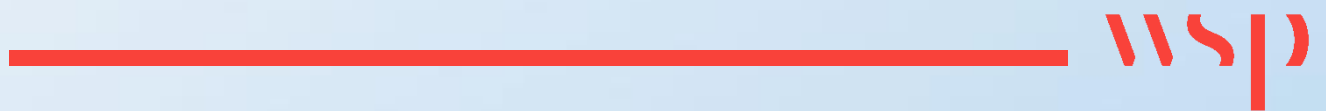


Appendix A

MENU OF OPTIONS



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

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

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

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

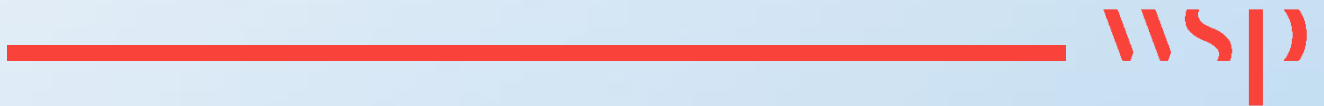
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Comments
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	
BU27	Road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

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

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

Appendix B

APPRAISAL SUMMARY TABLE - STRATEGIC FIT (MEASURES)





LOW-SPEED RELIEF ROAD OPTIONS

Ref	Type	Source	Title	Description	Timescale	Llywyr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llywyr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales			
N11a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Arthro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Arthro Lodges site to the A496 to the south of the Afon Arthro.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing northbound traffic to the west of the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11b	Road Safety	Previous WEITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	This option will not impact on the need for people to travel.	<p>Whilst this option could slightly reduce traffic demand along the existing A496 through Llanbedr by enabling Llanbedr Arfleid and Shell Island (west of village) traffic from the north to avoid the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village and reducing journey time delay for bus services, it is considered that the majority of traffic will likely continue to route along the existing A496. Therefore the benefits to active travel and public transport are less significant than for the comparable N11a.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>Although this option could reduce traffic demand slightly along the existing A496 through Llanbedr, which would make local active travel journeys and journeys by bus more attractive, the magnitude of change is not considered to be significant and therefore the impact is considered likely to be negligible.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	0
N11c	Road Safety	Previous WEITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	This option will not impact on the need for people to travel.	<p>Whilst this option could slightly reduce traffic demand along the existing A496 through Llanbedr by enabling Llanbedr Arfleid and Shell Island (west of village) traffic from the south to avoid the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village and reducing journey time delay for bus services, it is considered that the majority of traffic will likely continue to route along the existing A496.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>Although this option could reduce traffic demand slightly along the existing A496 through Llanbedr, which would make local active travel journeys and journeys by bus more attractive, the magnitude of change is not considered to be significant and therefore the impact is considered likely to be negligible.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	0
N11d	Road Safety	Previous WEITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the west of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11e	Road Safety	Previous WEITAG	Low-Speed Relief Road - West of Llanbedr - Railway Station	Provide a low-speed relief road to the west of Llanbedr - Railway Station.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the west of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road to the north of the Afon Arthro could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11f	Road Safety	Previous WEITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing all traffic to the east of the village, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	+	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+
N11g	Road Safety	Previous WEITAG	Low-Speed Relief Road - One Way	Provide a one-way low-speed relief road away from the village centre.	LT	This option will not impact on the need for people to travel.	<p>This option could reduce traffic demand along the existing A496 through Llanbedr by routing either northbound or southbound traffic away from the village centre, enabling active travel journeys to be undertaken more safely and effectively within the village, whilst also reducing journey time delay for bus services.</p> <p>A road in this location could also assist in adapting the road network to deal with climate change, as it routes through a flood zone and could incorporate measures to reduce the risk of flooding.</p> <p>It is not considered that there is a significant suppressed traffic demand at present in this location, due to the rurality of the area and lack of current transport choice, that would be impacted by a low-speed relief road. It is therefore not considered that this option would encourage more people to drive, as opposed to travelling by sustainable transport modes.</p>	++	In isolation, this option is unlikely to encourage people to make the change to more sustainable transport services.	0	<p>This option could contribute slightly to a modal shift for journeys to and from Llanbedr, and within the village, through reducing traffic demand along the existing A496, which would make local active travel journeys and journeys by bus more attractive.</p> <p>It is acknowledged that construction of new infrastructure contributes to carbon budgets through the presence of embodied carbon. It is however considered at this stage that the impact of embodied carbon can be effectively mitigated through appropriate infrastructure planning and consideration of low carbon and carbon offsetting measures.</p>	+

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



WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

ID	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Llywyf Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llywyf Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyf Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
01	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. The site is in close proximity to a railway station, and within cycle distance of Llanbedr village, and therefore restricting development of the site would mean that local people have to continue traveling longer distances for work. However, it is noted that access by bus is unlikely to be possible without a low-speed relief road and therefore the suitability of the site for large scale development at present is unclear.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	The Llanbedr Airfield site has been identified as an enterprise zone by Welsh Government where development should be encouraged. Whilst the site is in close proximity to a railway station and within cycle distance of Llanbedr village, it is noted that access by bus is unlikely to be possible without a low-speed relief road and therefore the site could be considered as not being in a sustainable location, as per Policy 34 of Net Zero Wales and highlighted by the Roads Review Panel. Restricting development in this location could therefore contribute towards the targets of Net Zero Wales.	+
02	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A98.	MT	No	This measure could reduce the need for people to travel longer distances for work.	++	Through reducing distances some people are required to travel to work, this measure could allow more people to travel by sustainable modes.	+	This measure could encourage some people to make the change to sustainable transport modes for journeys to work.	+	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
03	Non-Transport	WITAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure could reduce the need for people to travel to work every day, although it is likely that it will not completely remove the need for people to travel for employment.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to more sustainable transport services.	0	This could reduce the number of car miles undertaken by people for work in the surrounding area and has the potential to contribute to Policy 30 - to enable people to work at or near to home.	+
04	Freight & Logistics	WITAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This could reduce the need for people living in Llanbedr to travel to nearby locations to collect parcels and deliveries.	++	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people when collecting parcels and deliveries in the surrounding area, whilst also reducing the number of door-to-door deliveries being made, reducing emissions associated with local freight (Policy 33).	+
05	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	+	This measure could encourage more people to travel by sustainable modes, reducing the number of car miles travelled.	+
06	Active Travel	WITAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could reduce the need for people to use cars / vans for deliveries.	++	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
07	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could reduce the need for people to travel if current broadband speeds and mobile phone coverage are poor.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could contribute to enabling people to work at or near to home, as per Policy 30.	+
08	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by public transport by making it easier to switch between different modes.	++	This measure could encourage people to switch to more sustainable transport services by making purchasing multi-modal tickets easier.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of public transport.	+
09	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make enable people to travel door-to-door by sustainable modes, through enabling active travel journeys for first and last mile journeys.	++	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr Railway Station.	+	This measure could encourage an increase in the proportion of trips made by active travel to Llanbedr Railway Station, and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
10	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure will encourage more people to utilise Llanbedr Railway Station and therefore travel by rail.	+	This measure could encourage more people to travel by rail, contributing to Policy 32 - to increase trip mode share of public transport.	+
11	Public Transport	WITAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel by cycle to Llanbedr.	+	This measure could encourage behaviour change by improving the ease of cycling to Llanbedr.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
12	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
13	Non-Transport	WITAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could reduce the people in Llanbedr village to travel outside of the village to see a GP.	++	This measure could allow enable some people to travel by active modes to their GP appointment.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This could reduce the number of car miles undertaken by people to access health services.	+
14	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to own a personal cycle to travel by sustainable transport.	+	This measure could encourage people to switch to more sustainable modes of transport by making cycling more accessible to people.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
15	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at 'big' General Llanbedr community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could reduce the people in Llanbedr village to travel to find information by having it posted online. Furthermore, information provided may reduce their need to travel by private car on a daily basis.	+	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
16	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change through provide information on sustainable transport services.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
17	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage behaviour change by restricting the availability of parking for non-residents within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
18	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could significantly encourage people to travel by sustainable modes for all trips across the region.	+++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	+++
19	Behaviour Change	WITAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could provide a location where sustainable transport services and information are centred, encouraging people to travel by more sustainable modes.	++	This measure could increase the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
20	Behaviour Change	WITAG Stage One 2024	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	MT	No	This measure will not impact on the need for people to travel.	0	This could enable more people to travel by active mode to school, particularly those with accessibility constraints.	+	This measure could encourage more people to travel by active travel to school.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
21	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to move easily by sustainable travel, particularly tourists.	++	This measure could encourage behaviour change by identifying ways to promote sustainable transport to tourists.	++	This measure could contribute to reducing the number of car miles undertaken throughout the region by encouraging modal shift.	++
22	Behaviour Change	WITAG Stage One 2024	Sustainable Transport Incentives - A98way Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A98 A98way Corridor to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
23	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable those who cannot afford to currently travel by public transport to do so.	++	This measure could encourage more people to travel by public transport by making it more affordable.	++	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of public transport (Policy 32).	++
24	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
25	Behaviour Change	Quick Wins	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes to the site.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport and active travel) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+



Strategic Fit Appraisal (Measures) - Without Low-Speed Relief Road Scenario



Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Gwynedd Gwybedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
01	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	It has been recommended by the Roads Review Panel that development at Llanbedr Airfield should be restricted to meet Future Wales aspirations, notably Outcome 2 which sets out that a balance should be found between development and preserving the character of rural Wales. As the site is only partially accessible by sustainable modes without a low-speed relief road, it is considered that this measure could support the outcomes of Future Wales.	Although access to Llanbedr Airfield is set out as a regional priority scheme, it is not considered that changes to the actual proposed development will have any impact on the Mid Wales Joint LTP.	The measure could reduce the number of high-quality jobs being produced in Gwynedd, conflicting with the aspiration to develop a 'prosperous Gwynedd'.	The Eryri LDP outlines that the National Park Authority would support any appropriate development at Llanbedr Airfield, with it being located within the Snowdonia Enterprise Zone. The LDP lists a number of uses which would be accepted (Policy 21), and therefore further zoning development of the site is considered to conflict with the Eryri LDP.
02	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Halkin, and Barmouth, as well as 'micro' remote working hubs within villages along the A986.	MT	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	This measure is unlikely to impact on the Gwynedd Gwybedd Plan.	This measure could promote accessibility and inclusion through providing remote working locations within communities that are accessible to all sustainable modes.
03	Non-Transport	WITAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	This measure could offer more flexibility to workers, improving employment opportunities locally, supporting the aspiration to develop a 'prosperous Gwynedd'.	The measure could support the rural economy, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.
04	Freight & Logistics	WITAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure is unlikely to impact on the Future Wales outcomes.	The provision of secure delivery lockers in Llanbedr, could reduce the distance of local people travelling to collect parcels and deliveries, reducing the impact of the transport network on the environment (Outcome 5).	This measure is unlikely to impact on the Gwynedd Gwybedd Plan.	This measure is unlikely to directly impact on the policies of the Eryri LDP.
05	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	Car free days could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	Car free days could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
06	Active Travel	WITAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
07	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could contribute to Outcome 8 by providing comprehensive coverage of superfast and progressing to ultra-fast fibre.	This measure is unlikely to impact on the Mid Wales Joint LTP.	Improved digital connectivity could ensure that the local community are able to reach opportunities digitally (A Prosperous Gwynedd), whilst also reducing the need to travel and contributing to a 'green Gwynedd'.	This measure could reduce the need for some people to travel for work and other services, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
08	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by public transport, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
09	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for their first and last mile journeys when travelling by rail, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to cycle for their first and last mile journeys when travelling by rail, contributing to a modal shift in line with the aspirations of Strategic Policy L: Accessibility and Transport.
10	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on the Future Wales outcomes.	This measure is unlikely to impact on the Mid Wales Joint LTP.	Rebranding Llanbedr Railway Station could encourage more visitors to the area to travel by rail through improving user experience and contributing to the visitor economy (A Prosperous Gwynedd).	This measure could encourage more people to travel by rail, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
11	Public Transport	WITAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
12	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could contribute to Outcome 1 by providing accessible services for the community and helping people to lead healthy lives.	This measure is unlikely to impact on the Mid Wales Joint LTP.	This measure could encourage more people to walk for journeys within Llanbedr, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd). This could also support the regeneration of the village, through encouraging more visitors to interact with the local community (A Prosperous Gwynedd).	Improvements to the public realm within Llanbedr could enhance the setting of the village, contributing to an enhanced cultural and historic environment within the National Park.
13	Non-Transport	WITAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people to access key services, reducing the impact of the transport network on the environment (Outcome 5).	This measure could support meet the healthcare needs of the local community, ensuring healthcare is accessible to all (A Caring Gwynedd).	Through providing an occasional GP surgery within the village, a key service will be located closer to the local community, minimising the need to travel for some people, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
14	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure could enable more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
15	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at 'flag' Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	Public transport information provision could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
16	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by public transport modes, encouraging more local people and visitors to travel by sustainable modes, contributing to a 'green Gwynedd'.	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
17	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could contribute to Outcome 7 by reducing the availability of parking, which could reduce the reliance on private motor vehicles.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	Managing residential parking could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking, contributing to a 'homey' and 'prosperous' Gwynedd.	This measure could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking and support access to the proposed development at Llanbedr Airfield, which will support the local economy (Strategic Policy H: A Sustainable Rural Economy).
18	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for investment into sustainable transport projects, supporting a 'green Gwynedd'.	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for investment into sustainable transport projects, supporting the aspirations of Strategic Policy L: Accessibility and Transport.
19	Behaviour Change	WITAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	This measure could encourage people to travel on-foot to school (Outcome 7), whilst also supporting access within this rural setting to a key service (Outcome 5).	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).
20	Behaviour Change	WITAG Stage One 2024	School Street - 'Flag' Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of 'flag' Gynradd Llanbedr at the start and end of the school day.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also contribute to sustainable growth in the region (Outcome 3) through the promotion of local businesses (Strategic Policy H: A Sustainable Rural Economy).	This measure could increase the number of active travel journeys being made in the local area (Outcome 3).	This measure could ensure that school children are able to safely access education (Tomorrow's Gwynedd), whilst also embedding active travel journeys as the primary mode of choice for local residents (A Green Gwynedd).	This measure could improve access on-foot and by cycle to a key local facility (Flag Gynradd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.
21	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could improve access to the visitor economy, which is a key market for the region (Outcome 3).	A Sustainable Tourism Strategy could contribute significantly to the local economy (A Prosperous Gwynedd), whilst also ensuring that access by sustainable modes are prioritised for both visitors and local people (A Green Gwynedd).	A Sustainable Tourism Strategy could encourage visitors to the region to travel by more sustainable modes (Strategic Policy L: Accessibility and Transport), support the retention of jobs within the rural economy (Strategic Policy H: A Sustainable Rural Economy), and enable the development of sustainable tourism in the region (Strategic Policy I: Tourism).
22	Behaviour Change	WITAG Stage One 2024	Sustainable Transport Incentives Ardudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A986 Ardudwy Corridor to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage significantly more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting access by sustainable modes to high-quality jobs for people from more deprived communities (A Prosperous Gwynedd).	This measure could encourage a modal shift for people living along the A986 Ardudwy Corridor (Strategic Policy L: Accessibility and Transport).
23	Behaviour Change	Stakeholders	Sustainable Transport Incentives: Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could promote sustainable modes of transport for visitors to the area (Strategic Policy I: Tourism), reducing the impact of transport on the environment.
24	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more visitors to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	This measure could promote sustainable modes of transport for visitors to Shell Island (Strategic Policy I: Tourism), reducing the impact of transport on the environment and Llanbedr.
25	Behaviour Change	Quick Wins	Travel Planning - 'Flag' Gynradd Llanbedr	Develop and implement a Travel Plan at 'Flag' Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting access to support access for school children to education by active modes (Tomorrow's Gwynedd).	This measure could encourage more people to travel by sustainable modes and improve access on-foot and by cycle to a key local facility (Flag Gynradd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.

ID	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
1011	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage people to travel by sustainable modes for journeys along Mochras Road to avoid the charge.	++	This measure could contribute to reducing the number of car journeys undertaken along Mochras Road by encouraging modal shift.	+
1012	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardsley region.	LT	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to directly impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to directly encourage people to make the change to more sustainable transport services.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
1013	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1014	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus northbound bus stop opposite Hafan Arto, to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1015	Public Transport	Quick Wins	Bus Services - Cycle Spaces	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable travel by making it easier for people to switch between modes of sustainable transport.	+	This measure could encourage more people to travel by cycle for first and last mile journeys.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31) and public transport (Policy 32).	+
1016	Public Transport	WITAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
1017	Public Transport	WITAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by bus.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
1018	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1019	Public Transport	WITAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
1020	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport.	++	This measure could encourage more people to travel end-to-end by sustainable transport.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1021	Public Transport	WITAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport in the peak summer months.	++	This measure could encourage more people to travel end-to-end by sustainable transport in the peak summer months.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1022	Public Transport	WITAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people, particularly disabled users, to travel by bus.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1023	Behaviour Change	WITAG Stage One 2024	Community Transport - Ardsley Corridor	Establish a Community Transport scheme along the Ardsley Corridor, incorporating Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable transport, particularly in the rural area surrounding Llanbedr.	++	This measure could encourage more people to travel by sustainable transport through a community-led scheme.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1024	Public Transport	Roads Review	Ffifex Bus Service	Provide a ffifex bus service for Llanbedr and surrounding areas.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable travel by extending the geographical reach of public transport services.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1025	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure has the potential to reduce emissions from freight and logistics, in line with Policy 33.	+
1026	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	Although this measure could increase emissions due to the need to construct a new port facility, it could reduce emissions from freight and logistics (Policy 33) over the long term. The overall impact has however been scored as neutral at this stage.	0
1027	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that the station facilities are accessible to all.	+	This could encourage more people to utilise Llanbedr Railway Station and therefore travel by sustainable travel.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1028	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last legs of journeys to be undertaken by sustainable transport.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel more easily by sustainable travel for the last-legs of journeys to Llanbedr.	+	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
1029	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	+++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
1030	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
1031	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that buses are accessible to all.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+



Strategic Fit Appraisal (Measures) - Without Low-Speed Relief Road Scenario



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

ID	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Llywyf Newydd: Priority 1 - Bring services to people in order to reduce the need to travel	Llywyf Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llywyf Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
001	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gyvradd Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	+	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	
002	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
003	Road Safety	WITAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
004	Public Realm	WITAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly reduce the potential to travel by bus in one direction along the A496 corridor.	-	Through not enabling buses to travel in one direction, this measure could significantly discourage people from travelling by sustainable modes.	-	This measure could significantly increase the number of car miles undertaken by people travelling along the A496 corridor.	-
005	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
006	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could increase emissions from freight and logistics through increasing journey distances for deliveries along the A496 corridor, which conflicts with Policy 33.	-
007	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
008	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing the dominance of the private car.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
009	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could increase the gaps in traffic along the A496 and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
010	Public Realm	Roads Review	A496 Afon Arto Bridge - Closure	Close the A496 Afon Arto Bridge for general traffic, restricted to active travel users, emergency services access, and potentially bus services only.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly reduce the potential to travel by bus along the A496 corridor.	-	Through not enabling buses to travel in one direction, this measure could significantly discourage people from travelling by sustainable modes.	-	This measure could significantly increase the number of car miles undertaken by people travelling along the A496 corridor.	-
011	Road Safety	WITAG Stage One 2024	A496 Afon Arto Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arto Bridge.	ST	No	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
012	Public Realm	WITAG Stage One 2024	A496 Afon Arto Bridge - Raised Table	Provide a raised table at the A496 Afon Arto Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more journeys on-foot in the centre of Llanbedr.	+	This measure could encourage more people to walk for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
013	Active Travel	WITAG Stage One 2024	A496 Afon Arto Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arto Bridge to provide a wider footway for users.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to move more easily on-foot across the A496 Afon Arto bridge.	+	This measure could encourage more people to walk for local journeys.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
014	Road Safety	Roads Review	A496 Afon Arto Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arto Bridge.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through improving connectivity across the A496 Afon Arto bridge.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
015	Traffic Flow	Previous WITAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure is unlikely to impact on the targets of Net Zero Wales.	0
016	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++	This measure could encourage more people to travel by sustainable transport for end-to-end journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
017	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footway adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely through Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
018	Active Travel	Stakeholders	Active Travel Route - Afon Arto Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
019	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCNB)	Improve the current NCNB route to provide a safe active travel route parallel to the A496 between Llanedwyn in the north and Barmouth in the south (intersect to Dyffryn Ardudwy section).	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable people to cycle safely for journeys along the A496 corridor.	++	This measure could encourage more people to travel by cycle in the local area.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) to and from the surrounding area and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
020	Active Travel	WITAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gyvradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk or cycle safely in Llanbedr.	++	This measure could encourage more people to travel by active travel for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
021	Active Travel	WITAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to walk safely in the local area.	+	This measure could encourage more people to travel on-foot for local journeys.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+



Strategic Fit Appraisal (Measures) - Without Low-Speed Relief Road Scenario



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

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

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
0001	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing electric vehicle charging points could enable more people to travel to the area by this zero-carbon mode of travel, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri LDP.	0
0002	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 3), whilst also improving the safety of potential additional trips in the area (Outcome 4).	++	This measure could support development at Llanbedr Airfield, which would provide high-quality jobs in close proximity to Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could reduce the impact of traffic from the proposed development at Llanbedr Airfield on the transport network, supporting development of the site which is part of the Snowdonia Enterprise Zone (Development Policy 27).	+
0003	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could enable disabled users and older people to effectively access the public transport network at Llanbedr Railway Station, contributing to both a 'strong' and 'green' Gwynedd.	+	This measure could support journeys for disabled users by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0004	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0005	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to and from a significant site for the visitor economy through lowering speeds, contributing to a 'green' and 'prosperous' Gwynedd.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0006	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could support people in accessing Shell Island from Mochras Road, which is a key site for the visitor economy (Strategic Policy I: Tourism).	+
0007	Road Safety	WITAG Stage One 2024	Mochras Road - Close / One Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would significantly adversely impact on the rural economy (Outcome 2).	-	This measure would significantly impact people in accessing Shell Island and Llanbedr Airfield, both of which are key destinations in the local area (Outcome 3).	---	This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This would likely have a detrimental impact on both sites, adversely impacting the visitor economy (Strategic Policy I: Tourism) and potential future economy (Strategic Policy H: A Sustainable Rural Economy).	---		---
0008	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, contributing to a 'green Gwynedd'.	+	This measure could support more local people and in travelling by sustainable modes for end-to-end journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0009	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes to Llanbedr Railway Station, Llanbedr Airfield, and Shell Island, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0010	Behaviour Change	WITAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	+	Providing a communal electric vehicle charging point could enable more local people to own a zero-carbon car, reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure is unlikely to directly impact on the policies of the Eryri LDP.	0
0011	Active Travel	WITAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0012	Active Travel	WITAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0013	Active Travel	WITAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Brideway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes in the area, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0014	Active Travel	WITAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gyvrdd Llanbedr for school aged children (Transport Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0015	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
0016	Traffic Flow	Stakeholders	Shell Island - Total Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure could support the local economy, contributing to the vibrancy of the rural community in Llanbedr (Outcome 2).	+	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0017	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could contribute to Outcome 7 by supporting people in walking within the local community.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd', whilst also encouraging more people to visit the village (A Prosperous Gwynedd).	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
0018	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arbro bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0019	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety at the A496 Afon Arbro bridge (Outcome 4).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
0020	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llanedeyrn in the north and Barmouth in the south (Parcels to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would require significant reallocation of the road space on the A496, which would adversely impact on the local community through increasing congestion along the local high street (Outcome 2).	-	Whilst this measure could increase the number of people walking and cycling in the local area (Outcome 3), it is likely to have a significant impact on other traffic along the A496 and therefore adversely impact access to key locations and services in the region (Outcomes 1 and 2).	---	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).	++

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

ID	Type	Source	Title	Description	Timescale	Potentially Impacted by a low-speed relief road?	Future Wales: The National Plan 2040				Mid Wales Joint Local Transport Plan 2015				Cynfor Gwynedd Plan 2023-2028				Erlyri Local Development Plan 2016 - 2031			
							1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
141	Active Travel	WITAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandudno in the north and Barmouth in the south (Parlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
142	Active Travel	WITAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandudno in the north and Barmouth in the south (Parlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	An active travel route parallel to the A496, utilising upgraded public rights of way adjacent to Llanbedr, could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer-distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).	++								
143	Active Travel	Stakeholders	Active Travel Route - Maes Ardro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Ardro site.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+								
144	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+								
145	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Maes Ardro, parallel to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+								
146	Active Travel	Stakeholders	Active Travel Route - Shell Island	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could improve access by active modes between Llanbedr, Shell Island, and the railway station, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+								
147	Road Safety	Previous WITAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's if required, to Llanbedr Airfield.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	Improvements to access along Mochras Road could improve access to the Llanbedr Airfield development site and Shell Island, contributing to the local and visitor economy (A Prosperous Gwynedd).	+	This measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy, whilst also improving access to Shell Island, which is a key site for the visitor economy (Strategic Policy I: Tourism).	++								
148	Road Safety	Previous WITAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+	This measure could improve access to the Llanbedr Airfield development site, contributing to the local economy (A Prosperous Gwynedd).	+	This measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	+								
149	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could enable more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++								
150	Active Travel	Stakeholders	New Active Travel Afon Ardro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Ardro bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gyrradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+								
151	Active Travel	Stakeholders	New Active Travel Afon Ardro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Ardro bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 5), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gyrradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+								
152	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafon Ardro, to the rear of the properties to the north of the Afon Ardro, and/or to the south of the Unswamed Road to the east of the village.	MT	Yes	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+	Whilst this could improve traffic flow through Llanbedr, it may increase vehicle speeds and contribute adversely to safety (Outcome 4). However, the overall impact of this measure is considered neutral at this stage.	+	Although this measure could reduce the impact of the visitor economy on Llanbedr (A Prosperous Gwynedd), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes (A Green Gwynedd). At this stage, the overall impact is unclear and therefore has been scored neutral.	0	Although this measure could reduce the impact of the visitor economy on Llanbedr (Strategic Policy I: Tourism), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes, conflicting with Strategic Policy L: Accessibility and Transport.	0								



WITH LOW-SPEED RELIEF ROAD SCENARIO

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

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2011	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031			
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	Outcome 2 sets out that job opportunities and community services will be supported in rural areas to help attract and retain people. It is therefore considered that this measure conflicts with this, particularly as Llanbedr Airfield will be fully accessible by sustainable modes with the introduction of a low-speed relief road.	Although access to Llanbedr Airfield is set out as a regional priority scheme, it is not considered that changes to the actual proposed development will have any impact on the Mid Wales Joint LTP.	0	The measure could reduce the number of high-quality jobs being produced in Gwynedd, conflicting with the aspiration to develop a 'prosperous Gwynedd'.	The Eryri LDP outlines that the National Park Authority would support any appropriate development at Llanbedr Airfield, with it being located within the Gwynedd Enterprise Zone. The LDP lists a number of uses which would be accepted (Policy 27), and therefore further limiting development of the site is considered to conflict with the Eryri LDP.		
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	MT	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cynwr Gwynedd Plan.	0	This measure could promote accessibility and inclusion through providing remote working locations within communities that are accessible to all by sustainable modes.	
LP3	Non-Transport	WITTAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure could support the rural economy through improving access to employment opportunities in the area, supporting Outcome 2 of Future Wales.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could offer more flexibility to workers, improving employment opportunities locally, supporting the aspiration to develop a 'prosperous Gwynedd'.	+	The measure could support the rural economy, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.	
LP4	Freight & Logistics	WITTAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure is unlikely to impact on the Future Wales outcomes.	0	The provision of secure delivery lockers in Llanbedr, could reduce the distance of local people travelling to collect parcels and deliveries, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cynwr Gwynedd Plan.	0	This measure is unlikely to directly impact on the policies of the Eryri LDP.
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people for work, reducing the impact of the transport network on the environment (Outcome 5).	+	Car free days could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	Car free days could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC2	Active Travel	WITTAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure could contribute to Outcome 8 by providing comprehensive coverage of superfast and progressing to ultra fast fibre.	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	Improved digital connectivity could ensure that the local community are able to reach opportunities digitally (A Prosperous Gwynedd), whilst also reducing the need to travel and contributing to a 'green Gwynedd'.	+	This measure could reduce the need for some people to travel for work and other services, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by public transport, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	++	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC5	Public Transport	WITTAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could encourage more people to cycle for their first and last-mile journeys when travelling by rail, contributing to a modal shift in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on the Future Wales outcomes.	0	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	Rebranding Llanbedr Railway Station could encourage more visitors to the area to travel by rail through improving user experience and contributing to the visitor economy (A Prosperous Gwynedd).	+	This measure could encourage more people to travel by rail, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BC7	Public Transport	WITTAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could encourage more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could contribute to Outcome 1 by providing accessible services for the community and helping people to lead healthy lives.	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could encourage more people to walk for journeys within Llanbedr, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd). This could also support the regeneration of the village, through encouraging more visitors.	+	Improvements to the public realm within Llanbedr could enhance the setting of the village, contributing to an enhanced cultural and historic environment within the National Park.	
BC9	Non-Transport	WITTAG Stage One 2024	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could reduce the number of car miles undertaken by people to access key services, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could support meet the healthcare needs of the local community, ensuring healthcare is accessible to all (A Caring Gwynedd).	+	Through providing an occasional GP surgery within the village, a key service will be located closer to the local community, minimising the need to travel for some people, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC10	Active Travel	Stakeholders	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to cycle for local journeys, contributing to a modal shift and reducing the impact of the transport network on the environment (A Green Gwynedd).	+	This measure could enable more people to travel by cycle, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	
BC11	Behaviour Change	Quick Wins	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on-line platforms, where relevant.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	Public transport information provision could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).	
BC12	Public Transport	Quick Wins	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by public transport modes, encouraging more local people and visitors to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people to travel by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).	
BC13	Behaviour Change	Stakeholders	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	MT	Yes	This measure could contribute to Outcome 7 by reducing the availability of parking, which could reduce the reliance on private motor vehicles.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	Managing residential parking could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking, contributing to a 'homely' and 'prosperous' Gwynedd.	++	This measure could reduce the impact of the visitor economy on Llanbedr through more effectively managing on-street parking and support access to the proposed development at Llanbedr Airfield, which will support the local economy (Strategic Policy H: A Sustainable Rural Economy).	
BC14	Behaviour Change	Roads Review	Road User Charging	Introduce a modest road user charge across the region.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for reinvestment into sustainable transport projects, supporting a 'green Gwynedd'.	++	A road user charge could contribute to a significant modal shift, whilst also raising additional revenue for reinvestment into sustainable transport projects, supporting the aspirations of Strategic Policy L: Accessibility and Transport.	
BC15	Behaviour Change	WITTAG Stage One 2024	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	MT	No	The measure could encourage people to travel on foot to school (Outcome 7), whilst also supporting access within this rural setting to a key service (Outcome 2).	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting visitors to travel by sustainable modes (Strategic Policy I: Tourism).	

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

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
BC16	Behaviour Change	WITAG Stage One 2024	School Street - Ygol Gwynedd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ygol Gwynedd Llanbedr at the start and end of the school day.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also contribute to sustainable growth in the region (Outcome 3) and enhance the promotion of local culture (Outcome 4).	++	This measure could increase the number of active travel journeys being made in the local area (Outcome 3).	+	This measure could ensure that school children are able to safely access education (Tomorrow's Gwynedd), whilst also embedding active travel journeys as the primary mode of choice for local journeys (A Green Gwynedd).	++	This measure could improve access on foot and by cycle to a key local facility (Ygol Gwynedd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.	+
BC17	Behaviour Change	Roads Review	Sustainable Tourism Strategy	Develop an area-wide sustainable tourism strategy, incorporating transport issues.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could improve access to the visitor economy, which is a key market for the region (Outcome 1).	++	A Sustainable Tourism Strategy could contribute significantly to the local economy (A Prosperous Gwynedd), whilst also ensuring that access by sustainable modes are prioritised for both visitors and local people (A Green Gwynedd).	+++	A Sustainable Tourism Strategy could encourage visitors to the region to travel by more sustainable modes (Strategic Policy L: Accessibility and Transport), support the retention of jobs within the rural economy (Strategic Policy H: A Sustainable Rural Economy), and enable the development of sustainable tourism in the region (Strategic Policy I: Tourism).	+++
BC18	Behaviour Change	WITAG Stage One 2024	Sustainable Transport Incentives - Ardudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage significantly more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting access to sustainable modes to high quality jobs for people from more deprived communities (A Prosperous Gwynedd).	++	This measure could encourage a modal shift for people living along the A496 Ardudwy Corridor (Strategic Policy L: Accessibility and Transport).	++
BC19	Behaviour Change	Stakeholders	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could promote sustainable modes of transport for visitors to the area (Strategic Policy I: Tourism), reducing the impact of transport on the environment.	++
BC20	Behaviour Change	Quick Wins	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish and set out incentives for travel by sustainable transport modes and measures to discourage unnecessary journeys by car.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more visitors to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	+	This measure could promote sustainable modes of transport for visitors to Shell Island (Strategic Policy I: Tourism), reducing the impact of transport on the environment and Llanbedr.	+
BC21	Behaviour Change	Quick Wins	Travel Planning - Ygol Gwynedd Llanbedr	Develop and implement a Travel Plan at Ygol Gwynedd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes (A Green Gwynedd), whilst also outlining measures to support access for school children to education by active modes (Tomorrow's Gwynedd).	+	This measure could encourage more people to travel by sustainable modes and improve access on foot and by cycle to a key local facility (Ygol Gwynedd Llanbedr), supporting Strategic Policy L: Accessibility and Transport.	+
BC22	Behaviour Change	Roads Review	Visitor Charging - Mochras Road	Introduce a toll for non-residents to utilise Mochras Road to the west of Llanbedr Railway Station during the summer period.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5). This being said, it would adversely impact access to key destinations along Mochras Road (Outcome 1) and therefore could have an overall adverse impact.	-	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd', whilst also supporting a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more people to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also encouraging visitors to travel by sustainable modes (Strategic Policy I: Tourism).	++
BC23	Behaviour Change	Roads Review	Visitor Charging - Visitor Levy	Introduce a visitor levy in the Ardudwy region.	LT	No	This measure could contribute to sustainable growth in the region (Outcome 3) and enhance the promotion of local culture (Outcome 4).	++	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could support a sustainable visitor economy in the region (A Prosperous Gwynedd).	++	This measure could support the visitor economy, in line with the aspirations of Strategic Policy I: Tourism.	+
S51	Public Transport	Stakeholders	A496 - Northbound Bus Stop (North of Afon Arto)	Provide a bus shelter at the current northbound bus stop to the north of the A496 Afon Arto Bridge, adjacent to The Old Bakery.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S52	Public Transport	Stakeholders	A496 - Northbound Bus Stop (South of Afon Arto)	Provide a new bus shelter at the current northbound bus stop to the south of the A496 Afon Arto Bridge.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S53	Public Transport	Quick Wins	Bus Services - Cycle Spots	Enable bus services to safely and effectively carry cycles alongside passengers.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by active travel (Outcome 3) and reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S54	Public Transport	WITAG Stage One 2024	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S55	Public Transport	WITAG Stage One 2024	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S56	Public Transport	Quick Wins	Bus Services - Llanbedr Railway Station	Provide a bus service which connects with Llanbedr Railway Station, coordinated with rail service timetables.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S57	Public Transport	WITAG Stage One 2024	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to make end-to-end journeys by sustainable modes, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in making end-to-end journeys by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S58	Public Transport	Roads Review	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	ST	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	A direct shuttle between Shell Island and Llanbedr Railway Station could encourage more visitors to travel by public transport when in the area, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy L: Tourism), whilst also supporting the rural economy (Strategic Policy H: A Sustainable Rural Economy).	++

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by low speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales				
559	Public Transport	WITAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel end-to-end by sustainable transport in the peak summer months.	++	This measure could encourage more people to travel end-to-end by sustainable transport in the peak summer months.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5510	Public Transport	WITAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people, particularly disabled users, to travel by bus.	+	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5511	Behaviour Change	WITAG Stage One 2024	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable transport, particularly in the rural area surrounding Llanbedr.	++	This measure could encourage more people to travel by sustainable transport through a community-led scheme.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5512	Public Transport	Roads Review	Ffiscal Bus Service	Provide a ffiscal bus service for Llanbedr and surrounding areas.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could make it easier for people to travel by sustainable travel by extending the geographical reach of public transport services.	++	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could increase the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5513	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	This measure has the potential to reduce emissions from freight and logistics, in line with Policy 33.	+
5514	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could allow goods to move easier by more sustainable transport to and from Llanbedr Airfield.	++	This measure is unlikely to encourage people to make the change to sustainable transport.	0	Although this measure could increase emissions due to the need to construct a new port facility, it could reduce emissions from freight and logistics (Policy 33) over the long term. The overall impact has however been scored as neutral at this stage.	0
5515	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel easier by sustainable travel by ensuring that the station facilities are accessible to all.	+	This could encourage more people to utilise Llanbedr Railway Station and therefore travel by sustainable travel.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5516	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to travel more easily by sustainable travel for the last-legs of journeys to Llanbedr.	+	This measure could encourage more people to travel by bus through making it more convenient.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
5517	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	+++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
5518	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people travel by rail.	++	This measure could encourage more people to travel by rail through making it more convenient.	++	This measure could increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	++
5519	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could enable people to move easier by sustainable travel by ensuring that buses are accessible to all.	+	This measure could encourage more people to travel by bus by making it more attractive for users and improving their experience.	+	This measure could encourage an increase in the proportion of trips made by sustainable travel modes (public transport) and therefore has the potential to contribute to Policy 32 - to increase trip mode share of public transport.	+
BU1	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ygol Gyrradd Llanbedr.	MT	No	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	+	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+
BU2	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0	This measure could encourage more people to travel by sustainable transport through reducing the availability of parking within Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU3	Road Safety	WITAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr villages.	ST	No	This measure will not impact on the need for people to travel.	0	This measure could improve safety within the village and enable more people to safely travel on-foot or by cycle.	+	This measure could encourage more people to walk and cycle for local journeys through reducing vehicle speeds in Llanbedr.	+	This measure is unlikely to impact on the targets of Net Zero Wales.	0
BU4	Public Realm	WITAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure will not impact on the need for people to travel.	0	This measure could significantly improve safety within Llanbedr and enable a reallocation of road space that allows people to walk or cycle more effectively along the A496.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	Although this could slightly increase car miles for people who drive to and from Llanbedr, it could encourage more people to walk and cycle safely in the local area and encourage more people to travel by sustainable modes (Policies 31 and 33).	+
BU5	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure will not impact on the need for people to travel.	0	This measure could enable more people to walk and cycle within Llanbedr.	++	This measure could encourage more people to walk and cycle for local journeys through providing effective infrastructure.	+	This measure could increase the proportion of trips made by sustainable travel modes (active travel) and therefore has the potential to contribute to Policy 31 - to increase trip mode share of active travel.	+

Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2013	Cyngor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
S59	Public Transport	WITAG Stage One 2024	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: Sustainable Rural Economy).	++
S10	Public Transport	WITAG Stage One 2024	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support disabled users in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
S11	Behaviour Change	WITAG Stage One 2024	Community Transport - Arduwey Corridor	Establish a Community Transport scheme along the Arduwey Corridor, incorporating Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by sustainable modes, contributing to a 'green Gwynedd'.	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
S12	Public Transport	Roads Review	Ffiscal Bus Service	Provide a ffiscal bus service for Llanbedr and surrounding areas.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S13	Freight & Logistics	Roads Review	Llanbedr Airfield - Rail Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by rail.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+	This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure is unlikely to impact on the Cyngor Gwynedd Plan.	0	Reducing the impact of freight on the transport network could enable development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27). It is however noted that the Development Policy outlines that any proposals should not have a significant effect on the landscape, and therefore this should be considered in the design of this measure.	+
S14	Freight & Logistics	Roads Review	Llanbedr Airfield - Sea Freight	Develop a facility at Llanbedr Airfield to enable delivery of large and indivisible loads by sea.	LT	Yes	This measure could contribute to a decarbonised economy through enabling goods to be transported by a more sustainable method (Outcome 11).	+	This measure could enable goods to be transported by a more sustainable mode of transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure requires part of a Site of Special Scientific Interest to be implemented, which would conflict with a 'green Gwynedd' through reducing biodiversity and losing some natural habitat.	--	Although this measure could reduce the impact of freight on the transport network and support development at Llanbedr Airfield, which is a site that can contribute significantly to the local economy, as part of the Snowdonia Enterprise Zone (Development Policy 27), it is however noted that the Development Policy outlines that any proposals should not have a significant effect on the landscape, and therefore this should be considered in the design of this measure.	+
S15	Public Transport	Stakeholders	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by rail by improving user experience and making the station more accessible, contributing to a 'green Gwynedd'.	+	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	+
S16	Public Transport	Roads Review	Park and Ride Hubs - Barmouth and Porthmadog	Develop park and ride hubs in Barmouth and Porthmadog to encourage last-legs of journeys to be undertaken by sustainable transport.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could enable more visitors to travel by public transport for the last leg of their journey, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could encourage more visitors to travel by sustainable modes (Strategic Policy I: Tourism), whilst also supporting the rural economy (Strategic Policy H: Sustainable Rural Economy).	+
S17	Public Transport	Stakeholders	Rail Services - Increase Frequency	Increase rail service frequency along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	++	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++	This measure could encourage more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.	++
S19	Public Transport	Stakeholders	Unnamed Road - Bus Stop	Provide a new bus stop in the vicinity of the public toilets in Llanbedr, on the Unnamed Road.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles. It could also improve access for accessible users by sustainable transport modes (Outcome 1).	+	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage more people to travel by bus, contributing to a 'green Gwynedd'.	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
B11	Active Travel	Stakeholders	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ygol Gynradd Llanbedr.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
B12	Road Safety	Stakeholders	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	+	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	+	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.	+
B13	Road Safety	WITAG Stage One 2024	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr villages.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	+	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	+	This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	+	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
B14	Public Realm	WITAG Stage One 2024	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and improving the vibrancy of the local community (Outcome 2).	+	This measure could encourage short journeys in Llanbedr to be undertaken on-foot or by cycle (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could encourage people to travel by active modes in the community through restricting vehicle movements in one direction, contributing to a 'green Gwynedd'.	+	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+
B15	Active Travel	Stakeholders	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	+	This measure could encourage more people in the area to travel by sustainable modes, in line with the aspirations of Strategic Policy L: Accessibility and Transport.	+

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



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



Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2011	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
BU6	Freight & Logistics	Quick Wins	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could encourage people to travel by active modes in the community through restricting HGVs, contributing to a 'green Gwynedd'.	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU7	Road Safety	Stakeholders	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU8	Road Safety	Stakeholders	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give way to oncoming vehicles, traffic islands, and speed humps, along the A496.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes through lowering speeds, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes through lowering speeds, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU9	Traffic Flow	Roads Review	A496 - Traffic Signals	Provide traffic signals at the northern and southern end of Llanbedr to manage alternating one-way traffic through the village.	MT	Yes	Although this measure could increase gaps in traffic, supporting journeys on foot within Llanbedr (Outcome 7), it is likely to increase speeds within the village and could have safety impacts, which could adversely impact the local community (Outcome 2).	This measure could increase speeds along the A496 within Llanbedr, adversely impacting safety (Outcome 4).	This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes within Llanbedr through increasing gaps in traffic, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU10	Public Realm	Roads Review	A496 Afon Arthro Bridge - Closure	Close the A496 Afon Arthro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and improving the vibrancy of the local community (Outcome 2).	This measure could encourage short journeys in Llanbedr to be undertaken on foot or by cycle (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could encourage people to travel by active modes in the community through restricting vehicle movements across the A496 Afon Arthro bridge, contributing to a 'green Gwynedd'.	This measure could improve the local environment for active travel journeys, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU11	Road Safety	WITAG Stage One 2024	A496 Afon Arthro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Arthro Bridge.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety at the A496 Afon Arthro Bridge (Outcome 4).	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'prosperous Gwynedd'.	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy I: Tourism.
BU12	Public Realm	WITAG Stage One 2024	A496 Afon Arthro Bridge - Raised Table	Provide a raised table at the A496 Afon Arthro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also improving the attractiveness of the village centre, encouraging more people to visit the local area (Strategic Policy I: Tourism).
BU13	Active Travel	WITAG Stage One 2024	A496 Afon Arthro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Arthro bridge to provide a wider footway for users.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU14	Road Safety	Roads Review	A496 Afon Arthro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Arthro Bridge.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety at the A496 Afon Arthro Bridge (Outcome 4).	This measure could enable pedestrians to safely cross the A496 Afon Arthro Bridge, contributing to a 'green Gwynedd', whilst also reducing the impact of increased traffic associated with the visitor economy on the village (A Prosperous Gwynedd).	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also supporting access to Shell Island, which is a key local site for the visitor economy (Strategic Policy I: Tourism).
BU15	Traffic Flow	Previous WITAG	A496/Mochras Road Junction - Realignment	Realign the A496 / Mochras Road junction to enable safer access for heavy vehicles.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety at the A496 / Mochras Road junction (Outcome 4).	Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, respectively, supporting the local and visitor economy (A Prosperous Wales).	Realignment of the A496/Mochras Road junction could support caravans and larger vehicles accessing Shell Island and Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocation of road space on Mochras Road and enabling on-carriageway cycling.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to access Llanbedr Airfield and Shell Island safely, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU17	Active Travel	Stakeholders	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	LT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would require significant reallocation of the road space on the A496, which would adversely impact on the local community through increasing congestion along the local high street (Outcome 2).	Whilst this measure could increase the number of people walking and cycling in the local area (Outcome 3), it is likely to have a significant impact on other traffic along the A496 and therefore adversely impact access to key locations and services in the region (Outcomes 1 and 3).	Although this could support journeys by active modes within Llanbedr (A Green Gwynedd), it could impact on the ability for people to travel through the village, impacting on access to Llanbedr Airfield and Shell Island, potentially impacting on the local and visitor economy (A Prosperous Gwynedd).	Whilst this measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport, it would likely impact on the ability for vehicles to travel through Llanbedr, and impact access to Shell Island and the proposed development at Llanbedr Airfield, which are key sites for the visitor economy (Strategic Policy I: Tourism) and rural economy (Strategic Policy H: A Sustainable Rural Economy), respectively.
BU18	Active Travel	Stakeholders	Active Travel Route - Afon Arthro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU19	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (NCHS)	Improve the current NCHS route to provide a safe active travel route parallel to the A496 between Llandudwyn in the north and Barmouth in the south (stretch to Dyffryn Ardudwy section).	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	Improvements to NCHS could enable more people to walk and cycle for journeys in the local area, contributing to a 'green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy L: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy I: Tourism).
BU20	Active Travel	WITAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ysgol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	This measure could support more local people and visitors to travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
BU21	Active Travel	WITAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	Providing electric vehicle charging points could enable more people to travel to the area by this zero-carbon mode of travel, reducing the impact of the transport network on the environment (A Green Gwynedd).	This measure is unlikely to directly impact on the policies of the Eryri LDP.

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



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



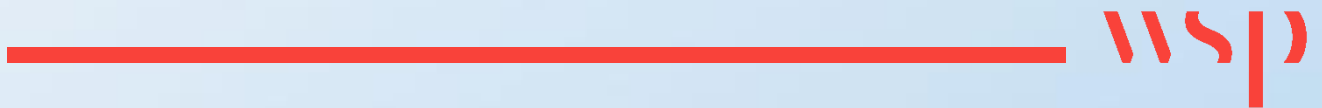
Ref	Type	Source	Title	Description	Timescale	Potentially Impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Local Transport Plan 2011	Gwynedd Plan 2023-2028	Eryl Local Development Plan 2016 - 2031	
B023	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1), whilst also improving the safety of potential additional trips in the area (Outcome 4).	This measure could support development at Llanbedr Airfield, which would provide high-quality jobs in close proximity to Llanbedr, contributing to a 'Prosperous Gwynedd'.	This measure could reduce the impact of traffic from the proposed development at Llanbedr Airfield on the transport network, supporting development of the site which is part of the Snowdonia Enterprise Zone (Development Policy 27).	
B024	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could enable disabled users and older people to effectively access the public transport network at Llanbedr Railway Station, contributing to both a 'Caring' and 'Green Gwynedd'.	This measure could support journeys for disabled users by sustainable modes, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B025	Public Transport	WITAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	This measure could encourage more people to travel by rail, contributing to a 'Green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.	
B026	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes to and from a significant site for the visitor economy through lowering speeds, contributing to a 'Green' and 'Prosperous Gwynedd'.	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.	
B027	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr by improving the flow of traffic within the village, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through discouraging use of the private car (Outcome 5).	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'Prosperous Gwynedd'.	This measure could support people in accessing Shell Island from Mochras Road, which is a key site for the visitor economy (Strategic Policy 1: Tourism).	
B028	Road Safety	WITAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic at least one direction.	MT	Yes	Although this measure could contribute to Outcome 7 by encouraging sustainable travel, it would significantly adversely impact on the rural economy (Outcome 1).	This measure would significantly impact people in accessing Shell Island and Llanbedr Airfield, both of which are key destinations in the local area (Outcome 1).	This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This could have significant adverse impacts on the local and visitor economy (A Prosperous Gwynedd).	This measure would sever Shell Island and Llanbedr Airfield from the transport network, making access to the sites not possible without the construction of an alternative route. This would likely have a detrimental impact on both sites, adversely impacting the visitor economy (Strategic Policy 1: Tourism) and potential future economy (Strategic Policy 1: Sustainable Rural Economy).	
B029	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes to Llanbedr Railway Station, contributing to a 'Green Gwynedd'.	This measure could support more local people and in travelling by sustainable modes for end-to-end journeys, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B030	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety (Outcome 4) and reduce the impact of the transport network on the environment through encouraging more people to walk and cycle in Llanbedr (Outcomes 3 and 5).	This measure could support journeys by active modes to Llanbedr Railway Station, Llanbedr Airfield, and Shell Island, contributing to a 'Green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B031	Behaviour Change	WITAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	This measure could increase the attractiveness of electric vehicle ownership, reducing the impact of the transport network on the environment (Outcome 5).	Providing a communal electric vehicle charging point could enable more local people to own a zero-carbon car, reducing the impact on the transport network on the environment (A Green Gwynedd).	This measure is unlikely to directly impact on the policies of the Eryl LDP.	
B032	Active Travel	WITAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes in the area, contributing to a 'Green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B033	Active Travel	WITAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes in the area, contributing to a 'Green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B034	Active Travel	WITAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Brideway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes in the area, contributing to a 'Green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B035	Active Travel	WITAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'Green Gwynedd', whilst also improving access to 'Ysgol Gynallt Llanbedr' for school aged children (Tomorrow's Gwynedd).	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B036	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on foot to be undertaken safely.	ST	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'Green Gwynedd'.	This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy 1: Accessibility and Transport.	
B037	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure could support the local economy, contributing to the vibrancy of the rural community in Llanbedr (Outcome 2).	This measure is unlikely to impact on the Mid Wales Joint LTP.	0	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'Prosperous Gwynedd'.	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.
B038	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could contribute to Outcome 7 by supporting people in walking within the local community.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'Green Gwynedd', whilst also encouraging more people to visit the village (A Prosperous Gwynedd).	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.	
B039	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety at the A496/Anrto Arts bridge (Outcome 4).	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'Prosperous Gwynedd'.	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.	
B040	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve the vibrancy of the rural community in Llanbedr through improved safety, contributing to Outcome 2.	This measure could improve safety at the A496/Anrto Arts bridge (Outcome 4).	This measure could reduce the impact of the visitor economy on Llanbedr, contributing to a 'Prosperous Gwynedd'.	This measure could assist in minimising the impact of the visitor economy on the local area, in line with the principles of sustainable tourism and Strategic Policy 1: Tourism.	
N02	Active Travel	Roads Review	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Landsdowns in the north and Barmouth in the south (Haflech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'Green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).	
N03	Active Travel	WITAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Landsdowns in the north and Barmouth in the south (Haflech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low speed relief road route.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	An active travel route along the A496 could enable more people to walk and cycle for journeys in the local area, contributing to a 'Green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).	
N04	Active Travel	WITAG Stage One 2024	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Landsdowns in the north and Barmouth in the south (Haflech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	An active travel route parallel to the A496, utilising upgraded public rights of way adjacent to Llanbedr, could enable more people to walk and cycle for journeys in the local area, contributing to a 'Green Gwynedd', whilst also providing an attractive leisure route which could form part of the sustainable visitor economy (A Prosperous Gwynedd).	This measure could support journeys by active modes in the local area, in line with the aspirations of Strategic Policy 1: Accessibility and Transport, whilst also providing a longer distance leisure route along the Ardudwy Coast, which could positively benefit the visitor economy (Strategic Policy 1: Tourism).	
N05	Active Travel	Stakeholders	Active Travel Route - Measi Anrto	Provide a direct and safe active travel route between Mochras Road and the A496 through the Measi Anrto site.	MT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'Green Gwynedd'.	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.	
N06	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road.	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	This measure could support journeys by active modes within Llanbedr, contributing to a 'Green Gwynedd'.	This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy 1: Accessibility and Transport and Strategic Policy 1: Tourism.	

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Llwybr Newydd: Priority 1 - Bring services to people to reduce the need to travel	Llwybr Newydd: Priority 2 - Allow goods and people to move easily from door to door using sustainable transport infrastructure and services	Llwybr Newydd: Priority 3 - Encourage people to make the change to more sustainable transport services	Net Zero Wales	
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arto, parallel to Mochras Road	MT	Yes	This measure will not impact on the need for people to travel.	0 This measure could enable people to walk or cycle safely between Llanbedr and the Railway Station.	++ This measure could encourage more people to travel by active travel for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure will not impact on the need for people to travel.	0 This measure could enable people to walk or cycle safely between Shell Island and the Railway Station.	++ This measure could encourage more people to travel by active travel for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
N19	Road Safety	Previous WAITAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing points for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure will not impact on the need for people to travel.	0 This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure is unlikely to impact on the targets of Net Zero Wales.	0
N10	Road Safety	Previous WAITAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure will not impact on the need for people to travel.	0 This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure is unlikely to impact on the targets of Net Zero Wales.	0
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure will not impact on the need for people to travel.	0 This measure could enable more people to park at Llanbedr Railway Station and travel by rail.	+ This measure could encourage accessible users to utilise Llanbedr Railway Station and travel by rail.	+ This measure could contribute to Policy 32 to increase trip mode share of public transport through improving access to rail, whilst it could also contribute to the ambition to provide a comprehensive network of electric vehicle charging points (Policy 36).	++
N12	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Arto bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0 This measure could enable people to walk or cycle safely in Llanbedr.	++ This measure could encourage more people to travel by active travel for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
N13	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Arto bridge.	LT	Yes	This measure will not impact on the need for people to travel.	0 This measure could enable people to walk or cycle safely in Llanbedr.	++ This measure could encourage more people to travel by active travel for local journeys.	+ This measure could increase the proportion of trips made by sustainable travel modes (active travel) within Llanbedr and therefore has the potential to contribute to increasing trip mode share of active travel (Policy 31).	+
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Arto, to the rear of the properties to the north of the Afon Arto, and/or to the south of the unnamed road to the east of the village.	MT	Yes	This measure will not impact on the need for people to travel.	0 This measure is unlikely to impact on the potential for people to travel by sustainable modes.	0 This measure is unlikely to encourage people to make the change to sustainable transport.	0 This measure could contribute to the ambition to provide a comprehensive network of electric vehicle charging points, and for a proportion of passenger car travel to be zero emission. This aligns with Policy 36 - plan for and invest in EV charging infrastructure.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low speed relief road?	Future Wales: The National Plan 2040	North Wales Joint Local Transport Plan 2011	Cynwr Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031
N07	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Arto, parallel to Mochras Road	MT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes within Llanbedr, contributing to a 'green Gwynedd'.	+ This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N08	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could improve access by active modes between Llanbedr, Shell Island, and the railway station, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N09	Road Safety	Previous WAITAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing points for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+ This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+ Improvements to access along Mochras Road could improve access to the Llanbedr Airfield development site and Shell Island, contributing to the local and visitor economy (A Prosperous Gwynedd).	+ The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy, whilst also improving access to Shell Island, which is a key site for the visitor economy (Strategic Policy L: Tourism).
N10	Road Safety	Previous WAITAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This measure could support the sustainable development of Llanbedr Airfield (Outcome 3).	+ This measure could support access to the Llanbedr Airfield development, which is a potential key employment site in the area (Outcome 1).	+ This measure could improve access to the Llanbedr Airfield development site, contributing to the local economy (A Prosperous Gwynedd).	+ The measure could support the development of Llanbedr Airfield, in line with the aspirations of Strategic Policy H: A Sustainable Rural Economy.
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could contribute to Outcome 7 by encouraging sustainable travel, whilst it could also improve access for accessible users by sustainable transport modes (Outcome 1).	++ This measure could encourage more people to travel by sustainable transport, reducing the impact of the transport network on the environment (Outcome 5).	++ This measure could enable more people to travel by rail, contributing to a 'green Gwynedd' and to a sustainable visitor economy (A Prosperous Gwynedd).	++ This measure could support more local people and visitors in travelling by public transport, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N12	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++ This measure could support more local people and visitors in travelling by active travel, in line with the aspirations of Strategic Policy L: Accessibility and Transport and Strategic Policy I: Tourism.
N13	Active Travel	Stakeholders	New Active Travel Afon Arto Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Arto bridge.	LT	Yes	This measure could contribute to Outcome 7 by encouraging sustainable travel and reducing reliance on private motor vehicles.	+ This measure could increase the number of active travel journeys being made in the local area (Outcome 3), which could reduce the impact of the transport network on the environment (Outcome 5).	+ This measure could support journeys by active modes, contributing to a 'green Gwynedd', whilst also improving access to Ygol Gynradd Llanbedr for school aged children (Tomorrow's Gwynedd).	++ This measure could support journeys by active modes within Llanbedr, in line with the aspirations of Strategic Policy L: Accessibility and Transport.
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Arto, to the rear of the properties to the north of the Afon Arto, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure supports Outcome 7 by promoting low and zero-emission vehicles by providing electric vehicle charging infrastructure.	+ Whilst this could improve traffic flow through Llanbedr, it may increase vehicle speeds and contribute adversely to safety (Outcome 4). However, the overall impact of this measure is considered neutral at this stage.	+ Although this measure could reduce the impact of the visitor economy on Llanbedr (A Prosperous Gwynedd), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes (A Green Gwynedd). At this stage, the overall impact is unclear and therefore has been scored neutral.	0 Although this measure could reduce the impact of the visitor economy on Llanbedr (Strategic Policy I: Tourism), in isolation it could cause increased speeds along the A496 and present a barrier for journeys on-foot through the village, discouraging people from travelling by active modes, conflicting with Strategic Policy L: Accessibility and Transport.

Appendix C

APPRAISAL SUMMARY TABLE - WELL-BEING (MEASURES)





LOW-SPEED RELIEF ROAD OPTIONS

Ref	Type	Source	Title	Description	Timescale	People and Communities	Environment	Places and the Economy	Culture and the Welsh Language				
N11a	Road Safety	Stakeholders	Low-Speed Relief Road - A496 North to Mochras Road (Arthro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Arthro Lodges site to the A496 to the south of the Afon Arthro.	LT	<p>This option would benefit people and communities by reducing vehicle traffic within the village centre, reducing air and noise pollution in this location. It would however increase vehicles travelling via the Arthro Lodges site, increasing air and noise pollution in this location.</p> <p>By reducing traffic in the village centre however, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes. This would however adversely impact residents of the Arthro Lodges site.</p>	0	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, particularly noting it would impact the area of ancient woodland located to the north of the Arthro Lodges site.</p>	--	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that the requirement to route via the Arthro Lodges site could have a detrimental impact on this location, which is a key site for the local economy.</p>	0	<p>Whilst this option could improve the setting in the village centre of grade-listed buildings - including the Grade II Listed Arthro River Bridge - it would likely have a detrimental impact on the setting of the scheduled monument (Medieval Ecclesiastical Structure) which is located to the west of the existing A496.</p>	-
N11b	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic travelling through Llanbedr would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre, reducing any potential benefit associated with this option.</p>	+	<p>Whilst this option could improve the setting in the village centre of grade-listed buildings - including the Grade II Listed Arthro River Bridge - it would likely have a detrimental impact on the setting of the scheduled monument (Medieval Ecclesiastical Structure) which is located to the west of the existing A496.</p>	-
N11c	Road Safety	Previous WeITAG	Low-Speed Relief Road - A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic from the A496 to the south of the River Arthro, reducing air and noise pollution in this location. By reducing traffic in this location, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic travelling through Llanbedr would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre, reducing any potential benefit associated with this option.</p>	+	<p>This option could provide a slight benefit to the historic environment through removing some traffic from Llanbedr village centre, where there are several listed buildings present.</p>	+
N11d	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
N11e	Road Safety	Previous WeITAG	Low-Speed Relief Road - West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. It is noted that the route length is significantly longer than all other options (except for N11f) and therefore this impact would likely be larger. There could also be some impacts on biodiversity, noting that the option would route closer to the Site of Special Scientific Interest to the north-west.</p>	--	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
N11f	Road Safety	Previous WeITAG	Low-Speed Relief Road - East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.	LT	<p>This option would benefit people and communities by removing through vehicle traffic within the village centre, reducing air and noise pollution in this location. By reducing traffic in the village centre, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p>	++	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. It is noted that the route length is significantly longer than all other options (except for N11e) and therefore this impact would likely be larger. There could also be some significant impacts on biodiversity, noting the presence of ancient woodland along the potential route, as well as the likely requirement for significant cuttings into the landscape.</p>	---	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment.</p>	++	<p>This option could provide a notable benefit to the historic environment through removing through-traffic from Llanbedr village centre, where there are several listed buildings present.</p>	++
N11g	Road Safety	Previous WeITAG	Low-Speed Relief Road - One-Way	Provide a one-way low-speed relief road away from the village centre.	LT	<p>This option would benefit people and communities by reducing some vehicle traffic from the village centre, reducing air and noise pollution in this location. By reducing traffic in this location, this may also help to encourage more active travel which can also help to improve health, whilst also improving road safety by having less vehicles on roads by popular pedestrian routes.</p> <p>It is however noted that all traffic in one direction would remain along the existing A496, which would reduce any potential benefit to people and communities.</p>	+	<p>This option could have a notable carbon impact during construction, due to the embodied carbon within construction materials. There could also be some impacts on biodiversity, although it would not impact on any specific areas of nature conservation.</p>	-	<p>This option could improve community cohesion through reducing the traffic demand through Llanbedr village centre, which could also help improve the built environment. It is however noted that through-traffic would still be required to travel through the village centre in one direction, reducing any potential benefit associated with this option.</p>	+	<p>This option could provide a slight benefit to the historic environment through removing some traffic from Llanbedr village centre, where there are several listed buildings present.</p>	+



WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

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

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

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

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

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

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

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

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

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities	Environment
BU19	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section).	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU20	Active Travel	WelTAG Stage One 2024	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr Village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	MT	No	This measure could improve safety on the highway network and improve confidence for people walking in the village centre.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU21	Active Travel	WelTAG Stage One 2024	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU22	Behaviour Change	Stakeholders	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	MT	No	This measure could increase the confidence of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU23	Freight & Logistics	Roads Review	Llanbedr Airfield - Traffic and Freight Management Plan	Develop a Traffic and Freight Management Plan that sets out measures that could be developed to minimise the impact of traffic and freight at Llanbedr Airfield on the transport network.	MT	Yes	This measure could reduce the number of HGVs travelling through Llanbedr, improving air quality associated with transport.	++ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU24	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	MT	No	This could make the public transport network in Llanbedr more accessible and inclusive, by providing for disabled persons access to sustainable modes.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU25	Public Transport	WelTAG Stage One 2024	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU26	Road Safety	Stakeholders	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	ST	No	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+ By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+ This measure is unlikely to impact on the environment.
BU28	Road Safety	WelTAG Stage One 2024	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	MT	Yes	Closing Mochras Road would limit access to Shell Island and the train station and require a long diversion route, impact on accessibility of the sustainable transport network.	- Closing Mochras Road would limit access to Shell Island and the train station and require a long diversion route, increasing journey distance and therefore greenhouse gas emissions.
BU29	Road Safety	Quick Wins	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	ST	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+ By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.
BU30	Road Safety	Quick Wins	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	MT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+ By reducing vehicle speeds, greenhouse gas emissions could be slightly reduced from transport.
BU31	Behaviour Change	WelTAG Stage One 2024	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	ST	No	This measure could increase the confidence of people in travelling by electric vehicle in the local area, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU32	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-East	Upgrade the public footpaths (Footpaths 70, 73, and 80) to the south-east of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU33	Active Travel	WelTAG Stage One 2024	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	MT	Yes	This measure could improve accessibility on routes where there is currently no hardstanding.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU34	Active Travel	WelTAG Stage One 2024	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	This measure could improve accessibility within Llanbedr village centre.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	This measure is unlikely to impact on people and communities.	0 This measure is unlikely to impact on the environment.
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	This measure could improve safety on the highway network.	+ This measure is unlikely to impact on the environment.
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	This measure could improve safety on the highway network.	+ This measure is unlikely to impact on the environment.
N12	Active Travel	Roads Review	Active Travel Route - Arduwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+ By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.

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

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities	Environment		
N13	Active Travel	WetTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-	-	
N14	Active Travel	WetTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve accessibility on routes where there is currently no hardstanding.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island and Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
N19	Road Safety	Previous WetTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This could improve safety for people travelling along Mochras Road, improving confidence in utilising the local transport network.	++	This measure could require the need for some vegetation and habitat loss adjacent to Mochras Road, which could mean a slight adverse impact on biodiversity.	-
N10	Road Safety	Previous WetTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	This could significantly reduce HGV demand along Mochras Road, improving air quality and reducing noise in this location.	++	This measure could require significant works in the surrounding area, which could adversely impact on biodiversity and produce notable greenhouse gas emissions during construction.	--
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could encourage a modal shift, improving air quality associated with the transport network.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. It is however noted that there would be the need for some significant construction works, which could produce carbon and therefore minimise any potential greenhouse gas emission benefits from use emissions.	0
N12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
N13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure could improve safety on the highway network and improve confidence for people walking along Mochras Road.	+	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport. However, since this is proposed over the Afon Artro river, there may be a slight adverse impact on biodiversity and the environment. Given the dual impact, this has been scored neutral.	0
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could provide a safe and accessible access to private properties without the need to utilise the existing A496, benefitting safety and also improving the accessibility of the transport network.	++	This measure would require construction of a new car park to the rear of properties on currently undeveloped land, which could produce notable carbon emissions.	-

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy	Culture and the Welsh Language
N13	Active Travel	WetTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-	-
N14	Active Travel	WetTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	This measure is unlikely to impact on places and the economy.	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	This measure could improve the built environment in Llanbedr.	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	This measure could improve the built environment in Llanbedr.	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	This measure is unlikely to impact on places and the economy.	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.
N19	Road Safety	Previous WetTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	This measure is unlikely to impact on places and the economy.	This measure is unlikely to impact on culture and the Welsh Language.
N10	Road Safety	Previous WetTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	By removing traffic from accessing the Airfield via Mochras Road, this measure could benefit the built environment and community cohesion in the village centre.	This measure is unlikely to impact on culture and the Welsh Language.
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	This measure could improve community cohesion by introducing a solution to support journeys by rail, as onward connections to the wider area would likely need to be undertaken by car.	This measure has the potential to enable more people to travel by rail to access cultural and recreational facilities.
N12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	This measure could adversely impact the built environment through impacting on the Grade II Listed Afon Artro bridge.	A new bridge in this location could adversely impact on the setting of the Grade II Listed Afon Artro bridge.
N13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	This measure is unlikely to impact on places and the economy.	This measure could improve access to a Welsh language primary school in the village and enable more people to access cultural sites using sustainable transport.
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	This measure could improve the built environment in Llanbedr.	This measure could improve the setting of listed buildings in Llanbedr village centre, enhancing the local historic environment.



WITH LOW-SPEED RELIEF ROAD SCENARIO

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	People and Communities	Environment		
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This measure could limit any future potential air quality issues and environmental noise associated with development at Llanbedr.	+	This measure could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A495.	MT	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP3	Non-Transport	WeITAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
LP4	Freight & Logistics	WeITAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	By reducing the need to travel and shortening journey distances, this measure could improve air quality associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure could encourage people to travel by non-car modes, which could improve air quality associated with the transport network in Llanbedr. This could also improve the confidence of people in using the sustainable transport system, through demonstrating that journeys can be made in the local area without a car.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC2	Active Travel	WeITAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	By reducing the need to travel for some journeys, this measure could improve air quality and reduce the environmental noise associated with the transport network in Llanbedr.	+	By reducing the need to travel, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	Integrated ticketing could promote a more accessible and inclusive public transport system by removing economic barriers. It could improve air quality associated with the transport network in Llanbedr by promoting the use of sustainable transport modes and a shift away from private vehicles. The provision of integrated ticketing could also improve user confidence in interchanging between modes and making use of modes that they might not usually use.	+++	By encouraging modal shift, this could contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC5	Public Transport	WeITAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on people and communities.	0	This measure is unlikely to impact on the environment.	0
BC7	Public Transport	WeITAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve air quality associated with the transport network in Llanbedr, whilst also contributing to higher activity levels.	+	By encouraging modal shift, this could slightly contribute to delivering a reduction in greenhouse gas emissions from transport.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This option could contribute to higher activity levels through more people walking and cycling, and creating a safer environment.	+	This measure could seek to enhance local biodiversity.	+

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy	Culture and the Welsh Language		
LP1	Non-Transport	Roads Review	Llanbedr Airfield - Limit Development	Limit development of Llanbedr Airfield to aerospace activities.	MT	Yes	This measure could limit the opportunity to provide a number of jobs in the local area, having an adverse impact on community cohesion.	--	Limiting development could reduce any potential impact on the historic environment and protected areas in Llanbedr, especially given the Airfield's placement in the Eryri National Park.	+
LP2	Behaviour Change	Roads Review	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A495.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure is unlikely to impact on culture and the Welsh Language.	0
LP3	Non-Transport	WeITAG Stage One 2024	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	ST	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
LP4	Freight & Logistics	WeITAG Stage One 2024	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	ST	No	This measure could introduce a more sustainable way of distributing goods, especially for last-mile deliveries.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC1	Behaviour Change	Quick Wins	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC2	Active Travel	WeITAG Stage One 2024	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC3	Non-Transport	Stakeholders	Digital Connectivity Improvements	Improve broadband speed and mobile phone coverage within Llanbedr village.	MT	No	This measure has the potential to support the local economy, meeting the needs of the local community.	+	This measure could encourage more people to live locally, supporting the Welsh language to thrive in an area with a high proportion of Welsh speakers.	+
BC4	Public Transport	Quick Wins	Integrated Public Transport Ticketing	Provide integrated public transport ticketing.	MT	No	This measure could help meet the needs of the local community, whilst adhering to the sustainable transport hierarchy. It could also make the sustainable transport offer more affordable.	++	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	++
BC5	Public Transport	WeITAG Stage One 2024	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	ST	No	This measure is unlikely to impact on places and the economy.	0	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC6	Behaviour Change	Roads Review	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	MT	No	This measure is unlikely to impact on places and the economy.	0	This measure is unlikely to impact on culture and the Welsh Language.	0
BC7	Public Transport	WeITAG Stage One 2024	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	ST	Yes	This measure could improve community cohesion by enabling local people to undertake journeys by cycle to the village centre.	+	This measure has the potential to enable more people to access cultural sites using sustainable transport, as well as recreational facilities, in the local area which includes the Eryri National Park.	+
BC8	Public Realm	Quick Wins	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	MT	Yes	This measure could improve the built environment in Llanbedr.	+	This measure is unlikely to impact on culture and the Welsh Language.	0

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

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

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

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

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

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

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

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

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

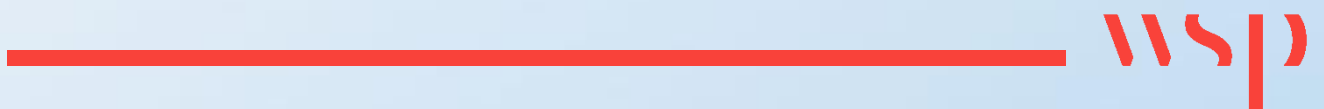
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Places and the Economy	Culture and the Welsh Language	
BU27	Road Safety	Stakeholders	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496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

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

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

Appendix D

APPRAISAL SUMMARY TABLE - AFFORDABILITY, DELIVERABILITY & MANAGEMENT (MEASURES)





LOW-SPEED RELIEF ROAD OPTIONS

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

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



WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

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

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

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

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

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

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



Affordability, Deliverability, Management Dimensions (Measures) - Without Low-Speed Relief Road Scenario



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

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

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

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU35	Active Travel	WelTAG Stage One 2024	Safe Routes in Communities - Footway Improvements	Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered that this measure would likely require some reallocation of road space. The ability to reallocate road space within the village is however considered to be limited, due to the existing space constraints.</p> <p>It should also be noted that any notable changes could have impacts on listed structures within the village, and therefore a Heritage Impact Assessment could be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU36	Active Travel	Stakeholders	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Eryri National Park Authority have published Supplementary Planning Guidance in relation to Light Pollution, and therefore any additional street lighting will need to take into account this guidance to preserve the Dark Sky Reserve status of Eryri.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU37	Traffic Flow	Stakeholders	Shell Island - Tidal Car Parking	Provide signage on approach to the area for suitable locations that visitors to Shell Island are able to park safely.	MT	Yes	Low	<p>This measure would need to be delivered by Shell Island in collaboration with Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is likely that some of the suitable car parking locations identified could be under third-party ownership, and therefore agreement with relevant parties could be required.</p>	<p>Delivery Body: Cyngor Gwynedd and Shell Island.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd and Shell Island.</p>
BU38	Active Travel	Stakeholders	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	ST	No	Low	<p>This measure could be delivered by the local community, most likely through Llanbedr Community Council, with support from Cyngor Gwynedd, as the Local Highway Authority, in implementing the measure.</p>	<p>Delivery Body: Llanbedr Community Council, with support from Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU39	Traffic Flow	Stakeholders	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Although the impact is likely to be small, this measure could impact on the A496 Afon Artro listed structure, and therefore may require a Heritage Impact Assessment.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N12	Active Travel	Roads Review	Active Travel Route - Arduwly Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwly section). In the vicinity of Llanbedr, the route will continue along the A496.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>It is considered unlikely that this measure is deliverable along the existing A496 within Llanbedr, as the carriageway widths would need to reduce significantly below standards to accommodate any active travel infrastructure set out by the Active Travel Act Guidance. This is not considered appropriate at present, as the existing A496 is a principal route which accommodates a notable proportion of heavy goods vehicles.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N13	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwly Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwly section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	LT	-	-		

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
N14	Active Travel	WelTAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>The Public Rights of Ways in the vicinity of Llanbedr route along third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It is also noted that the routes traverse areas within a flood zone, and therefore flood alleviation measures may be required.</p> <p>Away from Llanbedr, it is likely that this measure would require a reallocation of road space at pinch-points, as well as potentially third-party land, to accommodate an active travel route.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	Low	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It is also noted that the route traverses an area of ancient woodland, however there is an existing track in this location and therefore an active travel route could likely be introduced without felling any trees.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>Due to its location, the route could impact on the Afon Artro and therefore some earthworks could be required, as well as potentially the loss of some vegetation. There could also be impacts on the A496 Afon Artro listed structure, and therefore a Heritage Impact Assessment may be required.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	High	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure routes through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner. It also routes along areas within a flood zone adjacent to the Afon Artro, and therefore flood alleviation measures may be required.</p> <p>A new structure would also be required across the Afon Artro to the west of the village, to enable the route to link with Mochras Road.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Moderate	<p>This measure would need to be delivered and managed by Cyngor Gwynedd, as the Local Highway Authority.</p> <p>This measure would likely route through third-party land and therefore the land would either need to be purchased, or an agreement made with the landowner.</p> <p>It also routes along areas within a flood zone, and therefore flood alleviation measures may be required. The western end of the route would also border a Site of Special Scientific Interest, although it is unlikely that there would be an impact on this.</p>	<p>Delivery Body: Cyngor Gwynedd.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N19	Road Safety	Previous WelTAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Moderate	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely revert to Cyngor Gwynedd, once the route is adopted.</p> <p>It is likely that this measure would require a combination of reallocation of road space and some adjoining third-party land at pinch-points.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Cyngor Gwynedd.</p>
N10	Road Safety	Previous WelTAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	High	<p>As this measure would form part of developing the Llanbedr Airfield site, it is likely that it would be delivered by the site developer. The management and maintenance of the route would likely remain with the developer, as the route would likely not be adopted.</p> <p>This measure would likely route through a flood zone and therefore relevant flood alleviation measures could be required.</p>	<p>Delivery Body: Llanbedr Airfield Developer.</p> <p>Maintenance/Management Responsibility: Llanbedr Airfield Developer.</p>

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



WITH LOW-SPEED RELIEF ROAD SCENARIO



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



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



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



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



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



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



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



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



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



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



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



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



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



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

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

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



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

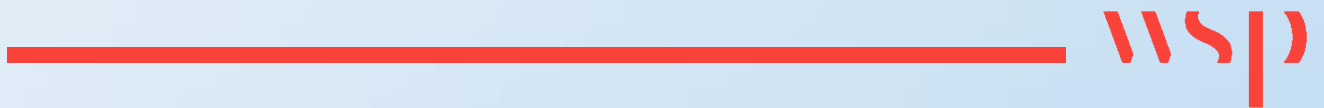


Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Cost (Affordability)	Deliverability	Management
BU40	Traffic Flow	Stakeholders	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed Road junction.	ST	No	Low	<p>This measure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

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

Appendix E

APPRAISAL SUMMARY TABLE – RESULTS OF INITIAL APPRAISAL





LOW-SPEED RELIEF ROAD OPTIONS

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



WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

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

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

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

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

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

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

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

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



WITH LOW-SPEED RELIEF ROAD SCENARIO

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

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

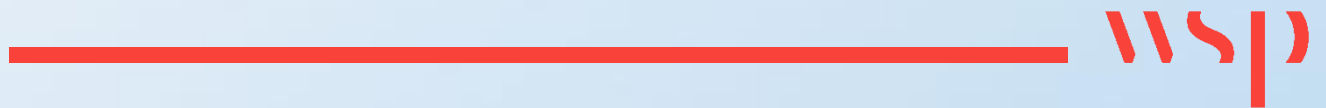
Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
SS18	Public Transport	Stakeholders	Rail Services - Increase Operating Hours	Increase the operating hours of rail services along the Cambrian Coast Line.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

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

Ref	Type	Source	Title	Description	Timescale	Potentially impacted by a low-speed relief road?	Potential Suitability	Action	Justification for Sifting
N14	Active Travel	WeITAG Stage One 2024	Active Travel Route - Arduwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Arduwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	LT	Yes	Yes	WeITAG	-
N15	Active Travel	Stakeholders	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	MT	No	Yes	WeITAG	-
N16	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	MT	Yes	Yes	WeITAG	-
N17	Active Travel	Stakeholders	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	MT	Yes	Yes	WeITAG	-
N18	Active Travel	Stakeholders	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	LT	No	Yes	WeITAG	-
N19	Road Safety	Previous WeITAG	Llanbedr Airfield - Mochras Road Improvements	Improve Mochras Road through providing a DMRB compliant route, including passing places for HGV's (if required), to Llanbedr Airfield.	LT	Yes	Yes	Wider Consideration	Whilst this measure could support the development of Llanbedr Airfield, it is considered to be a consideration for the developer of the site, as opposed to this WeITAG study.
N10	Road Safety	Previous WeITAG	Llanbedr Airfield - Southern Access	Develop the existing emergency access to Llanbedr Airfield from the south to enable HGV access.	LT	Yes	No	Discount	Whilst this measure could support the development of Llanbedr Airfield and reduce its impact on the village of Llanbedr, it is considered to be a consideration for the developer of the site, as opposed to this WeITAG study.
N11	Public Transport	Stakeholders	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	LT	No	Yes	WeITAG	-
N12	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (Adjacent to Current)	Provide a new active travel crossing in close proximity to the existing A496 Afon Artro bridge.	LT	Yes	No	Discount	A new structure adjacent to the A496 Afon Artro bridge could impact on cultural well-being, through adversely effecting the Grade II listed existing bridge. This measure has therefore been discounted.
N13	Active Travel	Stakeholders	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	LT	Yes	Yes	WeITAG	-
N14	Road Safety	Stakeholders	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	MT	Yes	Yes	WeITAG	-

Appendix F

OPTION PACKAGES





LOW-SPEED RELIEF ROAD – OPTION PACKAGE NOTE

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

DATE:	11 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Low-Speed Relief Road - Option Package		
PROJECT:	Llanbedr Transport Improvements - WelTAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Low-Speed Relief Road’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WelTAG Stage One study.

The Technical Note provides a summary of the validation exercise undertaken to identify the preferred route(s) for a low-speed relief road, before providing an initial assessment of the potential for a low-speed relief road in the context of the study objectives and the ‘Purposes and Conditions’ set out by the Roads Review Panel for future road investment in Wales.

It should be noted that an option for a low-speed relief road is one of seven Option Packages under consideration as part of the Llanbedr Transport Improvements WelTAG study, with the other Option Packages summarised as follows and further details provided in the documents referenced:

- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016);
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



VALIDATION OF PREFERRED ROUTE(S)

Overview

Although planning approval has been received for a new road located to the west of Llanbedr, as this route was based on the findings of a WeITAG undertaken in 2015, and in light of the findings of the Roads Review Panel¹, it was considered appropriate to re-evaluate the preferred route for a potential new road in the local area.

A number of options have therefore been qualitatively appraised in the context of the five dimensions of WeITAG, to identify if the previous preferred route is still the most appropriate, or if other options are more appropriate. As recommended by the Roads Review Panel, all potential route options have been considered for a 'low-speed relief road'. This would involve the construction of either a 30 or 40-mph road in the vicinity of Llanbedr².

Options Considered

The potential route options for a low-speed relief road in the vicinity of Llanbedr are summarised in **Table 1** and broadly illustrated in **Figure 2**. It should be noted that Option 4 broadly follows the route of the approved planning application for the proposed road (NP5/62/399).

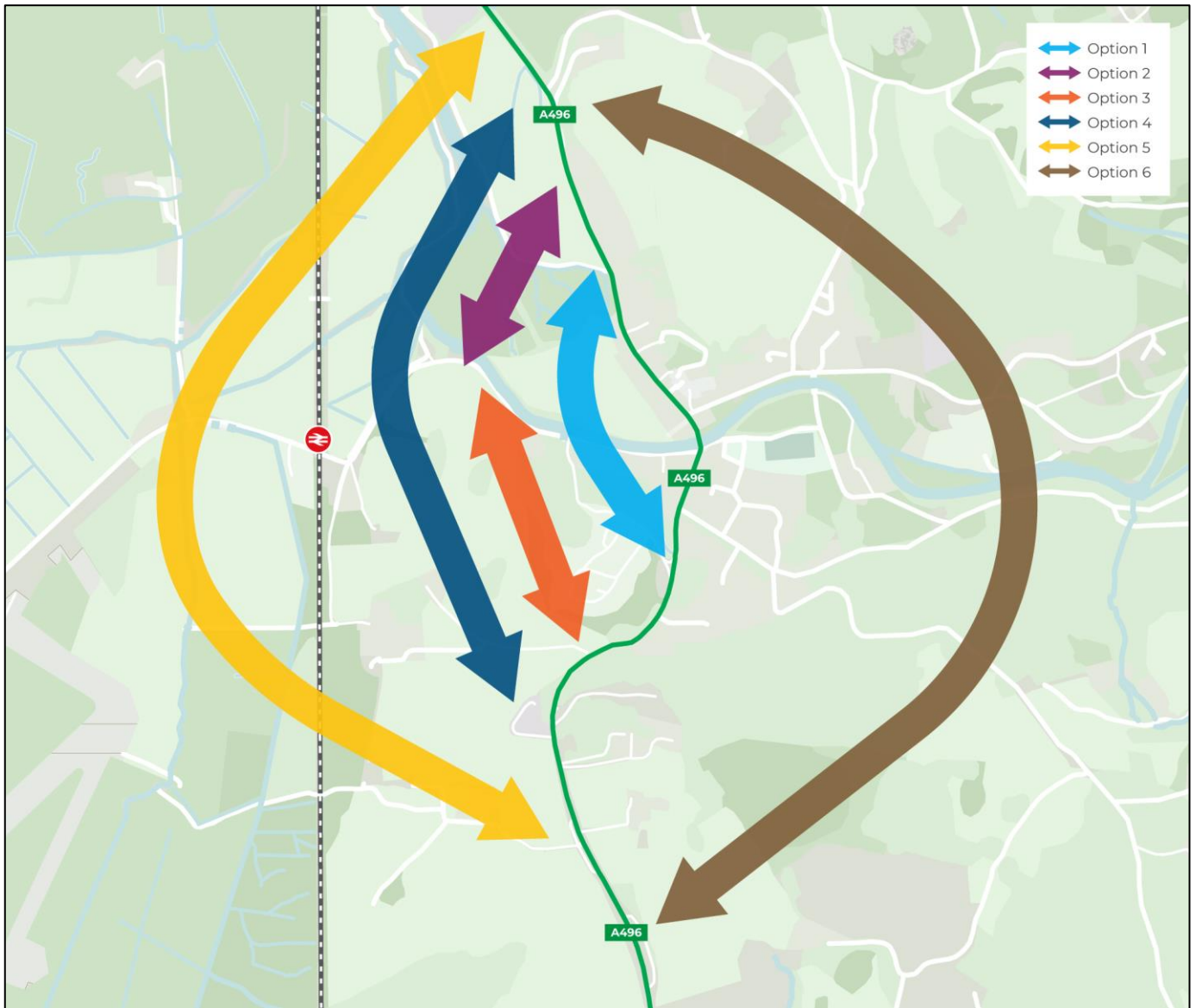
Table 1 Potential Low-Speed Relief Road Options

No.	Option	Description
1	Low-Speed Relief Road – A496 North to Mochras Road (Artro Lodges Access)	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village, combined with a new access through the Artro Lodges site to the A496 to the south of the Afon Artro.
2	Low-Speed Relief Road – A496 North to Mochras Road	Provide a low-speed relief road between the A496 to the north of Llanbedr and Mochras Road to the west of the village.
3	Low-Speed Relief Road – A496 South to Mochras Road	Provide a low-speed relief road between the A496 to the south of Llanbedr and Mochras Road to the west of the village.
4	Low-Speed Relief Road – West of Llanbedr	Provide a low-speed relief road to the west of Llanbedr.
5	Low-Speed Relief Road – West of Llanbedr Railway Station	Provide a low-speed relief road to the west of Llanbedr Railway Station.
6	Low-Speed Relief Road – East of Llanbedr	Provide a low-speed relief road to the east of Llanbedr.
7	Low-Speed Relief Road – One-Way	Provide a one-way low-speed relief road away from the village centre.

¹ <https://www.gov.wales/roads-review-panel-llanbedr-access-road-and-bypass.html>

² The actual design speed for a low-speed relief road will be determined as part of WeITAG Stage Two, if the Option Package is taken forward.

Figure 2 Low-Speed Relief Road Options



Strategic Fit & Well-Being

The Strategic Fit and Well-Being appraisals identified that the concept of a low-speed relief road in the vicinity of Llanbedr could positively contribute towards transport policy priorities and have an overall positive beneficial impact on well-being. Of particular note, it was identified that re-routing traffic away from the centre of Llanbedr could positively benefit community cohesion within the village, which would enhance the historic environment, improve safety along the existing A496, and support development of Llanbedr Airfield, which forms part of the allocated Snowdonia Enterprise Zone.

This being said, it was noted that a low-speed relief road could have some potential adverse impacts on the local environment, without any mitigation or remedial measures implemented, such as biodiversity net gain measures. In addition, it was highlighted that a low-speed relief road is not a suitable option to consider in isolation, as it will require improvements on the surrounding network, such as active travel routes, road space reallocation, and public transport improvements, to ensure that sustainable transport modes are prioritised for local journeys.

Taking this into account, it is considered that a low-speed relief road is an option that should be further considered to address the transport problems identified in Llanbedr. It is however acknowledged that this should be taken forward in the context of the Roads Review Panel findings, which outlined that a low-speed relief road *'should be thought of as a last resort once other solutions have been tried'*.

Further details of the findings of the Strategic Fit and Well-Being appraisals are provided in the Strategic Fit (70115176-WSP-GEN-LBR-RP-TR-0009) and Well-Being (70115176-WSP-GEN-LBR-RP-TR-0010) Appraisal Summary Tables.

Preferred Route(s)

Based on the analysis undertaken, it is considered that **Option 4 (Low-Speed Relief Road – West of Llanbedr)** is the most suitable route that should be developed further as part of this Option Package. This route is considered most suitable for the following reasons:

- Although all options are considered to be in line with regional and local policy, Option 4 is one of the most effective options in providing potential access to Llanbedr Airfield, which is identified as a key development site by the Eryri National Park Authority Local Development Plan;
- Option 4 is one of the most effective options in improving the resilience of the local transport network and enabling the network to adapt to the potential impacts of climate change (Priority 2 of Llwybr Newydd), through providing a new route that will not be at as much risk of coastal flooding as the existing A496;
- The route will not have an impact on sensitive environmental sites, with areas of ancient woodland and a nearby Site of Special Scientific Interest (SSSI) likely to be impacted by other options, particularly Options 1, 5, and 6;
- Option 4 will ensure that all through-traffic will not require access along the existing A496, enabling road space within the village to be reallocated and journeys by active modes prioritised. This is not the case for Options 2, 3, and 7, all of which will require at least one-direction of traffic to continue through the village;
- Although there are routes which would require a smaller length of new carriageway, and subsequently a lesser environmental impact from construction, Option 4 is the shortest and most deliverable route that would remove all through-traffic from the centre of the village; and
- Option 4 is most deliverable due to the existing approved road along the route, with other options being more difficult to achieve due to the need for crossings of the railway line (Option 5) and/or potential significant additional engineering works into the topography to the east of the village (Option 6).

The findings of the appraisal of different route options was presented to key local stakeholders as part of an in-person workshop undertaken on June 4th, 2024. It was generally agreed that Option 4 was the most suitable potential route for a low-speed relief road in the local area.

Taking this into account, **Option 4 (Low-Speed Relief Road – West of Llanbedr)** has been taken forward as the preferred route for a potential low-speed relief road in the vicinity of Llanbedr.

Potential Design Alterations

A number of potential alterations to the previously approved route are considered likely to be required to ensure that a low-speed relief road in this location aligns with policy. The design of the road will be considered further as part of WeITAG Stage Two and should take into account the following, based on a combination of feedback from key stakeholders and the response of the Roads Review Panel:

- The design speed of the road as either 30 or 40-mph, including the requirements for speed enforcement;
- Change to the level of the proposed road surface and height over the Afon Artro. This would require likely a closure of Mochras Road for vehicles;
- Change to the alignment of the road to reduce the length of new road required. This will need to take into account the potential change of impact on nearby residents and other uses;



- Change to the alignment of the road so that it runs adjacent to the railway line, reducing the potential impact on the village;
- Layout of the junction to Shell Island and Llanbedr Airfield, taking into account that the demand for the minor arm could increase significantly if the site at Llanbedr Airfield is developed; and
- Utilisation of low-carbon construction methods and materials.

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impact of the proposed low-speed relief road on the study objectives is summarised in **Table 2**.

Table 2 Impact on Study Objectives – Low-Speed Relief Road

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	Although a new road could lead to a minimal increase in traffic demand ³ , it is considered unlikely to increase the need to travel and therefore this option package is considered unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	<p>A low-speed relief road would significantly reduce traffic in the village of Llanbedr by providing an alternative route to bypass the area. This could significantly improve safety for pedestrians and cyclists in the village, which has been identified as a key issue in the area, as there would likely be less conflict with motor vehicles given the expected lesser volume of traffic.</p> <p>A new road could also be designed to current design standards, ensuring safety for vehicle users is improved, with the current A496 narrow in places and therefore not fully aligned with current standards.</p>	+++
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	<p>In isolation, a low-speed relief road would not prioritise journeys on-foot and by cycle within Llanbedr village.</p> <p>This being said, it is noted that a new low-speed relief road could significantly reduce traffic in the village which could enable measures within other Option Packages (such as the Llanbedr Village Improvements) to be progressed that will ensure that active travel journeys are prioritised within the village. This has however not been accounted for within the scoring of this Option Package at this stage.</p>	0
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	<p>A low-speed relief road would significantly reduce traffic in the village of Llanbedr, which would provide a benefit to bus services that route along the existing A496 through ensuring they are not adversely impacted by journey time delay and inconsistency within the village.</p> <p>It is also noted that a low-speed relief road would be an enabler to introducing additional active travel and bus infrastructure within Llanbedr village, which would improve access by sustainable modes. These wider improvements have however not been considered as part of this Option Package.</p>	+

³ Further details of the potential induced demand of a scheme in this location is provided in the 'Future Road Tests' section of this report.

Ref	Study Objective	Assessment	Score
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	A new low-speed relief road could alleviate traffic in Llanbedr which could have a significant beneficial impact through reducing the severance issues caused by the existing A496 through the village. The reduction in traffic through the village would ensure that the local built environment, including the A496 Afon Artro bridge, is more accessible, encouraging more people to utilise and interact with the community.	++
SO6	Reduce the impact of the visitor economy on the road network.	As the visitor economy significantly increases traffic demand along the A496, the removal of the vast majority of trips from the centre of Llanbedr village could significantly reduce the impact of the visitor economy locally. Of particular note, Shell Island is a significant generator of visitor trips in the local area, which contributes to significant issues currently due to the constraints at the A496 Afon Artro bridge and A496/Mochras Road junction. On this basis, removing the need for visitors to travel through Llanbedr to access Shell Island will significantly reduce the impact of the visitor economy on the local road network.	+++
SO7	Improve the resilience of the transport network in and around Llanbedr.	<p>At present, the existing A496 is the only principal north-south route along the Ardudwy coast. It is however constrained within Llanbedr and crosses the Afon Artro via a Grade II Listed bridge. Due to the age of the bridge and its listed status, it is considered that providing an alternative route for principal traffic to travel away from Llanbedr could significantly improve the resilience of the transport network.</p> <p>It is also noted that a low-speed relief road could be designed to reduce the impact of flooding on the local transport network and to ensure that robust materials are utilised to reduce future asset management requirements.</p>	+++
SO8	Reduce the impact of climate change on the local community.	<p>The existing A496 and area to the west of Llanbedr are located within both river and coastal flood zones which are likely to be affected more significantly in the future due to the impact of climate change. It is therefore considered that providing a low-speed relief road, that is designed to minimise the likelihood of flood events impacting on the road network, could reduce the frequency of potential severe climate events impacting on the local community.</p> <p>In addition, if delivered in conjunction with wider Option Packages – such as the Llanbedr Village Improvements – that will enhance the active travel and public transport offering locally, a low-speed relief road could contribute to a modal shift that could reduce the contribution of the transport network to climate change. This has however not been accounted for within the scoring of this Option Package at this stage.</p>	++

FUTURE ROAD BUILDING TESTS

Overview

In 2023, the Roads Review Panel recommended a series of purposes and conditions that all road schemes should meet in order to proceed⁴. It was suggested that assessing road schemes against this series of criteria should act as a ‘first stage filter’ for potential schemes, alongside the required systematic appraisal, identifying whether a road scheme is justifiable, appropriate, and fully aligned to Welsh Government policy.

The four purposes and conditions set out by the Roads Review Panel are shown in **Figure 1**.

Figure 3 Purpose and Conditions for Future Road Investment – Roads Review Panel



Taking into account the findings of the 'Future of Road Investment in Wales' document, Welsh Government provided their response to the Roads Review⁵. Within this, Welsh Government set out that they would continue to consider road investment in roads in the following circumstances, building on the findings of the Roads Review Panel:

- 1 To support modal shift and reduce carbon emissions;
- 2 To improve safety through small-scale changes;
- 3 To adapt to the impacts of climate change; or
- 4 To provide access and connectivity to jobs and centres of economic activity in a way that supports modal shift.

It is therefore considered that Welsh Government could provide road investment if a scheme meets at least one of the Future Road Building Tests set out above.

⁴ <https://www.gov.wales/future-road-investment-wales>

⁵ <https://www.gov.wales/welsh-government-response-roads-review-html>

On this basis, an analysis has been undertaken of the proposed low-speed relief road at Llanbedr to demonstrate how the intervention aligns with the Roads Review Panel recommendations, and Welsh Government’s response to it.

A summary of the proposed low-speed relief road in the context of the Future Road Building Tests, is provided in **Table 3**. Further detail of the analysis undertaken, which is largely qualitative at this stage, is set out following this.

Table 3 Future Road Building Tests – Low-Speed Relief Road

Ref	Test	Adherence	Summary
1	Support Modal Shift and Reduce Carbon Emissions.	✓	Alongside improvements delivered within Llanbedr by other Option Packages, a low-speed relief could support modal shift by improving access to public transport services, whilst also prioritising walking and cycling within the village. Although there could be some carbon impacts associated with construction, these can be minimised through scheme development and measures further explored at the next stage of WelTAG.
2	Improve Safety through Small-Scale Changes.	X	Whilst a low-speed relief road could significantly improve safety, it is not considered to be a small-scale change and therefore does not meet this Future Road Building Test.
3	Adapt Roads to the Impacts of Climate Change.	✓	A low-speed relief road to the west of Llanbedr could improve the resilience of the A496 to future flood events, which are likely to be more likely as the impacts of climate change become more prominent.
4	Provide Access and Connectivity to Jobs and Centres of Economic Activity in a way that Supports Modal Shift.	✓	A low-speed relief road could support development of Llanbedr Airfield, which has been allocated as part of the Snowdonia Enterprise Zone. It is however noted that the proposed low-speed relief road should not be considered as an access road to Llanbedr Airfield, as its primary purpose is to improve safety and community cohesion within the village of Llanbedr, and resilience of the transport network.

Support Modal Shift and Reduce Carbon Emissions

MODAL SHIFT

The purpose of a new road in this location is not to relieve congestion, but to improve safety, community cohesion, and the resilience of the transport network. Whilst reducing congestion is not a driver for a transport scheme in this location, it is acknowledged that a road could improve the flow of traffic in the area, particularly during the peak visitor season. Due to the nature of the trips being undertaken by visitors to the area, it is not considered likely that the introduction of a new road in this location would impact on mode choice for journeys to the region, with the vast majority of people already travelling by car.

Despite this, providing a new low-speed relief road will ensure that the vast majority of traffic will no longer require access through Llanbedr village. Given that one of the main reasons for the lack of active travel infrastructure in the village at present is the lack of available road space, reduced traffic demand will enable other Option Packages to be implemented – such as the Llanbedr Village Improvements – which includes measures such as reallocating road space for active modes and restricting traffic across the A496 Afon Artro bridge.

The removal of traffic along the A496 through the village could also positively impact the use of public transport. This could be achieved through minimising the potential for journey time delay and inconsistency, particularly during the peak visitor season, for the local hourly bus service, whilst also enabling an active travel route between Llanbedr village and the railway station – considered as part of the Mochras Road Improvements Option Package.

Alongside this, a new low-speed relief road also provides an opportunity to incorporate active travel infrastructure within its design. This could include a parallel active travel route which could form part of the proposed long-distance Ardudwy Green Corridor active travel route and/or NCN8, enabling cycle journeys to be undertaken in the local area between key destinations such as Barmouth and Harlech.

Taking the above into account, it is evident that in combination with other Option Packages being considered, a low-speed relief road has the potential to shift trips to sustainable transport and is unlikely to encourage more use of the private car. Although if a low-speed relief road is delivered in isolation the modal shift would only likely be minimal, attributed to more potential bus users and more local active travel journeys, a more significant modal shift could be achieved through implementing a low-speed relief road alongside other Option Packages in the local area. The Roads Review Panel supported this perspective through their proposal for ‘moving the road sideways’, which included a raft of measures within Llanbedr to encourage local journeys by sustainable modes, including closure of the existing A496 through the village.

Further consideration will be given to the potential change in mode share associated with the proposed low-speed relief road, in combination with other Option Packages, as part of WelTAG Stage Two. It is however considered that it could support modal shift, in combination with supplementary Option Packages.

CARBON EMISSIONS

It is considered unlikely that user emissions will increase as part of a low-speed relief road in this location, due to the change to the average vehicle speeds between the existing A496 through Llanbedr and the proposed low-speed relief road. As is further set out in the **Potential Scheme Impacts** section, a low-speed relief road could also lead to some positive benefits for user emissions, as reducing instances of vehicle idling and stop/start traffic movements may decrease carbon emissions, due to increased engine efficiency and lower fuel consumption.

It is also not considered that there is a notable induced demand in the local area for car trips, on the basis that there are currently limited opportunities for travelling by other modes of travel, meaning the vast majority of people travel by car at present. In addition to this, the actual changes to journey times that a low-speed relief road would achieve is limited and therefore would unlikely encourage more people to travel by car than presently. There would therefore be minimal impact on carbon emissions from the proposed low-speed relief road associated with induced demand.

It is however noted that construction of a low-speed relief road will produce carbon emissions, in addition to the embodied carbon associated with the infrastructure and creation of new assets. This includes materials, transportation, energy consumption, and emissions associated with regular maintenance and replacement. Through design and construction of the low-speed relief road, a wide-range of potential mitigative measures can however be considered and adopted to minimise carbon emissions.

With this in mind, it is recommended that the net carbon impact of the proposed low-speed relief road, taking into account both user emissions and carbon produced as part of construction activities, is quantified and further investigated at the next stage of WeITAG, as part of a Carbon Management Plan.

Improve Safety through Small-Scale Changes

The collision rate for the A496 through Llanbedr is significant and higher than the standard rate for comparable road types – 888 per billion vehicle miles, compared with the standard collision rate of 170 for rural A-roads – demonstrating that casualties are high and need to be reduced. Three of the five collisions recorded on the A496 involved pedestrian casualties, and so reducing casualties should also involve measures to improve pedestrians' safety in addition to improving the road network.

It is considered likely that a low-speed relief road would significantly reduce casualties through a reduction in traffic demand along the existing A496.

Despite this, it is acknowledged that a low-speed relief road is not a small-scale change, and therefore it is not considered to adhere to this Future Road Building Test. It should however be noted that potential changes to the existing A496 are being investigated as part of other Option Packages to understand in further detail if they would reduce casualties to an acceptable level so that a large-scale intervention, such as the low-speed relief road, is not required.

Adapt Roads to the Impacts of Climate Change

The north and west of Llanbedr are within areas of low-high flood risk from rivers and/or medium-high flood risk from the sea. It is likely that climate change will increase the potential likelihood of flooding within these areas, which would impact on traffic along the A496 and potentially the Cambrian Coast Line. A new low-speed relief road provides an opportunity to ensure that the impact of climate change events, such as flooding, is not as significant on the local transport network in the long-term.

It is also noted that there are a number of constraints within the area which mean that it is not possible to adapt the existing road network to the impacts of climate change as effectively as with a new low-speed relief road – of most significance is the A496 Afon Artro bridge, which is a Grade II listed structure. Should no new road be constructed, the existing A496 would likely be impacted more significantly in the future from climate change events, with currently no alternative route for north-south traffic along the Arduwy Coast. Providing a low-speed relief road at Llanbedr would therefore ensure that the local transport network is more resilient to the potential impacts of climate change.

Provide Access and Connectivity to Jobs and Centres of Economic Activity in a way that Supports Modal Shift

It was highlighted by the Roads Review Panel that the anticipated traffic demand associated with the proposed development at Llanbedr Airfield is large and would likely have a significant impact on carbon emissions⁶. This was considered to be exacerbated by the location of the proposed site in a rural area that is currently poorly served by public transport.

Although it is acknowledged that the development at Llanbedr Airfield could significantly increase demand for trips to the local area, this should be considered in the context of the potential for a significant number of high-quality jobs in an area where there is currently limited job opportunities, as well as its allocation as part of the Snowdonia Enterprise Zone. Alongside this, whilst the site is located in a rural area, it is located adjacent to Llanbedr Railway Station and within cycle distance of Harlech, Dyffryn Ardudwy, and Barmouth, which are notable conurbations in the local area.

It is also considered that the Eryri National Park Authority, in conjunction with Cynor Gwynedd and Welsh Government, can secure significant contribution towards sustainable transport improvements as part of the planning process. This could include a combination of new sustainable transport infrastructure and services, such as a long-distance cycle route parallel to the A496 and/or new bus services, as well as behaviour change measures developed as part of a Travel Plan for the site.

On this basis, it is considered that a low-speed relief road in this location has the potential to improve access and connectivity to a key centre of potential economic activity in the region. This being said, the proposed low-speed relief road **should not** be considered as only an access road to Llanbedr Airfield, as its primary purpose is to improve safety and community cohesion within the village of Llanbedr, and resilience of the transport network. Whilst development of Llanbedr Airfield is a significant supplementary opportunity, it is not the core driver for a low-speed relief road in this location and therefore any concerns in relation to the suitability of the Llanbedr Airfield are not of direct relevance to the proposal for a low-speed relief road.

Potential Scheme Impacts

In addition to the Future Road Building Tests, consideration has been given to the potential impacts of a low-speed relief road at Llanbedr, in the context of Welsh Government's response to the Roads Review Panel findings that sets out *"the focus should be on minimising carbon emissions, not increasing road capacity, not increasing emissions through higher vehicle speeds and not adversely affecting ecologically valuable sites"*.

A summary of the potential impacts of the low-speed relief road in the context of the key focus areas, is provided in **Table 4**. Further detail of the analysis undertaken, is set out following this.

⁶ It should be noted that the site will be subject to a planning application, to which requirements for active travel and public transport infrastructure can be set out by Eryri National Park Authority, as the Local Planning Authority.

Table 4 Potential Scheme Impacts – Low-Speed Relief Road

Ref	Scheme Impact	Adherence	Summary
1	Road Capacity	-	Although the low-speed relief road would increase road capacity if delivered in isolation, it is unlikely to increase traffic through induced demand and therefore is considered to adhere to the principles of Welsh Government guidance. It is recommended that further consideration is given to implementation of supplementary Option Packages as part of the next stage to reallocate road space along the existing A496 in order to offset any potential increase in road capacity associated with the low-speed relief road.
2	Vehicle Emissions	✓	It is considered unlikely that the low-speed relief road will increase vehicle emissions, due to the lack of induced demand in the local area and the minimal impact of changes in speed compared to existing.
3	Carbon Emissions (Construction)	-	Although construction activity leads to the production of carbon emissions, it is considered that the impact can be mitigated through the production of a Carbon Management Plan and largely offset by remedial measures. It is however considered that this requires further consideration at the next stage.
4	Ecologically Valuable Sites	✓	The proposed route does not adversely affect ecologically valuable sites in the area. Where there is potential impact to ecology, these impacts can be effectively mitigated.

ROAD CAPACITY

A new low-speed relief road would have the same single carriageway layout as the existing A496. The purpose of this being to improve safety, community cohesion, and the resilience of the transport network, not to address capacity or congestion related issues. Whilst the solution to this might be to reconfigure and improve the existing A496, there are a number of constraints which limit the ability to change the layout of the existing road, including:

- Direct frontages onto the A496 through the village;
- Limited road space that does not enable pedestrian footways to be installed without the need for departures from standards;
- Unavoidable poor visibility and narrow lane widths across the A496 Afon Artro bridge;
- As the route is a principal A-route, the opportunity for traffic calming measures is limited; and
- The speed limit through the village is already at 20-mph and therefore cannot be further reduced.

In addition to this, the proposed low-speed relief road will provide a direct connection between the north and south of Llanbedr, enabling traffic to avoid the centre of the village. As the only principal A-road that runs north-south along the Ardudwy coast, the proposed low-speed relief road will form part of the principal road network, bypassing Llanbedr, which is unlikely to encourage rat-running or a re-distribution of trips from the wider area.

Despite this, whilst the proposed low-speed relief road will not increase demand for car trips in the local area, it will increase road capacity by providing a new road link in the vicinity of Llanbedr. It is however considered unlikely that the proposed low-speed relief road will increase traffic demand due to induced demand, as is further detailed in **Appendix A**, and journeys by sustainable transport could be further prioritised by delivery of other Option Packages within the village. On this basis, it is considered that the overall increase in road capacity will not increase user emissions, or traffic demand, and therefore is aligned with the recommendations of the Roads Review Panel.

VEHICLE EMISSIONS

It is considered unlikely that the proposed low-speed relief road in Llanbedr would lead to an increase in vehicle emissions.

A low-speed relief road could decrease occurrences of vehicle idling and limit stop/start movements through Llanbedr village, minimising the production of vehicle emissions (due to increased engine efficiency and lower fuel consumption). This is particularly relevant during the peak season for visitors when traffic volumes are higher.

In addition to this, the current average speed through Llanbedr is approximately 30-mph and plans for the low-speed relief road is for the speed limit to be set at 30-mph or 40-mph. As is further detailed in **Appendix B**, according to the Department for Transport's Emission Factor Toolkit, the vehicle emissions at each speed are broadly comparable, offering only a 5% reduction in tailpipe emissions between 30 mph (48 km/h) and 40 mph (64 km/h).

It is deemed unlikely that there will be notable induced demand in the local area for private car trips, as further evidenced in **Appendix A**. This is on the basis that there are currently limited opportunities for travelling by other modes of transport at present, with the vast majority of people currently travelling by car, combined with the relatively small impact on journey times along the A496.

It is therefore considered likely that the net impact on user emissions will be minimal to negligible, albeit there could be small emissions savings to be had through minimising idling and stop/start traffic. In addition, the measures implemented through supplementary Option Packages will complement the low-speed relief road, reducing user emissions through encouraging modal shift and enabling safer walking and cycling journeys within the local community.

CARBON EMISSIONS (CONSTRUCTION)

Construction activity requires material and energy consumption, transportation and traffic management, all of which have a carbon emissions impact, in addition to the embodied carbon associated with the infrastructure and creation of new assets.

Measures can however be put in place to minimise the carbon emissions impact of construction activities, which could involve, but are not limited to:

- Reducing travel distances and/or using lower emission vehicles;
- Switching to warm-rolled asphalt;
- Maximising local sourcing of materials relative to Llanbedr; and
- Increasing the use of recycled materials in the design and making use of the circular economy.

Alongside construction emissions, there will be emissions produced through operation and maintenance of new and existing assets. Despite this, the requirements for the maintenance of the existing assets along the A496 through Llanbedr may be reduced if a low-speed relief road is implemented, due to the significantly reduced traffic volume through the village, which would in some parts could offset the emissions associated with the maintenance of any new assets.

It is recommended that further consideration is given to the likely carbon emissions associated with the proposed low-speed relief road and a Carbon Management Plan should be developed during WelTAG Stages Two and Three. This should establish a process, baseline, target, and key opportunities to reduce carbon, which should be comprehensive in fulfilling the requirements of PAS 2080 – the global standard for managing carbon in buildings and infrastructure.

ECOLOGICALLY VALUABLE SITES

In 2020, a planning application was approved for a relief road in Llanbedr. The route alignment identified as being preferred within this study broadly follows the same alignment as that which was previously granted permission. As part of the planning permission, an Environmental Statement (ES) was approved by Eryri National Park Planning Authority (the Local Planning Authority). The ES considered the environmental impact of providing a new road to the west of Llanbedr, with outline designs submitted as part of the planning application.

Given that the proposed low-speed relief road broadly follows the same alignment as the previously approved scheme, which demonstrated that the road would not adversely affect ecologically valuable sites in the area and that should there be any impacts, they can be effectively mitigated, it is considered that the proposed scheme will not have an adverse impact on ecologically valuable sites.

It should also be noted that as part of developing the proposed low-speed relief road, consideration is being given to ensure that any proposed environmental remediation remains suitable and its impact maximised wherever possible.

SUMMARY & NEXT STEPS

Summary

This Technical Note has provided a summary of the assessment undertaken to consider the potential for a low-speed relief road at Llanbedr.

PREFERRED ROUTE

It has been set out how seven potential route alignments have been considered in the context of the five dimensions of WelTAG, taking into account feedback from stakeholders to identify the preferred route for a new road.

It was identified that **Option 4 (Low-Speed Relief Road – West of Llanbedr)** as the preferred route for a new road, due to it enabling north-south traffic along the A496 to fully route away from the Llanbedr village centre, whilst also providing access to Llanbedr Airfield, should the development in this location come forward in the future.

STUDY OBJECTIVES

An assessment was undertaken of the proposed low-speed relief road in the context of the eight study objectives.

The assessment identified that a low-speed relief road could significantly improve safety (SO2), reduce the impact of the visitor economy on the local road network (SO6), and improve the resilience of the transport network (SO7). It also identified that a low-speed relief road could have a moderate beneficial impact on the local built environment (SO5) and reduce the potential impacts of climate change on the local community (SO8), whilst also slightly improving access by sustainable modes (SO4) through ensuring bus journeys are not subjected to journey time delay through Llanbedr.

Although a low-speed relief road was forecast to have a beneficial impact on the majority of the study objectives, it was not considered that it would have any perceptible impact on reducing the need to travel (SO1) or would prioritise journeys on-foot or by cycle within Llanbedr (SO3).

With this in mind, it is considered that a low-speed relief could provide significant benefits in the local area, meeting the majority of the study objectives. However, in order to ensure any intervention meets all study objectives, it is recommended that consideration is given to supporting measures being investigated as part of Option Packages.

FUTURE ROAD BUILDING TESTS

Further consideration has also been given to the potential impact of a low-speed relief road on the Future Road Building Tests set out by Welsh Government in response to the Roads Review Panel's findings.

The analysis undertaken identified that a low-speed relief road would meet three of the four Future Roads Building Tests through supporting modal shift, in combination with other Option Packages, adapting the road network to reduce the impact of climate change, and through supporting development at Llanbedr Airfield.

It was however considered that a low-speed relief road would not meet the second Future Road Building Test, on the basis that the proposed intervention is not a small-scale change, although it would have significant safety benefits. As the proposed low-speed relief road meets the other three Future Road Building Test, it is considered that the proposal adheres to Welsh Government requirements for road investment, especially when considered in combination with the other Option Packages being developed alongside a low-speed relief road.

Conclusion & Next Steps

Based on the assessment undertaken, it is considered that a low-speed relief road to the west of Llanbedr should be progressed through to WelTAG Stage Two, alongside the other recommended Option Packages that will ensure an effective package of measures are implemented in and around Llanbedr.

As part of this, further consideration should be given to the following:

- The design speed of the road as either 30 or 40-mph, including the requirements for speed enforcement;
- Change to the level of the proposed road surface and height over the Afon Artro. This would require likely a closure of Mochras Road for vehicles;
- Change to the alignment of the road to reduce the length of new road required. This will need to take into account the potential change of impact on nearby residents and other uses;
- Change to the alignment of the road so that it runs adjacent to the railway line, reducing the potential impact on the village;
- Layout of the junction to Shell Island and Llanbedr Airfield, taking into account that the demand for the minor arm could increase significantly if the site at Llanbedr Airfield is developed; and
- Carbon Management Plan, that will consider utilisation of low-carbon construction methods and materials.

It is however noted that, as part of the next stage, the potential impacts of the other Option Packages should be considered further without a low-speed relief road, to understand if the study objectives can be achieved to a comparable level without the need for a new road in the local area. Undertaking this assessment will ensure that the low-speed relief road is considered as a 'last resort' intervention, in line with the findings of the Roads Review Panel.



APPENDIX A – INDUCED DEMAND AT LLANBEDR

Appendix A

DATE:	11 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Induced Demand at Llanbedr		
PROJECT:	Llanbedr Transport Improvements - WelTAG Stage One	AUTHOR:	Gwyn Davies
CHECKED:	Andrew Stoneman	APPROVED:	Jason Collins

Introduction

It was noted by the Roads Review Panel that the introduction of a new road to the west of Llanbedr, as previously proposed, would lead to an increase in carbon emissions due to induced traffic, increased vehicle speeds, and embodied carbon.

On this basis, further consideration has been given to the likelihood of a low-speed relief road in producing additional vehicle trips in the area, referred to as 'induced demand'.

Transport Guidance

Within transport scheme development, where there is expected to be an impact on the number of trips likely to be made, a 'variable demand' model is recommended (TAG Unit M1.1¹). However, where it can be demonstrated that changes to the transport network will not generate a noticeable change in demand, a 'fixed demand' approach may be suitable.

The key determinants of whether a fixed demand approach is suitable are:

- 1 Will the transport scheme decongest the transport network and therefore encourage more people to drive either by switching mode or making completely new trips?
- 2 Will the transport scheme relieve crowding on public transport and encourage more people to travel by bus or rail?

Mode Choice

Although the bus service along the A496 has recently been increased to hourly, the public transport offering in the area is considered to be poor, especially compared with more urban areas. Combined with this, the bus service operates through the village at present and is subject to the same road constraints as other vehicles, which means that it does not offer an opportunity to bypass any potential congestion that does occur in the village.

Active travel journeys are also not an option for a large number of people due to the lack of infrastructure and rural location of the village of Llanbedr.

It is therefore considered that the vast majority of people do not currently travel by sustainable modes and therefore a low-speed relief road in this location is unlikely to significantly influence mode choice.

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

Journey Times

It is acknowledged that a low-speed relief road could slightly reduce journey times through Llanbedr – existing journey times through the village are on average approximately 90s, compared with a potential average journey time of 65s for a 1.1 km 40-mph road. It is however considered that the impact in terms of a full trip in the local area is much less significant.

To demonstrate this, the potential impact on journey times for some key journeys in the local area are summarised in **Table A1**.

Table A1 Potential Impact on Journey Times – Key Routes

Scenario	Journey Times	Barmouth to Harlech	Barmouth to Porthmadog	Barmouth to Bangor	Visitor Trips ²
Existing	Mins	24.0	42.0	77.0	105.0
	Seconds	1,440	2,520	4,620	6,300
40-mph Road	Mins	23.6	41.6	76.6	104.6
	Seconds	1,415	2,495	4,595	6,275
	Change %	-1.7%	-1.0%	-0.5%	-0.4%
30-mph Road	Mins	23.9	41.9	76.9	104.9
	Seconds	1,433	2,513	4,613	6,293
	Change %	-0.5%	-0.3%	-0.1%	-0.1%

From the analysis undertaken, it is clear that the actual impact on journey times for some key journeys in the local area is unlikely to be significant.

The most significant reduction, for the scenarios considered, is for the Barmouth to Harlech route with a 40-mph low-speed relief road, where a 1.7% reduction in journey time is forecast. As a rule of thumb, the potential increase in traffic from induced demand is around a **third of the % reduction in travel time**, and therefore for all key routes considered, a less than 1% increase in traffic demand would be expected associated with induced demand.

It is therefore considered that the change to journey times is unlikely to lead to an increase in traffic flows associated with induced demand.

Summary

From the analysis undertaken, it is evident that a low-speed relief road at Llanbedr is unlikely to lead to an increase in traffic demand associated with induced demand. This is due to the proposed road being unlikely to encourage more people to drive where they do not currently, as the vast majority people already drive in the area, and the only slight reduction in journey times associated with the proposal.

² It has been assumed that visitor trips will consist of journeys of at least 1hr 45mins and will travel through Llanbedr.



APPENDIX B – ESTIMATED CARBON IMPACT OF VEHICLE SPEEDS

Appendix B

DATE:	11 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Carbon Emissions at Llanbedr		
PROJECT:	Llanbedr Transport Improvements - WeiTAG Stage One	AUTHOR:	Olivia Cairns
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

Introduction

To understand the potential impact of changes in vehicle speeds in the vicinity of Llanbedr on carbon emissions from road users, consideration has been given to existing speeds, alongside carbon appraisal guidance from the Department for Transport (DfT) and National Highways.

Current Situation

A high-level quantification of user emissions along the A496 in Llanbedr have been undertaken, using available data. The emissions have been quantified using the Department for Transport (DfT) Emission Factor Toolkit with the following data:

- Annual traffic flow data between July 2015 and June 2016, provided by Cyngor Gwynedd; and
- INRIX journey time data for a summer month and neutral month from 2023, provided by Transport for Wales.

Whilst August 2023 data was available, 2015/16 data has been used as this accounts for a full year. Comparisons were made between the August 2023 and August 2016 data, which demonstrated that traffic flows have remained comparatively similar and therefore the 2015/16 data has been considered relevant and appropriate for this assessment.

The results of the quantification of user emissions for the A496 through Llanbedr are summarised in the Carbon Baseline document (70115176-WSP-EGN-LBR-RP-TR-0001).

Emissions from Congestion

The National Highways Speed Banding Tool can be used for the assessment of vehicle exhaust emissions associated with traffic model link speed and flow outputs.

Table 1 demonstrates the difference in these emission factors for different levels of congestion on rural road types (not London). This shows that free flowing traffic has a lower emission factor CO₂ g/km than both light and heavy congested conditions, with CO₂ emissions up to 240% higher in heavy congestion versus free-flowing traffic.¹

¹ DMRB Interim Advice Note 185/15. Available here: https://gat04-live-1517c8a4486c41609369c68f30c8-aa81074.divio-media.org/M4-Newport/C%20-%20Core%20Documents/6.%20Transport%20and%20Engineering/6.1.11%20-%20Interim%20Advice%20Note%20185_15%20Updated%20traffic%2C%20air%20quality%20and%20noise%20advice.pdf

Table 1 Carbon Dioxide Emissions (Rural Roads) for LDV (Cars and Vans) – National Highways DMRB Speed Banding Emissions Tool

Speed Category	Emission Factor CO ₂ g/km (2026)
Heavy Congestion	282.1
Light Congestion	140.6
Free Flowing	117.3

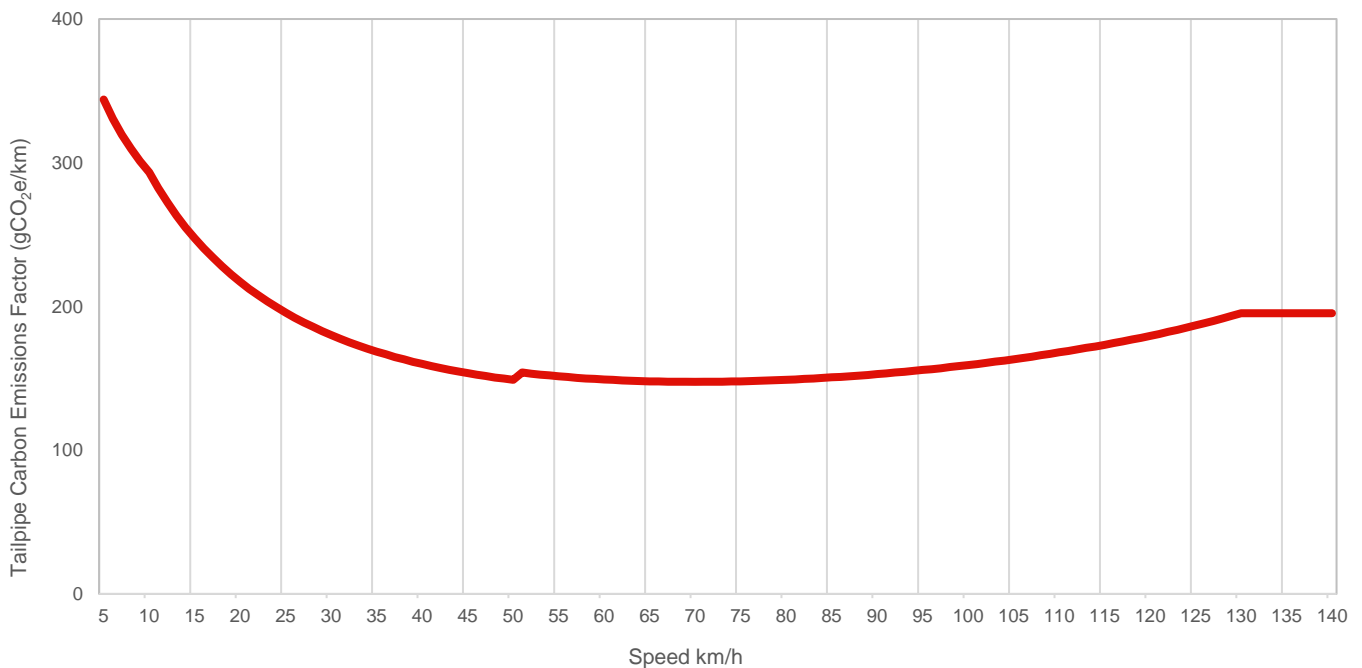
Currently, the average speed through Llanbedr village is approximately 30 mph, according to INRIX data provided by TfW. There are however occurrences of vehicles idling and stop/start traffic movements, particularly during the peak season for visitors, which increases the production of carbon emissions due to decreased engine efficiency and higher fuel consumption.

As a low-speed relief road would reduce the likelihood of start-stop movements for road users, it is considered likely that a free-flowing 30 or 40 mph road will not increase user emissions, particularly if induced demand from this new provision is minimal, and could reduce user emissions if stop-start movements are minimised.

Emissions from Changes to Speed

The DfT Emission Factor Toolkit is a DEFRA (Department for Environment, Food and Rural Affairs) resource which allows users to calculate road vehicle pollutant emission rates (NO_x, PM₁₀, PM_{2.5} and CO₂) for a specified year, road type, vehicle speed and vehicle fleet composition. The emission factors by speed are illustrated in **Figure 1**.

Figure 1 Emission Factors (gCO₂e/km) by Speed – Department for Transport Emission Factor Toolkit (LDVs)²



² The toolkit assumes that for hybrid vehicles the internal combustion engine is used for speeds over 50 km/h, but for speeds below 50 km/h is electric, battery powered. This explains the marginal increase shown in the graph at around 50 km/h.

Given the typical vehicle split for the A496 through Llanbedr – heavy-duty vehicles (HDVs) are only approximately 2% of traffic – Light Duty Vehicles (LDVs) have been selected as representative to demonstrate the change in carbon emissions (gCO₂e/km) depending on vehicle speeds (km/h) using the DfT Emission Factor Toolkit.

As per **Figure 1**, relieving congestion and thereby increasing vehicle speeds, even by 3 to 6-mph (5 to 10 km/h) reduces the tailpipe emissions per distance travelled per hour. Increasing traffic speed from 5 to 15 mph (8 km/h to 24 km/h) reduces LDV emissions by 36%. The lowest tailpipe emissions are observed 43 mph (70 km/h) per distance travelled per hour.

There is little noted difference between 30-mph (48 km/h) to 40-mph (64 km/h), offering only a 5% reduction in tailpipe emissions. Whilst this is a minor difference, it demonstrates that a low-speed relief road in this location is unlikely to increase emissions, compared to existing, if the speed limit is set at either 30 or 40-mph.

Summary

Based on the analysis undertaken at this stage, it is considered unlikely that increase in vehicle speeds along a low-speed relief road at Llanbedr would increase user emissions from the transport network, compared to existing.

The congested conditions and associated stop/start movements which increase fuel consumption typically only occur during limited time periods over the summer and at peak times of day. Any user emission saving resulting from reducing the occurrence of stop-start movements is therefore likely to only be minor. It is therefore likely from the perspective solely of whole-life carbon emissions, this potential user emission saving is unlikely to offset the large infrastructure carbon investment required to construct the low-speed relief road, resulting in a net increase in whole-life carbon emissions.

It is however recognised that more detailed analysis is required at the next stage to fully quantify the whole-life carbon impact of a low-speed relief road in this location and to consider measures to reduce the carbon emissions produced as part of the construction process.



REDUCING THE NEED TO TRAVEL – OPTION PACKAGE NOTE

DATE:	04 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Reducing the Need to Travel - Option Package		
PROJECT:	Llanbedr Transport Improvements - WeITAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the 'Reducing the Need to Travel' Option Package, which has been proposed as part of the Llanbedr Transport Improvements WeITAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



REDUCING THE NEED TO TRAVEL OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

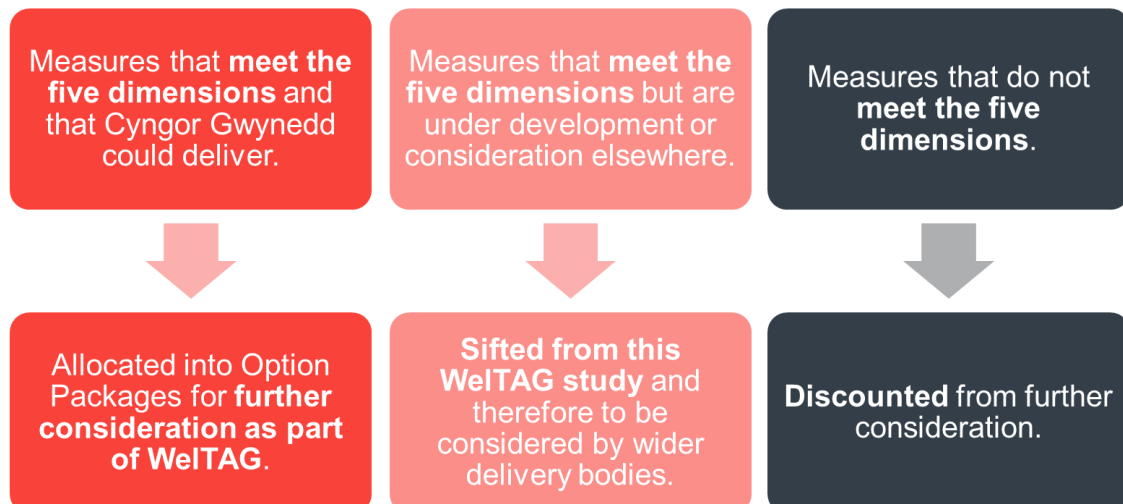
- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).

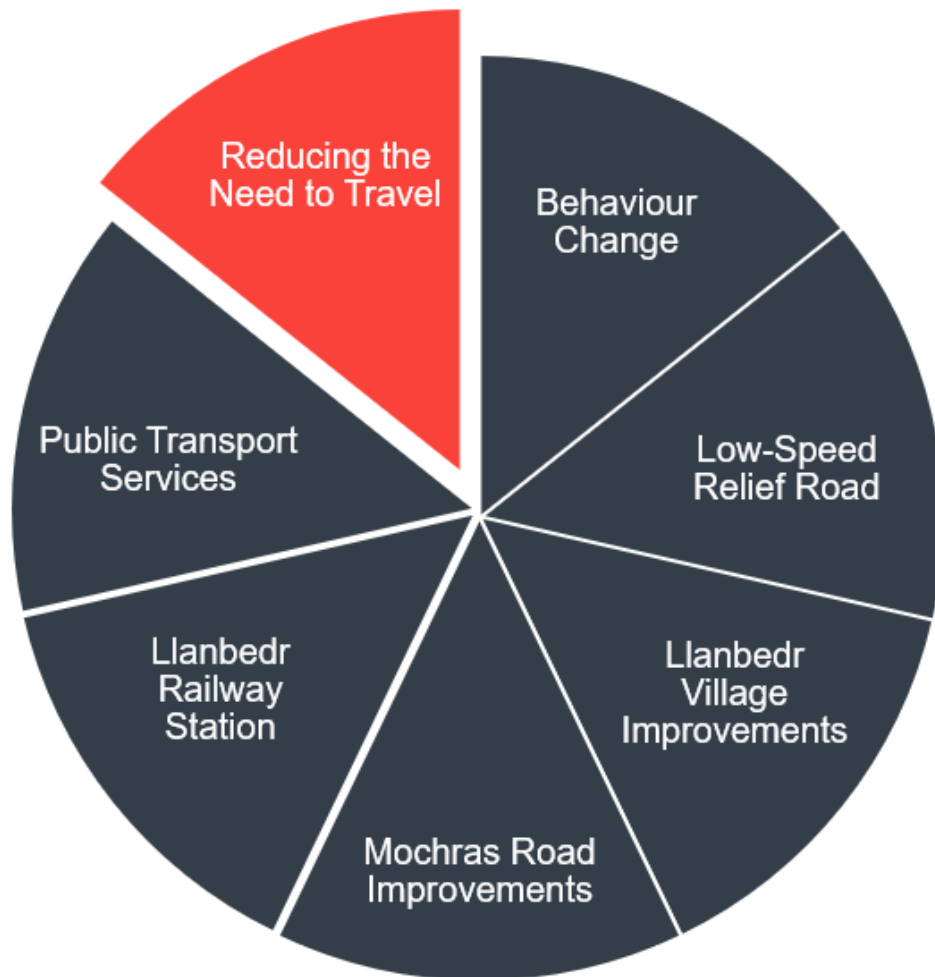
Figure 2 Sifting Approach – Llanbedr Transport Improvements



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the ‘Reducing the Need to Travel’ Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeITAG study, with details of the other Option Packages provided in the following documents:

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016);
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

Reducing the Need to Travel

The list of measures that are included within the ‘Reducing the Need to Travel’ Option Package is provided in **Table 1**. It should be noted that the same measures have been identified for both the with and without low-speed relief road assessment scenarios. The measures identified will be developed in further detail at WeITAG Stage Two if the proposed Option Package is taken forward.

Table 1 Reducing the Need to Travel – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
LP2	Remote Working Hubs	Develop remote working hubs in nearby locations such as Porthmadog, Harlech, and Barmouth, as well as 'micro' remote working hubs within villages along the A496.	✓	✓
LP3	Remote Working Policies	Encourage companies and organisations based in the local area, across both the public and private sector, to adopt remote working policies where possible.	✓	✓
LP4	Secure Delivery Lockers	Provide secure delivery lockers within Llanbedr village.	✓	✓
BC9	Mobile GP Surgery	Provide a GP surgery within Llanbedr village at least once a week.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in both the with and without low-speed relief road scenarios are summarised in **Table 2**.

Table 2 Impact on Study Objectives – Reducing the Need to Travel Option Package (With and Without Low-Speed Relief Road Scenarios)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	Providing key services such as a GP surgery and encouraging remote working, could reduce the need for some journeys in the local area.	++
SO2	Improve safety for all transport modes.	By reducing the need for some journeys, it is possible that there could be a slight decrease in the number of private motor vehicles on the roads, which could help improve safety somewhat. It is however considered that this is unlikely to be perceptible and therefore has been scored neutral.	0
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO6	Reduce the impact of the visitor economy on the road network.	This option package could reduce the need for some journeys to be made by local people, meaning that the impact of increased traffic associated with the visitor economy could be slightly reduced.	+
SO7	Improve the resilience of the transport network in and around Llanbedr.	This option package is unlikely to have a perceptible impact on this study objective.	0

Ref	Study Objective	Assessment	Score
SO8	Reduce the impact of climate change on the local community.	Through enabling more people to work from home, some journeys to work would no longer be required. This would ensure that local people are still able to work if climate change events were to occur, such as coastal flooding of the A496, reducing the impact of climate change on the local community. In addition, this option package could slightly reduce carbon emissions from the transport network through reducing the need for people to travel by any transport mode.	+



Summary of Assessment

The assessment of the 'Reducing the Need to Travel' Option Package demonstrates that it could positively achieve some of the study objectives, through reducing the need to travel (SO1), which could reduce traffic demand during the peak visitor season and therefore lessen the impact of the visitor economy on the road network (SO6), whilst also reducing carbon emissions from the transport network (SO8).

This is likely to be achieved through the adoption of remote working policies locally, as well as providing key services within the village, when possible, to minimise the need to travel to nearby conurbations, such as Harlech and Barmouth to access key services.

It is however noted that the Option Package is unlikely to have a perceptible impact on the remaining study objectives, due to the lack of physical infrastructure proposals.



SUMMARY & NEXT STEPS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Reducing the Need to Travel' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WeITAG Stage Two.

The assessment of the 'Reducing the Need to Travel' Option Package demonstrates that it could positively achieve some of the study objectives and should therefore be taken forward to WeITAG Stage Two.

Next Steps

This Option Package should be further considered as part of WeITAG Stage Two, in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WeITAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.



BEHAVIOUR CHANGE – OPTION PACKAGE NOTE

70115176-WSP-GEN-LBR-RP-TR-0014

DATE:	04 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Behaviour Change - Option Package		
PROJECT:	Llanbedr Transport Improvements - WelTAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Behaviour Change’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WelTAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



BEHAVIOUR CHANGE OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

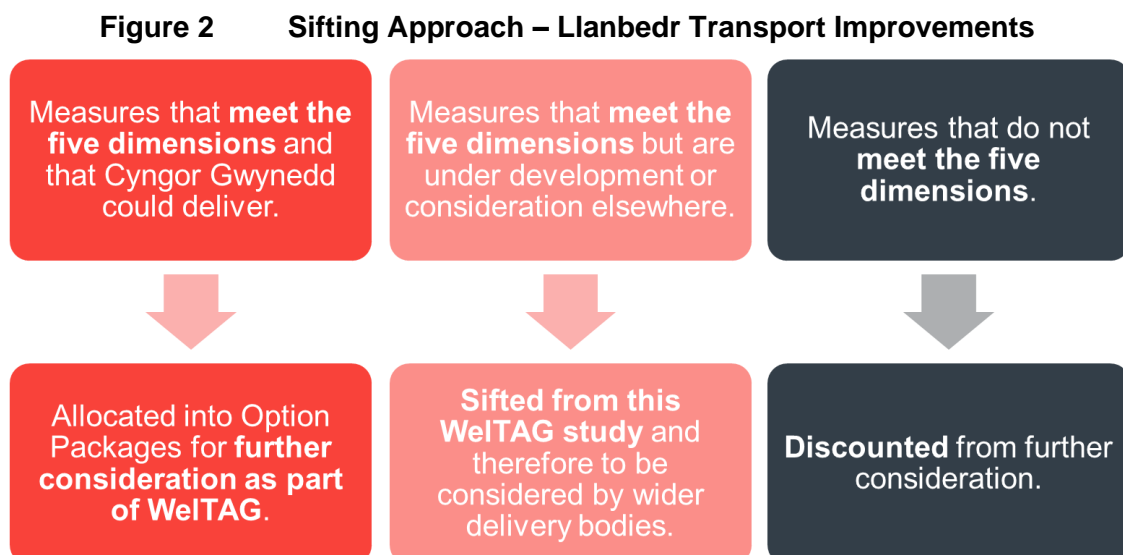
In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

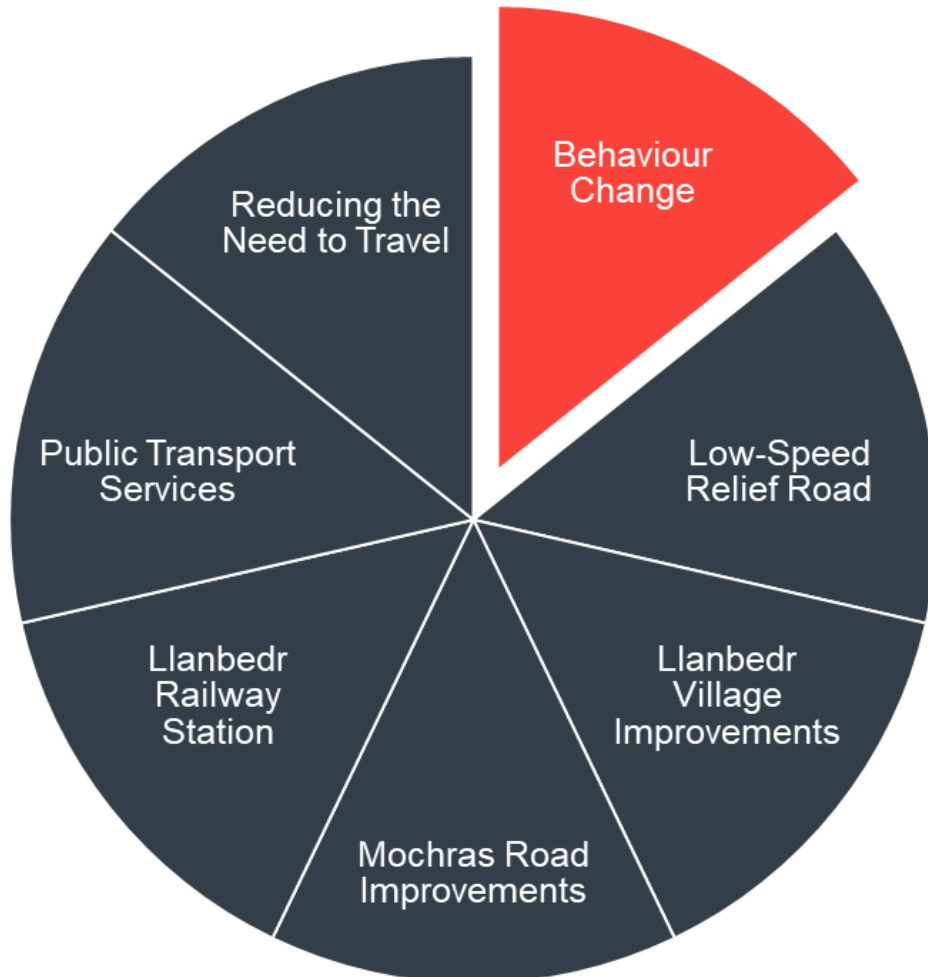
A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the 'Behaviour Change' Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeTAG study, with details of the other Option Packages provided in the following documents :

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016);
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

Behaviour Change

The list of measures that are included within the 'Behaviour Change' Option Package is provided in **Table 1**. It should be noted that the same measures have been identified for both the with and without low-speed relief road assessment scenarios. The measures identified will be developed in further detail at WeTAG Stage Two if the proposed Option Package is taken forward.

Table 1 Behaviour Change – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BC1	Car Free Days	Undertake community car free days in Llanbedr and in surrounding locations.	✓	✓
BC8	Llanbedr Village Welcome Signage and Public Realm	Update welcome signage to Llanbedr and improve the public realm through planting and attractive surface materials.	✓	✓
BC11	Public Transport and Journey Planning Information	Provide public transport and journey planning information in suitable locations, including at Ysgol Gynradd Llanbedr, community noticeboards, local businesses, and on online platforms, where relevant.	✓	✓
BC12	Public Transport Services Departure Boards	Provide public transport services departure boards within the village and at Shell Island.	✓	✓
BC13	Residential Parking Permits	Implement a residential parking permit scheme for Llanbedr, including potentially charging for visitor parking.	✓	✓
BC15	Rural Mobility Hub	Provide a rural mobility hub within Llanbedr.	✓	✓
BC20	Travel Planning - Shell Island	Develop and implement a Travel Plan for Shell Island that will establish incentives for travel by sustainable transport and measures to discourage unnecessary journeys by car.	✓	✓
BC21	Travel Planning - Ysgol Gynradd Llanbedr	Develop and implement a Travel Plan at Ysgol Gynradd Llanbedr to encourage active travel journeys to school and to highlight the importance of road safety.	✓	✓
SS11	Community Transport - Ardudwy Corridor	Establish a Community Transport scheme along the Ardudwy Corridor, incorporating Llanbedr.	✓	✓
BU22	Electric Vehicle Charging Points	Provide electric vehicle charging points within car parks in Llanbedr and Shell Island.	✓	✓
BU31	Peer-to-Peer Electric Vehicle Charging	Provide an electric vehicle charging point within Llanbedr for use by the community.	✓	✓
BU37	Shell Island – Tidal Car Parking	Provide signage on approach to the area so that visitors to Shell Island are able to park safely.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in both the with and without low-speed relief road scenarios are summarised in **Table 2**.

Table 2 Impact on Study Objectives – Behaviour Change Option Package (With and Without Low-Speed Relief Road Scenarios)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	Implementation of Travel Plans at Ysgol Gynradd Llanbedr and Shell Island could embed best practice road safety behaviours, whilst changes to parking restrictions could also help to improve safety by reducing the potential for collisions with parked vehicles.	+
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	Whilst Travel Plans, journey planning information, and a Rural Mobility Hub, could all encourage more people to walk and cycle for local journeys, this option package does not propose any physical infrastructure measures that would provide priority for journeys on-foot or by cycle and therefore the impact on this study objective is considered to be neutral.	0
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	This option could improve access by sustainable modes to and from Llanbedr through implementation of Travel Plans, a Community Transport scheme, a Rural Mobility Hub, and improved journey planning information.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	This option package proposes improvements to the local public realm, such as planting and refreshing local landmarks, which could improve the sense of place in the village.	++
SO6	Reduce the impact of the visitor economy on the road network.	Through introducing measures to change travel behaviours, this option package could encourage a modal shift, which could reduce the total demand for car journeys in the local area, reducing the impact of increased traffic from the visitor economy on local roads. A residential parking permit scheme could also ensure that local people are able to effectively access their homes during the peak visitor season.	+

Ref	Study Objective	Assessment	Score
SO7	Improve the resilience of the transport network in and around Llanbedr.	The allocation of parking for Shell Island visitors away from the village centre could slightly improve the resilience of the local road network in dealing with increased traffic demand and reduce the potential for collisions that could impact on the operation of the network.	+
SO8	Reduce the impact of climate change on the local community.	Through measures encouraging more people to travel by sustainable transport modes, such as Travel Planning and a Community Transport scheme, this option package could slightly reduce carbon emissions from the transport network.	+



Summary of Assessment

The assessment of the 'Behaviour Change' Option Package demonstrates that it could positively achieve the majority of the study objectives, namely: the safety of transport modes (SO2), improved access to sustainable modes (SO4), enhancements to the local built environment (SO5), reducing the impact of the visitor economy on the road network (SO6), the resilience of the transport network (SO7), and reducing the impact of climate change on the local community (SO8).

Of particular note, it is considered that this Option Package could have moderate benefits in relation to improved sustainable transport access (SO4) and the local built environment (SO5). This is due to the measures proposed intended to encourage more people to travel by sustainable modes, whilst also providing public realm improvements within the village.

It is however noted that the Option Package is unlikely to have a perceptible impact on reducing the need to travel (SO1), or on prioritising active travel journeys within Llanbedr village (SO3), particularly as no physical infrastructure measures are proposed.



SUMMARY & NEXT STEPS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Behaviour Change' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WeITAG Stage Two.

The assessment of the 'Behaviour Change' Option Package demonstrates that it could positively achieve the majority of the study objectives and should therefore be taken forward to WeITAG Stage Two.

Next Steps

This Option Package should be further considered as part of WeITAG Stage Two in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WeITAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.



PUBLIC TRANSPORT SERVICES – OPTION PACKAGE NOTE

70115176-WSP-GEN-LBR-RP-TR-0015

DATE:	04 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Public Transport Services - Option Package		
PROJECT:	Llanbedr Transport Improvements - WelTAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Public Transport Services’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WelTAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



PUBLIC TRANSPORT SERVICES OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

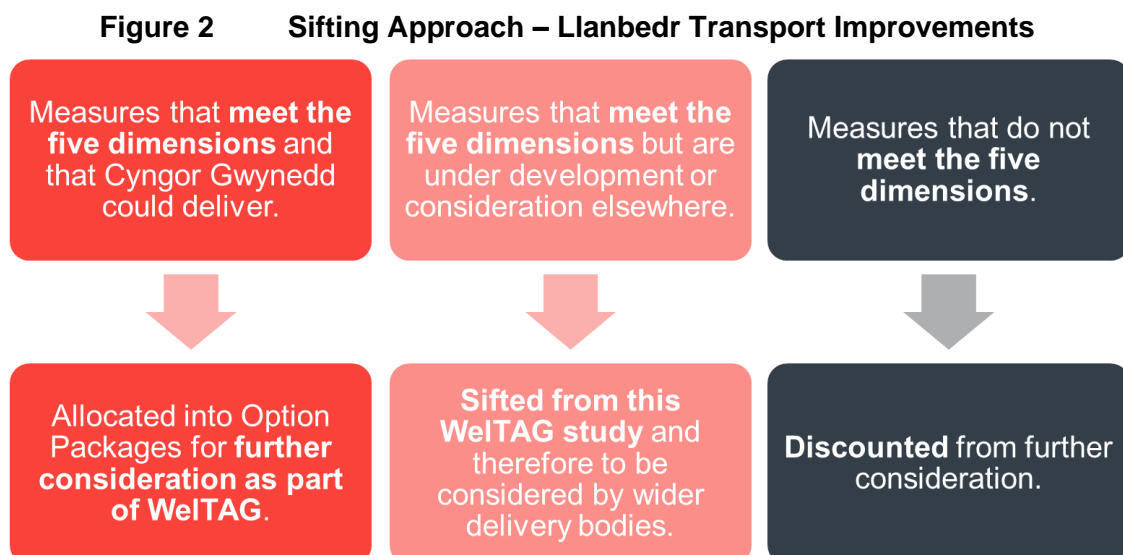
In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

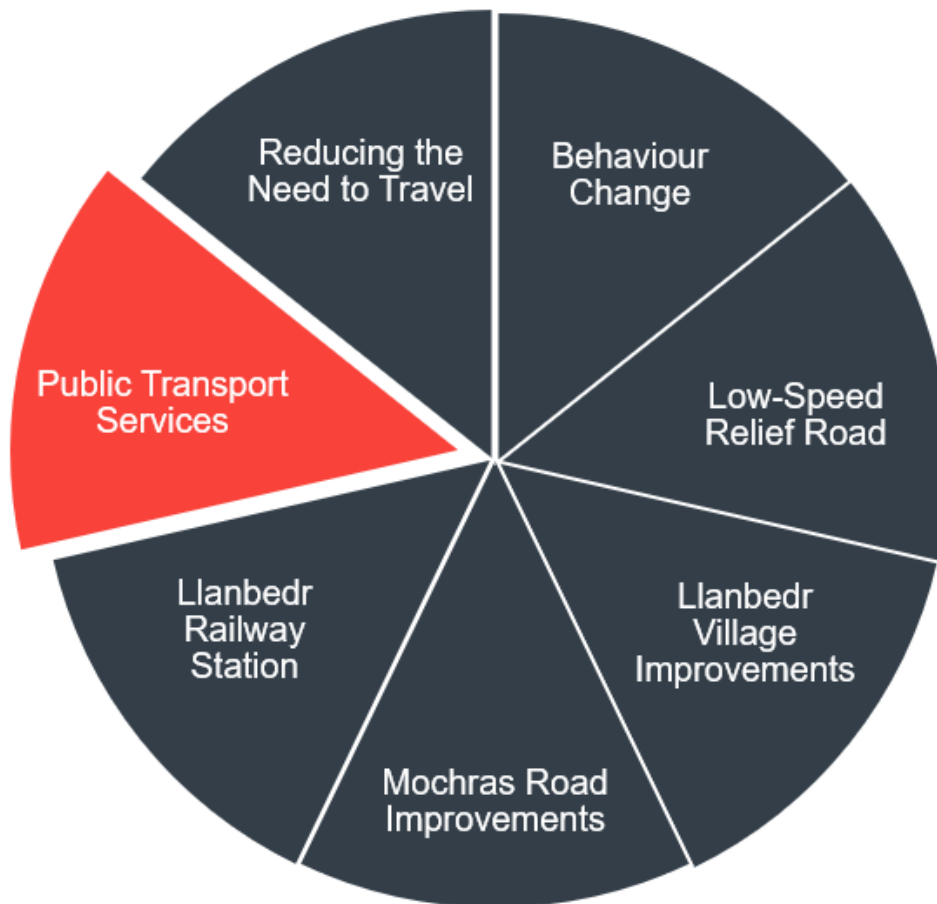
A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the ‘Public Transport Services’ Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeITAG study, with details of the other Option Packages provided in the following documents:

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016);
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

Public Transport Services

The list of measures that are included within the ‘Public Transport Services’ Option Package is provided in **Table 1**. It should be noted that the same measures have been identified for both the with and without low-speed relief road assessment scenarios. The measures identified will be developed in further detail at WeITAG Stage Two if the proposed Option Package is taken forward.

Table 1 Public Transport Services – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BC18	Sustainable Transport Incentives - Ardudwy Corridor	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage people living along the A496 Ardudwy Corridor to travel by sustainable modes.	✓	✓
BC19	Sustainable Transport Incentives - Visitors	Provide incentives, such as ticket discounts and/or redeemable vouchers, to encourage visitors to the area to travel by sustainable modes.	✓	✓
SS4	Bus Services - Increase Frequency	Increase bus service frequency along the A496.	✓	✓
SS5	Bus Services - Increase Operating Hours	Increase the operating hours of bus services along the A496.	✓	✓
SS7	Bus Services - Rail Timetable Coordination	Coordinate existing bus service timetables to rail services at nearby primary stations (such as Barmouth and Porthmadog).	✓	✓
SS8	Bus Services - Shell Island Shuttle	Provide a last-mile shuttle bus service between Shell Island and Llanbedr Railway Station, potentially extending to Llanbedr village.	✓	✓
SS9	Bus Services - Summer Timetables	Provide an enhanced bus service timetable during the visitor season.	✓	✓
SS12	Fflecsi Bus Service	Provide a fflecsi bus service for Llanbedr and surrounding areas.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in both the with and without low-speed relief road scenarios are summarised in **Table 2**.

Table 2 Impact on Study Objectives – Public Transport Services Option Package (With and Without Low-Speed Relief Road Scenarios)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	Although it is noted that this option package could facilitate a modal shift, which could reduce traffic demand through Llanbedr, it will not directly prioritise journeys on-foot or by cycle and therefore the impact is considered neutral against this study objective.	0
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	Improvements to, and new, public transport services could significantly improve access to and from Llanbedr by sustainable modes.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO6	Reduce the impact of the visitor economy on the road network.	Through improving the public transport network, there could be a reduction in traffic demand in the local area due to a modal shift. In addition to this, when in the area, visitors could be more likely to travel by public transport if the service is enhanced, further reducing the impact of the visitor economy on the road network.	++
SO7	Improve the resilience of the transport network in and around Llanbedr.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO8	Reduce the impact of climate change on the local community.	This option package could slightly reduce carbon emissions from the transport network through encouraging more people to travel by bus for journeys to work and for visitor journeys within the region.	+



Summary of Assessment

The assessment of the 'Public Transport Services' Option Package demonstrates that it could positively achieve some of the study objectives, namely: improved sustainable transport access (SO4), reducing the impact of the visitor economy on the road network (SO6), and reducing the impact of climate change (SO8).

Of particular note, it is considered that the proposed improvements to the bus services in the local area could have a moderate benefit to access by sustainable modes (SO4), whilst also contributing to a reduction in the impact of the visitor economy on the local road network (SO6).

It is however noted that the Option Package is unlikely to have a perceptible impact on the remaining study objectives, due to the measures being focused on improvements to public transport services.

SUMMARY & CONCLUSIONS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Public Transport Services' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WelTAG Stage Two.

The assessment of the 'Public Transport Services' Option Package demonstrates that it could positively achieve some of the study objectives and should therefore be taken forward to WelTAG Stage Two.

Next Steps

This Option Package should be further considered as part of WelTAG Stage Two in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WelTAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.



LLANBEDR RAILWAY STATION – OPTION PACKAGE NOTE

70115176-WSP-GEN-LBR-RP-TR-0016

DATE:	09 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Llanbedr Railway Station - Option Package		
PROJECT:	Llanbedr Transport Improvements - WelTAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Llanbedr Railway Station’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WelTAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



LLANBEDR RAILWAY STATION OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

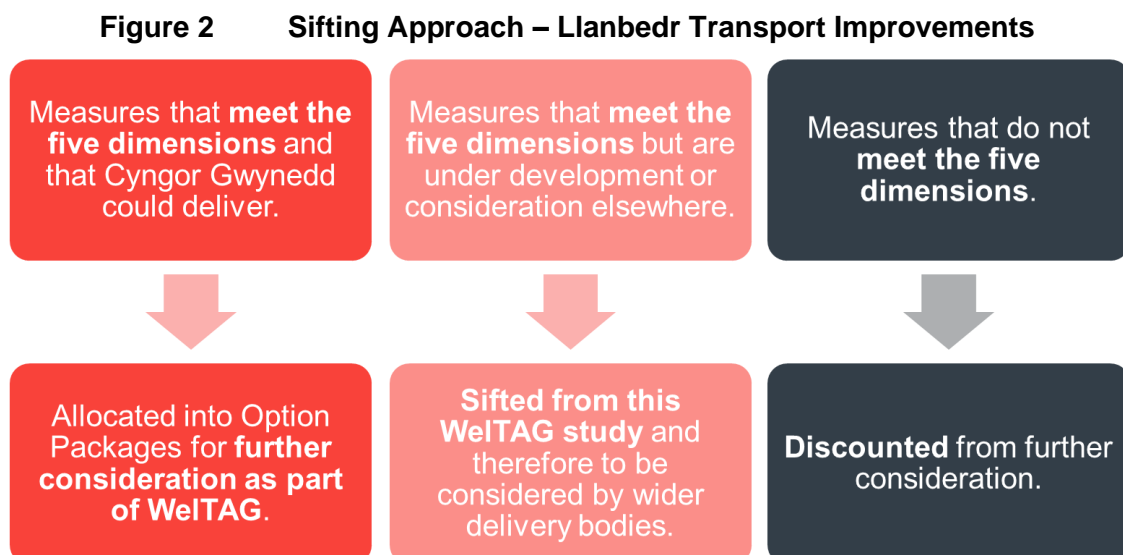
In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

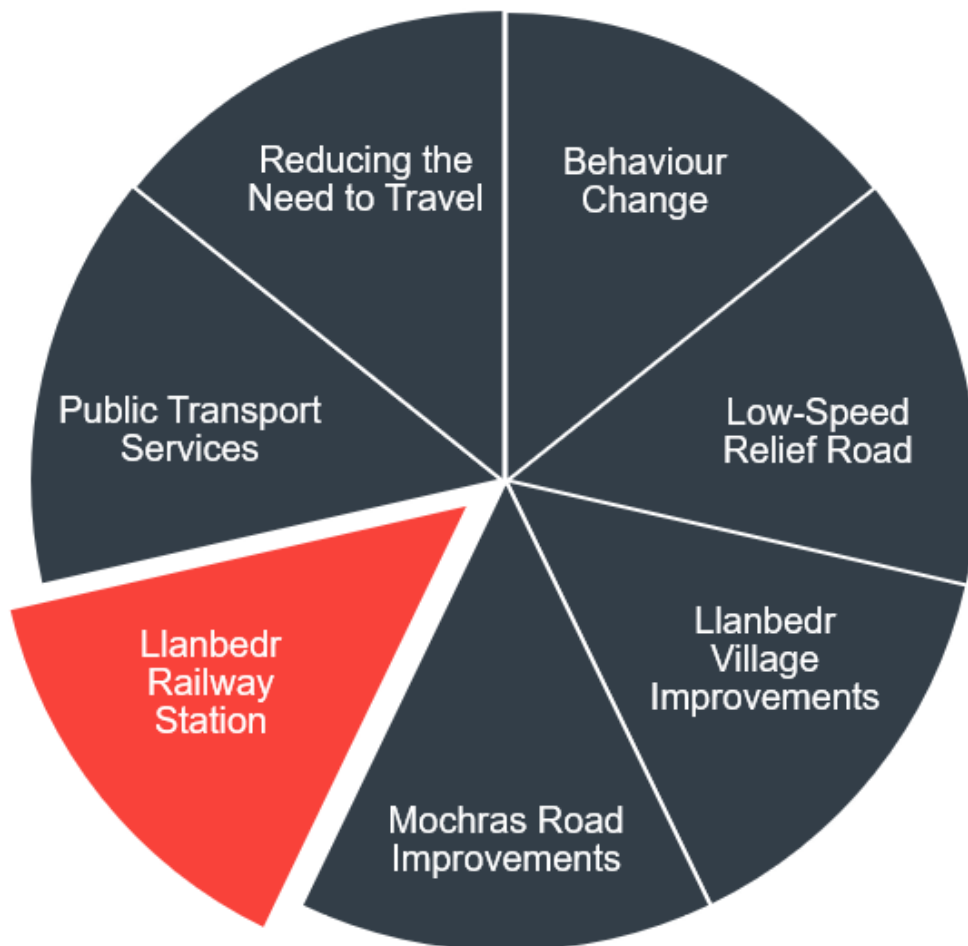
A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the ‘Llanbedr Railway Station’ Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeITAG study, with details of the other Option Packages provided in the following documents:

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

Llanbedr Railway Station

The list of measures that are included within the ‘Llanbedr Railway Station’ Option Package is provided in **Table 1**. It should be noted that the same measures have been identified for both the with and without low-speed relief road assessment scenarios. The measures identified will be developed in further detail at WeITAG Stage Two if the proposed Option Package is taken forward.

Table 1 Llanbedr Railway Station – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BC5	Llanbedr Railway Station - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, at Llanbedr Railway Station.	✓	✓
BC6	Llanbedr Railway Station - Rebranding	Change the name of Llanbedr Railway Station to establish a greater sense of geographic understanding.	✓	✓
SS15	Llanbedr Railway Station - Improvements to Facilities	Improve the current facilities at Llanbedr Railway Station, including accessibility improvements such as a safety line and ramp improvements.	✓	✓
BU24	Llanbedr Railway Station - Disabled Parking	Provide dedicated disabled parking bays at Llanbedr Railway Station.	✓	✓
BU25	Llanbedr Railway Station - Existing Car Park Improvements	Improve the car park on Mochras Road, which serves as the Llanbedr Railway Station car park, through providing disabled parking, electric vehicle charging points, and improved lighting.	✓	✓
NI11	Llanbedr Railway Station - New Car Park	Provide a new car park at Llanbedr Railway Station, inclusive of pick-up/drop-off facilities, disabled parking, and electric vehicle charging points.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in the without and with low-speed relief road scenarios is summarised in **Table 2**.

Table 2 Impact on Study Objectives – Llanbedr Railway Station Option Package (With and Without Low-Speed Relief Road Scenarios)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	Improvements at Llanbedr Railway Station, such as improved lighting and accessibility improvements, could provide some safety benefits to rail users.	+
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	This option package could improve access to Llanbedr Railway Station, particularly for disabled users, which could in-turn improve access by sustainable mods to and from Llanbedr.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	Improvements at Llanbedr Railway Station, such as improvements to the appearance of the station, could enhance the sense of place in Llanbedr.	+
SO6	Reduce the impact of the visitor economy on the road network.	By providing improved user experience at Llanbedr Railway Station, visitors could be encouraged to travel more by rail for journeys in the local area, such as to and from Harlech and Barmouth. This could subsequently reduce the impact of the visitor economy on the road network.	+
SO7	Improve the resilience of the transport network in and around Llanbedr.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO8	Reduce the impact of climate change on the local community.	This option package could slightly reduce carbon emissions from the transport network through encouraging more people to travel by rail for journeys to work and for visitor journeys within the region.	+



Summary of Assessment

The assessment demonstrates that the 'Llanbedr Railway Station' Option Package is likely to provide improvements to safety for all transport modes (SO2), improve access by sustainable modes (SO4), contribute to the sense of place in the village (SO5), reduce the impact of the visitor economy on the road network (SO6), and reduce the impact of climate change on the local community (SO8). This is achieved through introducing measures that will improve access to the rail network and the accessibility of services.

Despite this, it was not considered likely that the Option Package would provide a perceptible impact on reducing the need for travel (SO1), prioritising active travel journeys within the village (SO3), or on the resilience of the transport network in and around Llanbedr (SO7). It is however considered that this Option Package goes some way to achieving the objectives of the Llanbedr Transport Improvements WeITAG study.

SUMMARY & NEXT STEPS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Llanbedr Railway Station' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WeITAG Stage Two.

The assessment of the 'Llanbedr Railway Station' Option Package demonstrates that it could positively achieve the majority of the study objectives and should therefore be taken forward to WeITAG Stage Two.

Next Steps

This Option Package should be further considered as part of WeITAG Stage Two in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WeITAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.



LLANBEDR VILLAGE IMPROVEMENTS – OPTION PACKAGE NOTE

70115176-WSP-GEN-LBR-RP-TR-0017

DATE:	09 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Llanbedr Village Improvements - Option Package		
PROJECT:	Llanbedr Transport Improvements - WeITAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Llanbedr Village Improvements’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WeITAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



LLANBEDR VILLAGE IMPROVEMENTS OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

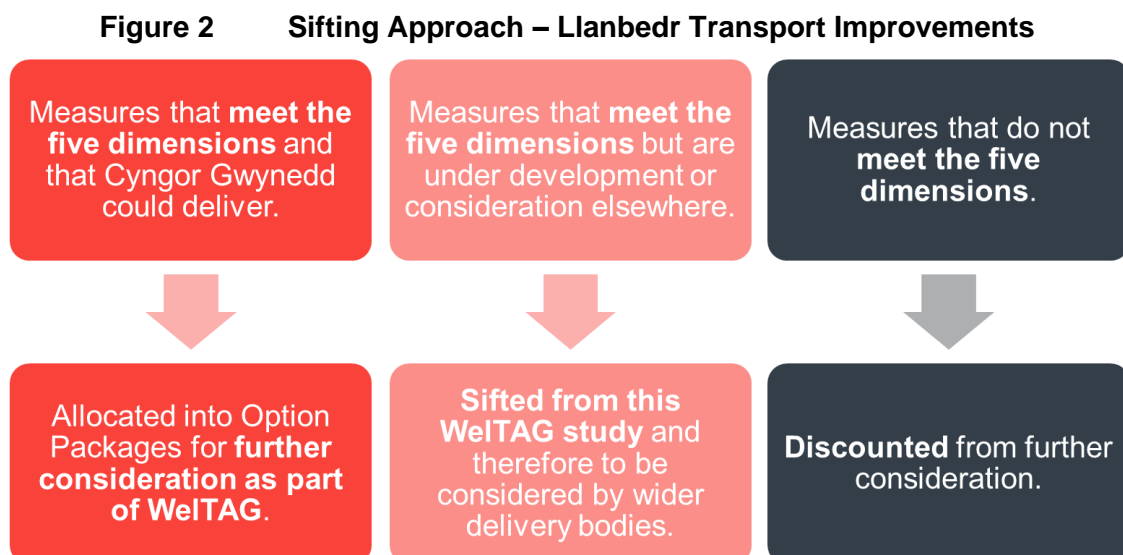
In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

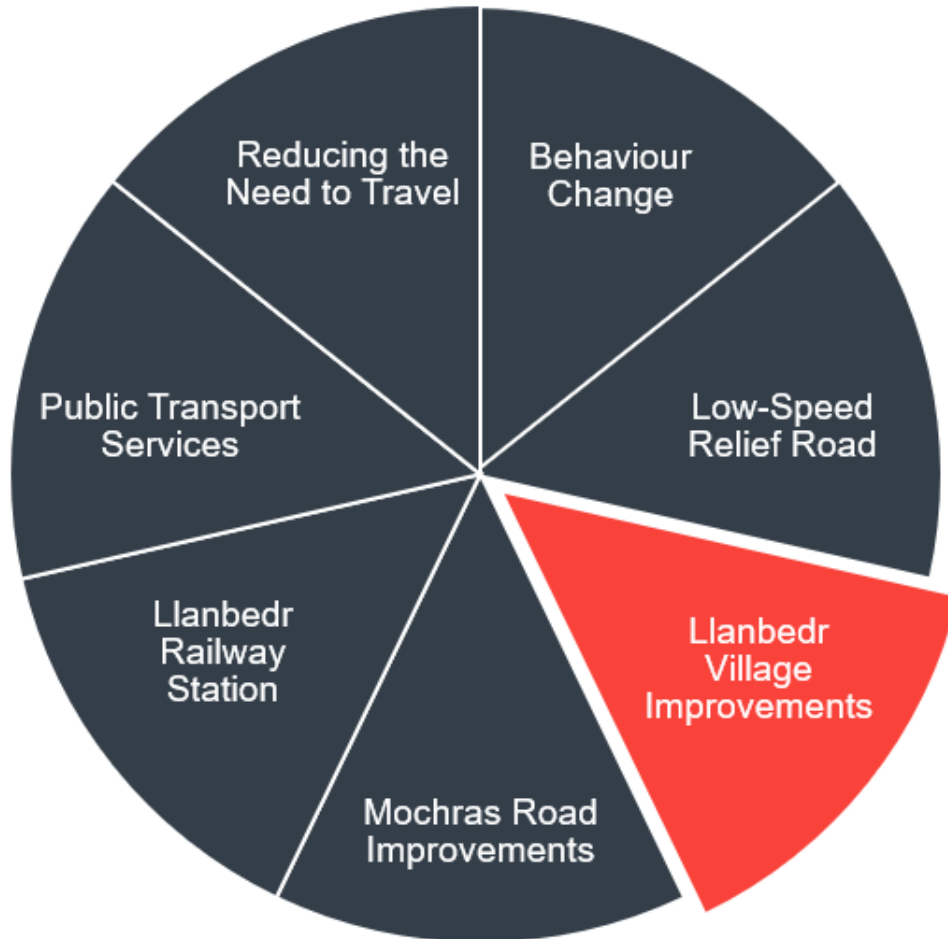
A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the 'Llanbedr Village Improvements' Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeITAG study, with details of the other Option Packages provided in the following documents:

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016); and
- Mochras Road Improvements (70115176-WSP-GEN-LBR-RP-TR-0018).

Llanbedr Village Improvements

The list of measures that are included within the 'Llanbedr Village Improvements' Option Package is provided in **Table 1**. As indicated, there are some measures that are included in the with low-speed relief road and not in the scenario without a new road. The measures identified will be developed in further detail at WeITAG Stage Two, and a preferred measure identified if there are conflicting interventions, if the proposed Option Package is taken forward.

Table 1 Llanbedr Village Improvements – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BC2	Community Cycle Hire Scheme	Provide a community cycle hire scheme in Llanbedr and at Shell Island, including both e-cycles and e-cargo cycles.	✓	✓
BC7	Llanbedr Village - Cycle Parking	Provide cycle parking and associated infrastructure, such as maintenance stands, within Llanbedr village.	✓	✓
BC10	On-Street Cycle Hire Scheme	Implement an on-street cycle hire scheme within Llanbedr and nearby locations.	✓	✓
BC16	School Street - Ysgol Gynradd Llanbedr	Provide temporary restrictions on motorised traffic in the vicinity of Ysgol Gynradd Llanbedr at the start and end of the school day.	✓	✓
SS2	A496 - Northbound Bus Stop (South of Afon Artro)	Provide a new northbound bus stop opposite Hafan Artro, to the south of the A496 Afon Artro Bridge.	✓	✓
SS10	Bus Stops - Accessibility Improvements	Improve the existing bus stops in Llanbedr so that they enable safe embarking and disembarking for accessible users.	✓	✓
BU1	Unnamed Road - Pedestrian Crossing	Provide a dedicated pedestrian crossing, including a raised table if possible, on the Unnamed Road that runs parallel to Ysgol Gynradd Llanbedr.	✓	✓
BU2	A496 - Additional Parking Restrictions	Implement parking restrictions along the A496 in suitable locations, including potentially in the vicinity of the Mochras Road and Unnamed Road junctions.	✓	✓
BU3	A496 - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along the A496 to the north and south to reduce speeds within Llanbedr village.	✓	✓
BU4	A496 - One-Way	Amend the A496 to be one-way through the village of Llanbedr, supported by a reallocation of road space where possible.	X	✓
BU5	A496 - Pedestrian Crossings	Provide dedicated pedestrian crossings on the A496, including raised tables where possible, at suitable locations.	✓	✓
BU6	A496 - Restrict HGV Movements	Restrict the movement of HGVs along the A496 through Llanbedr, except for access.	X	✓

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BU7	A496 - Speed Management	Implement speed management measures, such as speed cameras and/or vehicle actuated devices, on the A496 on approach to Llanbedr village.	✓	✓
BU8	A496 - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along the A496.	✓	✓
BU10	A496 Afon Artro Bridge - Closure	Close the A496 Afon Artro Bridge for general traffic, restricted to active travel users, emergency service access, and potentially bus services only.	X	✓
BU11	A496 Afon Artro Bridge - Give-Way to Oncoming Vehicles	Provide give-way to oncoming vehicles signage at the A496 Afon Artro Bridge.	✓	✓
BU12	A496 Afon Artro Bridge - Raised Table	Provide a raised table at the A496 Afon Artro Bridge, potentially incorporating the nearby Mochras Road and Unnamed Road junctions.	✓	✓
BU13	A496 Afon Artro Bridge - Reallocate Road Space	Reallocate road space on the A496 Afon Artro bridge to provide a wider footway for users.	✓	✓
BU14	A496 Afon Artro Bridge - Traffic Signals	Provide traffic signals at the A496 Afon Artro Bridge.	✓	✓
BU17	Active Travel Route - A496	Provide a safe active travel route / footways adjacent to the A496 through the village of Llanbedr, between the northernmost property on the A496 and Cambrian Clearance in the south.	X	✓
BU18	Active Travel Route - Afon Artro Bridge (East)	Improve the current crossing to the east of Llanbedr village centre and adjoining routes to active travel standards.	✓	✓
BU19	Active Travel Route - Ardudwy Green Corridor (NCN8)	Improve the current NCN8 route to provide a safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section).	✓	✓

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BU20	Active Travel Route - Llanbedr Village to The Mill Caravan Park	Provide a direct and safe active travel route between Llanbedr village and the Mill Caravan & Camping Site, including access to Ysgol Gynradd Llanbedr, along or parallel to the unnamed road.	✓	✓
BU21	Public Rights of Way - East	Upgrade the public footpath (Footpath 41) to the east of Llanbedr to Active Travel standards.	✓	✓
BU33	Public Rights of Way - North-West	Upgrade the public footpaths (Footpaths 1 and 87) to the north-west of Llanbedr to Active Travel standards.	✓	✓
BU34	Public Rights of Way - South-West	Upgrade the bridleway (Bridleway 43) to the south-west of Llanbedr to Active Travel standards.	✓	✓
BU35	Safe Routes in Communities - Footway	Improvements Improve the current walking and cycling routes within Llanbedr village through improved surfaces, tactile paving, and/or widened footways where possible.	✓	✓
BU36	Safe Routes in Communities - Lighting	Improve street lighting within Llanbedr village to enable journeys on-foot to be undertaken safely.	✓	✓
BU38	Wayfinding Improvements	Provide wayfinding signage within Llanbedr village and to and from the railway station.	✓	✓
BU39	Yellow Box - A496/Mochras Road Junction	Provide yellow box markings at the A496/Mochras Road junction.	✓	✓
BU40	Yellow Box - Unnamed Road Junction	Provide yellow box markings at the A496/Unnamed (Ysgol Gynradd Llanbedr) Road junction.	✓	✓
NI2	Active Travel Route - Ardudwy Green Corridor (A496)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, the route will continue along the A496.	X	✓

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
NI3	Active Travel Route - Ardudwy Green Corridor (Low-Speed Relief Road)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along the proposed low-speed relief road route.	X	✓
NI4	Active Travel Route - Ardudwy Green Corridor (Public Rights of Way)	Provide a direct and safe active travel route parallel to the A496 between Llandecwyn in the north and Barmouth in the south (Harlech to Dyffryn Ardudwy section). In the vicinity of Llanbedr, this route will deviate to the west, routing along upgraded Public Rights of Way in the area.	✓	✓
NI13	New Active Travel Afon Artro Bridge (East)	Provide a new active travel crossing to the east of the existing A496 Afon Artro bridge.	✓	✓
NI14	Off-Street Residential Car Parking	Provide off-street residential parking within Llanbedr to the west of the A496 opposite Hafan Artro, to the rear of the properties to the north of the Afon Artro, and/or to the south of the Unnamed Road to the east of the village.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in the without and with low-speed relief road scenarios are summarised in **Table 2** and **Table 3**, respectively.

It should be noted that the with low-speed relief road considers the potential impact of the proposed measures on the study objectives, as opposed to the impact of a new low-speed relief road at Llanbedr. For example, reduced traffic demand through Llanbedr is considered to be an effect of the low-speed relief road, and therefore the benefits associated with this are not considered to be directly applicable to the 'Llanbedr Village Improvements' Option Package.

Table 2 Impact on Study Objectives – Llanbedr Village Improvements Option Package (Without Low-Speed Relief Road Scenario)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	This option package could improve safety within Llanbedr by extending the 20mph speed limit, providing new pedestrian crossings, and direct and safe active travel routes, amongst other measures. It could also improve safety at the A496 Afon Artro bridge through amending the layout to maximise available space for pedestrians, whilst also more effectively managing traffic flows.	++
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	The introduction of traffic calming measures, additional crossings, part of the Ardudwy Green Corridor long-distance active travel route, and a school street could ensure that journeys on-foot or by cycle are prioritised in Llanbedr. It is however noted that no continuous pedestrian facilities can be provided along the A496 at present and therefore active travel journeys will not be prioritised in some areas of the village.	++
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	This option package proposes improvements to the accessibility of the existing bus stops along the A496, construction of part of the Ardudwy Green Corridor long-distance active travel route, and cycle hire facilities within the village, all of which could improve access by sustainable modes to and from Llanbedr.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	Through the introduction of traffic calming measures and changes to the operation of the A496 Afon Artro bridge within Llanbedr, this option package could enhance the local built environment and improve the sense of place within the village.	++
SO6	Reduce the impact of the visitor economy on the road network.	This option package proposes changes to the A496 / Mochras Road junction and A496 Afon Artro bridge, which is the key pinch-point for visitor access to Shell Island, alongside improvements to active travel connectivity within Llanbedr and changes to parking restrictions to improve the flow of traffic, all of which could reduce the impact of increased traffic demand associated with the visitor economy.	++

Ref	Study Objective	Assessment	Score
SO7	Improve the resilience of the transport network in and around Llanbedr.	<p>The introduction of a new active travel bridge across the Afon Artro could slightly improve the resilience of the transport network through providing an alternative crossing of the river for active travel users, in case of an issue at the A496 Afon Artro bridge.</p> <p>However, this Option Package includes measures that will reallocate some road space along the A496, effectively narrowing the road and making it less resilient through Llanbedr. It is therefore considered that the overall impact on resilience is neutral.</p>	0
SO8	Reduce the impact of climate change on the local community.	<p>In addition, this option package could slightly reduce carbon emissions from the transport network through encouraging more people to travel by sustainable transport, which could slightly reduce the impact of climate change on the local community.</p>	+

Table 3 Impact on Study Objectives – Llanbedr Village Improvements Option Package (With Low-Speed Relief Road Scenario)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	<p>This option package could improve safety within Llanbedr by extending the 20mph speed limit, providing new pedestrian crossings, and direct and safe active travel routes, amongst other measures. It could also improve safety at the Afon Artro bridge through amending the layout to maximise available space for pedestrians, whilst also more effectively managing traffic flows or removing general traffic. It is also noted that this option package proposes a new active travel route adjacent to the A496, which could ensure pedestrians and cyclists are segregated from traffic, which is not possible to implement at present due to the existing traffic demand through the village.</p> <p>It should be noted that although this option package could have moderate benefits to safety, it is considered likely that a low-speed relief road would significantly improve safety in its own right, as it would significantly reduce traffic demand through Llanbedr. The benefits derived from the low-speed relief road have however not been accounted for as part of the assessment of this option package.</p>	++
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	The introduction of traffic calming measures, additional crossings, part of the Ardudwy Green Corridor long-distance active travel route, and a school street could ensure that journeys on-foot or by cycle are prioritised in Llanbedr. Combined with this, a continuous active travel route through the village, which can be facilitated in this scenario as the vast majority of through traffic would route along the potential low-speed relief road, could enable active travel journeys to be undertaken safely throughout the village.	+++
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	This option package proposes improvements to the accessibility of the existing bus stops along the A496, construction of part of the Ardudwy Green Corridor long-distance active travel route, and cycle hire facilities within the village, all of which could improve access by sustainable modes to and from Llanbedr.	++

Ref	Study Objective	Assessment	Score
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	Through the introduction of traffic calming measures along the A496 alongside the potential closure of the A496 Afon Artro bridge for general vehicles, this option package could significantly enhance the local built environment and improve the sense of place within the village.	+++
SO6	Reduce the impact of the visitor economy on the road network.	<p>This option package proposes changes to the A496 / Mochras Road junction and A496 Afon Artro bridge, alongside improvements to active travel connectivity, both of which could reduce the impact of increased traffic demand associated with the visitor economy.</p> <p>It should be noted that the beneficial impact against this study objective is considered less significant in the 'with low-speed relief road' scenario on the basis that the vast majority of traffic demand associated with the visitor economy will route along the new road, as opposed to continuing through the village, where the existing pinch-points are located. It is therefore considered that the impact of the visitor economy of the road network in Llanbedr will be less significant in this scenario and, therefore the potential benefits of this option package will be less significant than the scenario without a low-speed relief road.</p>	+
SO7	Improve the resilience of the transport network in and around Llanbedr.	The introduction of a new active travel bridge across the Afon Artro could slightly improve the resilience of the transport network through providing an alternative crossing of the river for active travel users, in case of an issue at the A496 Afon Artro bridge.	+
SO8	Reduce the impact of climate change on the local community.	<p>The introduction of a new active travel bridge across the Afon Artro could reduce the potential of flood events in the future, expected to be more frequent in the future due to climate change, restricting journeys on-foot or by cycle across the river, in turn reducing the potential impacts of climate change on the local community.</p> <p>In addition, this option package could slightly reduce carbon emissions from the transport network through encouraging more people to travel by sustainable transport.</p>	+

Summary of Assessment

The assessment of the 'Llanbedr Village Improvements' Option Package demonstrates that it could positively achieve the majority of the study objectives, in both the with and without low-speed relief road scenarios. In both scenarios, it is expected that the Option Package will contribute positively towards every study objective, with the exception of the objective to reduce the need to travel (SO1) and to improve the resilience of the transport network (SO7).

In the without low-speed relief road scenario, it is considered that this Option Package could have moderate benefits on safety (SO2), active travel journeys within Llanbedr village (SO3), access by sustainable modes (SO4), the local built environment (SO5), and reducing the impact of the visitor economy (SO6). This is primarily achieved through the provision of new infrastructure, such as traffic calming and active travel connections across the Afon Artro, that will support active travel journeys through the village.

Whilst it is considered that this Option Package could have notable benefits in the without low-speed relief road scenario, it is noted that the benefits to active travel (SO3) and the local built environment (SO5) will be more significant in the with low-speed relief road scenario, based on the additional measures that could be implemented. The additional benefits to these study objectives are expected to be due to the low-speed relief road enabling reallocation of road space along the existing A496, which could enable an active travel route to be developed through the village, as well as additional measures at the A496 Afon Artro bridge, such as a closure for general vehicles.

It should be noted that the Option Package is forecast to have a less significant impact on reducing the impact of the visitor economy (SO6) in the scenario with a low-speed relief road. This is due to the low-speed relief road itself significantly reducing the impact of the visitor economy on Llanbedr, and therefore the actual impacts are considered likely to be significantly lower than at present. It is however still considered that improvements to the highway network within the village and improvements to the sustainable transport network could still reduce the impact of increased traffic flows associated with the visitor economy to some degree.

It is considered in both the with and without low-speed relief road scenarios that the Option Package could slightly reduce the impact of climate change (SO8).

SUMMARY & NEXT STEPS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Llanbedr Village Improvements' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WeITAG Stage Two.

The assessment of the 'Llanbedr Village Improvements' Option Package demonstrates that it could positively achieve the majority of the study objectives, in both the with and without low-speed relief road scenarios, and should therefore be taken forward to WeITAG Stage Two. It is however considered likely that the Option Package would provide a greater contribution to the study objectives in the scenario where a low-speed relief road is constructed, as a larger number of measures could be potentially implemented.

Next Steps

This Option Package should be further considered as part of WeITAG Stage Two, in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WeITAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.



MOCHRAS ROAD IMPROVEMENTS – OPTION PACKAGE NOTES

70115176-WSP-GEN-LBR-RP-TR-0018

DATE:	09 July 2024	CONFIDENTIALITY:	Confidential
SUBJECT:	Mochras Road Improvements - Option Package		
PROJECT:	Llanbedr Transport Improvements - WeITAG Stage One	AUTHOR:	Abby Morris
CHECKED:	Gwyn Davies	APPROVED:	Jason Collins

INTRODUCTION

This Technical Note provides a summary of the ‘Mochras Road Improvements’ Option Package, which has been proposed as part of the Llanbedr Transport Improvements WeITAG Stage One study. It provides a summary of the approach undertaken to identify measures that constitute this Option Package, before providing an initial assessment of the option in the context of the agreed study objectives.

A summary of the appraisal process undertaken and where this Technical Note sits within the process, is provided in **Figure 1**.

Figure 1 Appraisal Process



MOCHRAS ROAD IMPROVEMENTS OPTION PACKAGE

Overview

Utilising the Menu of Options set out within the WelTAG 2024 guidance, a long-list of potential measures have been considered for implementation in and around Llanbedr. This resulted in approximately 100 measures being considered, having been identified from a combination of the following:

- Previous WelTAG Stage One study (2015);
- Roads Review Panel findings (2021);
- Quick-Wins Appraisal undertaken by Transport for Wales (2022);
- Feedback received from the local community and stakeholders; and
- Best practice examples in similar locations elsewhere.

Sifting & Packaging Measures

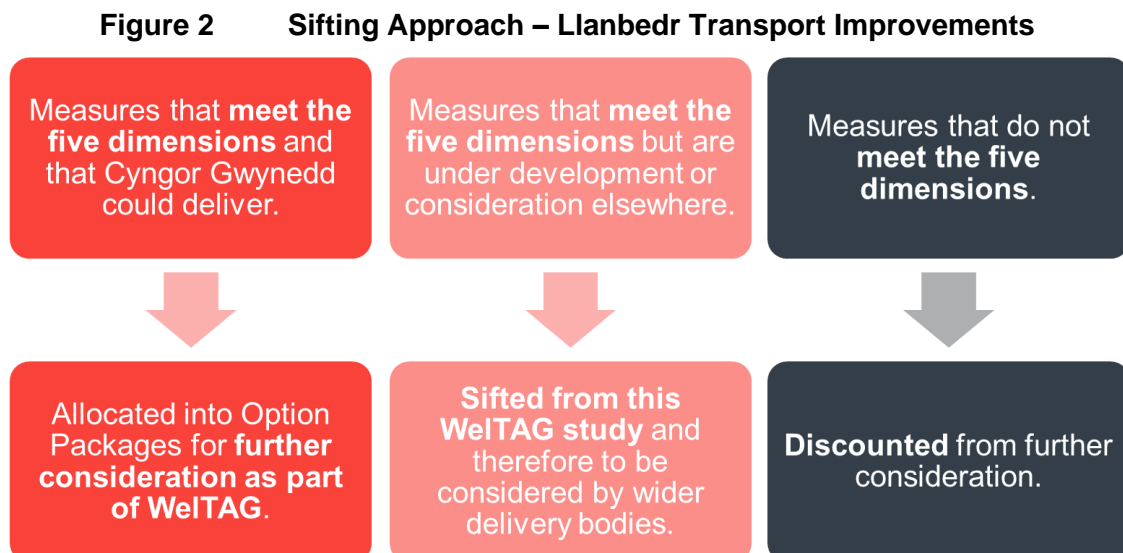
In line with WelTAG, the long-list of measures have been considered in the context of the five dimensions: Strategic Fit, Well-being, Affordability, Deliverability, and Management. This qualitative appraisal was undertaken to identify if measures are:

- In line with local and national policy [**Strategic Fit**];
- Likely to improve well-being [**Well-being**];
- Potentially affordable [**Affordability**];
- Potentially deliverable [**Deliverability**]; and
- Able to be managed [**Management**].

The appraisal was undertaken for two scenarios: the first being the existing scenario **without a low-speed relief road** in the vicinity of Llanbedr, and the second being a scenario **with a low-speed relief road** in the area. The two scenarios were considered as some measures are suitable in only one of the scenarios, and therefore the list of potential measures varies whether a low-speed relief road is implemented or not.

Measures that were considered to align with the five dimensions were allocated into Option Packages, based on the type of intervention and/or its location. If any measures did not align with the criteria of the five dimensions set out above, they were discounted at this stage and not considered further.

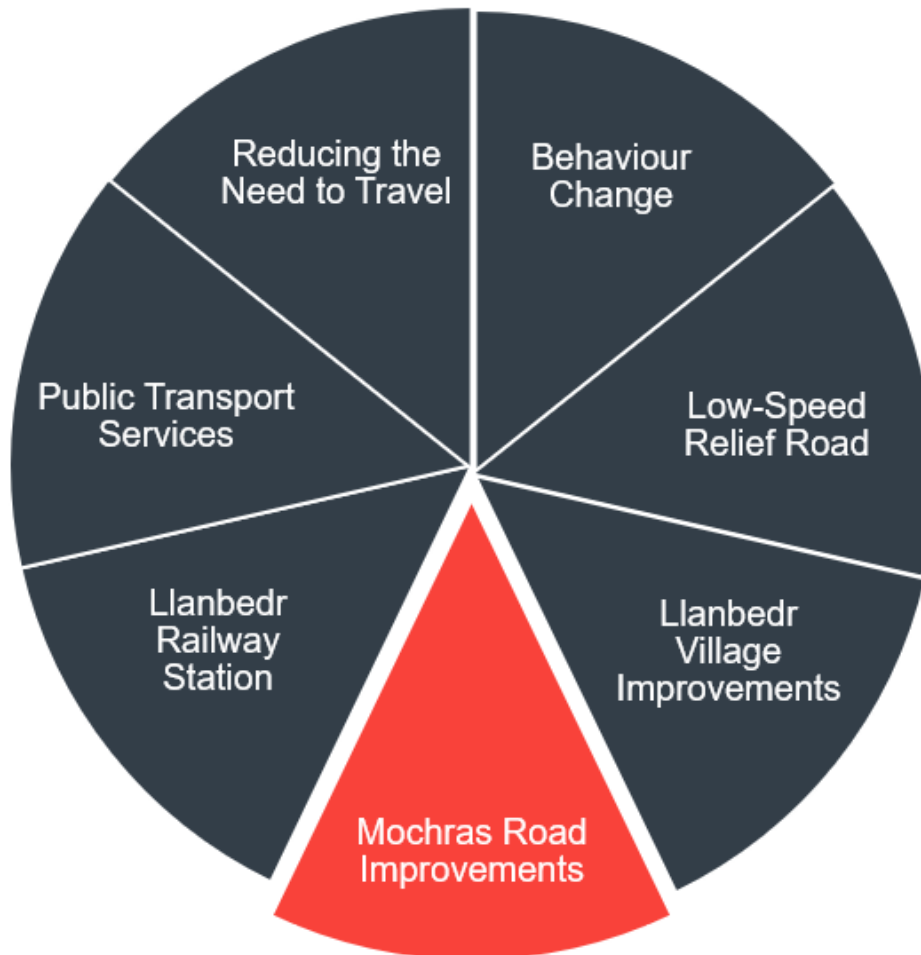
A summary of the approach to sifting the measures is provided in **Figure 2**, with further details of the appraisal set out within the Integrated Well-being Appraisal (70115176-WSP-GEN-LBR-RP-TR-0006).



Option Packages

Based on the appraisal undertaken, seven Option Packages have been identified for transport improvements in and around Llanbedr, as illustrated in **Figure 3**.

Figure 3 Option Packages – Llanbedr Transport Improvements



It should be noted that the 'Mochras Road Improvements' Option Package is one of seven under consideration as part of the Llanbedr Transport Improvements WeITAG study, with details of the other Option Packages provided in the following documents:

- Low-Speed Relief Road (70115176-WSP-GEN-LBR-RP-TR-0012);
- Reducing the Need to Travel (70115176-WSP-GEN-LBR-RP-TR-0013);
- Behaviour Change (70115176-WSP-GEN-LBR-RP-TR-0014);
- Public Transport Services (70115176-WSP-GEN-LBR-RP-TR-0015);
- Llanbedr Railway Station (70115176-WSP-GEN-LBR-RP-TR-0016); and
- Llanbedr Village Improvements (70115176-WSP-GEN-LBR-RP-TR-0017).

Mochras Road Improvements

The list of measures that are included within the 'Mochras Road Improvements' Option Package is provided in **Table 1**. As indicated, there are some measures that are included in the with low-speed relief road and not in the scenario without a new road. The measures identified will be developed in further detail at WeITAG Stage Two, and a preferred measure identified if there are conflicting interventions, if the proposed Option Package is taken forward.

Table 1 Mochras Road Improvements – Option Package Measures

Ref	Option	Description	Without Low-Speed Relief Road	With Low-Speed Relief Road
BU16	Active Travel Route - Mochras Road (Reallocation of Road Space)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station through reallocating road space on Mochras Road and enabling on-carriageway cycling.	X	✓
BU26	Llanbedr Railway Station to Shell Island - Reduce Speed Limit	Reduce the speed limit of Mochras Road between Llanbedr Railway Station and Shell Island.	✓	✓
BU27	Mochras Road - Additional Parking Restrictions	Implement parking restrictions along Mochras Road, in particular at the A496 junction end of the route.	✓	✓
BU28	Mochras Road - Close / One-Way	Close Mochras Road for through-traffic in at least one direction.	X	✓
BU29	Mochras Road - Extend 20-mph Speed Limit	Extend the 20-mph speed limit along Mochras Road to Llanbedr Railway Station.	✓	✓
BU30	Mochras Road - Traffic Calming Measures	Implement traffic calming measures, such as give-way to oncoming vehicles, traffic islands, and speed humps, along Mochras Road.	✓	✓
NI5	Active Travel Route - Maes Artro	Provide a direct and safe active travel route between Mochras Road and the A496 through the Maes Artro site.	✓	✓
NI6	Active Travel Route - Mochras Road (Adjacent)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, adjacent to Mochras Road	✓	✓
NI7	Active Travel Route - Mochras Road (Parallel)	Provide a direct and safe active travel route between Llanbedr village and Llanbedr Railway Station, on the northern side of the Afon Artro, parallel to Mochras Road	✓	✓
NI8	Active Travel Route - Shell Island to Llanbedr Railway Station	Provide a direct and safe active travel route between Shell Island and Llanbedr Railway Station, including access to Llanbedr Airfield.	✓	✓

IMPACT ON STUDY OBJECTIVES

Overview

A total of eight study objectives have been agreed as part of the Llanbedr Transport Improvements WeITAG study. The study objectives are relevant to the study area and have been developed so that any proposed interventions are implemented to address the majority of transport problems in and around Llanbedr. The study objectives are summarised as follows:

- 1 Reduce the need to travel for key services and employment;
- 2 Improve safety for all transport modes;
- 3 Prioritise journeys on-foot and by cycle within Llanbedr village;
- 4 Improve access by sustainable modes to and from Llanbedr and areas to the west of the village;
- 5 Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village;
- 6 Reduce the impact of the visitor economy on the road network;
- 7 Improve the resilience of the transport network in and around Llanbedr; and
- 8 Reduce the impact of climate change on the local community.

Assessment

The potential impacts of this Option Package on the study objectives in the without and with low-speed relief road scenarios are summarised in **Table 2** and **Table 3**, respectively.

It should be noted that the with low-speed relief road considers the potential impact of the proposed measures on the study objectives, as opposed to the impact of a new low-speed relief road at Llanbedr. For example, reduced traffic demand through Llanbedr is considered to be an effect of the low-speed relief road, and therefore the benefits associated with this are not considered to be directly applicable to the 'Mochras Road Improvements' Option Package.

Table 2 Impact on Study Objectives – Mochras Road Improvements Option Package (Without Low-Speed Relief Road Scenario)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	This option package could have a significant impact on safety through reduced speed limits, implementing traffic calming measures, and enabling safe active travel movements parallel to the road.	+
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	The introduction of traffic calming measures, reduced speed limits, and an active travel route could ensure that active travel journeys are prioritised along Mochras Road.	+
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	A new active travel route between Shell Island and Llanbedr could improve access on-foot and by cycle along Mochras Road.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO6	Reduce the impact of the visitor economy on the road network.	Through providing an effective access to Shell Island by active modes, this could encourage people to travel on-foot or by cycle to Llanbedr Railway Station and the village, reducing the impact of the visitor economy on the local road network.	+
SO7	Improve the resilience of the transport network in and around Llanbedr.	This option package is unlikely to have a perceptible impact on this study objective.	0

Ref	Study Objective	Assessment	Score
SO8	Reduce the impact of climate change on the local community.	A new active travel route between Shell Island and the village could encourage more people to travel by sustainable transport modes, which could slightly reduce carbon emissions from the transport network. It is also considered that measures to reduce the likelihood of flood events in the future, which are more likely to occur with climate change, could be built-in to an active travel route in this location, reducing the potential impacts on the local community.	+

Table 3 Impact on Study Objectives – Mochras Road Improvements Option Package (With Low-Speed Relief Road Scenario)

Ref	Study Objective	Assessment	Score
SO1	Reduce the need to travel for key services and employment.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO2	Improve safety for all transport modes.	This option package could have a significant impact on safety through reduced speed limits, implementing traffic calming measures, and enabling safe active travel movements parallel to the road. In addition to this, this option package proposes to close Mochras Road for through traffic to the west of the village, which could have a further benefit to safety along the eastern end of Mochras Road.	++
SO3	Prioritise journeys on-foot and by cycle within Llanbedr village.	Through the closure of Mochras Road for through-traffic, combined with traffic calming measures, reduced speed limits, and an active travel route, journeys on-foot or by cycle could be prioritised along Mochras Road.	++
SO4	Improve access by sustainable modes to and from Llanbedr and areas to the west of the village.	A new active travel route between Shell Island and Llanbedr could improve access on-foot and by cycle along Mochras Road.	++
SO5	Enhance the local built environment to improve the sense of place and contribute to the vibrancy of the village.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO6	Reduce the impact of the visitor economy on the road network.	Through providing an effective access to Shell Island by active modes, this could encourage people to travel on-foot or by cycle to Llanbedr Railway Station and the village, reducing the impact of the visitor economy on the local road network. In combination with this, the closure of Mochras Road for through-traffic would further reduce traffic demand between the village and Shell Island, further reducing the impact of the visitor economy on the road network within the village.	++

Ref	Study Objective	Assessment	Score
SO7	Improve the resilience of the transport network in and around Llanbedr.	This option package is unlikely to have a perceptible impact on this study objective.	0
SO8	Reduce the impact of climate change on the local community.	A new active travel route between Shell Island and the village could encourage more people to travel by sustainable transport modes, which could slightly reduce carbon emissions from the transport network. It is also considered that measures to reduce the likelihood of flood events in the future, which are more likely to occur with climate change, could be built-in to an active travel route in this location, reducing the potential impact of climate change on the local community.	+

Summary of Assessment

The assessment of the 'Mochras Road Improvements' Option Packages demonstrates that it could positively achieve some of the study objectives, namely: the safety of transport modes (SO2), prioritising active travel journeys within Llanbedr village (SO3), improved access by sustainable modes (SO4), as well as reducing the impact of the visitor economy on the road network (SO6) and the transport network on climate change (SO8).

Of particular note, the introduction of an active travel route between Llanbedr village and Shell Island could improve access by sustainable modes (SO4), whilst also combining with reduced speed limits and traffic calming measures to improve safety (SO1) and prioritise active travel journeys (SO3). It could also contribute to a modal shift, which could reduce the impact of the visitor economy on the road network (SO6), whilst also reducing the impact of climate change (SO8).

In the scenario with a low-speed relief road, it is considered that the closure of Mochras Road for traffic could further improve safety (SO2), prioritise active travel journeys (SO3), and reduce the impact of the visitor economy on the local road network (SO6); compared with the without low-speed relief road scenario.

It is however noted that the Option Package is unlikely to have a perceptible impact on reducing the need to travel (SO1), the local built environment (SO5), or on improving the resilience of the transport network (SO7).

SUMMARY & NEXT STEPS

Summary & Conclusion

This Technical Note has provided a summary of the process undertaken to identify a range of measures that combine to form the 'Mochras Road Improvements' Option Package, before undertaking an initial assessment of the Option Package in the context of the study objectives, to ensure that it is suitable for further consideration at WeITAG Stage Two.

The assessment of the 'Mochras Road Improvements' Option Package demonstrates that it could positively achieve the majority of the study objectives, in both the with and without low-speed relief road scenarios, and should therefore be taken forward to WeITAG Stage Two. It is however considered likely that the Option Package would provide a greater contribution to the study objectives in the scenario where a low-speed relief road is constructed, as a larger number of measures could be potentially implemented.

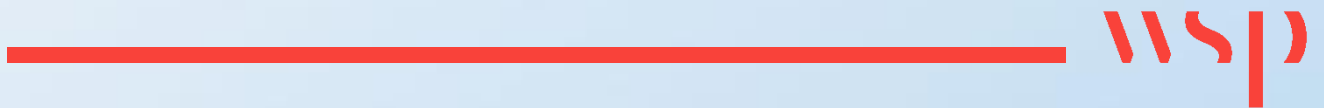
Next Steps

This Option Package should be further considered as part of WeITAG Stage Two, in order to understand the potential costs associated with delivery of the measures and to further quantify the potential impacts.

As it has been identified that this Option Package is unlikely to achieve all the study objectives on its own, further consideration of the cumulative impact of the measures, in combination with other Option Packages, should also be undertaken at WeITAG Stage Two. This will ensure that any final preferred solutions maximise benefits in relation to all the study objectives, to ensure that all the transport problems identified at Llanbedr are fully addressed.

Appendix G

APPRAISAL SUMMARY TABLES - STRATEGIC FIT (OPTION PACKAGES)





WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

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

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

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

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



WITH LOW-SPEED RELIEF ROAD SCENARIO

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

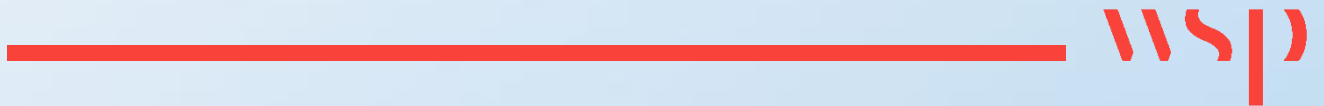
Option Package	Future Wales: The National Plan 2040	Mid Wales Joint Local Transport Plan 2015	Cyngor Gwynedd Plan 2023-2028	Eryri Local Development Plan 2016 - 2031				
Behaviour Change	This option package supports Outcome 7 of Future Wales by promoting sustainable travel through public transport, ensuring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

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

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

Appendix H

APPRAISAL SUMMARY TABLES - WELL-BEING (OPTION PACKAGES)





WITHOUT LOW-SPEED RELIEF ROAD SCENARIO

Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language
<p>Behaviour Change</p> <p>This option package could contribute to improving the health of residents and those visiting Llanbedr by increasing activity levels through encouraging more people to walk and cycle for local journeys. A Community Transport scheme could also improve equality by ensuring people who do not have access to a car are able to travel effectively in the local area.</p>	++	<p>Through improving awareness of journey planning information, Travel Planning with key sites in Llanbedr, and introducing a Community Transport scheme, the option package could contribute to a decrease in greenhouse gas emissions from transport.</p>	+	++
<p>Llanbedr Railway Station</p> <p>This option package could contribute to increased activity levels by enabling cycling for first and last mile journeys to and from Llanbedr Railway Station. It could also improve equality by providing disabled parking bays at the station, combined with improvements to accessibility at the station, which could also improve users' safety and confidence travelling by rail.</p>	++	<p>Although this option package could enable more people to travel by rail through providing car and cycle parking at the station, it is considered that the construction of a new car park would require utilisation of construction materials and taking of green space, which could have a slight adverse impact on the environment. It is therefore considered overall, at this stage, that the impact of this option package on the environment could be neutral.</p>	0	+
<p>Llanbedr Village Improvements</p> <p>This option package could contribute to increasing activity levels by providing dedicated active travel facilities within Llanbedr, including new crossings of the A496 and the Afon Artro. This could also help to improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	++	<p>This option package could enable more people to travel on-foot and by cycle for short journeys in the local area through providing dedicated active travel linkages and safety improvements within Llanbedr. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	+	+
<p>Low-Speed Relief Road</p>	-	-	-	-

Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language	
<p>Mochras Road Improvements</p> <p>This option package could contribute to increasing activity levels by providing a dedicated active travel route between the village centre, Llanbedr Railway Station, and Shell Island. This could also help to improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	<p>++</p>	<p>The provision of a dedicated active travel route parallel to Mochras Road between Llanbedr village centre, Llanbedr Railway Station, Shell Island, and Llanbedr Airfield, could enable more people to travel on-foot and by cycle between these key destinations. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	<p>This option package could contribute to community cohesion through enhancements to the built environment along Mochras Road, including traffic calming and a new active travel route, which have been tailored to meet the needs of the local community to access employment at the Llanbedr Airfield and Shell Island sites.</p>	<p>An active travel route between the village centre and Llanbedr Railway Station, as well as between Shell Island and Llanbedr Railway Station, could enable more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>	<p>+</p>
<p>Public Transport Services</p> <p>This option package could contribute to improved air quality along the A496 through Llanbedr by enabling a modal shift to public transport, through enhancing the bus service offering in the local area.</p>	<p>+</p>	<p>This option package could result in a decrease in greenhouse gas emissions from transport as the enhancements to bus services may result in more journeys being taken by public transport, supporting a modal shift from private vehicles.</p>	<p>This option package includes a measure to provide a ffelecsi bus service, which is a technological innovation that could enable more people to travel by sustainable transport in the local area. It also includes a measure to provide public transport incentives, which could make travelling by bus and/or rail more affordable for both local people and visitors.</p>	<p>Through improvements to local bus services and a shuttle to Shell Island (which is a significant trip attractor for the visitor economy), this option package could encourage more people to access heritage sites in the area, such as Harlech Castle, by sustainable transport.</p>	<p>+</p>
<p>Reducing the Need to Travel</p> <p>This option package could contribute to improved air quality along the A496 through Llanbedr by reducing the need for people to travel for some journeys. It could also improve access to key services for people who are unable to travel, through providing a mobile GP surgery in the village.</p>	<p>+</p>	<p>This option package could result in a slight decrease in greenhouse gas emissions from transport as measures to promote remote working could reduce the need for some journeys by private car.</p>	<p>This option package could support a more sustainable distribution of goods through the provision of secure delivery lockers within the village.</p>	<p>This option package is unlikely to impact on culture or the Welsh language.</p>	<p>0</p>



WITH LOW-SPEED RELIEF ROAD SCENARIO

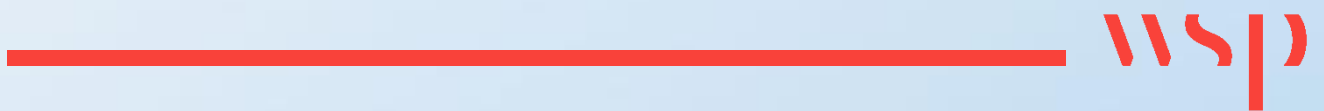
Option Package	People and Communities	Environment	Economy and Places	Culture and the Welsh Language	
<p>Behaviour Change</p> <p>This option package could contribute to improving the health of residents and those visiting Llanbedr by increasing activity levels through encouraging more people to walk and cycle for local journeys. A Community Transport scheme could also improve equality by ensuring people who do not have access to a car are able to travel effectively in the local area.</p>	++	<p>Through improving awareness of journey planning information, Travel Planning with key sites in Llanbedr, and introducing a Community Transport scheme, the option package could contribute to a decrease in greenhouse gas emissions from transport.</p>	+	++	+
<p>Llanbedr Railway Station</p> <p>This option package could contribute to increased activity levels by enabling cycling for first and last mile journeys to and from Llanbedr Railway Station. It could also improve equality by providing disabled parking bays at the station, combined with improvements to accessibility at the station, which could also improve users' safety and confidence travelling by rail.</p>	++	<p>Although this option package could enable more people to travel by rail through providing car and cycle parking at the station, it is considered that the construction of a new car park would require utilisation of construction materials and taking of green space, which could have a slight adverse impact on the environment. It is therefore considered overall, at this stage, that the impact of this option package on the environment could be neutral.</p>	0	+	+
<p>Llanbedr Village Improvements</p> <p>This option package could contribute to increasing activity levels by providing dedicated active travel facilities within Llanbedr, including new crossings of the A496 and the Afon Artro, as well as restricting vehicle movements across the A496 Afon Artro bridge. This could significantly improve confidence and safety in travelling locally on-foot or by cycle, whilst also improving access for people of reduced mobility.</p>	+++	<p>This option package could enable more people to travel on-foot and by cycle for short journeys in the local area through providing dedicated active travel linkages and safety improvements within Llanbedr, alongside a restriction to vehicle movements at the A496 Afon Artro bridge. This could subsequently contribute to a decrease in greenhouse gas emissions from the transport network.</p>	++	++	++

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

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

Appendix I

REVIEW GROUP MEETING MINUTES



AGENDA & MEETING NOTES

PROJECT NUMBER	70115176	MEETING DATE	19 August 2024
PROJECT NAME	Llanbedr WeITAG 1 and 2	VENUE	Microsoft Teams
CLIENT	Cyngor Gwynedd	RECORDED BY	Luis Mycock
MEETING SUBJECT	Review Group – WeITAG Stage 1		

PRESENT	<p>WSP: Gwyn Davies (GD), Luis Mycock (LM)</p> <p>Cyngor Gwynedd (CG): Gerwyn Jones (GJ), Llinos Angharad Jones (LJ), Iwan Ap Trefor (IT), Nia Carys Bowden (NCB), Carwyn Meredydd (CM)</p> <p>YGC: William Tudur Lewis (WTL), Steffan Jones (SJ), Alexandra Bamon Jones (ABJ)</p> <p>Transport for Wales (TfW): Dave McCulloch (DMC), Nicola Grima (NG), Laura Kendrick (LK)</p> <p>Welsh Government (WG): Peris Jones (PJ), Michelle North-Jones (MNJ), Ceri Christian-Mullineux (CCM), Jon Travis (JT)</p> <p>Eryri National Park (ENP): Jonathan Cawley (JC)</p>
APOLOGIES	<p>YGC: John Rhys Jones (JRJ)</p> <p>TfW: Lee Robinson (LR), Joe Ephraim (JE)</p>
DISTRIBUTION	As above; plus delivery team
CONFIDENTIALITY	Confidential

ITEM	SUBJECT	ACTION	DUE
1	WeITAG Stage One Presentation		
1.1	GD presented the findings of the WeITAG Stage 1 report and allowed queries to be raised by members of the Review Group throughout. The following comments were raised.	-	-
2	Option Development		
2.1	<p>NCB – Is the spur from the previous road scheme still in designs for the low-speed relief road? Access to required to Llanbedr Airfield to support development.</p> <p>GD confirmed the road design is something that will be considered specifically in Stage 2; however, access to Llanbedr Airfield, and Shell Island and Llanbedr Railway Station, will be provided at a junction. The WeITAG has acknowledged that the site is unlikely to come forward without a low-speed relief road.</p> <p>NCB acknowledged this and reiterated that the site is not deliverable unless a new road is constructed in this location.</p>	-	-

ITEM	SUBJECT	ACTION	DUE
2.2	<p>MNJ – As study moves into Stage 2, it should ensure that it ties into the emerging North Wales Regional Transport Plan (RTP) as much as possible. There are now draft objectives available and these could be considered.</p> <p>GD acknowledged the comment and suggested that it may be beneficial to have a meeting with the RTP team to ensure that this is considered effectively at the next stage. GD also noted that CG are liaising with the RTP team to ensure proposals at Llanbedr are reflected effectively within the emerging document.</p> <p>Action: organise meeting with North Wales RTP team.</p>	WSP	27/09/24
2.3	<p>DMC – Is the intention for Appendix B to cover quantifiable elements of SMART objectives?</p> <p>GD confirmed that objectives have been developed so that they can be quantified in future, but the task of outlining how these will be quantified will be undertaken as part of WelTAG Stage 2. The objectives have also been validated in the context of Llwybr Newydd.</p>	-	-
2.4	<p>DMC – TfW have some good practice examples of where some schemes have been implemented where public transport information is provided in local communities/businesses. This includes:</p> <ul style="list-style-type: none"> ▪ Ambassador café in Aberaeron – information board on TrawsCymru bus departures. https://tfw.wales/ways-to-travel/rail/traws ▪ Pub adjacent to Shrewsbury Station that shows live rail departures from the bar. 	-	-
2.5	<p>JT – Although the focus on strategic fit and well-being is required, further consideration going forward should be in the context of the study objectives, as these are the specific issues that need to be addressed. There is some concern about the number and size of the measures being considered for WelTAG Stage 2, keeping in mind the tight deadline. If some measures could be sifted further that would be beneficial.</p> <p>GD acknowledged the comment and highlighted that an internal workshop will be held at the start of Stage 2 to identify if any of the measures can be taken out of the WelTAG process. Further thought is required as to whether some option packages could be taken out totally – such as Reducing the Need to Travel or Behaviour Change – and this will be discussed with colleagues at CG.</p> <p>IT also noted that the main focus should be if the measures have a significant impact on easing the issues faced by local community, as CG do not want to implement a scheme which does not get to the route of the problems.</p> <p>Action: consider sifting other measures from the WelTAG process to enable further focus on specific measures.</p>	WSP	06/09/24

ITEM	SUBJECT	ACTION	DUE
3	Appraisal of Option Packages and Next Steps & Recommendations		
3.1	<p>MNJ – Reiterating JT’s comment, can measures be sifted at the very start of WelTAG Stage 2 to ensure the WelTAG delivery is manageable?</p> <p>GD acknowledged the comments and will discuss this further with CG as part of the fortnightly calls held and report back to the Working Group.</p> <p><i>Action: agree with CG the focus of the study and options that could be picked up elsewhere.</i></p>	WSP	06/09/24
3.2	<p>JT – In relation to the road building tests assessment – any language needs to be tentative at this stage as it would be dependent on greater detail on design than is included at Stage 1.</p> <p><i>[No comment provided within meeting as this was a comment – see response below]</i></p> <p>The option package note that has been produced to support this highlights the stage of the project and that it will need to be updated at the next stage as further detail is known.</p>	-	-