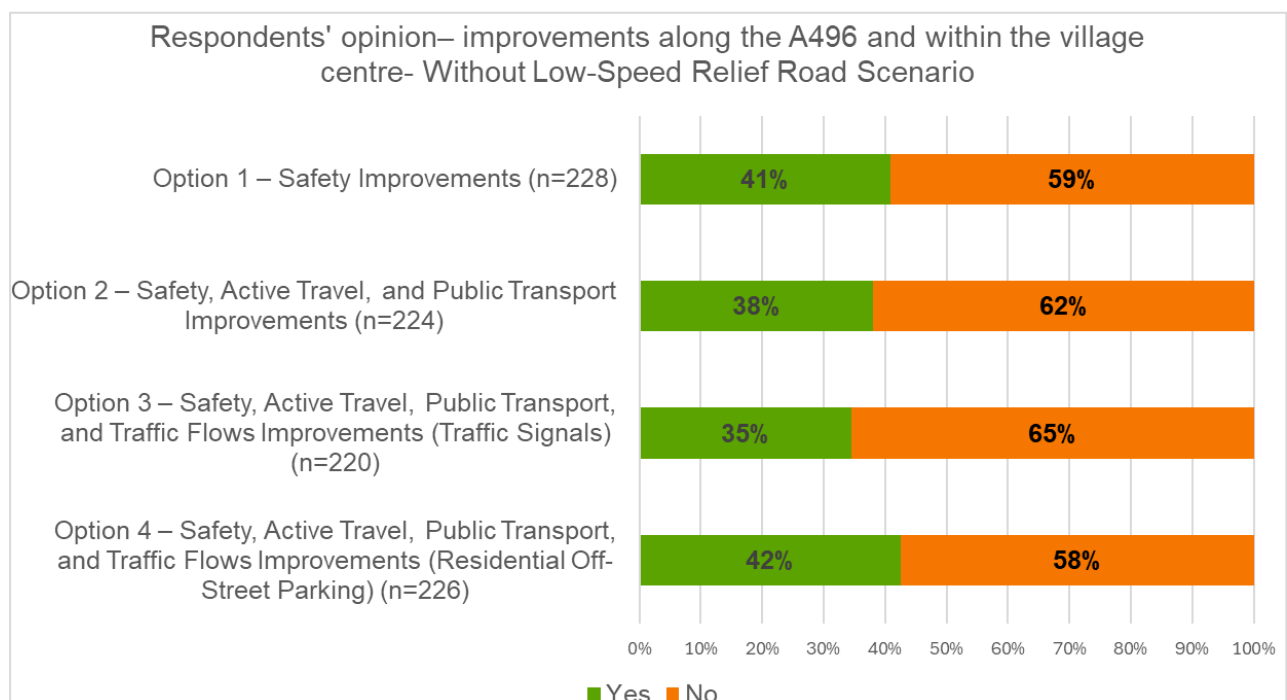
14.1.1. This section of the survey aimed to gather public opinion on the improvements in Llanbedr village without the Low-Speed Relief Road. Respondents could select 'Yes' or 'No' from each proposed option provided and were then invited to provide a free-text comment for questions in the section.

14.1.2. People were asked whether they would feel more comfortable walking, wheeling, or cycling within the village of Llanbedr with the following measures in place if implemented without a Low-Speed Relief Road being constructed:

- Option 1 – Safety Improvements.
- Option 2 – Safety, Active Travel, and Public Transport Improvements.
- Option 3 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Traffic Signals).
- Option 4 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Residential Off-Street Parking).

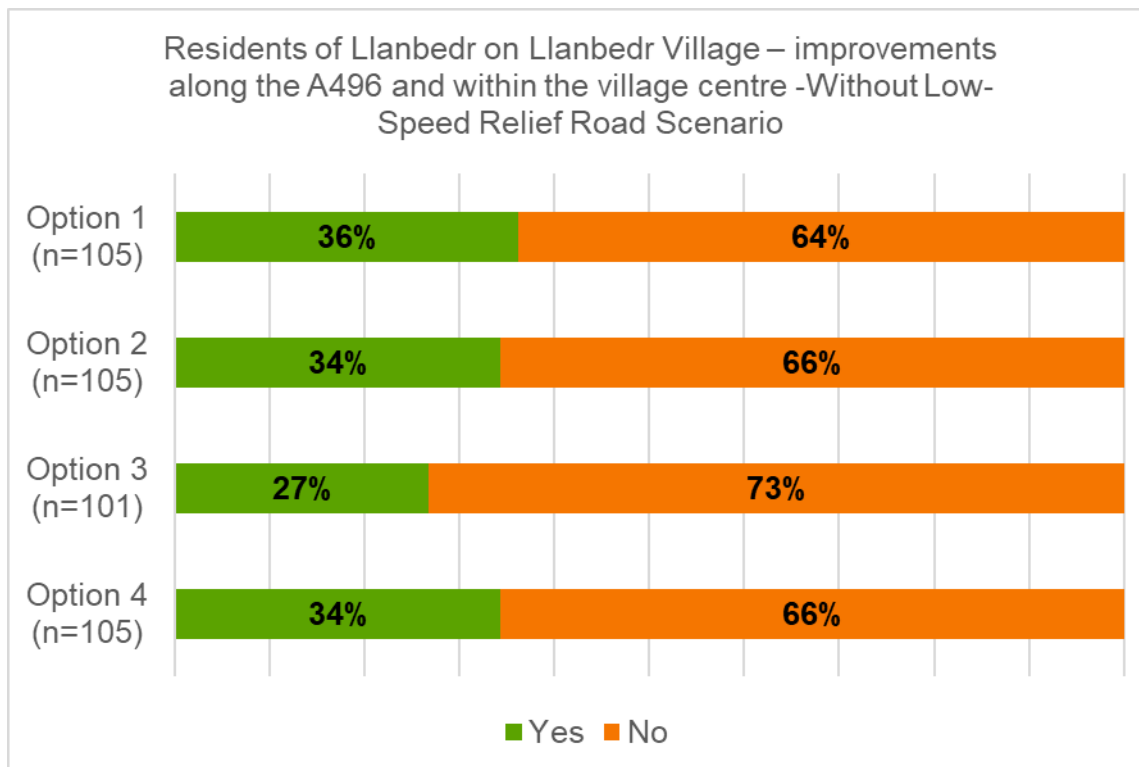
- A summary of the responses is provided in **Figure 14-1**.
- It is noted that 42% (96) of total 226 respondents support Option 4 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Residential Off-Street Parking), while 41% (93) of 228 respondents support Option 1 – Safety Improvements.
- This is followed by Option 2 – Safety, Active Travel, and Public Transport Improvements, which is supported by 38% (85) of 224 respondents.
- Option 3 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Traffic Signals) is the least preferred option with 35% (76) of 220 respondents.

Figure 14-1 - Respondents' opinion – improvements along the A496 & village centre - Without Low-Speed Relief Road



To understand if the place of residence had an impact on respondents' choices, the responses were analysed separately for those from Llanbedr and elsewhere. The responses for residents of Llanbedr are summarised in **Figure 14-2**.

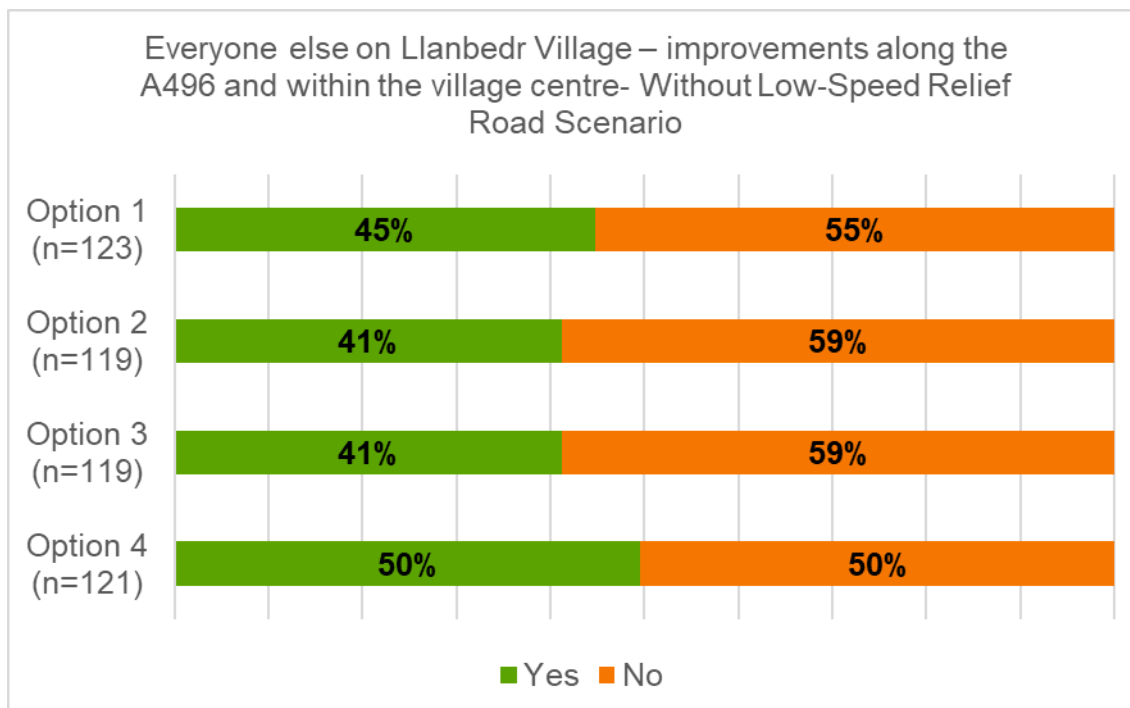
Figure 14-2 - Residents of Llanbedr on Llanbedr Village – improvements along the A496 & village centre -Without Low-Speed Relief Road Scenario



14.1.3. **Figure 14-2** shows:

- Option 1 – Safety Improvements was the most preferred option with support from 36% (38) of 105 respondents.
- This is followed by Option 4 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Residential Off-Street Parking), with support from 34% (36) of 105 respondents.
- Option 3 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Traffic Signals) was the least preferred option with 27% (27) of 101 respondents.

Figure 14-3 - Everyone else on Llanbedr Village – improvements along the A496 & village centre - Without Low-Speed Relief Road Scenario



14.1.4. **Figure 14-3** shows:

- Respondents from elsewhere preferred Option 4 – Safety, Active Travel, Public Transport, and Traffic Flows Improvements (Residential Off-Street Parking) with 50% (60) of 121 respondents in favour.
- Option 1– Safety Improvements had support from 45% (55) of 123 respondents.
- Option 2 & Option 3 are equally preferred by everyone else, with 41% (49) of 119 respondents in support.

14.1.5. Respondents were also offered an opportunity to answer an open-ended question to share any comments. A summary of the comments received in relation to this question is presented in **Table 14-1**.

Table 14-1 - Summary of comments in relation to Llanbedr Village Improvements - Without Low-Speed Relief Road Scenario

Supportive Comments	Llanbedr	Everyone else
Support not constructing the Low-Speed Relief Road	0	1
Support not building relief road: Better for environment / relief road would damage the environment	0	2
Support proposed options (not specified which option)	1	3
Support Option 1 (Safety improvements)	2	2
Support Option 2 (Safety, active travel and public transport improvements)	0	0

Support Option 3 (Safety, active travel, public transport, and traffic flow improvements - i.e., traffic signals)	3	5
Support Option 4 (Safety, active travel, public transport, and traffic flow improvements - i.e., off-street parking)	3	2
Support proposed options: Improve pedestrian and cyclist access (easier to access facilities in Llanbedr)	0	1
Support proposed options: Would keep through traffic for business / good for business	0	1
Support proposed options: Run a temporary trial first	1	1
Suggestions		
Suggest prohibiting on-street parking - i.e. adding double yellow lines / on street parking restrictions	5	11
Suggest prohibiting parking on A496	2	0
Suggest providing car parking for visitors	4	2
Suggest parking restrictions should be part time / peak time only (including tourist season)	1	1
Suggest traffic lights should be part time / peak time only (including tourist season)	0	4
Suggest speed cameras / enforcement for speeding	4	1
Suggest further active travel improvements in Llanbedr	3	1
Suggest further active travel improvements outside Llanbedr / elsewhere	1	1
Suggest Relief Road should be National Speed Limit	0	1
Suggest widening the road bridge	3	1
Suggest building a pedestrian bridge alongside the road bridge	3	3
Suggest provision of dedicated walking / cycling route through Llanbedr	2	0
Suggest previous proposal / bring back previous proposal	1	1
Suggest a phased approach	2	1
Suggest providing car parking for residents	3	2
Suggest providing street lighting to Llanbedr Railway Station	1	0
Criticisms		
Oppose proposal without the Low-Speed Relief Road (i.e. Low-Speed Relief Road is needed)	29	24
Oppose any of the proposed options or the relief road	3	0
Oppose proposal to introduce traffic lights	2	1
Oppose proposal to introduce walking and cycling routes	2	0
Oppose proposed options: Will make congestion / traffic problems worse	8	4

Oppose proposed options: No improvement to through traffic / no benefit (criticism of proposed options)	9	3
Oppose proposed options: Short-termism / will need a relief road eventually	1	2
Oppose proposed options: Does not solve problem of HGVs / Lorries through Llanbedr	1	4
Oppose proposed options: Poor use of funds / waste of money	4	0
Oppose proposed options: Would not improve safety / Low-Speed Relief Road needed for safety	6	4
Oppose proposed options: Would disrupt character of area / not fit into landscape	4	1
Oppose proposed options: Continued traffic will deter visitors	0	1
Oppose proposed options: Car parking is not causing the issue	0	1
Oppose proposed options: Local Road network will not enable improvements (poor junctions etc.)	0	2
Oppose proposed options: Relief Road will benefit the economy / create new jobs	2	0
Concerns		
Provision of off-street parking will result in faster traffic / greater speeds	1	0
Without relief road, the bridge through Llanbedr may collapse / structural failure	0	3
Concern about the impact of proposals on local people	2	2
Concern about the impact of proposals on local businesses / local economy	2	1
Concern about the impact of proposals on disabled / those with mobility issues	1	0
Concern related to availability of resident access and egress from homes	3	1
Concern related to availability of resident parking	4	4
Concern resident parking will be too far from homes / not used	3	2
Concern resident parking will be difficult for those with children	1	0
Concern resident parking will be difficult for elderly people	1	0
Concern about access to Mochras (road / bridge)	2	0
Concern about air pollution / poor air quality	1	2
Concern about the safety of road users	2	6
Concern about the safety of pedestrian and cyclists	1	3
Concern about safety of children / schoolchildren	1	2
Concern about visitor traffic / tourists	3	3
Concern about access to local shops	1	1

Concern about impact on wildlife / animals	1	0
Concern about impact on emergency service access	1	2
Concern about impact on access for deliveries / couriers / tradespeople	1	0
Other Codes		
Criticism of Gwynedd Council (Cyngor Gwynedd)	0	2
Request for more information	1	2
Criticism of the Welsh Government (Llywodraeth Cymru)	2	0
Query: Distance between residential parking areas and homes (Option 4)	1	0
Query: Where will residents park if restrictions introduced?	2	0
Query: Traffic lights usage - timings / part time / peak time only etc.?	0	1
Query: How will improvements make the village safer for pedestrians and cyclists?	1	0
Query: Can money be spent elsewhere instead / spent on other things?	0	1
No comment to make on the proposals	1	1

14.1.6. A total of 130 respondents provided comments in response to this open-ended question, to explain their views. This was made up of 68 respondents from Llanbedr and 62 respondents from elsewhere. A summary of the comments received to this open-ended question is set out below.

Supportive Comments

14.1.7. A small number of respondents expressed general support for the proposed options in the absence of the Low-Speed Relief Road:

- One respondent from Llanbedr and three respondents from elsewhere supported the proposals without specifying a preferred option.
- Support for Option 1 (safety improvements only) was expressed by two respondents from both Llanbedr and elsewhere, while three respondents from Llanbedr and five from elsewhere supported Option 3.

14.1.8. Support for Option 4, which focuses on safety, active travel, public transport, and traffic flow improvements (e.g. off-street parking), was expressed by three respondents from Llanbedr and two from elsewhere.

14.1.9. Option 6 (improving pedestrian and cyclist access) was supported by one respondent from elsewhere, while one respondent each from Llanbedr and elsewhere supported the idea of running a temporary trial first.

14.1.10. There was notable support for Option 6 with three Llanbedr respondents and five from elsewhere expressing their endorsement.

Suggestions

14.1.11. Several respondents put forward suggestions to enhance the proposal:

- Five Llanbedr respondents and 11 from elsewhere suggested introducing restrictions on on-street parking, including the use of double yellow lines.
- Specific mention of restricting parking on the A496 came from two Llanbedr respondents.
- Four Llanbedr respondents and two from elsewhere suggested that visitor parking should be provided.

14.1.12. Other suggestions focused on the following themes:

- Parking;
- Speed and traffic control measures;
- Active travel infrastructure; and
- Alternative suggestions to the current proposal.

Criticisms

14.1.13. The most frequent criticism was that, without a Low-Speed Relief Road, the alternative options would be insufficient. This was raised by 29 respondents from Llanbedr and 24 respondents from elsewhere. There was also general opposition to the proposed options or the relief road from three respondents in Llanbedr, though no respondents from elsewhere shared this view.

14.1.14. Specific elements of the project also drew criticism:

- Opposition to the proposal to introduce traffic lights;
- Opposition to walking and cycling route improvements;
- Criticism that the proposals would worsen congestion or traffic problems; and
- The belief that the proposals did not adequately improve through traffic or offer any benefit.

Concerns

14.1.15. Common concerns were centred around the following themes:

- Parking and access;
- Broader access and mobility concerns; and
- Safety.

14.1.16. Other concerns included:

- Air pollution and poor air quality;
- Wildlife;
- Structural integrity of Llanbedr bridge;
- Emergency service access; and
- Access for deliveries, couriers, or tradespeople

Other

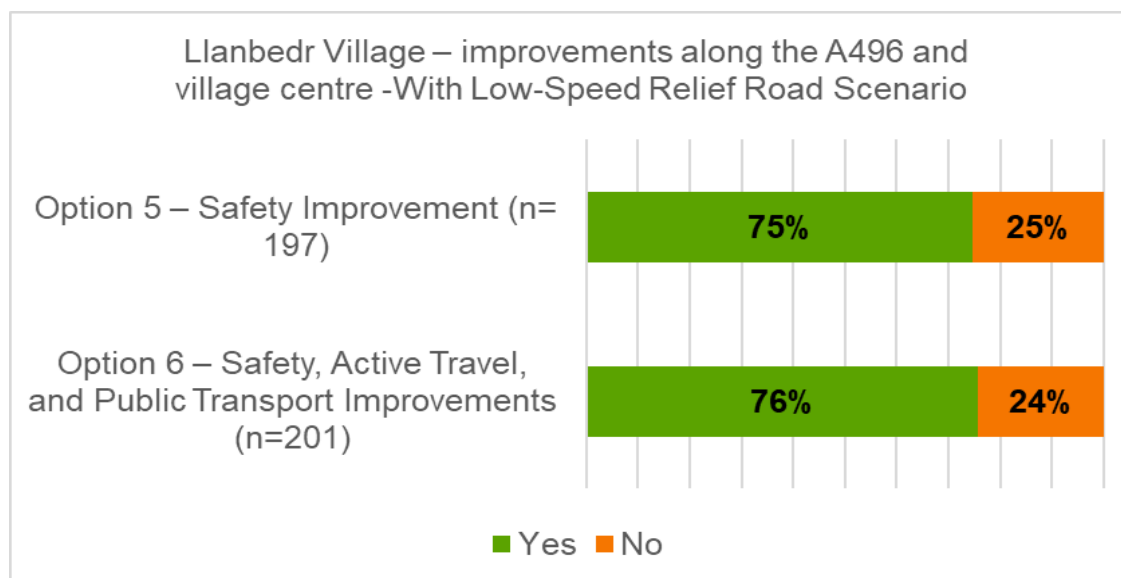
14.1.17. Other comments included:

- Specific queries about parking arrangements;
- The operation of traffic lights;
- Query around how safety for pedestrians and cyclists would be improved; and
- Questions around whether the funds could be better used on other projects.

15 LLANBEDR VILLAGE IMPROVEMENTS - WITH A LOW-SPEED RELIEF ROAD

- 15.1.1. This section of the survey aimed to gather public opinion on the improvements in Llanbedr village with the Low-Speed Relief Road being constructed. Respondents could choose to select 'Yes' or 'No' responses for the two listed proposed options and were subsequently invited to provide a free-text comment for questions in the section.
- 15.1.2. People were asked whether they would feel more comfortable walking, wheeling, or cycling within the village of Llanbedr with the following measures in place, if implemented *with* a Low-Speed Relief Road being constructed:
- Option 5 – Safety Improvement
 - Option 6 – Safety, Active Travel, and Public Transport Improvements
- 15.1.3. A total of 197 and 201 respondents responded to Option 5 and Option 6, respectively. A summary of total responses is provided in **Figure 15-1**.

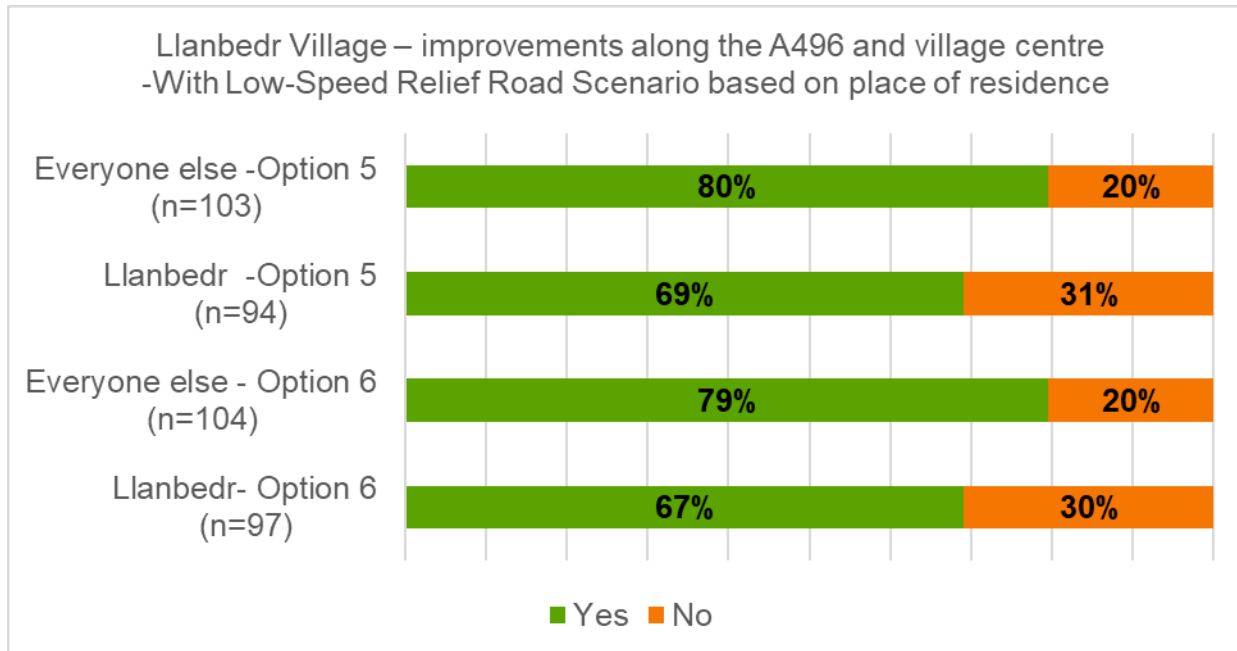
Figure 15-1 - Respondents' opinion on improvements along the A496 and village centre -With Low-Speed Relief Road Scenario



- As shown in **Figure 15-1**, 76% (152) of 201 respondents said they would feel more comfortable walking, wheeling or cycling within the village with Option 6 -Safety, Active Travel, and Public Transport Improvements.
- The compared with a total of 75% (147) of respondents said they would feel more comfortable with Option 5 – Safety Improvement, with support from 75% (147) of 197.

- 15.1.4. The responses are summarised based on place of residence in **Figure 15-2**.

Figure 15-2 - Llanbedr Village improvements along the A496 and village centre -With Low-Speed Relief Road Scenario based on place of residence



As shown in **Figure 15-2** above, 80% (82) of 103 respondents from elsewhere said Option 5 would make them feel more comfortable, compared to 69% (65) of 94 respondents from Llanbedr.

- 15.1.5. Similarly, 79% (86) of 104 respondents, from elsewhere, said Option 6 would make them feel more comfortable, compared with 67% (66) of 97 respondents from Llanbedr.
- 15.1.6. Respondents were also offered an opportunity to answer an open-ended question to share any comments.
- 15.1.7. A summary of the comments received in relation to this question is presented in **Table 15-1**.

Table 15-1 - Summary of comments in relation to Llanbedr Village Improvements - With Low-Speed Relief Road Scenario

Supportive Comments	Llanbedr	Everyone else
Support proposal for Low-Speed Relief Road	14	11
Support Option 5 (relief road + safety improvements in Llanbedr)	1	0
Support Option 6 (relief road + safety, active travel and public transport improvements in Llanbedr)	2	0
Support proposals: Prioritise speedy construction (e.g. get on with it etc.)	2	3
Support proposals: Will reduce air pollution / improve air quality	3	3
Support proposals: Will reduce traffic noise	1	1
Support proposals: Improve pedestrian and cyclist access (easier to access facilities in Llanbedr)	0	1
Support proposals: Improve pedestrian and cyclist safety	6	5

Support proposals: Improved access for disabled people / those with mobility issues	1	0
Support proposals: Will reduce traffic congestion in Llanbedr (e.g. through less traffic)	7	5
Support proposals: Will reduce HGVs / lorries through Llanbedr	1	0
Support proposals: to protect rural landscape / village character	2	3
Support proposals: to protect and conserve the bridge	1	1
Support proposals: Relief Road will improve journey times / faster response times for emergency services	0	2
Support proposals: Will improve local business	0	1
Suggestions		
Suggest Option 5 and 6 to be considered after construction of relief road	3	0
Suggest prohibiting on-street parking - i.e., adding double yellow lines / on street parking restrictions	1	2
Suggest prohibiting through traffic	3	3
Suggest Relief Road should be National Speed Limit	0	1
Suggest additional parking is provided for residents (i.e. to replace loss of on-street parking)	2	1
Suggest additional parking is provided for visitors	1	1
Suggest undertaking a road safety campaign in the region	0	1
Suggest proposals should include traffic lights in Llanbedr	0	1
Suggest proposals should include speed camera / enforcement in Llanbedr	0	1
Suggest building a pedestrian bridge alongside the road bridge	0	1
Suggest that residents need to be able to drive over the bridge to access amenities	2	1
Suggest the bridge must be accessible for private vehicles	3	1
Suggest a weight limit on the bridge is needed	0	1
Suggest roundabout at junction between bypass and A496	0	1
Suggest a phased approach	1	0
Suggest localised solutions should be appraised before construction of relief road	0	1
Suggest new kerb is provided on Mochras Road	1	0
Suggest improved access to rocks / riverside	1	0
Criticisms		
Oppose proposal for Low-Speed Relief Road (e.g. not needed)	3	3
Oppose all proposals: Not needed / will not make a difference / not a long-term solution	0	3
Option 5 and 6 won't be needed if Relief Road is built	12	8
Oppose removal of on-street parking	1	0
Oppose proposals: Poor use of funds / waste of money	2	2

Oppose proposals: Not enough cyclists to be worthwhile / don't understand focus on cycling	1	1
Oppose closure of the bridge to traffic	2	0
Oppose closure of Mochras Road / should connect to relief road	2	0
Criticism of questionnaire / consultation	0	1
Criticism that North Wales receives less investment than South Wales	0	1
Concerns		
Concern that nothing will be done (at all) / continued risk to safety	2	0
Concern that relief road will be built and no funding left for Option 5 or 6	1	0
Concern about impact of proposals on rural landscape/built character	1	0
Concerned about lack of onward connections for pedestrians and cyclists (i.e. outside of Llanbedr)	0	1
Concern about impact of proposals on the environment	2	0
Concern about the impact of proposals on disabled / those with mobility issues	2	0
Concerned about impact of proposals on respondent's property	4	0
Concern that public transport improvements won't happen / criticism of public transport	0	1
Other Codes		
Criticism of Gwynedd Council (Cyngor Gwynedd)	1	0
Request for more information	0	2

15.1.8. A total of 86 respondents provided comments to this open-ended question, to explain their views. This was made up of 46 respondents from Llanbedr and 40 respondents from elsewhere. A summary of the comments received to this open-ended question is set out below.

Supportive Comments

- 15.1.9. General support for the proposed Low-Speed Relief Road was given by 14 respondents in Llanbedr and 11 from elsewhere. Among these, several highlighted the reduction in traffic congestion through the village supported by seven respondents from Llanbedr and five from elsewhere. Six respondents in Llanbedr and five from elsewhere supported the expected improvements in pedestrian and cyclist safety.
- 15.1.10. Environmental benefits including reducing air pollution and improving air quality were supported by three Llanbedr respondents and three respondents from elsewhere. Respondents also supported the expected reduction in traffic noise, and the potential to protect the rural landscape or preserve the village character.
- 15.1.11. The need to prioritise a quick scheme construction was raised by three respondents from Llanbedr and three respondents from elsewhere.
- 15.1.12. Further individual comments included:
- Support for reduced traffic and improved journey times;
 - Conserving the bridge; and

- Benefits to local businesses.

Suggestions

15.1.13. Several respondents put forward suggestions to enhance or adapt the current proposals for the Relief Road, including ideas to safeguard the option for future improvements:

- Three respondents from Llanbedr suggested that the current scheme should not prevent the future introduction of measures outlined in Options 5 and 6 (no respondents from elsewhere mentioned this).
- Prohibiting through traffic from using the existing village roads was suggested by three respondents in Llanbedr and three respondents from elsewhere.
- Measures to prohibit or reduce on-street parking, such as installing double yellow lines, were supported by one Llanbedr respondent and two respondents from elsewhere.

15.1.14. Other suggestions focused on the following themes:

- Parking;
- Pedestrian access;
- Vehicular access;
- Road safety; and
- Alternative suggestions and amendments to the proposal.

Criticisms

15.1.15. The most frequent criticism raised was that if the Relief Road is built, additional interventions such as those in Option 5 or 6 would no longer be necessary. This concern was raised by 12 respondents from Llanbedr and eight respondents from elsewhere.

15.1.16. Opposition to the Relief Road itself was expressed by three respondents from Llanbedr and three respondents from elsewhere. Broader criticisms of the proposals as being ineffective or unnecessary were mentioned by three respondents from elsewhere, with no respondents from Llanbedr raising this view.

15.1.17. Two respondents from Llanbedr and elsewhere felt that the scheme represented a poor use of public funding.

15.1.18. Other criticisms included:

- Opposition to the closure of the bridge to traffic;
- Opposition to the removal of on-street parking;
- Opposition to the closure of Mochras Road, and
- Criticism of the consultation process.

Concerns

15.1.19. Concerns about the potential impacts of the scheme on private property were raised by four respondents from Llanbedr. Concerns about the broader environmental effects, including potential harm to the rural landscape and surrounding area, were also noted raised by two respondents from Llanbedr. These concerns were not raised by any respondents from elsewhere.

15.1.20. Two respondents from Llanbedr expressed concerns about the scheme's potential impact on disabled people or those with limited mobility, while one respondent from Llanbedr raised concern about the continued safety risks if no improvements are ultimately delivered.

15.1.21. Other concerns focussed on the following themes:

- Lack of active travel infrastructure;
- Lack of public transport improvements;
- Environmental impact; and
- Funding.

Other Comments

15.1.22. Other responses included:

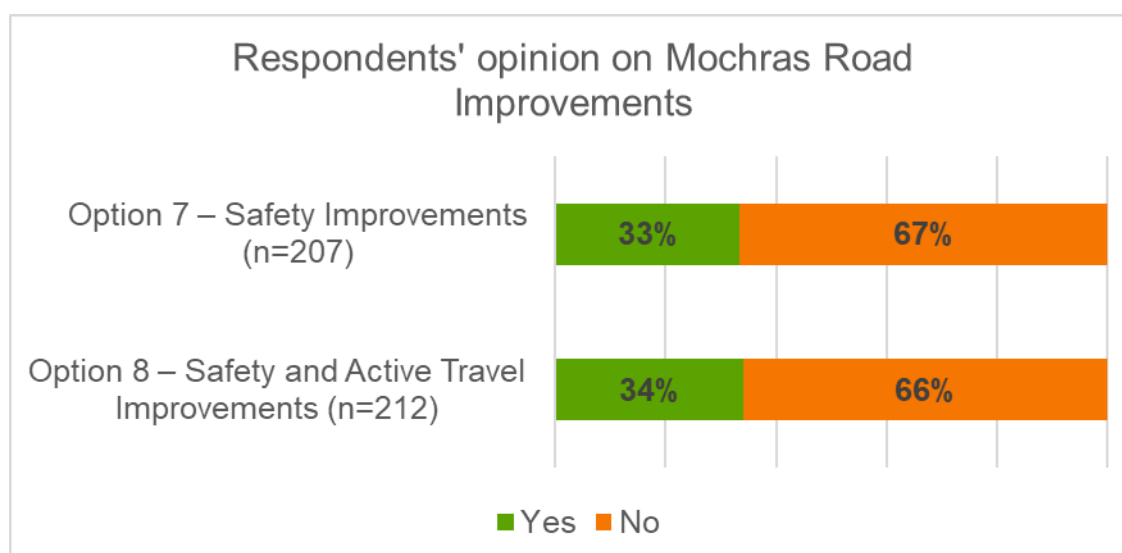
- Criticism of Cyngor Gwynedd; and
- Requests for further information.

16 MOCHRAS ROAD IMPROVEMENTS - WITHOUT A LOW-SPEED RELIEF ROAD

- 16.1.1. The next section of the survey aimed to gather public opinion on the improvements along Mochras Road without the Low-Speed Relief Road.
- 16.1.2. Like the previous section, the respondents could choose to select 'Yes' or 'No' for the two listed proposed options and were subsequently invited to provide a free-text comment for questions in the section.
- 16.1.3. People were asked whether they would feel more comfortable walking, wheeling, or cycling along Mochras Road with following measures in place if implemented *without* a Low-Speed Relief Road being constructed:
- Option 7 – Safety Improvements
 - Option 8 – Safety and Active Travel Improvements
- 16.1.4. A summary of the total responses for both options is provided in **Figure 16-1**.

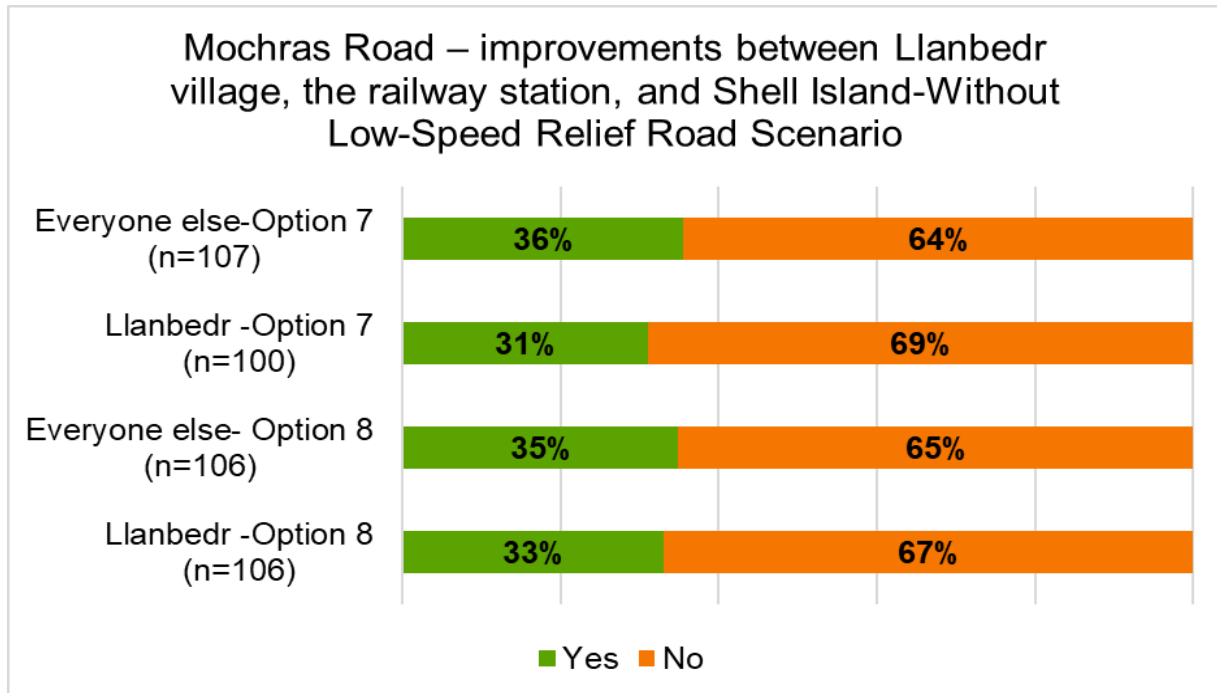
- A total of 34% (72) of 212 respondents said Option 8 – Safety and Active Travel Improvements would make them more comfortable walking, wheeling or cycling along Mochras Road.
- This compared with 33% (69) of 207 respondents stating the same for Option 7 – Safety Improvements.

Figure 16-1 - Respondents' opinion on Mochras Road Improvements- Without a Low-speed Relief Road



The preferred options based on place of residence for respondents is summarised in **Figure 16-2**.

Figure 16-2 - Mochras Road Improvements - Without a Low-speed Relief Road based on the place of residence



- 16.1.5. **Figure 16-2** shows 33% (35) of 106 respondents from Llanbedr said Option 8 – Safety and Active Travel Improvements would make them feel more comfortable. There is a more even split with respondents from elsewhere, where 36% (38) of 107 respondents said Option 7 and 35% (37) of 106 respondents said Option 8.
- 16.1.6. Respondents were asked to provide any further comments. A summary of the free text comments received is provided in **Table 16-1**.

Table 16-1 - Summary of comments in relation to Mochras Road Improvements - Without Low-Speed Relief Road Scenario

Supportive Comments	Llanbedr	Everyone else
Support not proceeding with a Low-Speed Relief Road	1	0
Support Option 7 - Safety Improvements	0	2
Support Option 8 - Safety and Active Travel Improvements	0	2
Support additional parking restrictions on Mochras Road	0	0
Support traffic calming measures on Mochras Road	1	0
Support extending the 20mph speed limit up to Llanbedr station	1	0
Support reducing the speed limit from Llanbedr station to Shell Island	0	1
Support the installation of chicanes	1	0
Support active travel route from Llanbedr to Llanbedr station	2	0
Support reducing the number of vehicles driving to the train station	1	0

Suggestions		
Suggest removing on-street parking	1	0
Suggest restriction of on-street parking	3	0
Suggest that parking is the main problem at peak season only	0	1
Suggest extending double yellow lines further away from the bus bridge	1	0
Suggest parking area for residents or encourage residents to park on their own driveways	2	1
Suggest integrating walking facilities along the river and picnic areas	1	0
Suggest providing pavements and widening of the road to improve safety	1	0
Suggest providing road lighting	2	0
Suggest speed restrictions	1	0
Suggest better awareness and education of road safety	0	2
Suggest that removing the traffic is the only sensible option	0	0
Suggest that if traffic volumes remain the same, congestion would stay the same	0	0
Suggest the relief road should be built as soon as possible	1	1
Suggest building the relief road with a national speed limit instead	0	1
Suggest that vehicles need access along the relief road	0	1
Suggest the residents of central Llanbedr should be listened to	1	0
Suggest that measures need to be discussed with residents	1	0
Suggest improved access to the Station	2	0
Suggest closure of Shell Island	1	0
Suggest building a pedestrian bridge alongside the road bridge	1	0
Suggest proposed improvements to Llanbedr should be considered after the Relief Road is open	0	0
Suggest improvements to walking / cycling network in area (active travel)	4	1
Suggest prioritising value for money / good use of funds	0	1
Criticisms		
Oppose not proceeding with a Low-Speed Relief Road (e.g. the Low-Speed Relief Road is needed)	17	9
Oppose Option 7 - Safety Improvements	4	3
Oppose Option 8 - Safety and Active Travel Improvements	4	2
Oppose additional parking restrictions on Mochras Road	0	0
Oppose traffic calming measures on Mochras Road	1	0
Oppose extending the 20mph speed limit up to Llanbedr station	0	0
Oppose reducing the speed limit from Llanbedr station to Shell Island	1	0
Oppose the installation of chicanes	0	1
Oppose the closure of Mochras Road	1	0

Oppose the new cycle path	1	0
Criticism of consultation process being open for general public not just residents of Llanbedr	1	0
Proposals in village / along Mochras Road won't be needed if relief road is constructed	3	2
Proposals are poor value for money / costly	0	1
Concerns		
Concern about safety (generally)	5	0
Concern about safety of pedestrians on Mochras Road	4	3
Concern over safety along Mochras Road	2	3
Concern about safety of road users due to speeding vehicles	2	0
Concern about safety of pedestrians walking on the bridge	1	0
Concern over safety of pedestrians walking to the Llanbedr Station	2	0
Concern about access to emergency services	1	1
Concern that Mochras Road cannot be improved unless the road is widened	1	0
Concern over speeding, and lack of speed limit enforcement	1	1
Concern about traffic congestion / traffic volumes along Mochras road	1	2
Concern that without the relief road, traffic congestion would have negative impacts on the local environment and residents	1	3
Concern over persistent significant congestion, that causes delays and safety issues, when Shell Island is open and after high tide without the relief road	0	1
Concern about traffic congestion (generally)	0	0
Concern that Mochras Road cannot be improved unless relief road is built	1	3
Concern about Shell Island traffic using Mochras Road	2	1
Concern that HGV access to Shell Island and the airfield would compromise works regularly	1	1
Concern that proposals fail to address the real issues	0	1
Concern about pollution caused by stagnant vehicles	0	1
Concern over current traffic to Shell Island, which is dangerous to pedestrians	0	0
Concern about parking	1	1
Concern about the cost of fuel	1	0
Concern that the road junction with the bridge is the real bottle neck	1	1
Concern over lack of traffic signal control	0	1
Concern about resident access	1	0
Other Codes		
Out of Scope	0	1
Criticism of Cyngor Gwynedd	1	1
Request for more information	4	1

Not sure	1	0
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16.1.7. A total of 68 respondents provided comments in response to this open-ended question, to explain their views. This comprised 42 respondents from Llanbedr and 26 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

- 16.1.8. Overall, four respondents from elsewhere expressed support for Option 7 - Safety Improvements and Option 8 - Safety and Active Travel Improvements (two respondents each). While two respondents from Llanbedr supported active travel route from Llanbedr to Llanbedr station.
- 16.1.9. However, the proposals for not proceeding with a Low-Speed Relief Road, traffic calming measures on Mochras Road, extending the 20mph speed limit up to Llanbedr station and installation of chicanes were supported by fewer respondents, with one respondent each from Llanbedr.
- 16.1.10. One respondent from elsewhere also supported reducing the speed limit from Llanbedr station to Shell Island.

Criticisms

- 16.1.11. Opposition for not proceeding with a Low-Speed Relief Road (e.g. the Low-Speed Relief Road is needed) was raised by 17 respondents from Llanbedr and nine respondents from elsewhere. This was followed by seven respondents opposing Option 7 - Safety Improvements (four from Llanbedr and three from elsewhere) and six respondents opposing Option 8 - Safety and Active Travel Improvements (four from Llanbedr and two from elsewhere).
- 16.1.12. Similarly, five respondents (three from Llanbedr and two from elsewhere) suggested proposals in village / along Mochras Road would not be needed if relief road is constructed.
- 16.1.13. Other criticism included:
- Opposition to traffic calming measures;
 - Cost of the project; and
 - Opposition to active travel improvements.

Concerns

- 16.1.14. A significant number of respondents expressed their concerns regarding safety. This included:
- Concerns about the safety of pedestrians on Mochras Road (four respondents from Llanbedr and three from elsewhere).
 - Safety (generally) (five respondents from Llanbedr).
 - Safety along Mochras Road (two respondents from Llanbedr and three from elsewhere).
 - Safety of road users due to speeding vehicles (two respondents from Llanbedr).
 - Safety of pedestrians walking to the Llanbedr Station (two respondents from Llanbedr).
- 16.1.15. Concerns were raised that, without the relief road, traffic congestion could have negative impacts on the local environment; this was raised by three respondents from elsewhere and one from Llanbedr. A similar pattern was noted for respondents suggesting Mochras Road cannot be improved until a relief road is built.
- 16.1.16. Concerns were also raised around the following themes:
- Congestion and traffic volumes;

- Pedestrian safety;
- Traffic flow to/from Shell Island;
- Parking; and
- Environment concerns.

Suggestions

16.1.17. Various suggestions were put forward regarding parking, active travel and infrastructure improvements for proposals along Mochras Road:

- Four respondents from Llanbedr suggested improvements to walking and cycling network in the area (active travel), along with one respondent from elsewhere.
- The restriction of on-street parking was suggested by three respondents from Llanbedr.
- Two respondents from Llanbedr and one respondent from elsewhere suggested a parking area for residents or encouraging residents to park on their own driveways.

16.1.18. Improved access to the Station and providing road lighting was also suggested in some of the comments made by respondents from Llanbedr (two respondents for each).

16.1.19. Other suggestions focused on the following themes:

- Parking;
- Active travel;
- Traffic calming;
- Alternative suggestions and amendments to the proposal.

Other

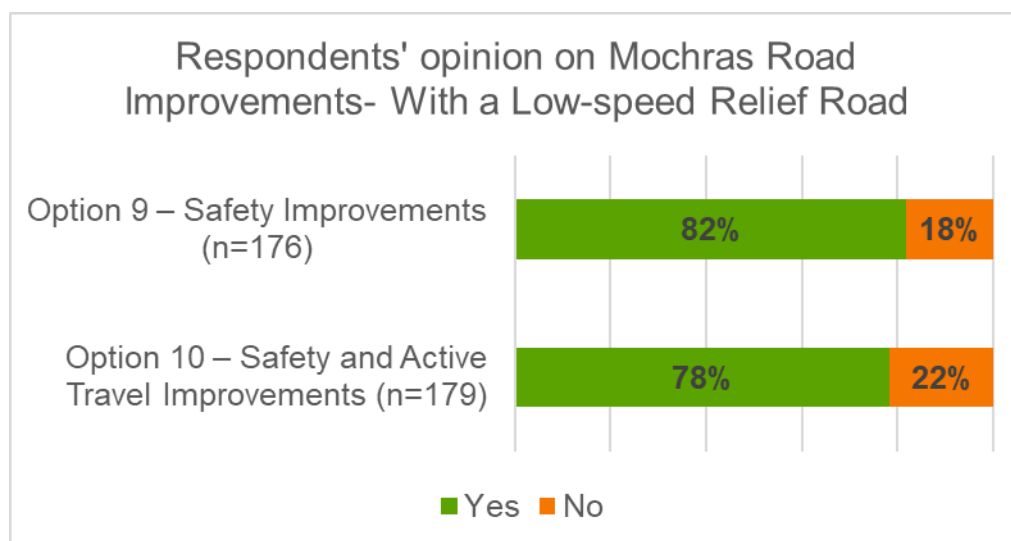
16.1.20. Other responses included:

- Criticism of Cyngor Gwynedd; and
- Criticism of the Welsh Government.

17 MOCHRAS ROAD IMPROVEMENTS - WITH A LOW-SPEED RELIEF ROAD

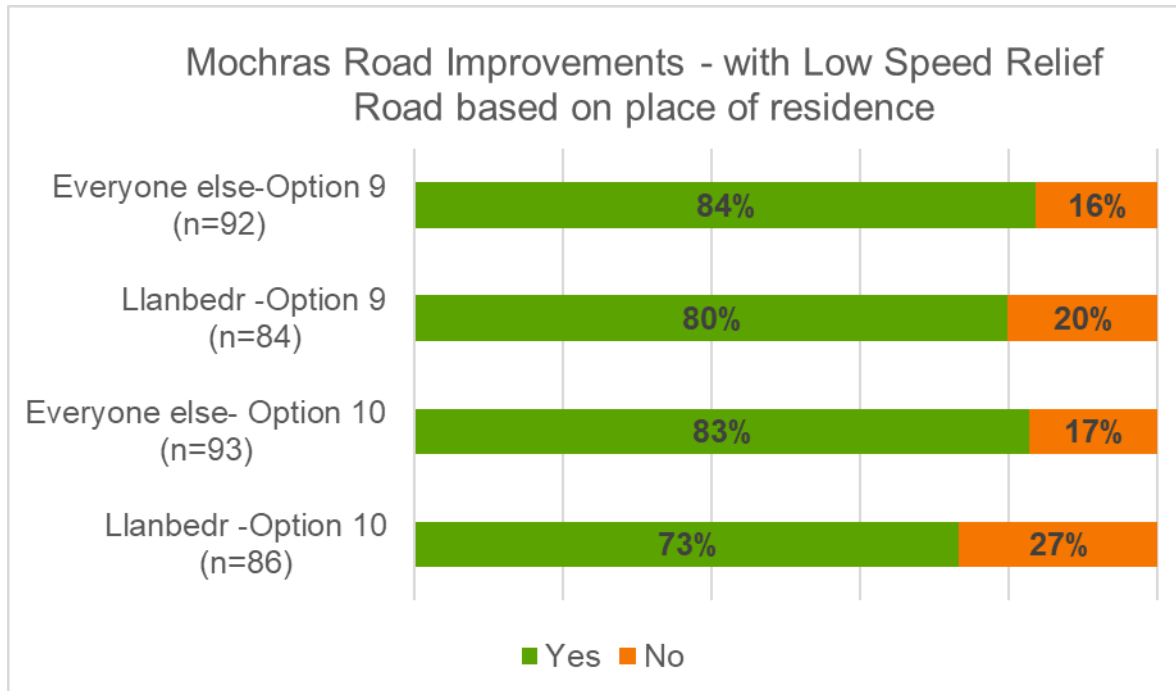
- 17.1.1. This section of the survey aimed to gather public opinion on the improvements along Mochras Road *with* the Low-Speed Relief Road.
- 17.1.2. Respondents could select 'Yes' or 'No' for the proposed options and were subsequently invited to provide a free-text comment for questions.
- 17.1.3. People were asked whether they would feel more comfortable walking, wheeling, or cycling along Mochras Road with following measures in place if implemented with a Low-Speed Relief Road being constructed:
- Option 9 – Safety Improvements
 - Option 10 – Safety and Active Travel Improvements
- 17.1.4. A summary of the responses by 176 and 179 respondents for Options 9 and 10, respectively, is provided in **Figure 17-1**, and the distribution based on place of residence is summarised in **Figure 17-2**.

Figure 17-1 - Respondents' opinion on Mochras Road Improvements- With a Low-speed Relief Road



- **Figure 17-1** shows that 82% (144) of 176 respondents said Option 9 – Safety Improvements would make them feel more comfortable walking, wheeling or cycling.
- A total of 78% (140) of 179 respondents said Option 10 – Safety and Active Travel Improvements would make them feel more comfortable.

Figure 17-2 - Mochras Road Improvements - with Low Speed Relief Road based on place of residence



- 17.1.5. As shown in **Figure 17-2**, 80% (67) of 84 respondents from Llanbedr, said Option 9 would make them feel more comfortable as compared to 73% (63) of 86 respondents who said Option 10.
- 17.1.6. Option 9 and 10 were equal in terms of respondents from elsewhere stating they would make them feel more comfortable. This compared with 84% (77) of 92 respondents with Option 9 and 83% (77) of 93 respondents with Option 10.
- 17.1.7. Respondents were also offered an opportunity to answer an open-ended question to give any comments. A summary of the comments received is provided in **Table 17-1**.

Table 17-1 - Summary of comments in relation to Mochras Road Improvements - With Low-Speed Relief Road Scenario

Supportive Comments	Llanbedr	Everyone else
Support proposed Low-Speed Relief Road (nothing else said)	11	2
Support proposed Low-Speed Relief Road: Will reduce traffic on Mochras Road	2	3
Support proposals for Mochras Road: Safety improvements	4	2
Support proposals for Mochras Road: Active Travel improvements	2	0
Support proposals: Would make access to station easier for pedestrians	2	0

Support proposal for relief road with access to Shell Island camp site to reduce traffic congestion	1	1
Support proposals to reduce traffic congestion	2	1
Suggestions		
Suggest Mochras Road should be 'Access Only' after construction of relief road	0	1
Suggest additional traffic restrictions from Autumn to Spring	1	0
Suggest restricting on-street parking	0	1
Suggest providing a free short-stay car park in the village	0	1
Suggest providing designated on-street parking spaces for residents	0	2
Suggest 30mph speed limit should start after the Car park	1	0
Suggest enforcement of speed limit / average speed cameras	0	1
Suggest closure of Shell Island	1	0
Suggest proposed improvements to Llanbedr should be considered after the Relief Road is open	3	0
Suggest enforcing a restriction on HGVs / Lorries using Mochras Road	0	1
Suggest narrowing Mochras Road (with passing places) and providing a wider pavement	0	1
Suggest providing a pavement where there is none currently	2	0
Suggest providing access from Mochras Road to the Relief Road	1	0
Suggest introducing traffic light control	0	1
Criticisms		
Oppose proposed Low-Speed Relief Road	0	2
Oppose closure of Mochras Road to traffic	2	0
Closure of Mochras Road isn't needed / not necessary	0	0
Proposals in village / along Mochras Road won't be needed	9	4
Oppose Mochras Road Active Travel improvements	1	0
Oppose closure of Pont Llanbedr (Llanbedr Bridge)	2	0
Proposals are poor value for money / costly	1	1
Low Speed Relief Road will be poor value for money / costly	0	1

Concerns		
Concerned closure of Mochras Road will make access difficult	1	0
Concerned proposals will make parking difficult on Mochras Road	0	1
Concerned about impact of proposals on residents property / privacy	3	0
Concerned proposals will have negative impact on local economy (shops, cafes, pubs etc.)	2	0
Concern proposed box / traffic lights at access to Mochras Road would make entering the A496 difficult	1	0
Concerned Low Speed Relief Road would not actually be 'low speed'	0	1
Concerned Low Speed Relief Road will damage the environment	0	1
Other Codes		
Criticism of Gwynedd Council (Cyngor Gwynedd)	1	0
Request for more information	1	1
Criticism of questionnaire / question not clear	0	1

17.1.8. A total of 46 respondents provided comments in response to the open-ended question, to explain their views. This was made up of 31 respondents from Llanbedr and 15 respondents from elsewhere.

17.1.9. A summary of the comments received to this open-ended question are set out below.

Supportive comments

17.1.10. Several respondents expressed support for the proposed Low-Speed Relief Road and related improvements along Mochras Road:

- Eleven respondents from Llanbedr and two from elsewhere supported the relief road in general terms, without further elaboration.
- Some respondents specified that the relief road would help reduce traffic on Mochras Road.
- Others supported associated proposals aimed at improving safety and enhancing active travel infrastructure.

17.1.11. Additional supportive comments included:

- Improved pedestrian access to the railway station
- Reduced congestion through improved access to the Shell Island campsite via the relief road
- General support for proposals aimed at reducing traffic congestion

Suggestions

17.1.12. A range of suggestions were made by respondents to support and enhance the effectiveness of the proposed relief road and related interventions:

- Three respondents from Llanbedr suggested that any improvements to Llanbedr village should be considered only after the relief road becomes operational.
- Suggestions relating to parking were raised by respondents from elsewhere, including the provision of designated on-street parking spaces for residents (two respondents from elsewhere), the creation of a free short-stay car park in the village, and restricting on-street parking (one respondent each from elsewhere).

17.1.13. Other suggestions were focussed on the following themes:

- Traffic management; and
- Pedestrian improvements.

Criticism

17.1.14. A significant number of respondents questioned the necessity of the proposals within the village and along Mochras Road, with nine respondents from Llanbedr and four from elsewhere suggesting that these interventions would not be needed once the relief road is in place.

17.1.15. Opposition to the closure of Mochras Road to traffic was raised by two respondents from Llanbedr, while two other respondents from elsewhere expressed general opposition to the proposed Low-Speed Relief Road. Two Llanbedr respondents objected specifically to the proposed closure of Pont Llanbedr (Llanbedr Bridge).

17.1.16. Concerns around the cost and value for money of the proposals were noted. Respondents also felt that the proposals overall were too costly or poor value, with an additional comment raising concerns about the value for money of the relief road. Objections to the active travel improvements were also raised.

Concerns

17.1.17. Several respondents expressed concerns about the potential impacts of the proposals on residents and the economy:

- Three respondents from Llanbedr were concerned that the proposals could negatively affect their property or privacy.
- Two Llanbedr-based respondents raised concerns that the proposed changes could adversely impact local businesses such as shops, cafes, and pubs.

17.1.18. Other concerns related to the following themes:

- Access and traffic flow;
- Parking; and
- Impact on the environment.

Others

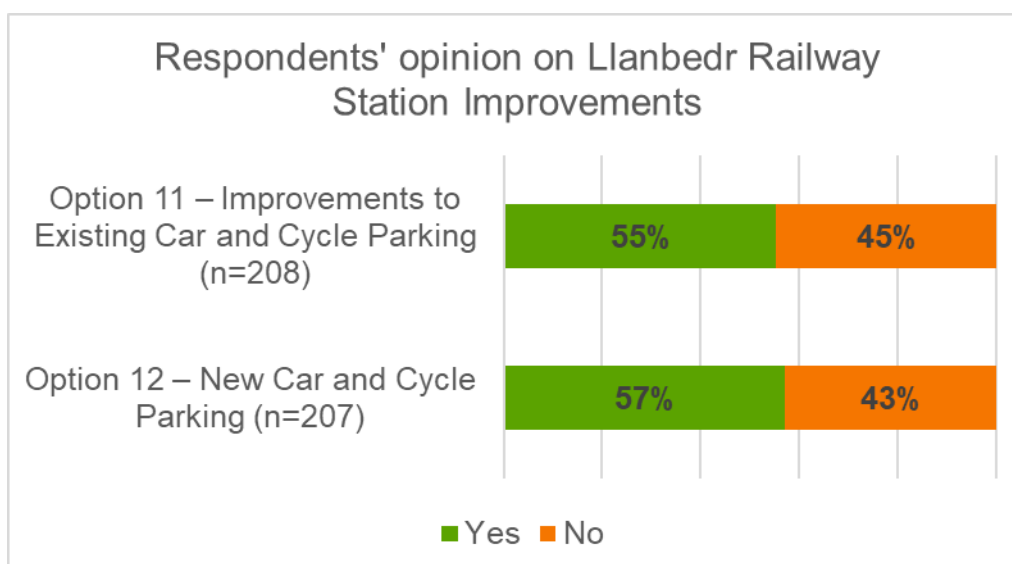
17.1.19. Other responses included:

- Criticism of Cyngor Gwynedd;
- Criticism of the questionnaire;
- Requests for further information; and
- Criticism of the Welsh Government.

18 LLANBEDR RAILWAY STATION

- 18.1.1. The next section of the survey asked respondents to state their opinion for the two proposed cycle and car parking improvement options that would encourage them to use Llanbedr Railway Station.
- 18.1.2. Respondents could select 'Yes' or 'No' as responses against the list provided options and were subsequently invited to provide a free-text comment for questions in this section.
- 18.1.3. The proposed options for Llanbedr Railway Station were:
- Option 11 – Improvements to Existing Car and Cycle Parking.
 - Option 12 – New Car and Cycle Parking.
- 18.1.4. The responses for both options have been summarised in **Figure 18-1**, and the distribution based on whether the respondent is a resident of Llanbedr is summarised in **Figure 18-2**.

Figure 18-1 - Respondents' opinion on Llanbedr Railway Station Improvements



- **Figure 18-1** shows 57% (118) of 208 respondents support Option 12 – New Car and Cycle Parking.
- This compared to 55% (115) of 207 respondents who support Option 11 – Improvements to Existing Car and Cycle Parking.

Figure 18-2 - Llanbedr Railway Station Improvements based on place of residence



- 18.1.5. As shown in **Figure 18-2**, 59% (58) of 99 respondents from Llanbedr support Option 12. Whereas Option 11 is equally supported by respondents from Llanbedr (55% of 101 respondents) and elsewhere (55% of 107 respondents).
- 18.1.6. Respondents were also offered an opportunity to answer an open-ended question to give any comments.
- 18.1.7. A summary of the comments received is provided in **Table 18-1**.

Table 18-1 - Summary of comments in relation to Llanbedr Railway Station

Supportive Comments	Llanbedr	Everyone else
Supports improvements to cycle and car parking	1	1
Support the proposal for the relief road to improve safety when accessing the Station	3	0
Support improved car parking only	2	0
Support proposal on safety grounds / proposal would improve safety	4	1
Support proposals as would encourage greater use of Llanbedr station	2	2
Suggestions		
Suggest provisions to improve pedestrian access to the Station, including pavements	3	1
Suggest that an active travel route should be implemented to improve access to and from the Station	0	1

Suggest better rail connectivity needed / opportunity to improve rail connections	2	1
Suggest improved car parking (alternative to the proposal)	1	1
Suggest improvement to Station facilities (such as a passenger shelter on the platform)	3	0
Suggest improved parking near Pensarn	1	0
Suggest an increased frequency of train services (incl. more trains needed)	3	3
Suggest improvements to the underpass	0	1
Suggest more bus services	1	0
Suggest a village car park to reduce congestion caused by parking	0	1
Suggest a restriction on vehicular access to station	1	0
Suggest more trains late in the evening	0	1
Suggest improvements to Pensarn Station	1	0
Suggest improvements to cycling/driving access to Llanbedr station	1	0
Suggest disabled parking should be near the station	0	2
Suggest better signage	0	1
Suggest to integrate soft landscaping within car park to integrate with rural landscape	1	0
Suggest that further consultation should be held on the landscaping details on the proposals	1	0
Suggest parking facilities for the railway station	1	0
Suggest parking facilities for the village	1	0
Suggest improvements to make the Station more accessible	1	1
Suggest improved lighting at the station is needed	1	0
Suggest improved street lighting is needed (i.e. to and from the station)	2	0
Suggest car park should be free to use (i.e. not pay and display parking)	0	1
Suggest car park should be available to use overnight (e.g. multiple days parking)	1	0
Suggest car park should be smaller in scale	0	1
Criticisms		
Criticism that existing public transport is unreliable	1	1
Criticism of existing parking availability and location	2	0
New car park is not needed - parking is already sufficient	3	3

Oppose new car park and cycle parking (Option 12)	3	0
Oppose new cycle lanes	1	0
Oppose all proposals to change existing parking or new parking for Llanbedr Railway Station	2	2
Criticism of existing rail services	3	2
Criticism of new car park design	1	1
Criticism of the existing low frequency of train services	3	3
Criticism of planned introduction of EV charging points	0	1
Concerns		
Concern that the road from the Station is very narrow	0	1
Concern over safety of vehicle at Llanbedr Station	1	0
Concern over safety when walking to the Station (e.g. in winter / when it is dark)	5	0
Concern about the safety of children when walking from the Station	1	0
Concern about flood risk at new car park location	1	1
Concern about impact of new car park on agricultural land / loss of farmland	1	0
Other Codes		
Out of Scope	1	0
Criticism of Cyngor Gwynedd	0	0
Request for more information	2	0
Criticism of the Welsh Government	0	1
Criticism of Transport for Wales (as train operator)	0	1
Proposals do not impact the respondent as they do not use the Station	0	3
The proposals would not impact the respondent as they would find alternative parking	1	0
Parking provision would make no difference	1	0
The Station is far from the village	0	2
Query if there is a Railway Station	0	1
Car and cycle parking do not encourage respondent to use the station	1	1
Respondent does not use cycle parking at the station	1	0
Respondent does not use car or cycle parking at the station (accesses station on foot)	1	0

18.1.8. A total of 67 respondents provided comments in response to the open-ended question, to explain their views. This comprised 42 respondents from Llanbedr and 25 respondents from elsewhere.

18.1.9. A summary of the comments received to this open-ended question are set out below.

Supportive comments

18.1.10. Several respondents expressed support for the proposals, particularly in relation to improved safety and station access:

- Four respondents from Llanbedr and one from elsewhere supported the proposals on safety grounds.
- Three Llanbedr respondents specifically welcomed the proposed relief road for improving safety when accessing the station.

18.1.11. Encouraging greater use of Llanbedr station was another commonly cited benefit, as well as support for improvements to car and cycle parking.

18.1.12. Additionally, two Llanbedr respondents expressed support specifically for improved car parking.

Suggestions

18.1.13. A wide range of suggestions were made by respondents relating to station access, rail services, parking, and associated facilities

- Increasing the frequency of train services was among the most raised suggestions, mentioned by three respondents from Llanbedr and three from elsewhere.
- Three Llanbedr respondents also suggested improvements to station facilities, such as the provision of a passenger shelter.
- Two Llanbedr respondents recommended enhanced street lighting between the village and the station.
- Improved pedestrian access to the station, including the addition of pavements, was proposed by three respondents from Llanbedr and one from elsewhere.

18.1.14. Suggestions to improve rail connectivity were made by two respondents from Llanbedr and one from elsewhere, while one respondent from elsewhere specifically proposed an active travel route to and from the station.

18.1.15. Other suggestions were centred around the following themes:

- Accessibility of the railway station for active modes and private vehicles;
- Parking;
- Active travel improvements;
- Scheme design; and
- Public transport improvements.

Criticisms

18.1.16. The most common criticisms related to existing rail services and the proposed car park:

- Three respondents from Llanbedr and three from elsewhere criticised the low frequency of existing train services.
- An equal number of respondents (three each from Llanbedr and elsewhere) felt that a new car park was unnecessary, stating that current parking arrangements are already sufficient.
- Additionally, three Llanbedr respondents opposed the proposed new car and cycle parking (Option 12).

18.1.17. Broader concerns about public transport were also raised:

- Three respondents from Llanbedr and two from elsewhere criticised the current rail services.
- One respondent each from Llanbedr and elsewhere stated that public transport in general is unreliable.

18.1.18. Other criticisms were raised on the following themes:

- Parking arrangements;
- Scheme design; and
- EV charging proposals.

Concerns

18.1.19. Safety was a key concern for several respondents, particularly in relation to accessing Llanbedr Station on foot:

- Five respondents from Llanbedr expressed concern about walking to the station during winter or in low-light conditions, citing safety risks.
- One Llanbedr respondent also raised concerns about the safety of children walking from the station, while another respondent from Llanbedr noted safety concerns for vehicles parked at the station.
- One respondent also raised concern about the narrowness of the road leading from the station, suggesting potential safety or access issues for vehicles.

18.1.20. Environmental concerns were also raised around potential flood risk and impact on agricultural land.

Others

18.1.21. Several comments reflected respondents' personal circumstances or a perceived lack of relevance:

- Three respondents from elsewhere stated that the proposals would not impact them as they do not use Llanbedr Station.
- Two respondents from elsewhere noted that the station is far from the village, and one respondent from elsewhere questioned whether a railway station even exists in the area.
- Additional comments indicated that some respondents would simply find alternative parking or felt that the proposed parking would make no difference.

18.1.22. Other comments were made to reflect individual travel behaviours.

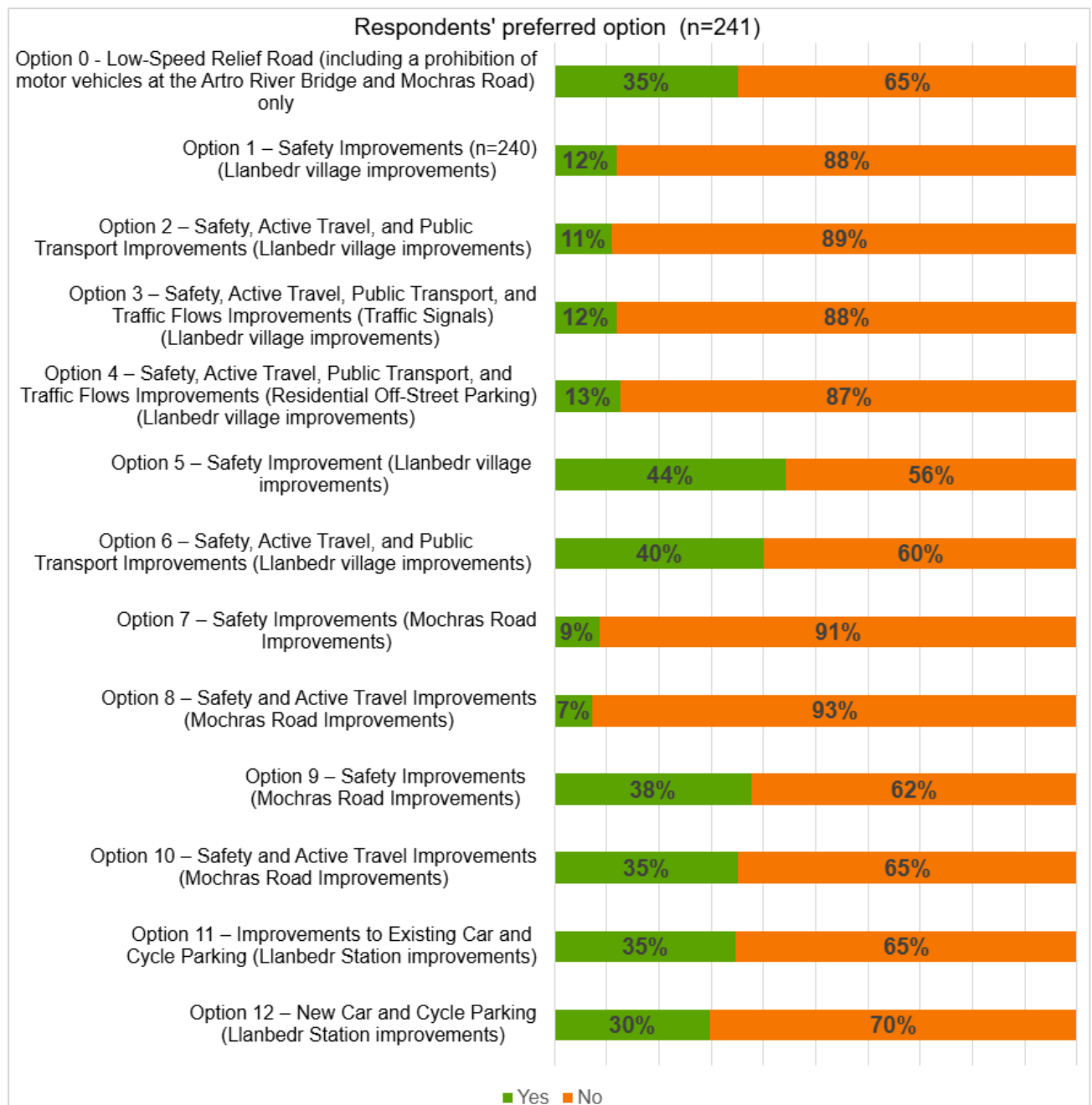
18.1.23. Other comments fell outside the main themes of the consultation, including the following:

- Requests more information;
- Criticism of the Welsh Government; and
- Criticism of Transport for Wales.

19 PREFERRED OPTIONS

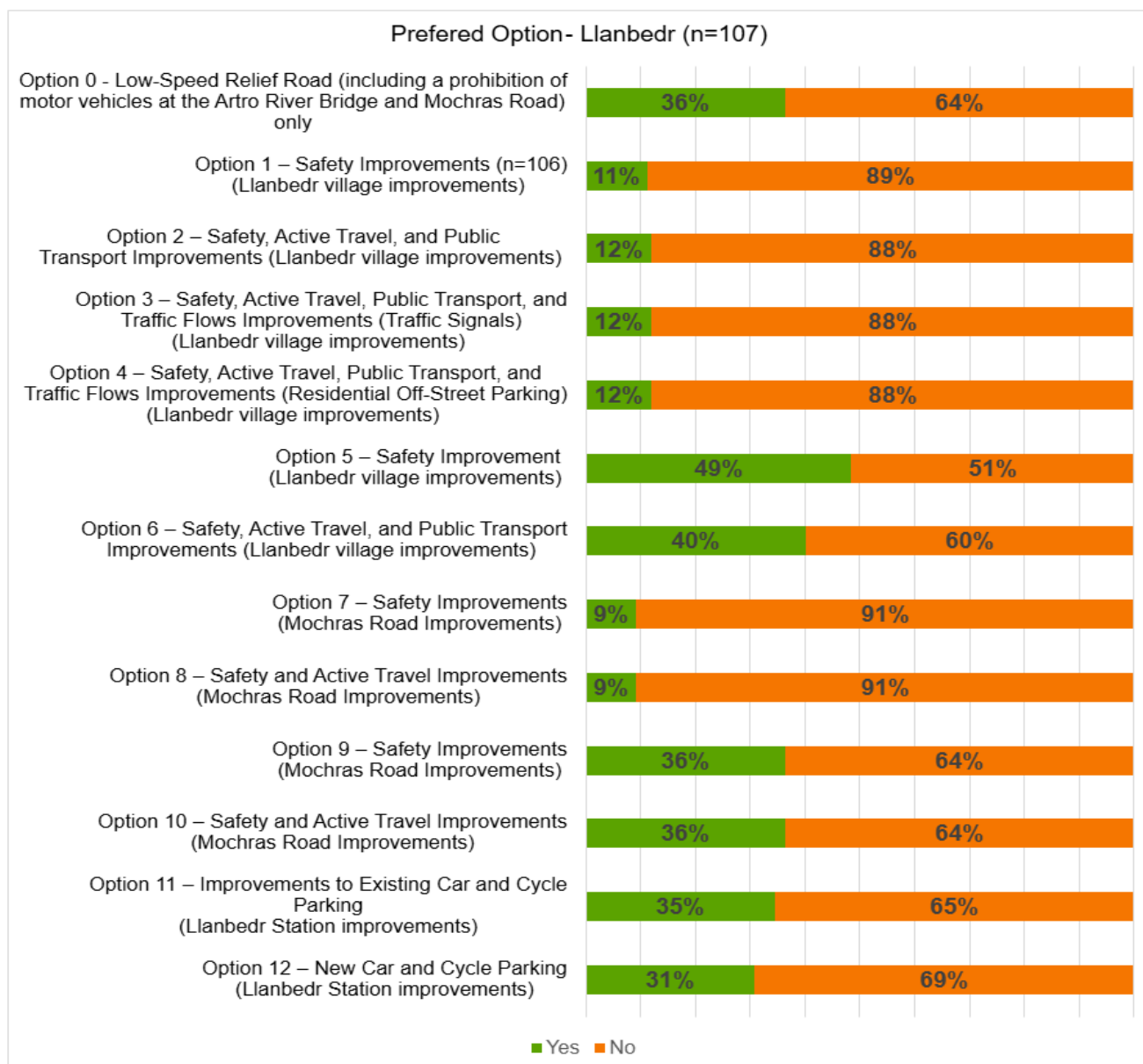
- 19.1.1. This section of the survey aimed to gather public opinion on all the options provided that respondents supported. Participants could select multiple responses from a list of proposed options and were subsequently invited to provide a free-text comment for the questions in this section. The question was based on a comprehensive list of various improvement scenarios.
- 19.1.2. A summary of the responses by a total of 241 respondents (except Option 1 was answered by 240 respondents) is provided in **Figure 19-1**.

Figure 19-1 - Public Opinion on Improvement Scenarios for Llanbedr



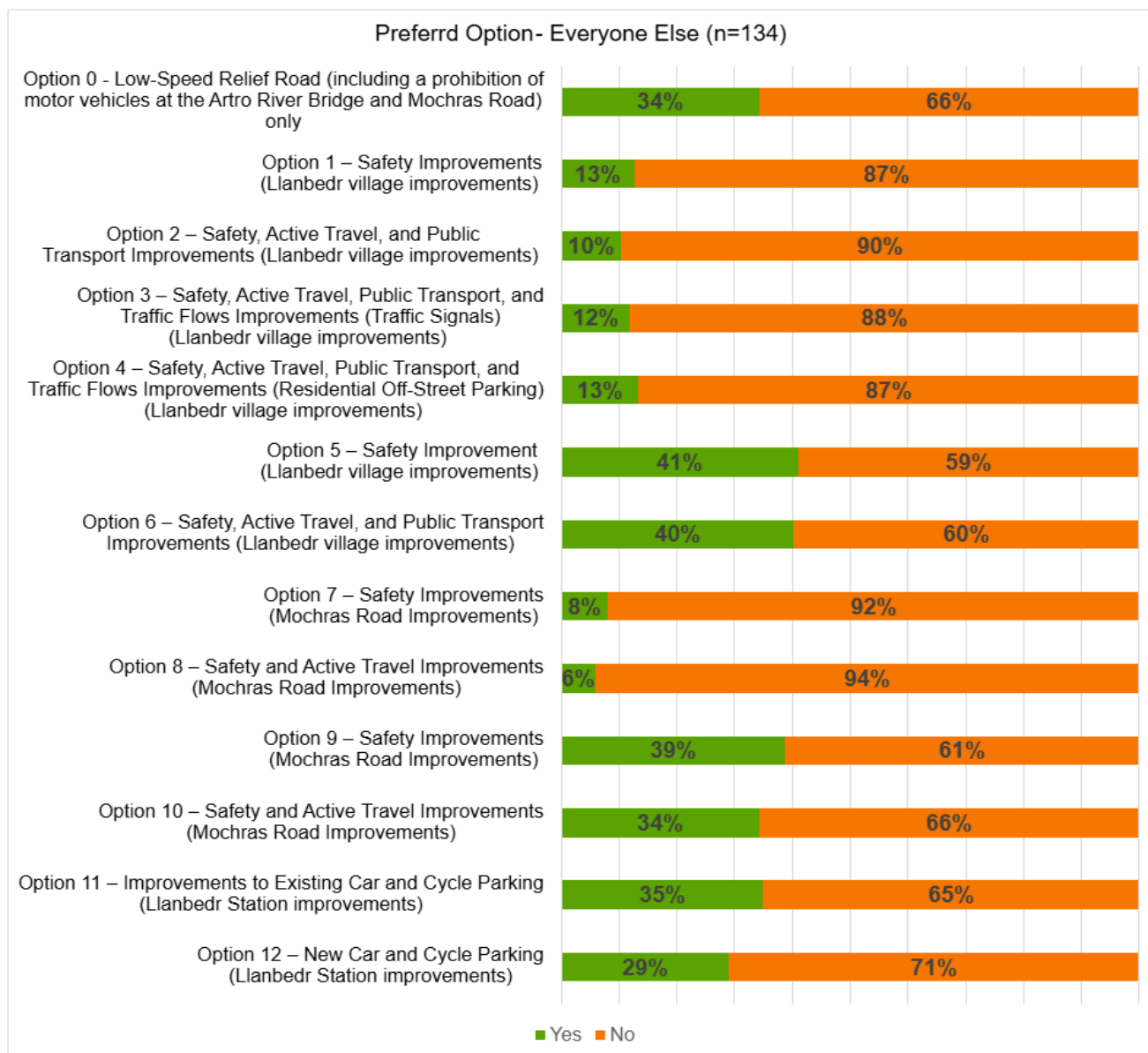
- **Figure 19-1** shows that 44% (107) of 241 respondents prefer Option 5- Safety Improvement (Llanbedr Village Improvements - With a Low-Speed Relief Road) and 40% (97) supported Option 6.
- This was followed by 38% (91) of respondents who supported Option 9- Safety Improvements (Mochras Road Improvements - With a Low-Speed Relief Road).
- Option 10 (Mochras Road Improvements - With a Low-Speed Relief Road), Option 11 – Improvements to Existing Car and Cycle Parking (Llanbedr Station) and Option 0 - Low-Speed Relief Road (including a prohibition of motor vehicles at the Artro River Bridge and Mochras Road) only achieved 35% support each.
- Option 8 (Mochras Road Improvements - Without a Low-Speed Relief Road) was the least preferred option with 93% respondents selecting 'no'.

Figure 19-2 - Opinion on Improvement Scenarios for Llanbedr - Llanbedr



- 19.1.3. **Figure 19-2** shows 49% of 107 respondents from Llanbedr prefer Option 5, followed by 40% (91) of respondents who supported Option 6. Both options were proposed for Llanbedr Village Improvements - With a Low-Speed Relief Road.
- 19.1.4. Option 9 and 10 for Mochras Road Improvements - With a Low-Speed Relief Road were equally supported by 36% (39) of respondents.
- 19.1.5. Option 11 – Improvements to Existing Car and Cycle Parking was the preferred option for Llanbedr Station improvements with 35% (37) of respondents selected 'yes'. Option 0 - Low-Speed Relief Road (including a prohibition of motor vehicles at the Artro River Bridge and Mochras Road) only had 36% (39) support.
- 19.1.6. The options without low-speed relief road observed no more than 12% (13 respondents) support from 107 respondents from Llanbedr category.

Figure 19-3 - Opinion on Improvement Scenarios for Llanbedr - Everyone else



- 19.1.7. As shown in **Figure 19-3**, the 134 respondents from elsewhere mirrored the trends observed among the residents of Llanbedr. Option 5 (41%) and Option 6 for Llanbedr Village Improvements - With a Low-Speed Relief Road were the most preferred options, followed by Option 9 (39%) for Mochras Road Improvements - With a Low-Speed Relief Road.
- 19.1.8. The proposals without a low-speed relief road registered no more than 13% support.
- 19.1.9. Respondents were also offered an opportunity to answer an open-ended question to share any comments.
- 19.1.10. A summary of the comments received in relation to this question is presented in **Table 19-1**.

Table 19-1 - Summary of comments in relation to proposed options

Supportive Comments	Llanbedr	Everyone else
Support Option 1 as preferred option	1	1
Support Option 2 as preferred option	1	0
Support Option 3 as preferred option	1	2
Support Option 4 as preferred option	5	6
Support Option 5 as preferred option	8	8
Support Option 6 as preferred option	11	11
Support the Low-Speed Relief Road (generally)	39	26
Support safety improvements	4	2
Support vehicular restrictions at Artro River Bridge / Mochras Road	6	2
Support active travel improvements within Llanbedr village	3	0
Support Option 11 as preferred option	1	0
Support Option 12 as preferred option	3	0
Suggestions		
Suggest allowing resident access through a permit system	2	0
Suggest implementing weight or vehicle restrictions to protect the bridge	3	0
Suggest creating an alternative local access route before enforcing restrictions	1	0
Suggest parking restrictions on the high street	2	2
Suggest that the relief road is constructed, then assessment on other improvements can be taken after	4	1
Suggest that ideas are combined, with further knowledge of costing, to generate a scheme	1	0
Suggest a combination of Option 6 and Option 10, without the full restrictions for the Afon Artro bridge	1	0

Suggest traffic into Llanbedr and over the Bridge should be restricted to "For Access Only"	0	1
Suggest that the Low-Speed Relief Road should be completed sooner	0	1
Suggest constructing national speed limit relief road	0	5
Suggest more bus services late in the evening	1	0
Suggest that on-road residential parking needs to be addressed	2	0
Suggest pavement widening on Mochras Road	0	1
Suggest removing the pavement on the bridge, with the provision of a walkway instead	1	0
Suggest restricting tourist traffic on Mochras Road	1	0
Suggest safety improvements to Mochras Road (e.g. pavement building)	3	0
Suggest traffic light control	0	2
Suggest speed reduction throughout the village	2	0
Suggest bike storage provisions near Llanbedr Railway Station	1	0
Suggests new / alternate parking provisions (e.g. for residents without parking outside their house)	1	3
Suggest re-tarmacking and updating road markings	1	0
Suggest average speed enforcement	0	1
Suggest improvements to existing footways	0	2
Suggest improved rail connections to Llanbedr	0	1
Suggest restrictions to parking during summer months / Tourist season	0	1
Criticisms		
Opposes vehicular restriction across the Artro Bridge / Mochras Road	6	2
Criticism that the options are biased, not focussed enough on quick outcomes and weighted on an agenda	0	1
Oppose the Project (generally)	2	1
Oppose the Low-Speed Relief Road	0	2
Criticism that the options have been determined without the involvement of village residents	1	0
Oppose Option 8	1	0
Oppose Option 10	1	0
Oppose the proposals within the village / all proposals except the Low-Speed Relief Road	7	4
Criticism that none of the options resolve the issues	1	0
Criticism that proposals within the Village are a waste of public funds	2	0

Allow vehicles to use Artro Bridge except HGVs / Lorries	1	0
Concerns		
Concern that the proposals will result in antisocial behaviour	1	0
Concern about impact of proposals on local businesses	1	0
Concern about the impact of the proposal on those with physical and/or mental impairments	1	0
Concern that without the Low-Speed Relief Road, improvements to public transport are meaningless due to existing congestion	1	0
Concern about the impact of the proposals on residents (generally)	2	0
Other Codes		
Criticism of the Welsh Government	0	1

19.1.11. A total of 146 respondents provided comments in response to the question regarding their preferred option for the Llanbedr Village Improvements. This comprised 88 respondents from Llanbedr and 58 respondents from elsewhere. A summary of the comments received is set out below.

Supportive comments

19.1.12. The most frequently expressed support was for the Low-Speed Relief Road (Option 0), with 39 respondents from Llanbedr and 26 respondents from elsewhere identifying this as their preferred option. Equal support was expressed for Option 5 (Safety Improvements – with a Relief Road) and Option 6 (Safety, Active Travel, and Public Transport Improvements – with a Relief Road), with 11 respondents from each group backing Option 6 and eight respondents from each group supporting Option 5.

19.1.13. Option 4 (Safety, Active Travel, Public Transport, and Traffic Flows Improvements – Off-Street Parking, without a Relief Road) received support from five respondents in Llanbedr and six from elsewhere. Support for Option 8 (Safety and Active Travel Improvements on Mochras Road, without a Relief Road) was noted from six Llanbedr respondents and two respondents from elsewhere.

19.1.14. Smaller numbers of respondents expressed support for other individual options, including Option 1 (Safety Improvements in Llanbedr without a Relief Road), Option 2 (Safety, Active Travel, and Public Transport – without a Relief Road), Option 3 (Traffic Signal Improvements – without a Relief Road), and Options 11 and 12 (improvements to or provision of new car/cycle parking at Llanbedr Railway Station). These received between one and three mentions per option, generally more frequently from Llanbedr residents.

19.1.15. Other supportive comments were made on the following themes:

- Safety;
- Vehicular restrictions; and
- Active travel improvements.

Suggestions

19.1.16. Several suggestions were made for enhancing the proposed options including:

- Suggestions to allow resident access through a permit system were raised by two Llanbedr respondents.
- Implementing weight or vehicle restrictions to protect the bridge was suggested by three Llanbedr respondents.

19.1.17. Other suggestions were made on the following themes:

- Alternative proposals or amendments to current proposals;
- Pedestrian improvements;
- Speed management;
- Parking; and
- Active travel improvements.

Criticisms

19.1.18. The most frequent criticism was opposition to proposals within the village (excluding the Low-Speed Relief Road), raised by seven respondents from Llanbedr and four from elsewhere.

19.1.19. Specific opposition to vehicular restrictions across the Artro Bridge or Mochras Road was also prominent, with six mentions from Llanbedr and two from elsewhere.

19.1.20. Some Llanbedr respondents felt that none of the options adequately resolved the key issues or represented a poor use of public funding. These concerns were expressed by one to two respondents for each issue.

19.1.21. General opposition to the overall project or the options presented was noted, as well as specific opposition to the Low-Speed Relief Road.

19.1.22. Respondents also expressed concern about the inclusivity of the consultation process, particularly that village residents were not involved in shaping the options.

Concerns

19.1.23. Concerns were raised about a range of possible impacts resulting from the proposals. This included concerns about:

- Increased antisocial behaviour;
- Negative impact on local businesses; and
- Impact on those with physical and/or mental impairments.

19.1.24. Other concerns were raised about the impact of the proposals on residents, and the effectiveness of public transport improvements without the Low-Speed relief road.

Other

19.1.25. One respondent criticised the Welsh Government.

20 RESPONDENT DEMOGRAPHIC PROFILE

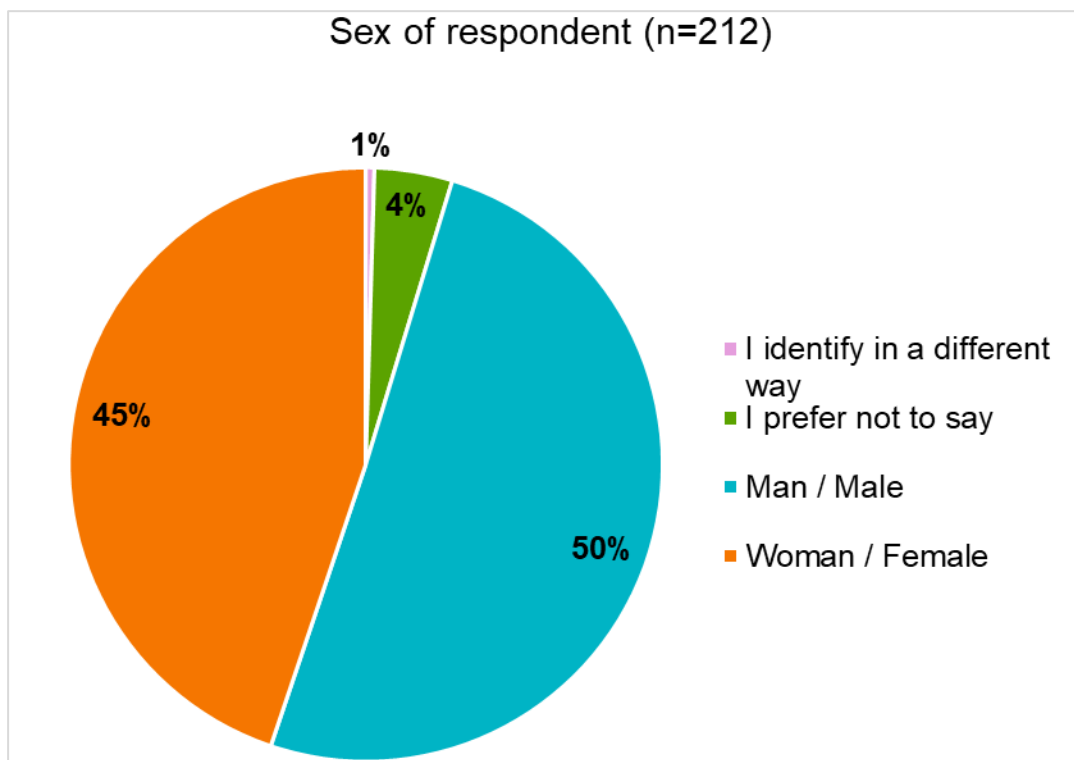
- 20.1.1. The final section of the survey included a set of 'About You' questions designed to build a clearer understanding of the participant demographic profile.
- 20.1.2. These questions ensure views gathered reflect a broad and diverse range of perspectives, giving everyone an equal opportunity to be represented.
- 20.1.3. All questions in this section were optional and did not require a response. Respondents were able to select a single response from the options provided, and for some questions, they were also invited to provide additional comments in a free-text format.

20.1 SEX

- 20.1.1. Respondents were first asked to indicate their sex, selecting one of the four options provided in the list.

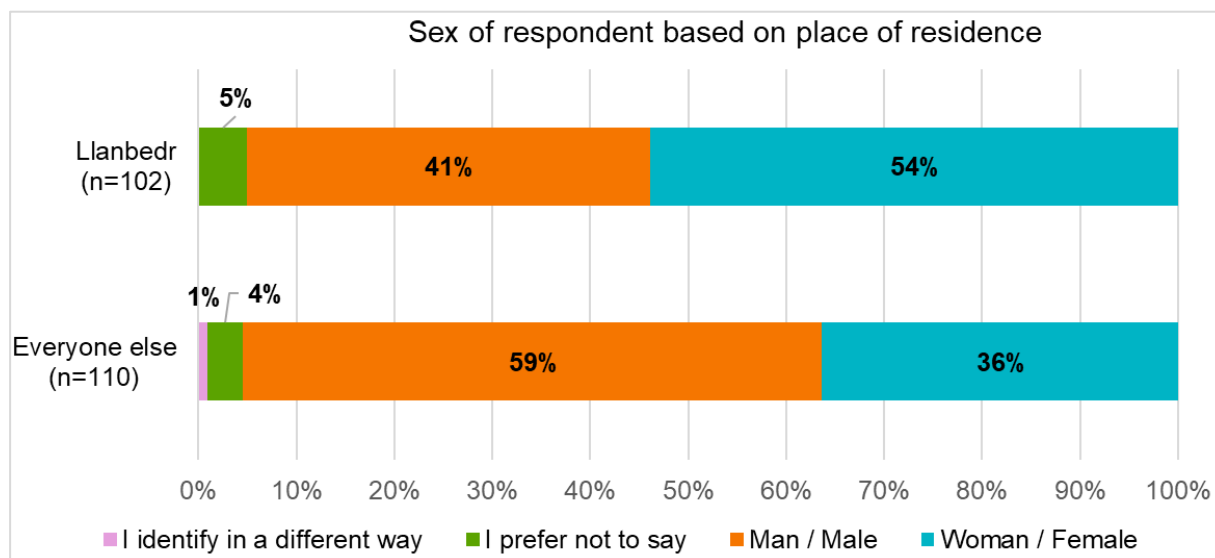
- **Figure 20-1** shows from the 212 responses, 50% (107) of respondents identified as a Man/Male, followed by 45% (95) respondents who selected Woman/Female.
- 4% of the respondents (nine respondents) selected 'I prefer not to say' and 1% (one respondent) chose 'I identify in a different way'.

Figure 20-1 - Sex of the respondent



- 20.1.2. **Figure 20-2** shows 102 respondents from Llanbedr provided a response with 54% identifying as a Woman/Female and 41% Man/Male. Whereas 59% of 110 respondents from elsewhere were Man/Male, followed by 36% Woman/Female.

Figure 20-2 - Sex of respondents based on place of residence

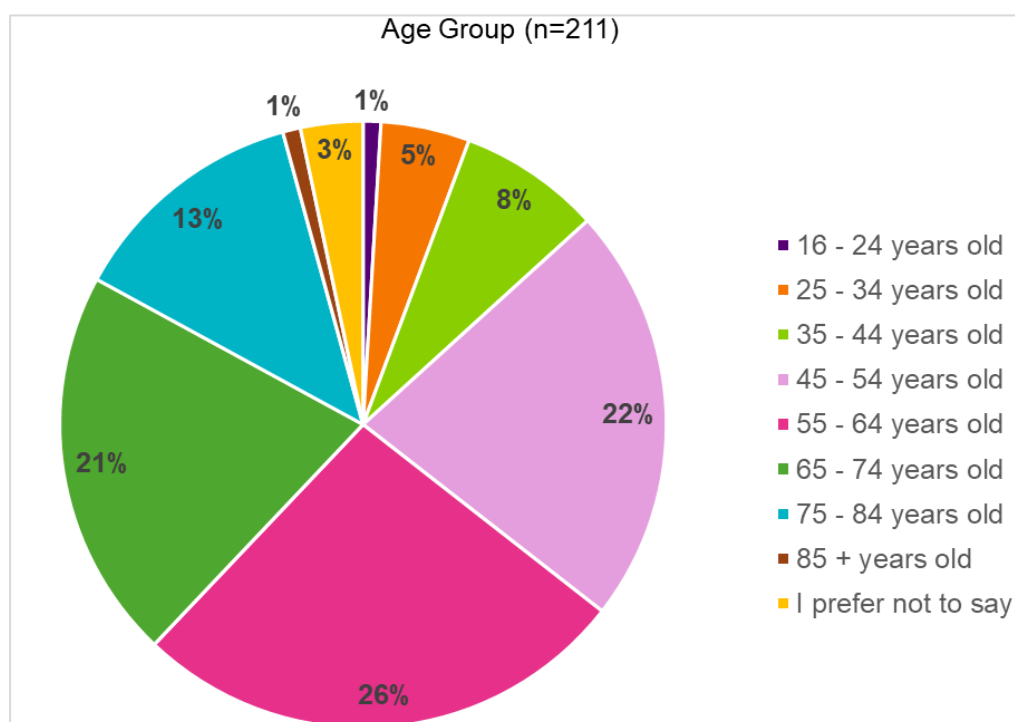


20.2 AGE GROUP

20.2.1. Next, respondents were asked to indicate their age group, selecting from pre-defined brackets to reflect their current age.

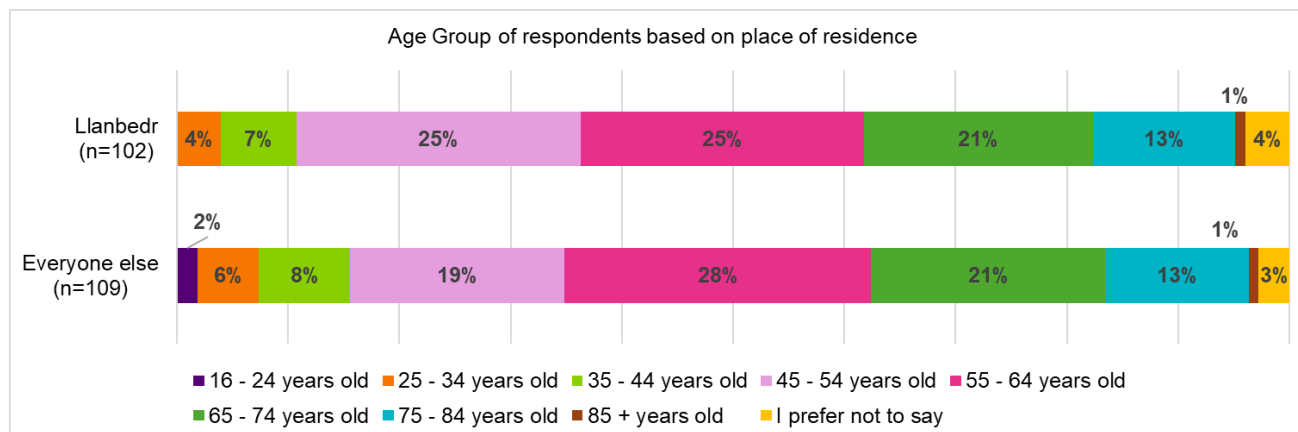
A total of 211 responses were received for this question, the summary of which is provided in **Figure 20-3**.

Figure 20-3 - Age group of respondents



- The most common age category among respondents was 55-64 (26%), this was followed by age 45-54 (22% of respondents).
- A total of 21% of the respondents selected the age 65-74. There were no respondents who stated they were under 16.
- The data shows some under-representation amongst younger age groups, which is common for an engagement exercise of this type, with a relatively even distribution amongst older age groups.

Figure 20-4 - Age group of respondents based on place of residence



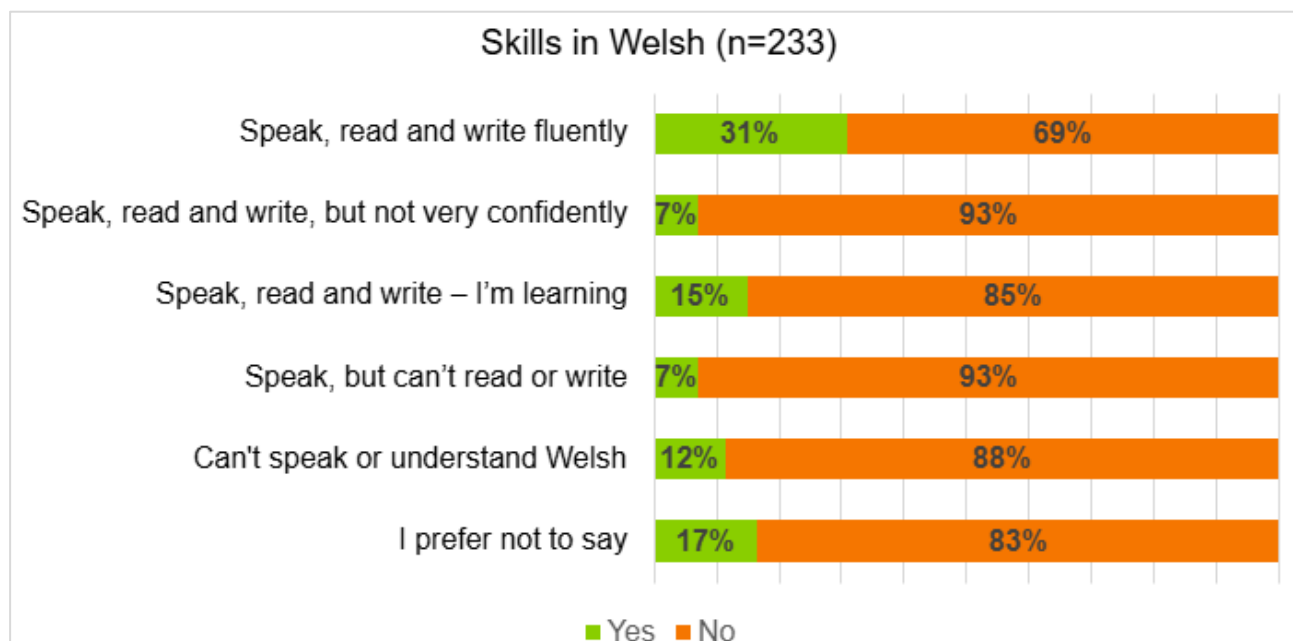
- 20.2.2. As shown in **Figure 20-4**, a total of 50% (52) of 102 respondents from Llanbedr selected age 45-54 and 55-64 categories (25% each).
- 20.2.3. However, only 19% (21) of 109 respondents from elsewhere selected 45-54 years old category. 8% (eight) respondents from elsewhere were under the age of 35, as compared to 4% (four) respondents from Llanbedr.
- 20.2.4. A similar trend in the distribution of respondents above the age of 64 could be noted for both Llanbedr and everyone else.

20.3 SKILLS IN WELSH

- 20.3.1. Respondents were also asked to describe their skills in Welsh, indicating how confidently they could speak, read, and write in the language.
- 20.3.2. There were multiple response options from the list, including 'I prefer not to say' and 'other'. Those who selected 'other' were invited to provide a free-text response.

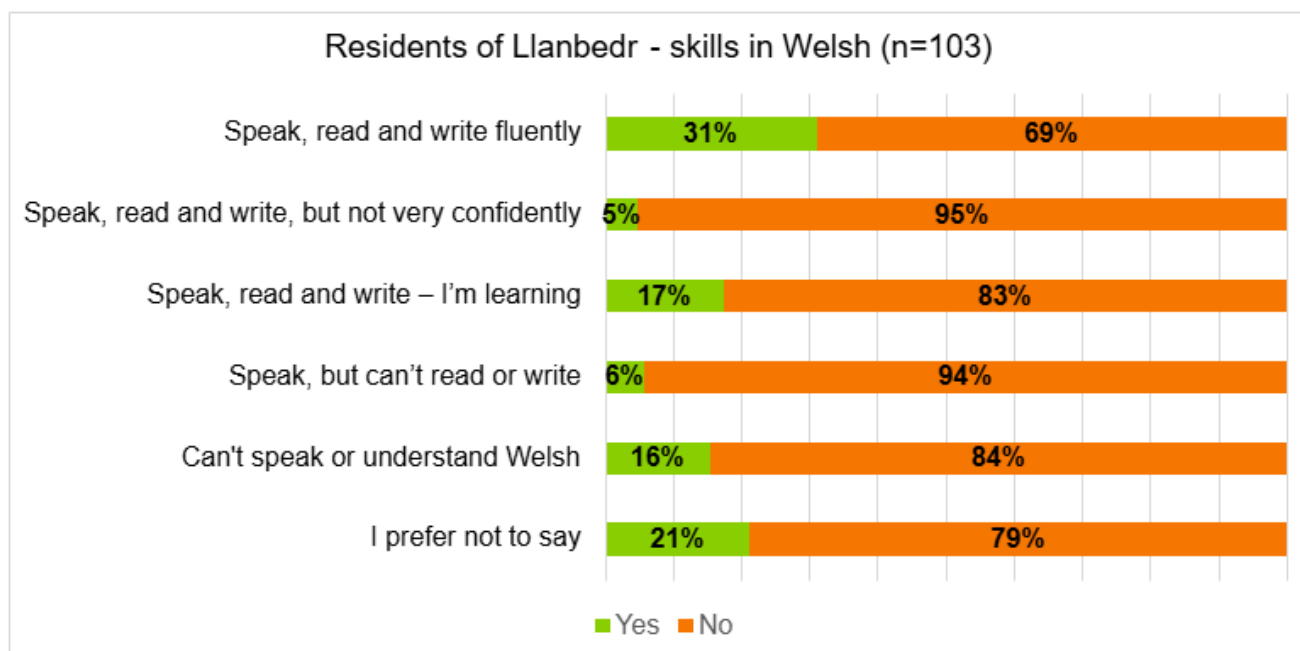
- As shown in
- Figure 20-5, 31% (72) of 233 respondents could speak, read write Welsh fluently.
- While 17% (39) chose 'I prefer not to say' the other 15% (35) respondents selected 'I'm learning'.
- This was followed by 12% (27) respondents who 'can't speak or understand Welsh'.

Figure 20-5 - Respondents' skill in Welsh



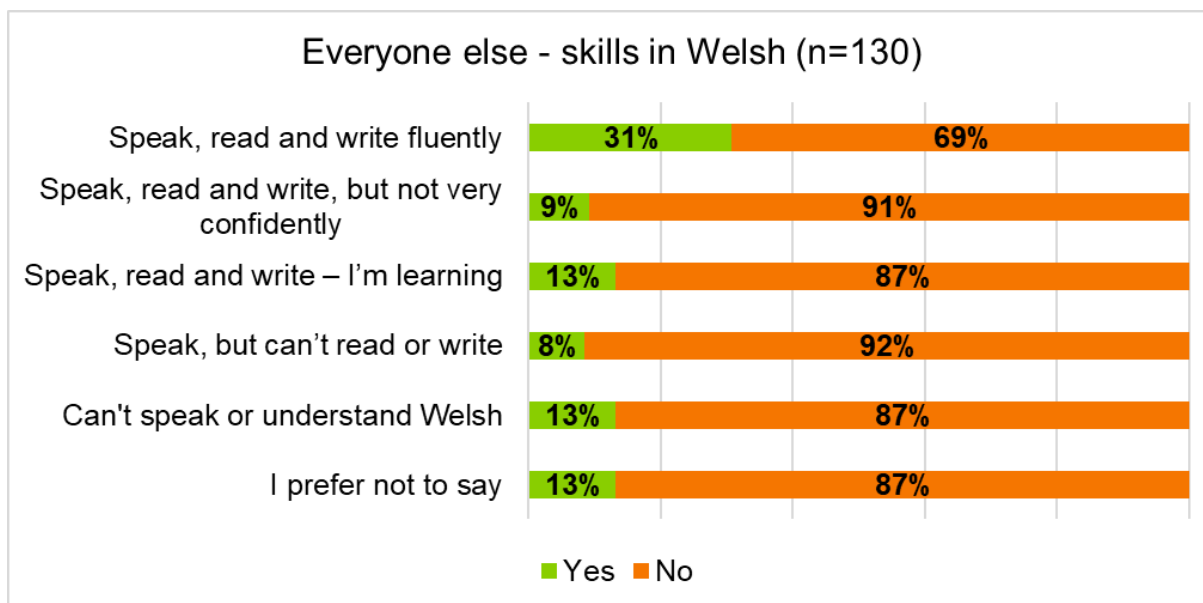
103 of 140 respondents from Llanbedr chose to respond to this question and their responses are summarised in **Figure 20-6**. 31% (32) selected 'speak, read, write fluently', followed by 21% (22) who 'prefer not to say' and 17% (18) selected 'I'm learning'. 16% (16) of respondents selected 'can't speak or understand Welsh'

Figure 20-6 - Skill in Welsh- Llanbedr



20.3.3. **Figure 20-7** shows 31% (40) of 130 respondents from elsewhere can 'speak, read, write fluently'. This is similar to respondents from Llanbedr in Figure 3. This was followed by 39% of respondents who selected 'I'm learning', 'prefer not to say' and 'can't speak or understand Welsh' (13% (17) each).

Figure 20-7 - Skill in Welsh - Everyone else



Open Analysis

20.3.4. A total of 12 respondents provided free-text comments for the skills in Welsh question. Four respondents were from Llanbedr and eight were from elsewhere.

20.3.5. A summary of comments has been categorised below:

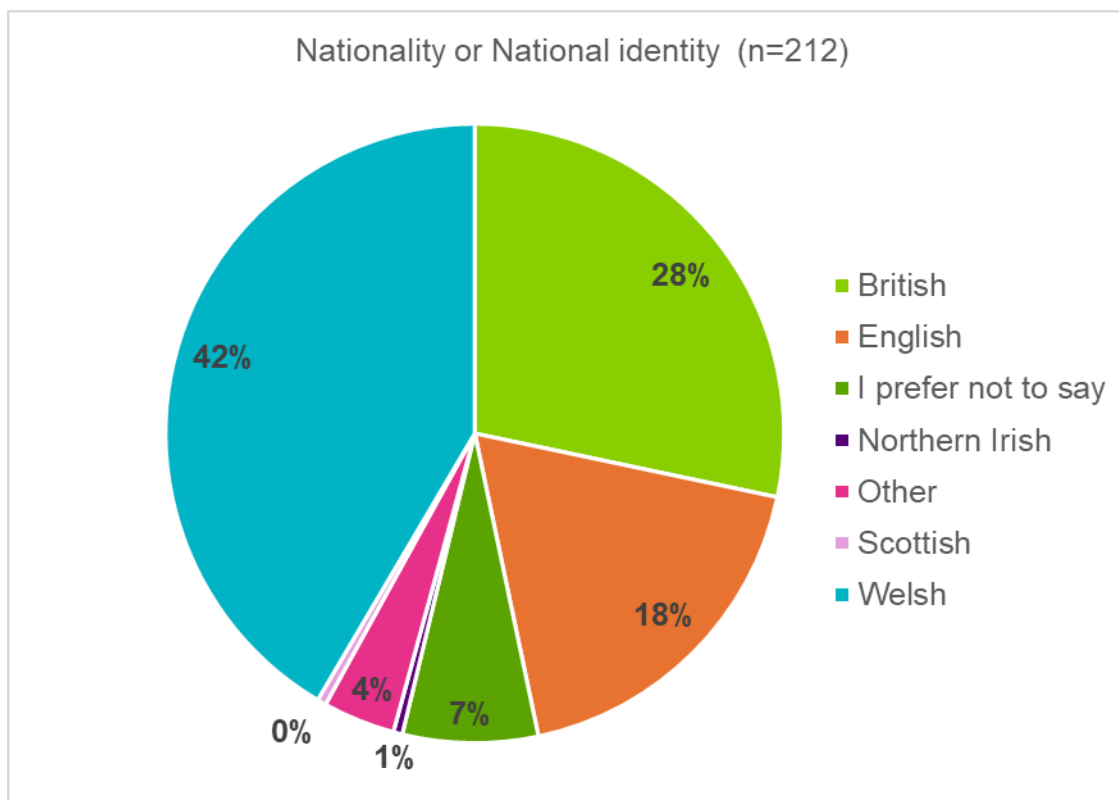
- Three respondents from elsewhere questioned the relevance of question, while another respondent commented 'Learning'.
- The other respondents to the question expanded on their answer, generally indicating their level of proficiency in Welsh.

20.4 NATIONALITY

20.4.1. A further question invited respondents to state their nationality, either by selecting from a predefined list that included 'I prefer not to say' or selecting 'other' and submitting a free-text response.

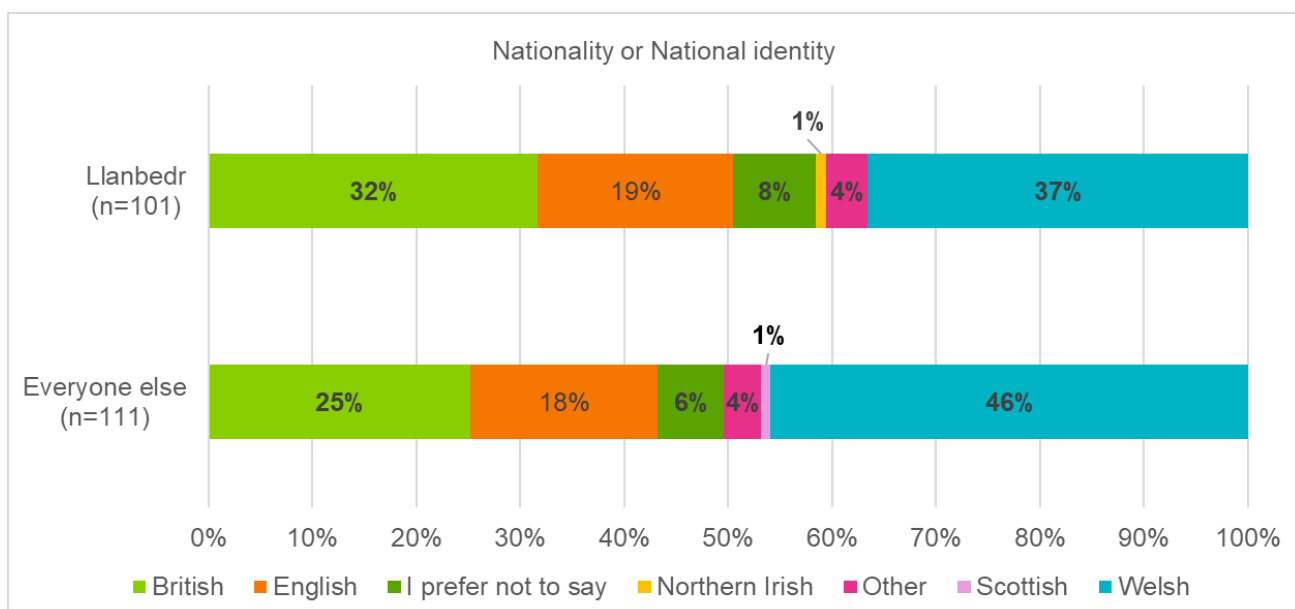
- There were 212 responses to the question, of which 42% (88) were Welsh, followed by 28% (60) who selected British, and 18% (39) of respondents selected English.
- 7% (15) of respondents chose 'I prefer not to say' while the other 4% (eight) of respondents selected 'other' and provided free text comments. The summary of the responses is provided in **Figure 20-8**.

Figure 20-8 - Nationality or National Identity of respondent



20.4.2. The responses were analysed based on place of residence. This is summarised in **Figure 20-9**.

Figure 20-9 - Nationality or National identity of respondents based on place of residence



20.4.3. The 101 respondents who provided their response were from Llanbedr based on the place of residence. A majority of which comprised Welsh (37% (37), followed by 32% (32) British nationalists. However, 46% (51) of 111 respondents from elsewhere comprised of Welsh followed by 25% (28) of respondents who selected British as their nationality.

Open Analysis

20.4.4. All eight respondents who selected 'other' provided free-text comments in relation to Nationality or National Identity.

20.4.5. A summary of comments has been included below:

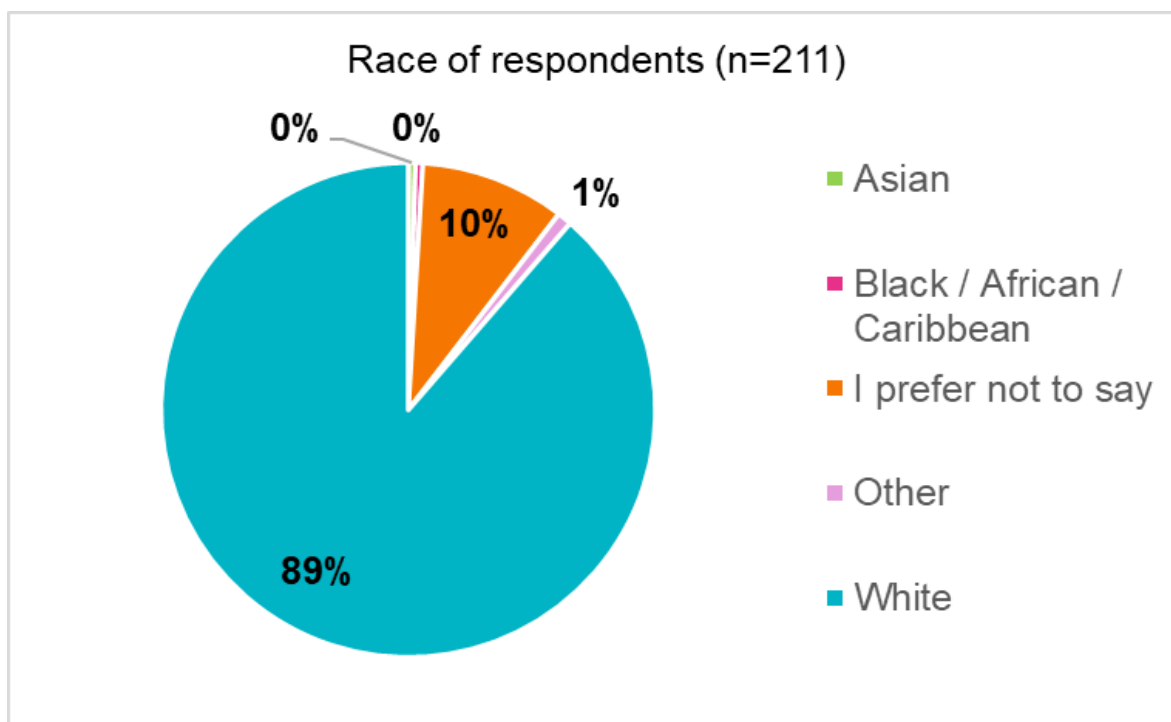
- Four of the respondents, who were from Llanbedr, commented 'Dutch', 'British', 'UK', and 'Mother Welsh father English' respectively.
- Two of the respondents from elsewhere queried the relevance of the question.
- Two of the respondents from elsewhere commented, 'Adopted Welsh though born in England, with Welsh antecedents,' and 'Irish' respectively.

20.5 RACE

20.5.1. Respondents were then asked to identify their ethnic background. A range of ethnic categories was presented, along with an option of 'I prefer not to say' or specify 'any other ethnic group'.

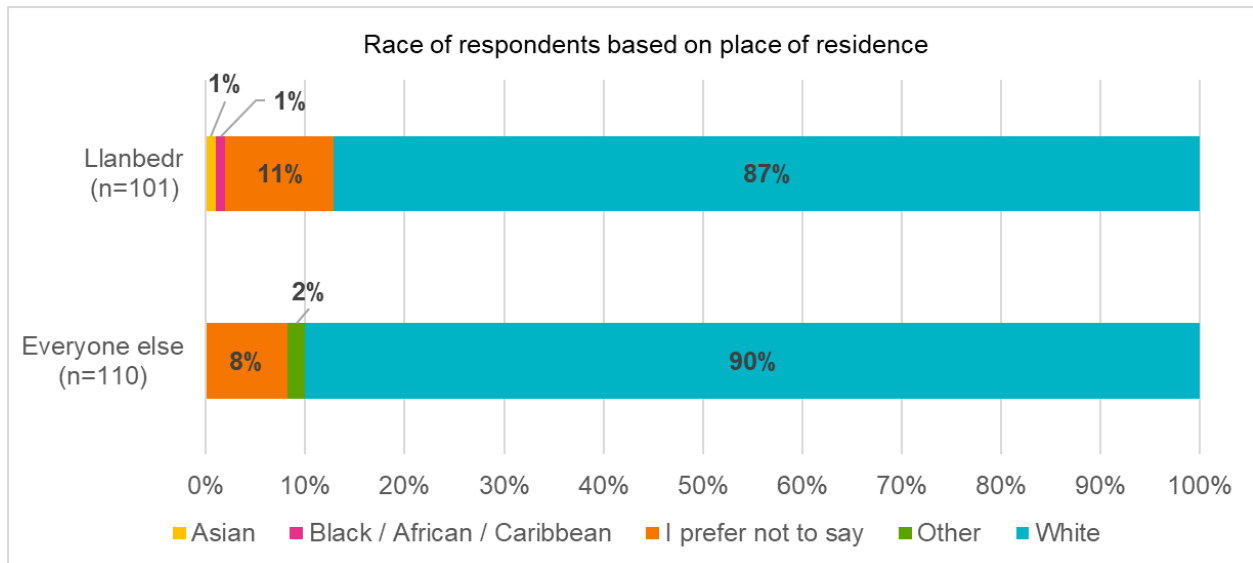
- A summary of the responses is provided in **Figure 20-10**, showing that the vast majority respondents selected White (89% (187) of 211 respondents).
- This was followed by 10% of respondents who selected 'I prefer not to say' and 1% (two) of the respondents chose 'other'.

Figure 20-10 - Race of respondent



20.5.2. The distribution based on whether the respondent was a resident of Llanbedr is summarised in **Figure 20-11**.

Figure 20-11 - Race of respondent based on place of residence



20.5.3. **Figure 20-11** shows 87% (88) of 101 respondents from Llanbedr selected White compared to 90% (99) of 110 respondents from elsewhere that selected White. Respondents from Llanbedr also comprised of Asian (1%) and Black / African / Caribbean (1%).

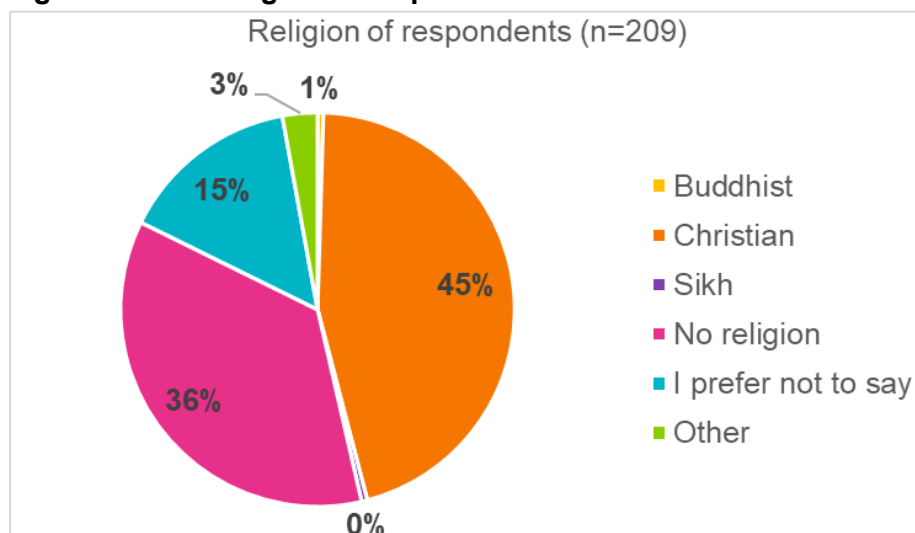
20.5.4. Two of the respondents from elsewhere who selected 'other' queried question relevance.

20.6 RELIGION

20.6.1. The survey also asked respondents to identify their religion or belief, with the option to select from major world religions. The list of options also included 'no religion', 'prefer not to say', or 'other', with the option to provide a free-text comment.

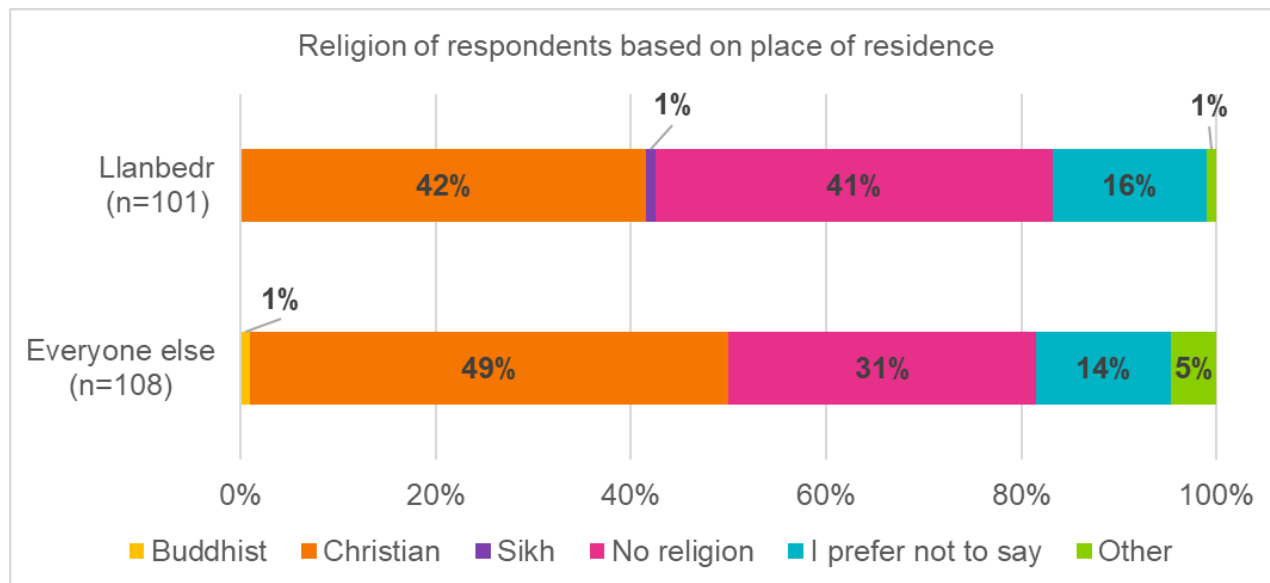
- Of the 209 responses received, 45% (95) identified as 'Christians'.
- This was followed by 36% (75) who selected 'no religion', and 15% (31) of the respondents selected 'I prefer not to say'. 3% of the respondents selected 'other'.
- A summary of the responses is provided in **Figure 20-12**.

Figure 20-12 - Religion of respondent



- 20.6.2. Based on the place of residence, 42% (42) of 101 respondents from Llanbedr selected 'Christian', followed by 41% (41) of respondents who selected 'no religion'. 1% (1) of the respondents selected Sikh.
- 20.6.3. However, as compared to Llanbedr, 31% (34) of 108 respondents from elsewhere selected 'no religion', with 5% (five) of respondents selecting 'other'. The responses based on place of residence are summarised in **Figure 20-13**.

Figure 20-13 - Religion of respondent based on place of residence



Open Analysis

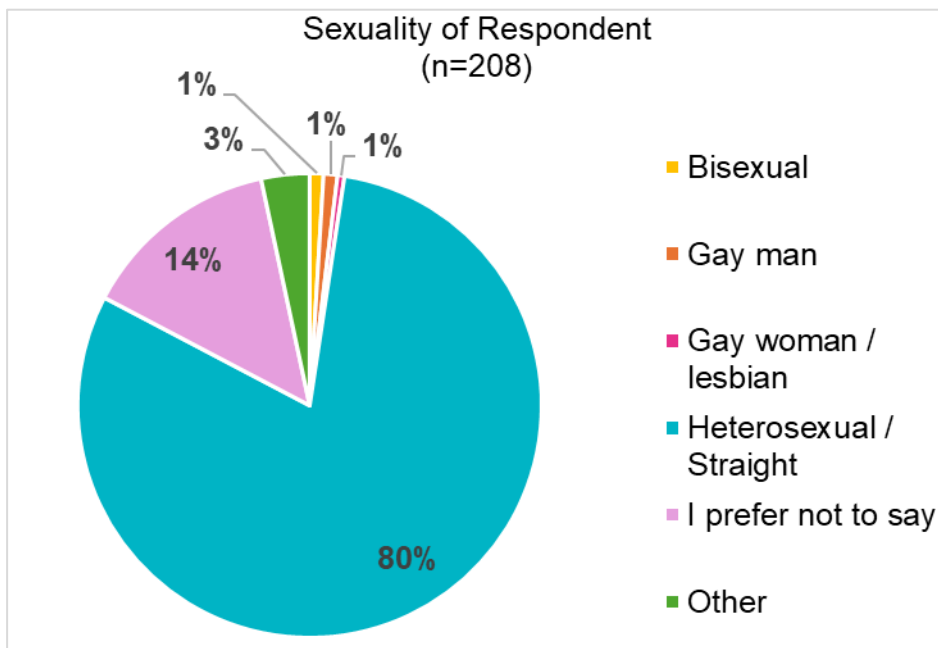
- 20.6.4. A total of five respondents from elsewhere who selected 'other' provided free-text comments. Of these, two respondents asked about the relevance of this question to the proposals, while one of the respondents stated 'mind your own business'.
- 20.6.5. The other two respondents answered 'Pagan' and 'Druid' respectively.

20.7 SEXUALITY

- 20.7.1. A further question asked respondents to state their sexual orientation.
- 20.7.2. Respondents could select a suitable response from the provided list of options. Respondents also had the choice to opt 'I prefer not to say' or to select 'other' and provide an alternative description in a free-text field.

- As shown in **Figure 20-14**, 80% (167) of the 208 respondents who responded to this question identified themselves as 'Heterosexual/ Straight'.
- This was followed by 14% (29) of respondents who selected 'I prefer not to say'.
- 3% of the respondents selected 'Bisexual', 'Gay man' and 'Gay woman/ lesbian' (1% each).

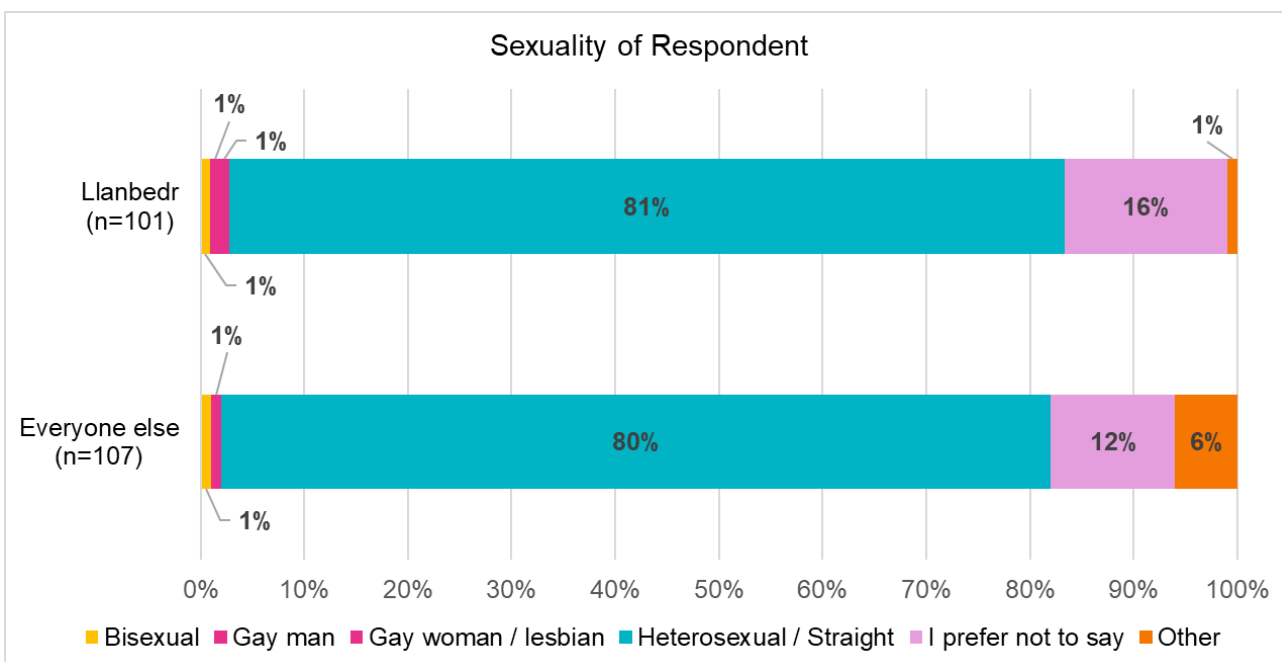
Figure 20-14 - Sexuality of respondent



20.7.3. **Figure 20-15** shows that, from 101 respondents from Llanbedr, 3% of respondents selected 'Bisexual', 'Gay man', 'Gay woman/ lesbian' (1% each), with 81% (82) of respondents selected 'Heterosexual/ Straight'. A similar trend could be seen for respondents from elsewhere category.

20.7.4. However, 12% (13) of 107 respondents from elsewhere selected 'I prefer not to say' followed by 6% (seven) of respondents who selected 'other' as compared to 16% (16) from Llanbedr opted 'I prefer not to say' and 1% (one) selected 'other'.

Figure 20-15 - Sexuality of the respondent based on place of residence

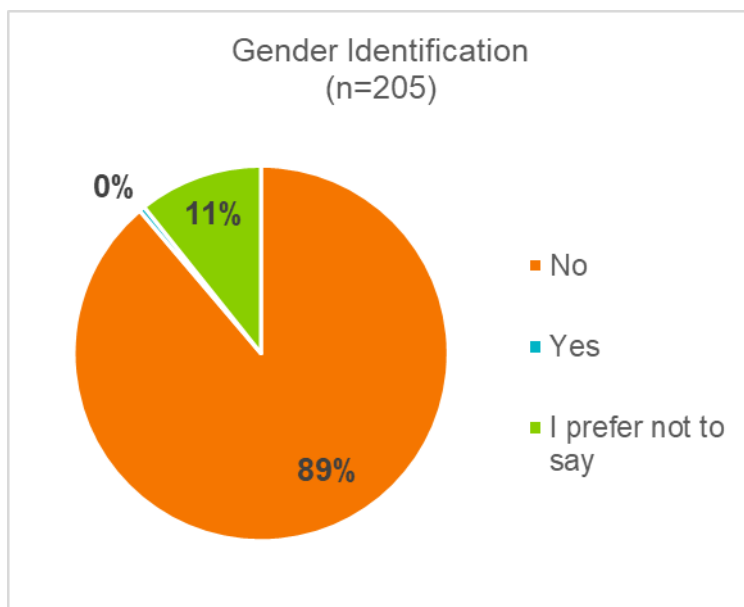


- 20.7.5. Six of the Seven respondents who selected 'other' respondents provided free-text comments in relation to sexuality.
- 20.7.6. All six respondents were from elsewhere. The summary of comments has been categorised below:
- Five of the respondents enquired about the relation of this question with the proposals or stated it as 'unnecessary' or 'no relevance'.
 - One of the respondents commented, 'mind your own business'.

20.8 GENDER IDENTIFICATION

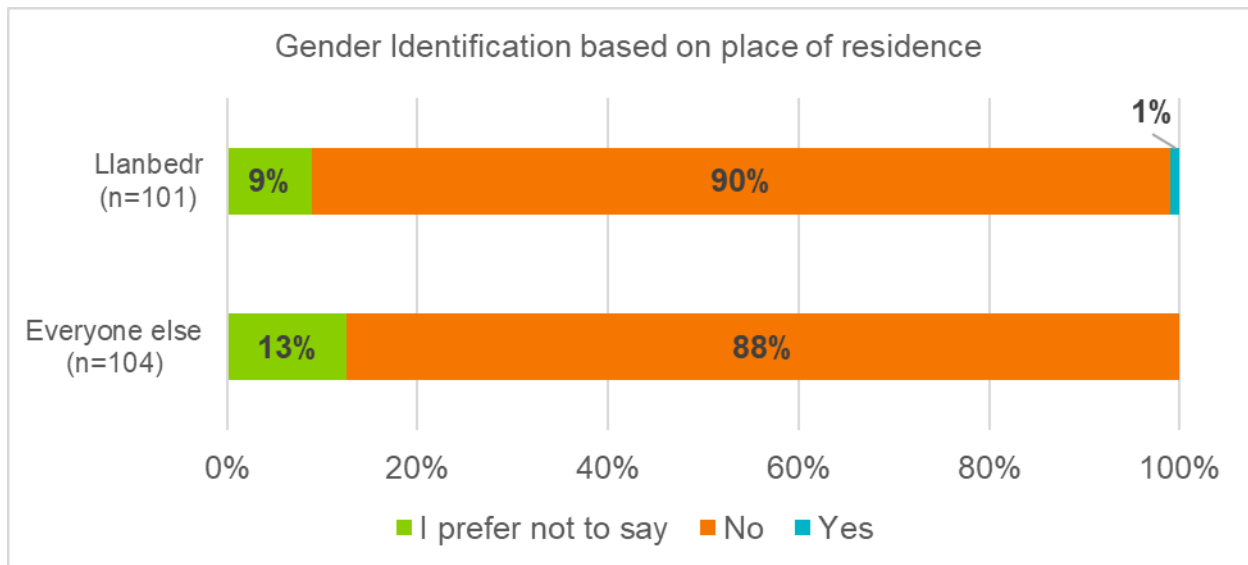
- 20.8.1. Respondents were also asked whether they identify as the gender they were assigned at birth, with the opportunity to indicate if their gender identity is different. Respondents had an option to prefer not to say.
- 20.8.2. A summary of the responses is provided in **Figure 20-16**, and distribution based on whether the respondent is a resident of Llanbedr is summarised in **Figure 20-17**.

Figure 20-16 - Difference in gender identification from that assigned at birth



- **Figure 20-16** shows 89% of the 205 respondents selected 'no' when asked if their gender identification changed from that assigned to them at birth, while 11% of the respondents prefer not to say.

Figure 20-17 - Difference in gender identification from that assigned at birth- based on place of residence



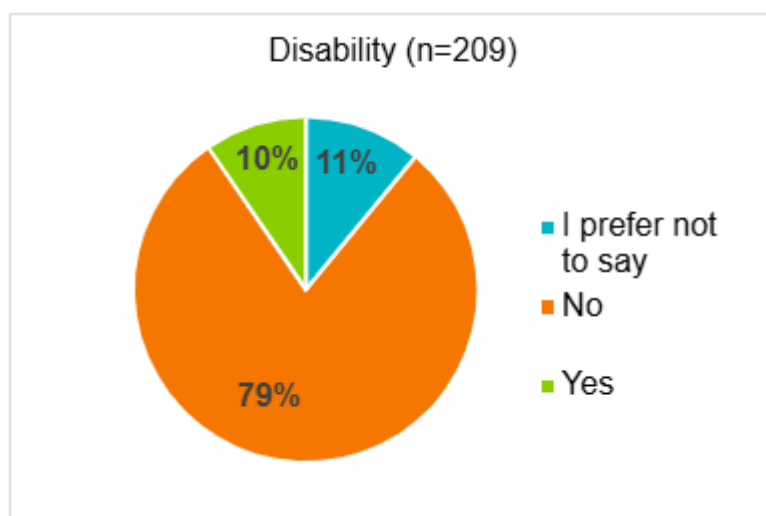
- 20.8.3. As shown in **Figure 20-17**, 1% (one) of 101 respondents from Llanbedr selected 'yes' when asked if their gender identification changed from that assigned to them at birth and 9% (nine) of respondents selected 'I prefer not to say'. This is lower than 13% (13) of 104 respondents from elsewhere who selected 'I prefer not to say'. The rest 88% (91) of 104 respondents from elsewhere selected 'no'.

20.9 DISABILITY

- 20.9.1. Finally, respondents were asked whether they consider themselves to have a disability, as defined by the Equality Act 2010.

- As can be seen in **Figure 20-18**, 10% (20) of 209 respondents consider themselves to have a disability while 11% (23) of respondents prefer not to say.

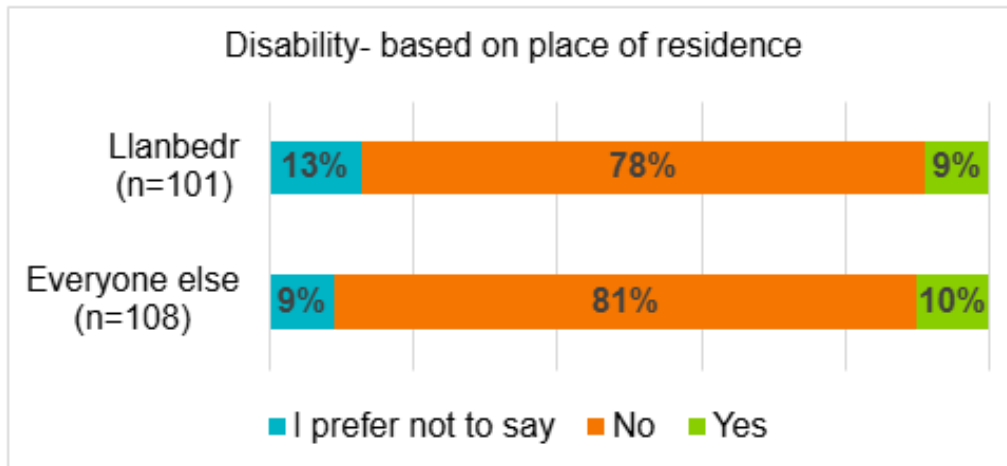
Figure 20-18 - Respondents' opinion if they consider themselves disabled



- 20.9.2. **Figure 20-19** shows 9% (nine) of 101 respondents from Llanbedr consider themselves disabled while 13% (13) of respondents opted 'I prefer not to say'. However, 10% (11) of 108 respondents

from elsewhere consider themselves disabled and 9% (10) of respondents selected 'I prefer not to say'.

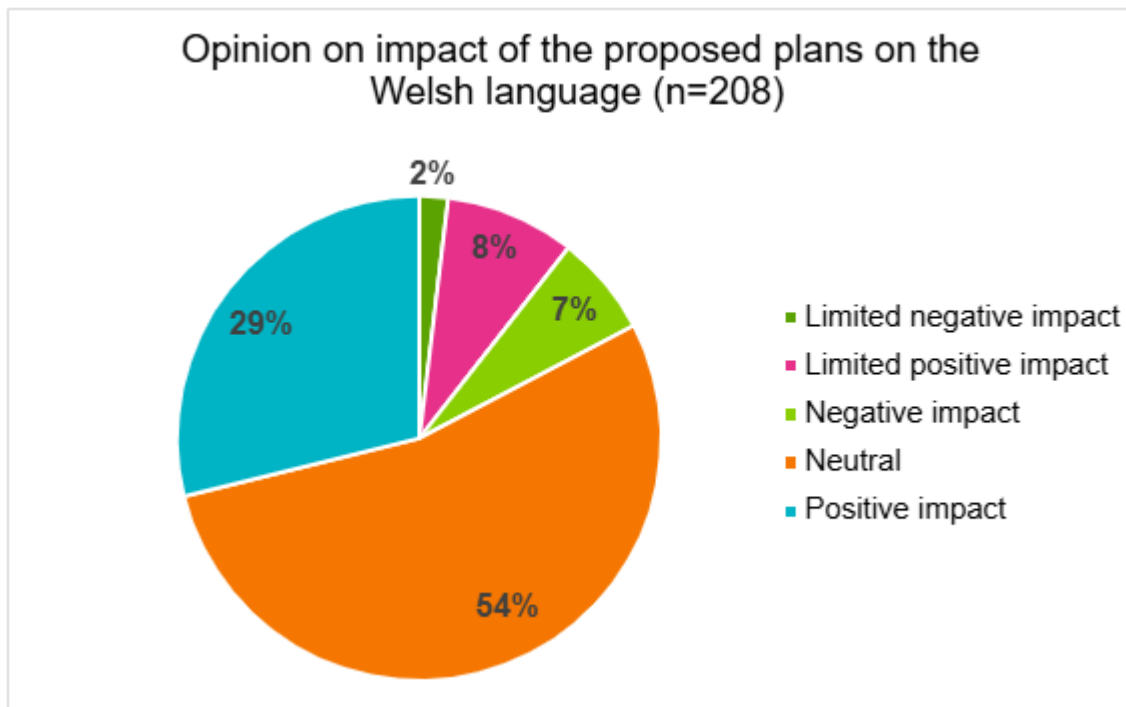
Figure 20-19 - Respondents' opinion if they consider themselves disabled based on place of residence



21 IMPACT ON WELSH

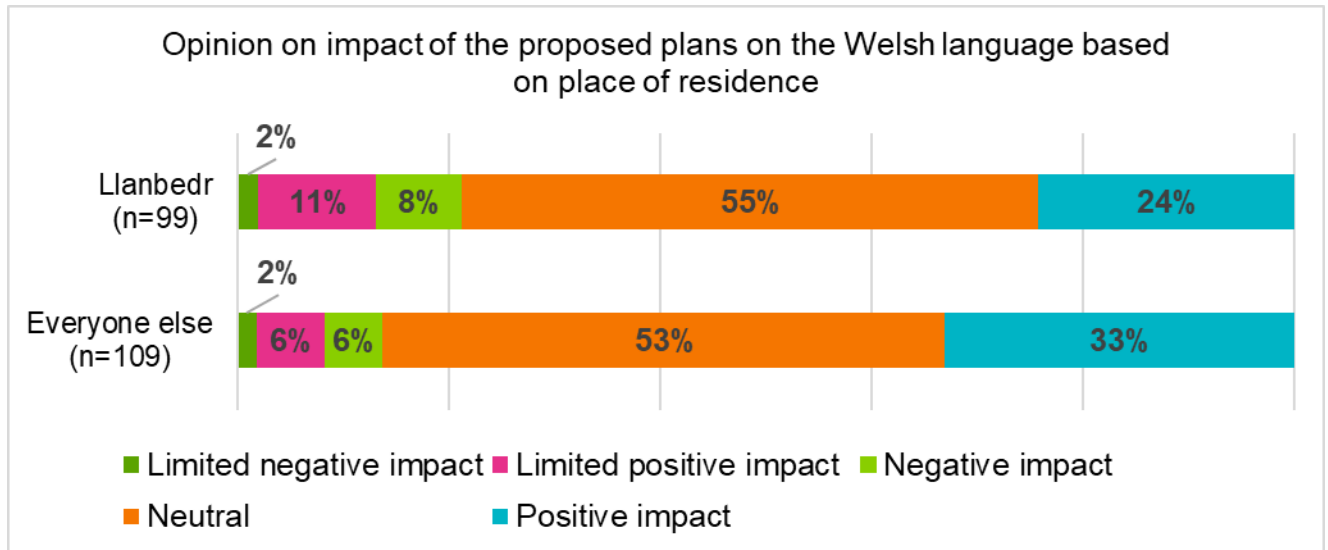
- 21.1.1. Respondents were asked to share their views on how the proposed plans might impact the Welsh language, including opportunities to use the language and its status within the community.
- 21.1.2. Respondents could select a single response from the options provided.
- 21.1.3. A summary of the responses is provided in **Figure 21-1**.

Figure 21-1 - Respondents' Opinion on the impact of the proposed plans on the Welsh



- **Figure 20-1** shows 54% (112) of 208 respondents thought that proposals would have a 'neutral' impact on the use of the Welsh language and its status within the community.
- This was followed by 29% (60) of respondents who selected 'positive impact'.
- However, 9% (18) respondents believe it would have a limited negative or negative impact.

Figure 21-2 - Respondents' opinion on the impact of the proposed plans on Welsh language based on place of residence



- 21.1.4. **Figure 21-2** shows 35% (35) of 99 respondents from Llanbedr thought the proposals would have 'limited positive' or 'positive' impact on the Welsh language. A similar opinion could be noted among 39% (43) of 109 respondents from elsewhere.
- 21.1.5. Respondents were also offered an opportunity to answer an open-ended question to give any comments on the opportunities to adapt the proposed plans to have a more positive impact on the Welsh language and its use or to remove any negative effects.
- 21.1.6. A summary of the comments received is provided in **Table 21-1**.

Table 21-1 - Summary of comments on the opportunities to adapt the proposed plans to have a more positive impact on the Welsh language

Supportive Comments	Llanbedr	Everyone else
Suggest the Project will create a sense of respect for Welsh culture	2	2
Suggest that the Project will have a positive impact on Welsh language users	0	1
Suggest that the Project will improve village convenience, whilst controlling tourism to a level more suited to the locality without destroying local businesses	1	1
Suggest the Project will have a positive impact on the community (e.g. by reducing tourist traffic)	3	0
Suggest the Project will allow events in the village to be more accessible with fewer traffic and more parking spaces	1	1
Suggestions		
Suggest that the names 'Mochras' and 'Mochras Road' should be used on all road signs	1	0

Suggest improving access to Llanbedr airfield to create skilled jobs to encourage young people to work locally, maintaining their use of the Welsh language and encouraging incoming employees and families to learn Welsh, contributing to the local culture	0	1
Suggest that all signage should be in Welsh	1	2
Suggest that the rail network is improved and linked north to allow for more sustainable tourism, providing more jobs for Welsh speakers in the area	0	1
Suggest that all signage through, around, or past the village are in Welsh and English	3	2
Suggest measures to reduce the number of holiday homes in the area	1	0
Suggest the provision of affordable housing to compensate for any housing price rises resulting from the scheme	1	0
Suggest that only the relief road is needed to ease congestion during the busy season	1	0
Suggest the promotion of free Welsh language study for residents	1	0
Suggest making Llanbedr a destination by describing the important and interesting places nearby	0	1
Suggest encouraging more people to visit Wales, promoting the country, language and culture	0	1
Suggest the creation of jobs in the Camp to present the Welsh language in action	1	0
Suggest using a firm that has Welsh speaking professionals, and produce all documentation in Welsh and English	0	1
Suggest that the bridge should be open for vehicles to enable those reliant on cars to be part of the community	1	0
Suggest that economic policies need to encourage employment to retain young people	1	1
Suggest urgently improving access to the Llanbedr Airfield / Enterprise Zone / Shell Island locality to improve access to employment and activity	1	0
Suggest that the Project should attract new businesses and industries to the area to create quality employment for young people	1	0
Criticisms		
Criticism of the question / question is not relevant to the Project	3	4
Criticism that Llanbedr should remain as it is to keep its traditional heritage	1	0
Criticism that the Project will have no impact on the Welsh language	6	1
Criticism that the facilities in this area are non-existent as money is used in South Wales	1	0

Criticism of the lack of investment in the area, as seen from the lack of public services and closure of facilities along the coastline	1	0
Criticism that the improvements need to benefit everyone, regardless of language	0	1
Criticism that the Project has been cancelled previously, and the consultation is a waste of money	1	0
Concerns		
Concern that proposals to close the bridge to traffic and unnecessary parking alterations will negatively impact the character of the village	1	0
Concern that house prices are discouraging young people to invest in property in the local area	0	1
Concern that bypassing the village will result in jobs lost in the tourism industry, which are mainly local Welsh speakers	1	1
Concern that bypassing the village without adequate compensation (e.g. parking, easy access via roundabouts, better active travel routes) will result in the village dying	1	0
Concern that the Project relies very little on the business case for improving access to the Airfield Enterprise Park and so will bring little benefit in respect to jobs for local people that will keep Welsh speakers in the area	0	1
Concern that the centre of the village will become a more attractive place to live as a result of the Project, resulting in more second homes and an adverse impact on the Welsh language and culture	0	1
Other Codes		
Criticism of Cyngor Gwynedd	1	3
Not sure	3	0
Project will have no impact on the Welsh language	4	1

21.1.7. A total of 62 respondents provided comments in response to the open-ended question, to explain their views. This was made up of 38 respondents from Llanbedr and 24 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

21.1.8. Several respondents expressed support for the project, particularly in terms of its impact on the local community and culture:

- Three respondents from Llanbedr suggested that the project would positively impact the community, particularly by reducing tourist traffic.
- Two respondents each from Llanbedr and elsewhere felt that the project would help foster a sense of respect for Welsh culture.
- One respondent from elsewhere highlighted that it would support Welsh language users.

21.1.9. Additional supportive comments noted that the project could improve overall village convenience while helping to manage tourism at a scale appropriate to the locality, without negatively affecting local businesses (raised by one respondent each from Llanbedr and elsewhere).

21.1.10. There was also support from one respondent in Llanbedr and one from elsewhere who felt that the project would allow village events to be more accessible due to reduced traffic and increased availability of parking spaces.

Suggestions

21.1.11. Several respondents made suggestions focused on signage and the promotion of the Welsh language:

- Three respondents from Llanbedr and two from elsewhere proposed that all signage through, around, or past the village should be bilingual - in both Welsh and English.
- A further two respondents from elsewhere and one from Llanbedr suggested that all signage should be in Welsh.
- Additionally, one Llanbedr respondent suggested that the name 'Mochras' and 'Mochras Road' should be consistently used on all road signs.

21.1.12. Suggestions also highlighted the potential for the project to support the Welsh language and culture through employment and education:

- One respondent from elsewhere suggested improving access to Llanbedr Airfield to create skilled jobs for local youth and incoming families, encouraging use and learning of Welsh.
- Another respondent from Llanbedr suggested promoting free Welsh language study for residents, while one from elsewhere recommended using a firm with Welsh-speaking professionals and ensuring all documentation is bilingual.
- There was also a suggestion to create jobs within the camp that would actively showcase the Welsh language in use (one respondent from Llanbedr).

21.1.13. Further suggestions were made on the following themes:

- Economic development;
- Tourism and housing related concerns;
- Improvements to the rail network; and
- Promoting Wales and Llanbedr.

Criticisms

21.1.14. The most common criticism related to the perceived irrelevance of the question to the overall project, with three respondents from Llanbedr and four from elsewhere expressing this view. It was also noted that the proposals should benefit everyone regardless of language.

21.1.15. Six respondents from Llanbedr and one from elsewhere stated that they did not believe the project would have any meaningful impact on the Welsh language.

21.1.16. Other criticisms included:

- Criticism of general lack of funding in the area;
- Criticism of the consultation; and
- Criticism that the proposals will negatively impact the village.

Concerns

21.1.17. Several concerns were raised regarding the potential social and economic impact of the project on the local community, particularly in relation to employment, housing, and the Welsh language, including:

- Concern about the impact on tourism employment; and
- Concern about village decline.

21.1.18. Concerns were also raised about the project's effect on the village's character and housing dynamics, including:

- Harm to village character;
- House price concern; and
- Second home ownership increase.

21.1.19. Additional concerns included doubts about the strategic value of the project in terms of job creation and the lack of a strong business case for improved access to the Llanbedr Airfield Enterprise Park.

Other

21.1.20. Several respondents shared views that did not directly align with the primary themes of the consultation. Four respondents from Llanbedr and one from elsewhere stated that they believed the project would have no impact on the Welsh language.

21.1.21. Additional comments included expressions of uncertainty about the project or its implications, with three respondents from Llanbedr indicating that they were unsure.

22 IMPACT ON SOCIO-ECONOMICALLY DISADVANTAGED INDIVIDUALS

22.1.1. Respondents were also asked to comment on the potential impact of the proposals on socio-economically disadvantaged individuals, such as those facing financial or digital poverty, or limited access to services and events.

22.1.2. A summary of the comments received in relation to the question is provided in **Table 22-1**.

Table 22-1 - Summary of comments on respondents' opinion about the impact of the proposed plans on those who are socio-economically disadvantaged

Supportive Comments	Llanbedr	Everyone else
Suggest that the Project will improve opportunities for people facing economic and social disadvantage	4	6
Suggest that the Project will provide improved options for safer travel to services to benefit those facing digital poverty	1	1
Suggest that the Project will provide improved infrastructure	1	0
Suggest that the Low-Speed Relief Road will create better access to jobs	1	2
Suggest that the Low-Speed Relief Road will increase job opportunities at the Airfield (e.g. for young people)	2	1
Suggest that better access to public transport will benefit everyone	3	4
Suggest that the Project will result in a nicer village environment	6	3
Suggest that the Project will result in greater business development opportunities in the village	3	0
Suggest that the Low-Speed Relief Road will aid investment in the area	2	0
Suggest that the Low-Speed Relief Road will encourage sustainable development	1	0
Suggest that the Project will lead to better access to services and social events	6	3
Suggest that station upgrades will lead to better access to services, employment and social events		
Suggest that the Project will make it easier to access village activities	2	1
Suggest that the Project will benefit the local economy	1	1
Suggest that the Project will make the village safer (e.g. for pedestrians and cyclists)	6	5
Suggest that the Project will benefit the environment (e.g. reduced air pollution, reduced noise pollution)	1	2
Suggest the Project will encourage more use and availability of active transport and public transport options to everyone	6	2

Suggest that improving public transport will create better services	3	1
Suggest that a Low-Speed Relief Road will be beneficial for emergency services	1	0
Suggest that the Project will result in the creation of new jobs	8	1
Suggest that the Project will result in savings to fuel costs	1	1
Suggest that the Project will have a positive impact on mental health	1	0
Suggest that the Project will result in many gaining practical support within the community without the need to drive elsewhere	0	1
Suggest that the Project will result in local employment opportunities, allowing locals to afford local housing, and graduates to find work locally	1	0
Suggest that the Project would encourage activities in the village to grow, offering further benefit	0	1
Suggest that the Project will allow individuals to worry less about traffic on their commute during peak summer tourism	0	1
Suggestions		
Suggest that the Project must consider the needs of vulnerable groups to ensure that benefits are shared and do not isolate or disadvantage populations	1	1
Suggest that bus transport should remain as it is	2	0
Suggest that public transport timetables should be improved to reflect the tourist industry (e.g. to and from Barmouth and Porthmadog)	1	0
Suggest that Shell Island make a financial contribution to the costs of the Project based on the benefits the site will experience	1	0
Suggest urgently improving access to the Llanbedr Airfield / Enterprise Zone / Shell Island locality to improve access to employment and activity	1	1
Suggest that the Project should not encourage the use of Llanbedr airfield or village by military personal or skilled job opportunities which the locals cannot fulfil	0	1
Suggest that the Project should attract new businesses and industries to the area to create quality employment for young people	1	0
Criticisms		
Criticism that proposals within the village, including parking alterations, will worsen access to jobs and opportunities	1	0
Criticism that the Project will have a negative impact on the economy	1	1
Oppose changes within village	1	0
Oppose changes to resident vehicle access	2	0
Criticism that the proposed options isolate the population and businesses of Llanbedr by cutting the village off	0	2

Oppose the proposals (generally)	0	1
Criticism that the Project will have a negative impact on people facing economic and social disadvantage	0	1
Criticism of the number of second homeowners / Air B&Bs / rentals	1	0
Concerns		
Concern about the impact of the Project on attracting new businesses and industries to the area to create quality employment for young people	0	0
Concern that the Project may lead to higher living costs, such as increased property prices or reduced affordability for essential services	0	1
Concern that the Project will make it more difficult to access facilities in the village for blue badge and disabled users	1	1
Concern that the Project will make public transport inaccessible	1	0
Concern that the positive impact of the relief road will be impeded by preventing local access	1	0
Concern about the impact of the Project on local businesses	1	3
Concern that the Project will segregate the village community	1	2
Concern about the additional distances driven if the bridge is closed to traffic	1	0
Concern about the impact of the Project on those living on the route of the Low-Speed Relief Road	1	0
Concern that those with physical impairments will not be able to park outside their houses	1	0
Concern that local camp sites attracting large numbers of tourists are damaging the community and environment	1	0
Other Codes		
Out of Scope	1	0
Criticism of Cyngor Gwynedd	0	1
Request for more information	0	0
Criticism of the Welsh Government	1	1
Not sure	2	0

22.1.3. A total of 89 respondents provided comments in response to this open-ended question, to explain their views. This comprised 52 respondents from Llanbedr and 37 respondents from elsewhere. A summary of the comments received to this open-ended question are set out below.

Supportive comments

22.1.4. Overall support for the project in terms of improved opportunities for people facing economic and social disadvantage was expressed by four respondents in Llanbedr and six respondents from elsewhere.

22.1.5. The project leading to better access to services and social events and resulting in a more pleasant village environment was noted by six respondents from Llanbedr and three respondents from elsewhere each.

22.1.6. The project resulting in the creation of new jobs and making the village safer (e.g. for pedestrians and cyclists) was noted by eight and six respondents, respectively, from Llanbedr. Five respondents from elsewhere also suggested the project would make the village safer.

22.1.7. Other supportive comments were made with smaller representation, including the positive impact of the scheme on mental health, employment opportunities, and encouraging activities in the village to grow.

Criticisms

22.1.8. Key criticisms included:

- Opposition for changes to resident vehicle access (two respondents from Llanbedr).
- Criticism that the proposed options isolate the population and businesses of Llanbedr by cutting the village off (two respondents from elsewhere).
- The project having a negative impact on the economy (two respondents from Llanbedr and elsewhere).
- Objection to the proposals (generally) and negative impact on people facing economic and social disadvantage (two respondents from elsewhere).

22.1.9. There was also opposition to changes to, and proposals within, the village, including parking alterations.

Concerns

22.1.10. Respondents expressed their concerns about impact on local businesses (three respondents from elsewhere and one respondent from Llanbedr) and possible impact that the project will segregate the village community (two respondents from elsewhere and one respondent from Llanbedr).

22.1.11. One respondent each from Llanbedr and elsewhere referred the project will make it more difficult to access facilities in the village for blue badge and disabled users.

22.1.12. Other concerns were focused on the following themes:

- Inaccessibility of public transport;
- Parking;
- Tourism; and
- Impact on residents.

Suggestions

22.1.13. A range of suggestions were put forward regarding transport and infrastructure improvements in Llanbedr. The most frequently suggested include:

- Two respondents from Llanbedr suggested that bus transport should remain as it is.
- One respondent from Llanbedr and one respondent from elsewhere suggested that the Project must consider the needs of vulnerable groups to ensure that benefits are shared and do not isolate or disadvantage populations.

22.1.14. Other suggestions were made around:

- Public transport;
- Financial contributions; and
- Employment.

Other

22.1.15. Other comments included:

- Criticism of the Welsh Government;
- Criticism of Cyngor Gwynedd; and
- No comment.



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