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Llywodraeth Cymru
Welsh Government

Welsh Government
Public Exhibition & Consultation WeITAG Stage 2
Summary of Responses

A483 Llandeilo and Ffairfach Transport Study

30th April 2024

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

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1. The Study

1.1 Context

In 1993 a public inquiry to consider an eastern bypass around Llandeilo was held. The scheme stalled due to a number of considerations which needed to be addressed, resulting in the draft orders not being progressed.

In 2003 Welsh Government commissioned a study to identify solutions to the traffic problems experienced in Llandeilo and Ffairfach. Solutions considered included upgrades to public transport, traffic management and road-based improvements.

The study identified that any proposal to significantly reduce the traffic problems, would require a bypass as a fundamental element.

On the 30th December 2016 Welsh Government announced £50 million of funding would be used to accelerate the delivery of the A483 Llandeilo bypass. The scheme would see Welsh Government deliver on their commitment to improve journey time reliability and safety on this north south corridor and bring much needed relief to the communities of Llandeilo and Ffairfach.

In order to take any project forward it was necessary for Welsh Government officials to ensure that Welsh Government Transport Appraisal Guidance (WelTAG 2017) was adhered to.

Jacobs UK limited and Mott Macdonald were commissioned by Welsh Government in 2018 to undertake the WelTAG Stage 1 Assessment. As part of Stage 1 of the WelTAG process it was necessary to establish a review group of stakeholders, which included representatives of The Future Generations Commissioner (FGC), Sustrans, Welsh Government, Carmarthenshire County Council and an Independent Reviewer. This work established a long list of options which were then reduced to a short list of 11 options that were exhibited in a public consultation held in April 2019.

Capita were appointed in 2019 to undertake the WelTAG Stage 2 assessment. The Stage 2 study reduced the short-listed options and presented recommendations to the review group periodically.

Further technical work was undertaken by the Project Team, including identifying additional complementary measures which were presented to the Review Group in February 2020. Support was received to progress to public consultation with

Options TC1A and relief road option's BE1A, BE1B and BE1C, together with complementary options.

The WeITAG Stage 2 public exhibition and consultation live event was originally proposed for April 2020, but unfortunately delayed due to COVID-19. An online public consultation and stakeholder engagement event commenced on 28th September for eight weeks, closing on 20 November 2020.

The survey results of the consultation are shown in section 3.

1.2 WeITAG

In 2017, the Welsh Government issued updated Welsh Transport Appraisal Guidance, which is used to appraise all transport schemes in Wales. The original guidance was issued in 2008. The guidance has been used to appraise options developed during the WeITAG Stage 1 and 2 process.

1.3 Well-being of Future Generations Considerations

The Well-being of Future Generations (Wales) Act 2015 places a duty on public bodies to carry out sustainable development. The Act has established seven well-being goals which should inform the way in which public bodies in Wales undertake work. As this scheme is developed on behalf of Welsh Government, this Act provides an important way in developing the project. The figure below shows the seven goals.



1.4 Identification of Issues of Concern

Issues of concern were identified through the WeITAG process. The key problems identified were as follows:

- Access to railway stations;
- Closure of local amenities;
- Crossing Rhosmaen Street / A483 (severance);
- Crossing / visibility at Ffairfach roundabout;
- Future development;
- Type of vehicle (HGV traffic);
- Journey reliability / resilience;
- Noise levels;
- Number of pedestrians;
- Parking;
- Pedestrian safety;
- Poor air quality;
- Poor cycling environment;
- Public transport;
- Road geometry and strategic purpose of A483;
- Road safety;
- School traffic;
- Traffic discouraging visitors (economic growth constraints);
- Traffic speed; and
- Vibration levels.

1.5 Scheme Objectives

During the WelTAG process the following objectives were identified:

1. Preserve strategic function of the A483;
2. Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school;
3. Reduce community severance within Llandeilo and Ffairfach;
4. Improve journey time reliability through Llandeilo and Ffairfach;
5. Reduce congestion through Llandeilo;
6. Contribute to sustainable economic growth and tourism opportunities in Llandeilo;
7. Reduce exposure to air pollution for sensitive receptors; and
8. Support transition to a low carbon society ensuring the solution is sustainable and resilient, which minimises carbon emissions associated with the transport infrastructure, which includes improving access to, and provision of public transport.

1.6 Scheme options

Work undertaken during the WelTAG Stage 2 process shortlisted the following 4 main options for consultation:

- NB7: Combined No Relief Road (No HGV restriction);
- TC1A: One-way system combined with either of Relief Road Options:
 - BE1A: Eastern Relief Road Option 1 (A);
 - BE1B: Eastern Relief Road Option 1 (B); and
 - BE1C: Eastern Relief Road Option 1 (C).

To enhance the 4 shortlisted options, a series of potential complementary opportunities to improve traffic flow and walking and cycling within the communities of Llandeilo and Ffairfach were developed. The potential complimentary opportunities included:

- New Ffairfach public car park (Ref CF1);
- Electric cycle scheme (Ref CF2);
- Ffairfach square traffic signal control junction (Ref CF3);
- Improved pedestrian and cyclist links (Ref CF4);
- South Ffairfach footway improvements (Ref CF5);

- Improved vehicle access to Ysgol Bro Dinefwr from the A476 (Ref CF6);
- Tywi Valley route linking Ysgol Bro Dinefwr to Llandeilo Bridge (Ref CF7);
- Additional car parking at Tregib School (Ref CF8);
- Full time vehicle restrictions on Rhosmaen Street (Ref CL1);
- Part time vehicle restrictions on Rhosmaen Street (Ref CL2);
- Walking and cycling improvements (Ref CL3);
- Public transport improvements (Ref CL4);
- Lower carbon (modes of transport) (Ref CL5);
- Additional parking on land adjacent to the A40 (Ref CL6);
- Additional parking on land at Maes Elfryn (Ref CL7);
- Additional parking on Victoria Fields (Ref CL8); and
- Additional parking on Beechwood Industrial Estate (Ref CL9).

The 4 main options and potential complimentary opportunities have been consulted upon.

1.7 Report Purpose

The purpose of this report is to describe the stakeholder engagement held in June 2020 and public consultation exercise held between 28th September to 20th November 2020, which sought views on the proposed improvements along the A483 in Llandeilo and Ffairfach, Carmarthenshire. This provided the opportunity for views to be shared on:

- The 4 main options;
- Complimentary measures that could be potentially incorporated to enhance the preferred solution.

This report summarises the feedback received and highlights key actions arising to assist the development of the scheme.

2. Consultation

2.1 Business Stakeholder Questionnaire

In order to understand the impact of the different town centre improvement options on local businesses and the town's function a questionnaire was issued in June 2020 to local businesses on Rhosmaen Street and the surrounding area. The questionnaire (refer to Appendix A for the list of business stakeholders contacted and the questionnaire), focused on the town centre improvement options NB7 & TC1A.

2.2 Public Engagement and Consultation Event

The WelTAG Stage 2 consultation was launched on the Welsh Government website on the 29th September 2020 for a period of eight weeks. The A483 Llandeilo and Ffairfach transport study provided consultation documentation (See Appendix D) which contained information regarding the WelTAG work undertaken to that point, as well as a response document and return address (including physical address as well as email).

Due to the COVID-19 pandemic public face-to-face events were not possible during this period, and a series of virtual meetings/presentations were organized as follows.

The following meetings and events were held:

- 28th September - Virtual Stakeholder Workshop;
- 29th September – Virtual Stakeholder Workshop;
- 16th October – Virtual Public Consultation Clinic;
- 19th October - Virtual Public Consultation Clinic; and
- 20th October - Virtual Public Consultation Clinic.

Two online stakeholder workshops were held on the 28th and 29th September 2020. The first workshop was held for statutory and elected governmental organisations, (see invite list and attendees in Appendix B). The second workshop was held for key stakeholders including local and national organisations (see invite list and attendees in Appendix B).

The virtual stakeholder workshops included an on-line presentation outlining the WelTAG process undertaken to date, the results of previous consultation(s) undertaken, as well as a description of the advantages and disadvantages associated with the proposed shortlisted options and potential complimentary

measures. Stakeholders were invited to submit questions relating to the study and the shortlisted options, and responses have been summarised and are available in Section 3 of this report. The presentation and associated response forms were provided in Welsh and English.

The public consultation clinics also included an electronic presentation and an opportunity for attendees to submit questions in relation to the options proposed. The presentation also provided an overview of the WelTAG process undertaken thus far, the results of the previous consultation undertaken, as well as a full description of the advantages and disadvantages associated with the shortlisted options and complimentary opportunities.

The electronic presentations were available on the Welsh Government website where the consultation questionnaire and the WelTAG Stage 2 Consultation Information Pack was available to download. The public consultation clinics were provided in Welsh and in English.

2.3 Consultation Publicity

The second stage of the WelTAG consultation process was advertised in both Welsh and English on the Welsh Government website on the 29th of September. The consultation questionnaire and the consultation information pack were made available as well as an online response form. An email address was also provided to allow respondents to download the response form and return an electronic copy.

The consultation process was also advertised on Welsh Government social media, email and newspaper advertisements in the Western Mail and Carmarthen Journal.

2.4 Consultation Media

In order to ensure the consultation was accessible to all, a range of media was used which was not limited to notices and online activity. Paper versions of the consultation and exhibition documents were also supplied to the public upon request. The paper versions of the consultation and exhibition documents were provided in Welsh and English.

3. Consultation feedback

This section provides a summary of the feedback received during the Public Consultation and the business stakeholder questionnaire.

Individuals and organisations were encouraged to respond to questions set out on a response form, which could be submitted by freepost to the Welsh Government, by emailing the given project email address, or by submitting an online response using the Welsh Government website (with details provided).

Questions were designed to seek feedback on the options and to help inform design and development work, with a view to supporting meaningful engagement that could help raise any issues, concerns or suggestions for improvements.

3.1 Public Consultation Results

The public consultation questionnaire was available online on the Welsh Government's Llandeilo consultation page (<https://gov.wales/a483-llandeilo-and-ffairfach-transport-study-weltaq-stage-2>) from the 29th September until the 20th November 2020.

In total 285 questionnaires were completed. This consisted of 253 responses via the on-line consultation and 32 via paper copy and scanned email submission. 70 of the 285 responses received were only partially complete with certain questions omitted. All responses were collated into a single database in order to provide analysis of the overall consultation study.

The results of the questionnaire are displayed below. Additional comments received in relation to the public questionnaires are summarised below the results.

Question 1: Do you agree with the main issues faced in Llandeilo and Ffairfach? Please indicate below which problems you have experienced in the last 12 months (please choose any number of options)

Response to Question 1

Problems Experienced	Votes	% of total votes	% of complete responses
Safety: near misses between pedestrians and passing vehicles	206	14%	86%
Safety: traffic accidents	101	7%	43%
Unreliable journey times	98	6%	41%
Lack of parking spaces	123	8%	51%
No alternative routes through the road network	165	11%	68%
Poor environment for pedestrians and cyclists	204	13%	85%
No provision for cyclists	120	8%	51%

Problems Experienced	Votes	% of total votes	% of complete responses
Poor public transport quality and connectivity	95	6%	39%
Difficulties finding your way as a cyclist / pedestrian	52	3%	22%
Air pollution from traffic	208	14%	87%
Noise pollution from traffic	148	10%	62%
Other problems are summarised below.			

Pollution and safety were seen as the most important issues faced in Llandeilo and Ffairfach with 'Air pollution from traffic' seen as the most important issue with 87% of respondents indicating that it is a problem. 'Safety: near misses between pedestrians and passing vehicles' (86%) and 'Poor environment for pedestrians and cyclists' (85%) were also identified as important issues.

In addition to the problems identified a number of respondents stated that vibration from traffic, lack of disabled access to local stores and damage to local buildings and the public realm were also problems faced within the last 12 months.

Question 2: We have reviewed the practicalities for removing HGVs from both Llandeilo and Ffairfach and conclude this would be very difficult to implement without additional infrastructure, as there are no viable alternatives at present. Which option do you believe is best to progress with? (please choose 1 option)

Response to Question 2

Option	Votes	%
Do Nothing	11	4%
NB7: Traffic lights on Rhosmaen Street and removal of parking and loading areas on Rhosmaen Street	52	19%
TC1A with BE1A: relief road option 1 (A)	87	32%
TC1A with BE1B: relief road option 1 (B)	63	23%
TC1A with BE1C: relief road option 1 (C)	57	21%

Table shows that the highest scoring option was 'TC1A with BE1A: Relief Road Option 1 (A)' with 87 votes (32%), followed by 'TC1A with BE1B: relief road option 1 (B)' with 63 votes (23%). It is also shown that 77% of the votes preferred an option which involves a relief road with sub-option TC1A and 19% were in favour of Option NB7.

Question 3: As part of this study, we have investigated options to link Llandeilo and the railway station. Please indicate your preference (please choose up to 2 options)

Response to Question 3

Option	Votes	% of total votes	% of complete responses
Maintain existing access along Station Road and provide new (health and safety) compliant steps from Alan Road. This option is included within the relief road estimated construction costs.	131	41%	50%
Provide new (health and safety) compliant steps and ramped access from Alan Road, at an additional construction cost of £1.8 million.	31	10%	12%
Provide new (health and safety) compliant steps and lift from Alan Road at an additional construction cost of £1.5 million (excluding additional operational and maintenance costs).	15	5%	6%
Provide new (health and safety) compliant steps and enhancements to pedestrian links between the town centre and the railway station. Walking and cycling improvements (Ref CL3) could be made to Carmarthen Road, Rhosmaen Street, New Road, Crescent Road, Latimer Road, Alan Road, Thomas Street, Blende Road and Station Road.	143	45%	54%

Option 4 was the most favoured to improve accessibility to Llandeilo town centre and the railway station with steps and enhancements to pedestrian links. Walking and cycling improvements (Ref CL3) could be made to Carmarthen Road, Rhosmaen Street, New Road, Crescent Road, Latimer Road, Alan Road, Thomas Street, Blende Road and Station Road' with 143 votes (54%). Option 1 to improve existing stepped access from Alan Road was also well supported.

Question 4: As part of this study, we have developed local opportunities to improve transport, cycling and pedestrian provision around the town of Llandeilo and the village of Ffairfach. Please indicate your preference. (please choose up to 11 options)

Response to Question 4

Option	Votes	% of total votes	% of complete responses
New Ffairfach public car park (Ref. CF1)	67	10%	26%
New Ffairfach public car park (Ref. CF8)	14	2%	5%
New Llandeilo public car park (Ref. CL6)	58	9%	22%
New Llandeilo public car park (Ref. CL7)	61	9%	24%
New Llandeilo public car park (Ref. CL8)	70	11%	27%
New Llandeilo public car park (Ref. CL9)	29	4%	11%
Ffairfach square signal control junction (Ref.CF3)	44	7%	17%
Improved pedestrian links to Ffairfach railway station (Ref.CF4)	67	10%	26%
Ffairfach footway improvements (Ref.CF5)	66	10%	26%
Improved vehicle access to Ysgol Bro Dinefwr (Ref.CF6)	71	11%	28%
Tywi Valley Route linking Ysgol Bro Dinefwr to Llandeilo Bridge (Ref.CF7)	109	17%	42%
Other opportunities are summarised below.			

Table shows that the 'Tywi Valley active travel route linking Ysgol Bro Dinefwr to Llandeilo Bridge' received the highest number of votes at 109 (42%). Eight of the other local opportunities were also popular with the number votes ranging from 44 (17%) to 71 (28%).

In addition to the improvements described above, a number of other opportunities were suggested. These included railway station improvements, the provision of a new multi-storey car park on the existing Crescent Road site in Llandeilo and improved bus services.

Question 5: Option NB7 requires the removal of parking and loading bays along Rhosmaen Street and Bridge Street. We have reviewed the potential for reallocating space within the Crescent Road public car park. Would you be in favour of this approach?

Response to Question 5

	Score	%
Yes	148	56%
No	114	44%
Further comments are summarised below.		

Table shows that the majority (56%) of respondents were in favour of relocating parking space to Crescent Road public car park.

In relation to Question 5, a number of respondents indicated that 'loading bays and parking bays on Rhosmaen Street are required by the businesses', and 'where would the residents of Bridge Street park their cars?'

Question 6: The current bus service to Llandeilo railway station is limited. If the service was improved (Ref. CL4) would this encourage you to use the rail network more frequently?

Response to Question 6

	Votes	%
Yes, I would use a bus to connect to the station	25	9%
Yes, but only occasionally	85	32%
No	158	59%

Table shows that 41% of respondents indicated that an improvement to the bus service connectivity to Llandeilo railway station would encourage them to use the rail network more frequently.

Question 7: All relief road options require a new bridge over the River Tywi. Three options have been considered, which is your preferred solution?

Response to Question 7

Option	Votes	%
Option 1: Three span composite viaduct	77	36%
Option 2: Bow String arch	89	41%
Option 3: Four span composite viaduct	49	23%

Table shows that the Bow String Arch (Option 2) was the most popular with 89 votes (41%) closely followed by the Three span composite viaduct with 77 votes (36%). It is worth noting that 69 (24%) of respondents did not respond to this question.

Question 8: We have identified complementary walking and cycling opportunities for Llandeilo. What improvements do you think would be of most benefit? (please choose up to 2 options)

Response Question 8

Option	Votes	% of total votes	% of complete responses
Full time restrictions to through traffic on Rhosmaen Street (can only be delivered with a relief road option) (Ref. CL1)	104	33%	43%
Part time restrictions to through traffic on Rhosmaen Street (can only be delivered with a relief road option) (Ref. CL2)	69	22%	29%
Walking and cycling improvements to the wider pedestrian network (Ref. CL3)	138	44%	57%
Other opportunities suggested are summarised below.			

Table shows that Option CL3 ‘Walking and cycling improvements to the wider pedestrian network’ received the highest number of votes at 138 (57%). It can also be seen that of the completed responses, 72% think that restrictions on through traffic (which can only be delivered with a relief road) would be of most benefit to complimentary walking and cycling opportunities.

In terms of other opportunities, a number of respondents also commented that improved road safety around the school would be beneficial, as well as improved walking and cycling infrastructure in the wider area network.

Question 9: Electric bicycles make cycling easier, particularly on steep gradients. If we introduced a trial of providing electric bicycles in Llandeilo and Ffairfach (Ref.CF2), would you consider using them as an alternative to the private vehicles?

Response to Question 9

	Score	%
Yes	110	40%
No	165	60%

Table indicates that 40% of respondents would consider using an electric bicycle as an alternative to a private vehicle.

Question 10: Welsh Government is currently developing the next Wales Transport Strategy (WTS) which could include a focus on moving to lower carbon modes of transport to meet the Welsh Government’s decarbonisation targets and reduce the number of Air Quality Management Areas. Welsh Government aims for a zero-emission bus, taxi and private hire vehicle fleet by 2028 (Ref CL5). Do you support these aims?

Response to Question 10

	Score	%
Yes	261	95
No	15	5

Nearly all respondents (95%) indicated that they support Welsh Government aims to ‘focus on moving to lower carbon modes of transport to meet the Welsh Government’s decarbonisation targets and reduce the number of Air Quality Management Areas’, and for a ‘zero-emission bus, taxi and private hire vehicle fleet by 2028’.

Question A: We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011. We would like to know your views on the effects the proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

The response to Question A is summarised below:

The majority of respondents indicated that the proposals would not have an impact upon the Welsh Language. However, there was also a significant number of respondents who stated that improvements to transport infrastructure in Llandeilo would encourage a greater number of visitors to Llandeilo and allow the Welsh language to flourish. The provision of bilingual signage was also a common statement throughout the responses to Question A.

Question B: Please also explain how you believe the proposals could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favourably than the English language.

The response to Question B is summarised below:

A common statement received in relation to Question B was that the provision of bilingual signage should be included within the scheme as a measure to have a positive effect on the Welsh Language. A number of respondents also indicated that the scheme would have no impact upon the Welsh Language.

Question C: We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them.

The response to Question C is summarised below:

A number of comments were received in relation to Question C including requests for more information on the aesthetics associated with the bypass bridge and wider area flood impact. There was also a number of requests for more information relating to the ecological impact on the surrounding area.

3.2 Business Stakeholder Questionnaire Results

The questionnaire included 12 questions regarding the impact of the proposed arrangements on town centre business operation and was distributed to all the businesses on Rhosmaen Street (a total of 64 businesses). However, only nine responses were received.

The questionnaire found that a number of Rhosmaen Street businesses rely on the rear access behind Rhosmaen Street, and that the majority of businesses that responded to the questionnaire service their business from the loading bays near the Cawdor Hotel or the Post Office on Rhosmaen Street. It was also indicated by the respondents that increased loading restrictions on Rhosmaen Street would be detrimental to local business and customer needs.

When asked what the top priorities are for improving the town centre the local businesses indicated that improving pedestrian safety, increasing car parking and improving air and noise pollution were the most important.

The majority of the Rhosmaen Street business that responded indicated that Option NB7, which introduces traffic signal control and removes the loading bays along Rhosmaen Street, would adversely impact the operation of their business.

The local business response to Option TC1A, which introduces a southbound one-way system on Rhosmaen Street as well as wider footways and a narrower carriageway for vehicles was mixed. Marginally less than half indicated it would not adversely impact their business.

Local businesses were asked about complimentary measures to Option TC1A which included full time and part time restrictions to through traffic on Rhosmaen Street with access for delivery vehicles controlled at a certain location. The response was evenly split between introducing new restrictions or doing nothing.

4. Stakeholder feedback

A number of key stakeholders and individuals provided a formal response to the public consultation. Some key responses are summarised below with the full formal responses included in Appendix C.

- i. Carmarthenshire County Council – Submitted a detailed response to the public consultation. The County Council outlined their concerns for Option NB7. The council indicated their support for the delivery of the route Option BE1B.
- ii. Llandeilo Fawr Town Council – The town council submitted minutes of a Special Meeting called to discuss the consultation, during which they voted in favour of Option BE1C.
- iii. County Councillor Edward Thomas (Llandeilo and Dyffryn Cennen Ward) – provided a detailed response to the consultation. Within his response Cllr. Thomas outlined his concerns for Option NB7. Cllr. Thomas indicated his preference for route Option BE1A if funding was available with Option BE1C was his second choice.
- iv. The National Trust – Within their response the National Trust did not indicate a preferred solution but stated that they do not support route Option BE1C.
- v. In November 2019 a meeting with the deputy headmaster of Ysgol Bro Dinefwr to discuss progress with the study and development of the short-listed options. The deputy headmaster indicated a preference for relief road option BE1B, and stated that if this option was adopted, then an uptake in children cycling to and from school could be foreseen. There was a lack of support from the school for relief road option BE1C as it did not consider their safety concerns. Options were presented on improved vehicular access to the school, and the school indicated Option 4 (with an additional right turn lane on the A476) was acceptable in principle. Ysgol Bro Dinefwr did not provide a response during the formal consultation period or did not complete and return a questionnaire as part of the public consultation process in 2020.

5. Summary of key points

The virtual consultation process was well attended by the key stakeholder group. However, only approximately one third of those invited attended the wider stakeholder group event. The 285 questionnaires received provided an extensive breadth of opinions in relation to the proposed options.

The key stakeholder feedback suggested support for a relief road option. In terms of the wider stakeholder group the National Trust support the project objectives but remain concerned about the environmental impact of route option BE1C and does not support it. They have not stated an opinion in relation to the other relief road options and would like further detailed information prior to further consideration.

Carmarthenshire County Council concluded that a Bypass is the only viable and acceptable solution to address the issues associated with the A483 traffic travelling through Llandeilo Town Centre. Their preferred bypass option was BE1B.

The consultation survey results indicated majority support for a relief road option with 77% of respondents supporting a bypass in some form. Option TC1A and Relief Road Option 1A scored the highest with 32% of the vote. There was less support for the other options which consisted of 19% of votes for Option NB7 (traffic lights on Rhosmaen Street and removal of parking and loading areas) and 4% of votes for 'do nothing'.

The consultation results also indicated support for the complementary opportunities identified in the public consultation questionnaire:

- 54% of respondents voted for the provision of new steps and enhancements to pedestrian links between the town centre and the railway station (Applicable to all options);
- 57% of respondents voted for walking and cycling improvements to the wider pedestrian network (Applicable to all options);
- 56% of respondents voted for the removal of parking and loading bays from Rhosmaen Street and Bridge street (Option NB7 only);
- 41% of respondents indicated a preference for River Tywi Bridge option 2 (Bow String Arch) which was closely followed by option 1 (three span composite viaduct) with 36% of the votes. Option 3 was least favoured;
- Nearly all respondents (95%) indicated that they support Welsh Government aims to 'focus on moving to lower carbon modes of

transport to meet the Welsh Government's decarbonisation targets and reduce the number of Air Quality Management Areas', and for a 'zero-emission bus, taxi and private hire vehicle fleet by 2028'; and

- 41% of respondents indicated that an improvement to the bus service to Llandeilo railway station would encourage them to use the rail network more frequently, whilst 40% of respondents indicated that they would consider using an electric bicycle as an alternative to a private vehicle.

Within the consultation feedback, additional comments and suggestions were received, such as alternative proposals for the railway station and provision of a station multi-story car park. A number of respondents stated that a relief road would remove traffic problems associated with the existing A483 route and allow Llandeilo to flourish as a business and tourist location.

There were also concerns raised regarding the environmental impact that a relief road would have and reservations regarding the appropriateness of a road-based solution in light of current environmental policy and anticipated advancements in vehicle technology. These comments will be considered when developing the project(s) through the next stage of the WeITAG process.

In summary, the highest scoring option from the public consultation was Relief Road Option 1A (with TC1A). The following complementary measures were also well supported and should be considered for future stages:

- Improved walking and cycling routes to Llandeilo and Ffairfach (ref. CL3, CF4 and CF7);
- Additional public parking associated with potential EV charging and cycle hire schemes (options subject to a full car parking demand study);
- Improved vehicle access to Ysgol Bro Dinefwr (ref. CF6); and
- Integration and de-carbonisation of public transport.

6. Cabinet Secretary for North Wales and Transport decision

The questionnaire results and feedback from the consultation events have informed the WeITAG Stage 2 outcome recommendations.

Having considered these recommendations the Cabinet Secretary has agreed that relief road option BE1A in conjunction with town centre improvement option TC1A is selected as the long-term option to solve the issues identified in the study.

The Cabinet Secretary has agreed to publish a TR111 Preferred Route Plan. By publishing a TR111 plan for Relief Road Option BE1A, Welsh Government protect this route under the Town and Country Planning (General Development Procedure) Order 1995. The recommendations include a package of sustainable transport interventions to support active travel and deliver modal shift in Llandeilo and Ffairfach.

Appendix A: Rhosmaen Street Business Stakeholder Questionnaire

List of Rhosmaen Street Business Stakeholders:

- Morgans Barbers
- Indigo Hill
- Cawdor Hotel
- Papillion Interiors
- Mimosa Fine Art
- The Salvation Army
- Little Welsh Dresser
- Angel Hotel
- Pinc Flower Shop
- Heavenly Chocolates & Cafe
- Evans and Hughes Opticians
- Tekcon Infotech Ltd
- Taylors Bakery
- Llys Cennen Solicitors
- Well Llandeilo
- BJP Estate Agents
- Chip Shop
- Barclays Bank
- Coop Llandeilo Funeralcare
- Davies Richards Design
- Principality Building Society
- Variations
- Mary Ellens @139
- Coffor Bach
- Crafts Alive
- Huw Rees Brides
- Bellisimo
- Steil
- The Zen Den Llandeilo
- Ikigau Gifts
- White Horse pub (behind)
- NFU Mutual
- British Red Cross
- Fountain Fine Art
- Mari Thomas Jewellery
- Clee Francis Estate Agents
- Nigel Williams Pharmacy
- Hugh Evans and Son Butchers
- Rig Out Clothes
- Igam Ogam Gifts
- Goose Island
- Debs Wool
- West Wales Aerials
- Post Office & Nice Price News
- Kunzan Tandoori
- The Green House
- Gwili Cafe
- Holly Charlottes
- Cutting Edge
- Classix Barbers
- Huw Williams, Son and Co. Solicitors
- Barr and Co
- Coopers Butchers
- Chess Menswear
- Relm Signs
- Ginhaus Deli
- Tipi Bach
- The Lighthouse
- Toast
- Cuckoo's Nest
- Eves Toy Shop
- Café Braz
- Peppercorn
- Broadleaf timber

Rhosmaen Street Business Stakeholder Questionnaire

Question 1: Does your business have an individual or shared rear access behind Rhosmaen Street?

Table 1 Response to Question 1

Option	Score
Yes	3
No	6
Other comments: Access via Bank Buildings which is narrow, especially the turning up to the access. Access for my shop is currently only for fire use, with the access being the garden of any tenants above the shop. However, this provisional access could be discussed with the landlord.	

Three out of the nine respondents had an individual or shared rear access behind Rhosmaen Street.

Question 2: If you have answered 'Yes' to Question 1, is it suitable for servicing your business?

Table 2 Response to Question 2

Option	Score
Yes	2
No	1
Other comments: Not with current tenancy and access would require upgrading resulting in costs. Could access on Bank Buildings be improved at the turning up towards Cawdor carpark? (Purchase of small section of land at the front of one of the properties, then potentially changing the one-way route to the other way so access comes from New Road?)	

Of the 3 businesses that had an individual or shared rear access behind Rhosmaen Street, two stated it was suitable for servicing the business, and one said it was not.

Question 3: If you answered 'No' to Question 1, where do you currently service your business from?

Table 3 Response to Question 3

Option	Score
The loading bay near the Cawdor Hotel	2
The loading bay near the Post Office / Barclays Bank	4
By other means (e.g. vehicular access off Rhosmaen Street)	1
Other comments: We have access via Carmarthen Street All deliveries for office requirements are loaded from this location	

The majority of the respondents service their business from the loading bay near the Post Office/Barclays bank.

Question 4: Does your Business have a cellar/basement that extends below Rhosmaen Street?

Table 4 Response to Question 4

Option	Score
Yes	1
No	8
Other comments: None	

Only one respondent had a cellar/basement that extends below Rhosmaen Street.

Question 5: Please choose your top 3 priorities from the following statements (or other), which you feel that any town centre improvements needs to solve:

Table 5 Response to Question 5

Option	Score
Improve safety for pedestrians within the Town Centre	21
Improve safety for cyclists within the Town Centre	5
Increase car parking spaces within the Town Centre	18
Improve connections to public transport (e.g. bus / rail)	4
Improve loading and unloading facilities within the Town Centre	11
Improve air and noise pollution from traffic within the Town Centre	15
Other comments: None	

Table 5 shows that improving pedestrian safety was considered to be the most important objective, with increasing car spaces in the town centre scoring the second highest number. Improving air and noise pollution from traffic within the Town Centre was considered to be the third most important priority.

Question 6: Option NB7 introduces traffic signal control along Rhosmaen Street. It also removes parking bays, loading bays and disabled parking bays, then widens footway space for pedestrians and narrows carriageway space for vehicles. Would option NB7 adversely impact the operation of your business?

Table 6 Response to Question 6

Option	Score
Yes	8
No	1
<p>Reasons why:</p> <p>The significant traffic congestion entering the town would certainly inhibit trade and cause numerous other issues. Recent traffic lights (10.08.20) near MaryEllens Cafe saw traffic northbound traffic queue further down than Gerwyn Fruit and Veg on Bridge Street.</p> <p>This does not meet the concerns & issues of the vicinity i.e. removal of heavy goods traffic from the narrow roads running through the centre of town</p> <p>Great example of how to close a town!!! Foundations would be rattled by a 30 ton lorry starting.</p> <p>Having the traffic light right outside my shop would deter people collecting balloons – which you cannot carry a distance. As well the pollution in town is with the worst around – so having vehicles idled with traffic lights is not perfect.</p> <p>Removal of loading bay – with improvements to potential rear access to shop, this could be negligible.</p> <p>We do have disabled persons coming into our premises and they need to be able to park as close as possible</p> <p>Although we have access to vehicles at the rear of our building Option NB7 will not reduce the traffic that comes through the town. And as the forecast in this document suggests traffic will increase in the future contributing to the problem. A bypass will change the feel of the town creating a more leisurely environment. It will draw more visitors and create a more prosperous town.</p> <p>Customers unable to load or unload parcels for post office unable to receive goods deliveries access for elderly and disabled customers severely hampered</p>	

Nearly all business stakeholder respondents stated that they have a cellar that extends below Rhosmaen Street.

Question 7: With loading bays removed under Option NB7, do you feel that a replacement loading space provided elsewhere (i.e. not on Rhosmaen Street), could meet your business and customer needs?

Table 7 Response to Question 7

Option	Score
Yes	3
No	6
Reasons why: Too far to carry goods Makes deliveries far more problematic for all businesses on Rhosmaen Street Do not remove any bays. Try deloading and delivery 200 m away. Upper top car park could be for loading instead of disabled Needs to be close to our office premises ANY LOADING BAY WOULD BE TO FAR FOR ELDERLY DISABLED CUSTOMERS CUSTOMERS CARRYING LARGE OR HEAVY OARCELS UNABLE TO USE POST OFFICE	

The majority of the business stakeholder respondents stated that a replacement loading space provided elsewhere (i.e. not on Rhosmaen Street) would not meet their business and customer needs.

Question 8: Option TC1A introduces a southbound one-way system on Rhosmaen street. It also widens footway space for pedestrians and narrows carriageway space for vehicles. Would option TC1A adversely impact the operation of your business and customer’s needs?

Table 8 Response to Question 8

Option	Score
Yes	4
No	5
Reasons why: In addition to a relief route this option would increase safety in Rhosmaen Street and result in a safer a more pleasant visitor experience. This does not meet the concerns & issues of the vicinity i.e. removal of heavy goods traffic from the narrow roads running through the centre of town Lorries would never go around Kind Street. Another good example to ruin Llandeilo. No parking spaces available A one-way mitigation traffic system will reduce the traffic that comes through the town. Prospective customers in a vehicle or on foot miss our offices as they are concentrating on their own safety. YET AGAIN FULLY OR PARTIAL CLOSING OF RHOSMAEN STREET WOULD ASVERSLEY AFFECT MY MOST VUNERABLE CUSTOMERS	

Marginally more respondents stated that Option TC1A would not adversely impact the operation of their business and customer needs.

Question 9: Traffic modelling studies for town centre improvement Option TC1A predict that a relief road will remove 81% of through traffic on Rhosmaen Street (which includes 95% of HGV movements) in the opening year of 2023. The reduction in traffic

could provide further opportunities to change the function and layout of Rhosmaen Street within the area highlighted green line on Figure 2).

Would either of the following two opportunities benefit the town centre?

Table 9 Response to Question 9

Option	Score
Option 1: Full-time restrictions to through traffic on Rhosmaen street with access for delivery vehicles controlled at point A on Figure 2 (e.g. rising bollard / barrier). This full-time restriction could operate 24hrs, 7 days a week with through traffic using alternative routes.	2
Option 2: Part-time restrictions to through traffic on Rhosmaen street, with access for delivery vehicles maintained with control measures at point A on Figure 2. This part-time restriction could operate with Rhosmaen Street closed to through traffic during certain hours or on certain days.	3
Neither of the above	5
Reasons why: Option 2: A better, more flexible option This would seem to be a short term solution to the long term issue of the old streets in the town centre being unable to accommodate the level & size of vehicular traffic in town, combined with the additional pollution issues being experienced currently. All you need to do is put a weight restriction on Ffairfach bridge. Send the big lorries round Carmarthen We were promised a by pass – and that’s what we still need Yes, would be a safer and cleaner environment. Businesses could potentially have bunting across the road to celebrate events. Wider pavements/removal of trunk road status would mean buildings could be looked after. Closure during certain times/events would also greatly improve special occasions in the town. Option 1: As long as Rhosmaen Street was really improved this could improve Rhosmaen Street. Option 2: Probably the best option as would still let visitors ‘see’ the high street when driving and decide to stop They take away close proximity parking Option 2, in order to facilitate improved business in the town. YOU ARE NOT SPECIFIC ABOUT TIMES OR DAYS AND ANY RESTRICTION ON DELIVERIES CUSTOMER MOVEMENT IS PROHIBATIVE	

A small number of the business stakeholder respondents stated that Option 1 or Option 2 would benefit the town centre. The majority of respondents stated that neither would benefit the town centre.

Question 10: There is currently a prohibition of waiting, loading and unloading between the hours of 07:30 -10:00 and 15:00 – 04:00 at the loading bay near the Cawdor Hotel. Similar restrictions apply at the loading bay near the post office between the hours of 15:00 – 08:00. Would changes to the current loading bay restrictions on Rhosmaen Street (e.g. allowing loading and unloading in the evening), be beneficial to local business and your customers?

(If yes please state why and suggest change of restrictions below).

Table 10 Response to Question 10

Option	Score
Yes	3
No	9
Reasons why: Our Office opening hours are 9am-5pm Leave as it is It should be free Could be, but would need to discuss with delivery companies. Have never understood why a delivery van wouldn't be allowed to stop outside the Cawdor in the evening. This doesn't affect our business as we have access and private parking at the rear of our building. CURRENT HOURS ARE VERY RESTRICTIVE MY OPERATING HOURS ARE 6A TO 6PM AND I RECEIVE OR SEND GOODS AT ANY HOUR BETWEEN THOSE TIMES	

The majority of respondents stated that changes to the current loading bay restrictions on Rhosmaen Street would not be beneficial to local business and customers.

Question 11: As part of the study we are reviewing the current public car parking provision within the town centre. Do you or your customers have issues with the current car parking (provision or location)?

Table 11 Response to Question 11

Option	Score
Yes	8
No	1
Reasons why: Yes, on occasions. The car park is not sufficient in size & for a town location should not be charging for parking to encourage use/visitors into the town Get the Council to maintain it. Better, a bit of weeding maybe! Often full They do, because there are currently no restrictions behind our building between the Hen Dafarn y Castell and the surgery. Also, in order for businesses to draw more people to the town more parking spaces are required. LACK OF SPACE	

Nearly all respondents stated that their customers have issues with the current car parking provision and/or location.

Question 12: If you answered yes to Question 11 above, do you feel that the town centre would benefit from a parking facility within 0.5 miles (i.e. 10-minute walk) of the town centre?

Table 12 Response to Question 12

Option	Score
Yes	5
No	4
Other comments: In combination with additional parking in the centre of town When you go to Tesco you park as close to the front door as possible If nothing else, then yes it would as long as the walk into town was appealing. Perhaps using the location of the council buildings on Heol Cilgant at the shops and additional parking would be of more benefit than shuttle parking outside the town	

Marginally more respondents stated that the town centre would benefit from a parking facility within 0.5 miles (i.e. 10-minute walk) of the town centre.

Additional Comments:

- A traffic light system is definitely a not practical option. The queues both northbound and southbound would deter visitors from coming to the town. A relief road is critical.
- All your suggestions are a blueprint to close another thriving town. Carmarthen has been ruined by such ideas. Playing into the big boys' hands. Some say that this is the purpose of such proposals. They don't create jobs they steal them from the local area and give them to zero hour workers ad school kids on weekends.
- The current 'slim' pavements on Rhosmaen Street are putting visitors off as they are scared of being hit by a passing truck (I have had my elbow hit). Now with covid-19 and the need to social distance, the importance of increasing pavement size is even more important. I believe that action needs to be taken before 2023 due to the current pandemic.
- OPTION C FOR THE RELIEF ROAD IS THE BEST OF A VERY BAD SELECTION YOU OBVIOUSLY HAVE LISTENED TO RESIDENTS.

Appendix B: List of consultation stakeholders

Attended – Virtual Stakeholder Workshop 1

- Member of the Welsh Assembly - Plaid Cymru
- Representative of Transport for Wales
- Representatives of Welsh Government
- Project Team Representatives
- County Councillor Llandeilo Ward
- County Councillor Cenarth Ward
- Councillor Manodeilo & Salem Ward
- Representative from Menter Bro Dinefwr
- Dyffryn Cennen Community Councillors

Representatives from Carmarthenshire County council, including:

- Principal Environmental Health Practitioner (EHP) – Pollution
- Senior Planning Officer
- Forward Planning Manager
- Planning Ecologist
- Environmental Health Practitioner
- Transportation and Highways Manager
- Accessibility Officer
- Transport Strategy and Infrastructure Manager
- Head of Transportation and Highways
- Landscape Officer

Invited – Virtual Stakeholder Workshop 1

- Member of the Welsh Assembly - Plaid Cymru
- Member of Parliament - Plaid Cymru
- Regional AM - UKIP
- Regional AM - Plaid Cymru
- Regional AM - Welsh Labour
- Regional AM - Welsh Labour
- County Councillor Llandeilo Ward
- County Councillor Manodeilo & Salem Ward
- County Councillor Llanfihangel Aberbythich Ward
- County Councillor LLanegwad Ward
- County Councillor Llanddarog
- County Councillor Cenarth Ward
- Llandeilo Town Clerk
- Manordeilo and Salem Clerk
- Dyffryn Cennen Clerk
- Llanfihangel Aberbythich Clerk
- Llangathen Clerk

- Representatives for Transport for Wales
- Dyffryn Cennen Community Councillor
- Representative from Mandordeilo and Salem Community Council

Representatives from Carmarthenshire County council, including:

- Head of Transportation and Highways
- Transportation and Highways Manager
- Transport Strategy and Infrastructure Manager
- Rural Conservation Manager
- Senior Planning Officer
- Forward Planning Manager
- Planning Ecologist
- Economic Development Manager
- Modernisation Services Manager
- Principal Environmental Health Practitioner (EHP) - Pollution
- Environmental Health Practitioner
- Accessibility Officer
- Landscape Officer
- Conservation Officer

Attended – Virtual Stakeholder Workshop 2

- Representative for Mid and West Wales Fire and Rescue Service
- Community Services Manager - Menter Bro Dinefwr
- Area Engineer - South Wales Trunk Road Agency
- Independent Review - ARCADIS
- Head Teacher / Deputy Head Teacher - Ysgol Bro Dinefwr
- Representative for Dyfed Archaeological Trust
- Representative for Community Rail Partnership
- Representative for Freight Transport Association
- Representative for Menter Bro Dinefwr
- Representative for Road Haulage Association
- Interim Deputy Director - Sustrans

Representatives for Welsh Government, including:

- Senior Inspector of Ancient Monuments and Archaeology
- Network Management: Area Manager
- Deputy Director, Infrastructure Delivery

Representatives for Transport for Wales, including:

- Active Travel Lead

Invited – Virtual Stakeholder Workshop 2

- Change Maker - Future Generations Commission for Wales
- Independent Review - Arcadis
- Interim Deputy Director - Sustrans
- Active Travel Lead - Transport for Wales
- Area Engineer - South Wales Trunk Road Agency
- Representative for Network Rail
- Representative for TfW Rail
- Representative for Community Rail Partnership
- Police Constable - Dyfed Powys Police
- Head of Response, Carmarthenshire - Mid and West Wales Fire and Rescue Service
- Regional Fleet Manager - Welsh NHS Ambulance Trust
- Consultant for Public Health - Hywel Dda Local Health Board
- Head Teacher / Deputy Head Teacher - Ysgol Bro Dinefwr
- Head Teacher - Ysgol Gynradd Ffairfach
- Head Teacher - Ysgol Gynradd Llandeilo
- Head Teacher - Ysgol Gymraeg Teilo Sant
- Representative for National Trust
- Representative for Dyfed Archeological Trust
- Ecology/Landscape/Flood Risk & Hydrology - Natural Resources Wales
- Representative for Cadw
- Representatives for Towy Environment Group
- Secretary - Carmarthenshire Cycling Forum
- Representative for Ramblers Cymru
- Representative for British Horse Society
- Representative for Carmarthenshire Disability Coalition
- Secretary - Llandeilo and District Civic Trust
- Chairman - Llandeilo Angling Society
- Wildlife Trust of South and West Wales - Conservation Manager
- Representative for Wildlife Trust of South and West Wales
- Representative for TEG Group
- Representative for Fischer German
- Representative for Design Commission for Wales
- Representative for Council for the Protection of Rural Wales
- Representative for Carmarthenshire Bird Club
- Representative for Road Haulage Association
- Representative for Freight Transport Association
- Carmarthen Branch - Farmers Union of Wales
- Secretary - Dinefwr Ramblers
- Representative for Walking Well Carmarthenshire
- Representative for CMC Cycling Club
- Secretary - Llandeilo Chamber of Trade
- Representative for Freight Transport Association

- Community Councillor Dyffryn Cennen
- Community Services Manager - Menter Bro Dinefwr

Representatives from Welsh Government, including:

- Deputy Director, Infrastructure Delivery
- Network Management: Area Manager
- Senior Inspector of Ancient Monuments and Archaeology

Appendix C: Stakeholder feedback

Response by Cllr. Edward Thomas

**Cty Cllr /Cyng Edward Thomas
Llandeilo & Dyffryn Cennen Ward**

Detailed Response to A483T Consultation

I am responding in my capacity as County Councillor for the Llandeilo & Dyffryn Cennen Ward. The ward comprises the township of Llandeilo and the villages of Ffairfach , Trap and Llandyfan, and I have represented the ward since May 2012 . The administration of the ward is split between Llandeilo Town Council and Dyffryn Cennen Community Council.

Llandeilo and Ffairfach are situated on the A483T Swansea - Manchester Trunk Road , a busy strategic road. The community has been promised solutions to the traffic and pollution problems dating back decades; in fact, older residents refer to a plan in the late 1930's for a relief road.

I will now refer to the present WELTAG2 Consultation and the various options in it which are presented to the community for consideration.

The objectives of assessment is to reduce both pollution and reduce congestion, improve journey time and reduce community severance between Llandeilo and Ffairfach. The objectives should also improve pedestrian and cyclist safety for the residents.

Options

1. NB7 – The combined NBI & NB2 with no bypass is not feasible in that the crux of the plan is to place traffic lights at the junction with King Street and Rhosmaen Street, and at the junction with Crescent Road by CK's. The plan envisages traffic flowing through Rhosmaen Street , after a 2 minute wait, but I am concerned that the calculation for tailback time is insufficient and underestimates traffic volumes at peak times. A recent set of temporary lights at roughly the same location showed traffic tailing back from the junction with Kings Street all the way to Ffairfach {Towy Terrace}. This temporary set of traffic lights was not even set up during the school period, when traffic at key times is far greater than the normal traffic going through town.
2. I am concerned that the imposition of traffic lights at these points will see motorists seeking alternatives route - "rat runs"- i.e. turning left on to Station Road and then up Blende Road, Thomas Street, Alan Road, Latimer Road, on to Crescent Road and come out with the junction Church Street with Bridge Street.
3. The NB7 plan talks about removal of loading and unloading bays in front of the shops in Rhosmaen Street. It states that delivery vans and couriers would be

expected to detour to a point in Crescent Road Car park. I think it is very unlikely that courier firms would obey, and it presupposes that there is room in the Crescent Road car park.

4. The removal of car parking in Bridge Street {I declare an interest in that I live in Bridge Street}. Where are the residents going to park their cars? There are no back entrances or convenient space to park cars nearby. An attempt was made in 2008 to prevent car parking and was found to be neither practical nor fair.
5. The removal of disabled parking bays in Rhosmaen Street infringes the rights of disabled persons and contravenes the ethos of the Welsh Government's Wellbeing of Future Generations Act.
6. The NB7 proposal talks of Carmarthenshire County Council looking at expanding the spaces in the car park; I don't think that is feasible as the car park is already used to the maximum and we have been looking for additional spaces for many years.
7. I welcome the opportunities to increase walking and cycling and the e-bike scheme; however the public transport improvements would need the service companies to vastly improve their operations to Llandeilo.
8. The plans for Ffairfach seem to be standalone and assume no by-pass. I am not sure that a car park for Ffairfach would be used by those visiting Llandeilo, as there is no demand for a car park from the residents of Ffairfach. A car park with a park and ride scheme might work but would this (be) subsidised by Welsh Government? The replacement of the mini- round about might work as accidents do occasionally occur with drivers not following the rules of the road. I am primarily concerned with safety aspects for the children attending Ysgol Bro Dinefwr and Ysgol Gynradd Ffairfach, and there are other areas of Ffairfach -namely the top section of Heol Cennen to Talardd Villas -that have been waiting for pavements. The Welsh Government have deferred a decision pending the bypass, and this has been dragging on for two decades, {certainly I am aware of 8 years} but WG keep deferring decisions. A pavement would provide a much safer route to the schools.

The Carmarthen Llandeilo Cycle path requires additional Welsh Government aid. The idea of linking it through the public right of way that exists via Bridge Farm to Ysgol Bro Dinefwr might be ideal in summer months for the students to walk, but might present safety issues in the winter months.

TCIA

This option of one-way system can only work with the choice of one of the three by-pass options. It rightly assumes that the bulk of passing traffic will be taken by the new road and will leave only local traffic needing to travel around town. A one-way system through Rhosmaen Street will also allow widening of the pavements, more parking spaces, and the loading and unloading bays can remain, together with the existing disabled bays. This will allow Rhosmaen Street to be used for festivals, etc., by temporary closure of the road when necessary. That would benefit both the tourist and

business trades of the town, and its range of independent shops.

By-Pass Choices

Ultimately, the choice of by- pass will depend on funds, but on the surface the optimum route for both Llandeilo and Ffairfach appears to be BEIA. This is the original route, but at the last consultation we were told the cost of £70m was in excess of the remaining budget allocation of £50m. I have reservations about the roundabout near Ysgol Bro Dinefwr, but weighing it up, I now consider this the best option for traffic flow and reduce the impact on Ffairfach whilst retaining connectivity with Llandeilo . The figures showing how the traffic, which is removed from Ffairfach, is an overwhelming 85% in comparison to the other routes.

BEIB

The impact on Ffairfach is now reduced to 52% and will involve a great deal of traffic having to turn on the square to access the by- pass. I have concern about the traffic and the safety of school children.

BEIC

This is a longer version of BEIB with the start point on the junction of the A476 with the B4300 and is taking the road on an embankment behind the playing fields of Ysgol Bro Dinefwr. The benefit to Ffairfach is reduced to 47% whereas Llandeilo remains the same 81%. There are still concerns about traffic flowing through the village to access the by-pass at the bridge and it will reduce the connectivity with the town.

Summary

If funds are available then BEIA will be my personal choice. BEIC my second choice.

Railway Station & Station Road

The railway station and its link to the Heart of Wales needs to be retained, and I am glad to see that it has been confirmed. The 12 metre wall is designed to protect the gardens of the houses and will not perhaps be an attractive feature, but it is a necessity. The railway car park and the bus stop being reallocated to the west side town side will ensure its continued use. I will need to consider the other opportunities suggested, i.e. ramp access, but we must ensure full disability access.

Bridges

There are 3 options regarding the bridge over the river Towy; it would appear that option 2 presents less ecological and construction issues. The impact of a modern design would not detract from the two differently designed bridges, the 1848 Stone Bridge and the 1852 Iron Railway Bridge. A modern design might actually enhance the landscape but, like everything else it is cost driven.

Flooding

The proposed flood mitigation scheme is essential to the success of the project. A

reinforced bunt to protect Towy Terrace, coupled with large culverts to allow free flow of water -it is essential that adequate flood protection is implemented and considered as a priority.

Potential Car Park

The suggestions for additional car parking are speculative. The reference to CL8 implies building a car park on Parc Le Conquet - CL8 site is protected by QE2 Playing Fields Trust and no permission will be given by the leaseholders Llandeilo Town Council or the freeholder Carmarthenshire County Council and certainly by the charity commissioners. CF8 is the site of a potential new primary school and Tregib Sports Facilities Ltd operate the sports and playing fields. CL7 is designated building land for houses and is within the LDP. CL6 appears to be too far from town unless a park and ride scheme is in place.

Response by Llandeilo Town Council

Minutes of the Special Llandeilo Town Council Meeting held virtually by Zoom on November 4th at 7.00 pm.

Present:

- The Mayor Cllr Owen James
- Cllr Edward Thomas
- Cllr Eifion Davies
- Cllr Colin Jenkins
- Cllr Robert Jones
- Cllr Dawn Wallace
- Cllr Christopher Parish
- Cllr Christoph Fischer
- Cllr Kevin Sivyer
- Cllr Gordon Kilby
- Cllr Geraint Price
- Mr Roger Phillips (Town Clerk)

Apologies:

- Cllr Lesley Prosser (family matters)

Min 89 / 11 / 20 To consider the WelTAG Stage 2 consultation plans

These included the following options:

NB1, NB2, NB5, NB6, NB7, TC1A,
BE1A, BE1B, BE1C, BE4D

Declarations of Interest: None.

Councillors considered each of the above in turn.

1. Cllr Gordon Kilby proposed that any proposal to provide traffic lights along Rhosmaen Street be rejected as it would lead to increased air pollution. Cllr Colin Jenkins seconded. All were in favour.
2. Cllr Owen James proposed that it is imperative for the Council to support the essential need for a bypass. Cllr Edward Thomas seconded. All were in favour.
3. Cllr Colin Jenkins proposed that the Council support option BE1C. This was seconded by Cllr Eifion Davies.
4. Cllr Gordon Kilby proposed an amendment in support for option BE1A. Cllr Christoph Fischer seconded. The following voted in favour of the amendment: Cllr Gordon Kilby, Cllr Christoph Fischer, Mayor Cllr Owen James, CC Edward Thomas, Cllr Geraint Price.
5. The following voted in favour of the proposal BE1C: Cllr Colin Jenkins, Cllr

Eifion Davies, Cllr Christopher Parish, Cllr Kevin Sivyer, Cllr Dawn Wallace, Cllr Robert Jones.

6. The proposal to support Option BE1C was passed by 6 votes to 5. The Council's decision would be forwarded to the Welsh Government.

Carmarthenshire County Council



sirgar.llyw.cymru
carmarthenshire.gov.wales

Dear Sirs,

Re. Consultation Llandeilo and Ffairfach Transport Study WeITAG Stage 2.

The County Council welcomes and thanks the Wales Government for providing the Council with an opportunity to provide an input into the consultation for the above transport study.

Carmarthenshire County Council has long advocated the need for a Bypass at Llandeilo. Llandeilo is an historic market town with the Swansea to Manchester Trunk Road running through its main street, Rhosmaen Street. The town has incurred the impact of strategic traffic with the consequential detrimental impact on air quality and road safety for many years.

Successive Ministers have provided a formal commitment to build a bypass. On 2nd May 2013, Edwina Hart, the Minister for the Economy Science and Transport wrote to confirm:

“Construction is currently programmed to start at the end of 2016.”

Then again on 9th June 2016 the current Minister for the Economy, Transport and North Wales advised:

“A review of the Original and Refined Route for this section of the road has recently been completed and that there is merit in considering the Original Route.”

The Minister also advised in June 2017 that:

“I am currently considering advice from my officials regarding the next steps for the bypass and I will be making a decision shortly.”

The County Council also received detail of a programme for the project, which is set out below:

- WeITAG Stage 1 completion, September 2018.
- Employers Agent Procurement (Publish Notice for tender) June 2018.
- Formal Award of Employers Agent October 2018.
- Key stage 2 - Route Options Review (WeITAG Stage 2) Commencement September 2018, Completion November 2018.
- Key Stage 3 - Preliminary Design and Preparation of orders November 2018 – June 2019.
- Key stage 4 - Public Inquiry June 2019 – December 2019.
- Key stage 4 - Detailed design December 2019 – End of March 2020.
- Key stage 5 - Contractor Procurement Feb 2020 –September 2020.

- Key stage 6 – Construction design/ site preparation October 2020.
- Estimated Construction period 27 months.

Turning to the consultation document, the County Council notes that a No Bypass option NB7 has been included, whilst it is a disappointing that a no bypass option is included it is appreciated that this is include for the WelTAG 2 process. It would have been helpful to include reference to the fact that the WelTAG 1 study work which concluded that:

“Whilst a non-bypass and town centre improvements will deliver benefits; significant improvements are predicted to arise from the construction of a bypass.”

This would have provided all appropriate information to help the public make an objective assessment of the facts.

The County Council is disappointed that the consultation paper, presents data showing support for the no bypass options. It does not clearly set out the context that such options could not be delivered due to the fact that there is no economically viable route for commercial large goods vehicles. The data is presented in such a way, the public will be unaware of this. It is therefore considered unrepresentative of the actual position. The No Bypass options gained very little support during the consultation with NB7 receiving the lowest level of support.

Whilst it is noted that NB7 is being taken forward for evaluation alongside the series of three relief road options, it also includes other measures relating to parking, active travel, and public transport. The County Council view is that these complimentary measures will only provide a low degree of improvement at best. They will do little to address the impact of through traffic on the town. NB7 is very likely to exacerbate air quality and introduce further issues such as noise and vibration notably at Bridge Street and Rhosmaen Street near to the primary school, as evidenced when Rhosmaen street was closed for the gas main to be replaced in 2013. The air quality issue moved to the diversionary routes and emissions increased as traffic queued.

Thank you for sending through data on the mean queue length for NB7. It shows that queues will form and the queue length will increase over time. It is noted that The County Council has been presented with the mean queue length, the queue length will therefore be significantly greater at peak times. It will introduce new risks to the community, particularly school pupils accessing the primary school.

The County Council would like sight of further data to explore the outputs from the model as the current presentation of data is likely to be underestimating the queue lengths. Looking at the Linsig results provided indicates the degree of saturation over 85% in the 2023 AM. This is a major concern (88.8% Bridge St and 87.3% Rhosmaen) as it exceeds 85% a point at which traffic flows become very unstable and queues can quickly form. For 2038 both north and south arms are over 85% for AM, Inter and PM.

Given the short period for the consultation during these extraordinary times, the County Council wishes to put forward the additional following comments, at this stage:

- The WeITAG 1 appraisal and consultation process demonstrated very little support for option NB7; it is being taken forward into the next stage of option development. The County Council does not support this option.
- The A483 is the strategic Swansea to Manchester Trunk road, introducing an impediment in the form of signals at this location would result in delays occurring along this key strategic route. Such delays would be detrimental to economic activity within the area.
- It is worth noting that Carmarthenshire Council in partnership with Wales Government has been successfully delivering the Cross Hands Economic Link Road, which as well as providing for significant economic investment at a strategic employment site (assisting in the potential creation of an estimated 1000 new jobs), it also delivers north south journey time savings; these savings would be negated by the introduction of the NB7 option.
- NB7 would result in no net reduction of traffic through Llandeilo, however it will increase journey dwell times and queueing in receptor areas which are already subject to air quality issues. Furthermore, the action of stopping and starting at the lights, particularly hill starts has the potential to increase NO2 loadings in the area. The traffic movement on the A483 through Llandeilo is predominantly through movements; indeed the consultation document notes that a bypass would remove up to 81% of traffic from Rhosmaen street and 95% of HGV movements, giving a clear indication of local and through traffic volumes.
- Work undertaken in 2013 considered the impacts of diverting trunk road traffic along alternative routes within the town during a period of enforced closure because of essential gas main works. The impact of the diversion was clear in that the air quality issues experienced during the 'normal' highway operation were displaced to the surrounding network. All locations where monitoring was carried out along the diversion routes through the town were subject to an increase in NO2, the increases ranged from 13% up to 220%. The proposal does not resolve the issue of through traffic.
- **Parking** – Llandeilo has a niche retail offer attracting visitors from far and wide, with the motor car the dominant mode of transport. The current car park is an asset to the town and is well utilised. One of the proposals is to displace parking by reallocating space for goods vehicle drop offs introducing a potent mix of LGV's and pedestrians giving rise to safety concerns. The County Council does not support this proposal.
- **Electric Bike provision** - whilst this would be welcomed in terms of local sustainable transport improvements, given the nature of traffic movements that this scheme is aiming to mitigate against, it is unlikely to have any positive impact of significance.
- **Park and Ride** – The potential park and ride at Ffairfach is unlikely to provide significant benefit, as visitors would not be compelled to use it when there is parking a short distance away in the town centre, particularly as the bus would not have

any journey time priority over general traffic. The bus would be caught at the traffic lights. This is not supported.

- **School Journeys** – The reference to active travel routes to school as a potential positive intervention as part of a complimentary / alternative package is welcome. Whilst safe, active routes to school continues to be a corporate objective and any investment in this area would be welcomed, the benefits are likely to be of minimal in impact and do not address the key objectives of the study. The catchment for Llandeilo school is vast and covers a very wide geographic (mainly rural) area both North and South of the town. Therefore, any benefits, whilst valuable for those within reasonable walking and cycling distance, would have limited impact on traffic volumes, especially without the support for the development of the Towy Valley path.

The three bypass options listed i.e. BE1A, BE1B and BE1C are welcomed and if selected would enable further infrastructure improvements in the town centre to improve the safety for pedestrians and cyclists. With through traffic removed from the town, the option of a one-way system is feasible, it is however conditional on the bypass option being delivered first.

In reviewing the information presented along with the budget constraints, Bypass option BE1B is the only bypass option within budget, it would also present an opportunity to provide a continuous link to the planned Towy Valley path to support integration of modes with rail. This option is the preferred option supported by the Council at this stage as it would enable work to proceed more quickly to resolve the long-standing issues associated with traffic movement through the town.

In conclusion, Carmarthenshire County Council has consistently maintained that a Bypass is the only viable and acceptable solution to address the issues associated with A483 traffic travelling through Llandeilo Town Centre. The County Council is not persuaded that the alternative options to the bypass are viable. The council will support delivery of the bypass option BE1B.

Yours faithfully

S.G.Pilliner
Head of Transportation and Highways

cc Chief Executive.
Cllr. Emlyn Dole Leader
Cllr. H.Evans Executive Board Member for Environment

Response by Dyffryn Cennen Community Council

With reference to the A483 consultation, the preferred choice of Dyffryn Cennen Community Council is - BE1A

Response by National Trust



Dear Sir

RE: Welsh Government Consultation Document A483 Llandeilo and Ffairfach transport study WeITAG stage 2, 29th September 2020

I refer to the above consultation, thank you for the opportunity to respond.

Background

National Trust exists to care for the special places of Wales so that they can be enjoyed forever, by everyone. Established 125 years ago, our primary purpose is to promote the preservation of special places for the benefit of the nation. We place great importance on the conservation, management and enjoyment of the natural and historic environment both within and beyond our boundaries. We care for 157 miles of beautiful Welsh coast, 46,000 hectares of land, 97% of which is registered as agricultural land, and ten of the fourteen peaks over 3000 ft. We are the guardian of 18 of Wales's finest castles, houses, gardens and industrial sites. We care for archaeological sites, designed and cultural landscapes, buildings, architecture and parks and gardens, 175 Scheduled Ancient Monuments and 381 listed buildings.

National Trust owns Dinefwr in Llandeilo. The current estate was acquired by the National Trust over a number of years, starting with deer park in 1987, followed by the outer park and the wet meadows. The house was acquired in 1990, followed by the drive, and Home Farm was acquired in 2005, followed by the court yards. Dinefwr Park is of exceptional significance for its archaeology, designed landscape and buildings. It is also a National Nature Reserve, supporting a wealth of important wildlife including one of the finest assemblages of rare lichens on its ancient trees anywhere in Wales. Today the park is widely acknowledged to be one of the finest designed landscapes in the UK. At its centre is Newton House, originally constructed in the 17th century to a simple but elegant design. It is a cornerstone of the local economy and is a very special place.

National Trust owns land to the north of the Afon Tywi. This area of the Tywi floodplain consists of a number of very important wildlife habitats, including woodland, veteran trees, oxbow lakes, pools and wetland vegetation, the river and the floodplain grassland. This area of the Tywi has a comparatively natural meandering course with undercut sections, riffles and shingle bars. It regularly floods, creating a dynamic environment that is quite rare on highly engineered and canalised river systems today.

The river is a SAC and supports important fish species such as bullhead, sea lamprey, allis and twaite shad, and has one of the largest runs of sea trout in Wales. It is also an important feeding and breeding area for otter.

The open standing water areas are protected as SSSI and support a very good range and cover of submerged, floating and emergent plants, including a number with restricted distribution. They are particularly notable for their good representation of plants which are characteristic of still or slow-flowing lowland water bodies. Some of these require fertile, alkaline or base-rich waters. Such habitat is very limited in Wales.

National Trust has a shared vision for the future of the floodplain in this area of Llandeilo, and this vision will make a significant contribution to addressing the wildlife and climate emergencies in Wales.

The floodplain should be a wild dynamic natural system, with a rich mosaic of grassland, wood pasture and wetland created and maintained by the wandering course of the River Tywi, and the ancient breeds of cattle and ponies that graze there. The river should migrate back and forth across its floodplain leaving clues to its former course in the ghosts of old river terraces which are still visible in the grassland and damp paleo-channels marked by fingers of wet woodland. Oxbow lakes should dot the floodplain. These former meanders, left stranded by the river in an effort to straighten its course, are now only re-untied with the Tywi in times of flood. These lakes provide an incredibly diverse range of wetland habitats and hence a rich diversity of wetland plants, including the uncommon insectivorous greater bladderwort, insects such as dragonflies and damselflies, diving beetles and weevils, and wintering wildfowl including geese and widgeon.

The landscape of Dinwfwr is exceptional. The Deer Park (Cadw/Icomos Register of Parks and Gardens of Special Historic Interest in Wales evaluates the landscape as Grade I. The Cadw Inspector with responsibility for Parks and Gardens has described Dinefwr as one of the most important historic parks in Wales, if not in Britain'. The park boundaries include two Scheduled Ancient Monuments and 14 listed buildings. It is a Registered Park and Garden (Grade I) and a Registered Landscape of Outstanding Historical Importance. Views into and out of our protected landscape will be an important consideration for National Trust and how we view development and inform our position on routing options for any new relief road.

November 2020 Consultation

National Trust welcomes the opportunity to comment on the WeITAG Stage 2 consultation. We attended the public consultation and Stakeholder workshop during April 2019 and welcomed the opportunity to comment on the Llandeilo and Ffairfach Transport Study.

We note the conclusions of the April 2019 consultation and the work subsequently completed.

We note the consultation indicates that environmental surveys have been completed to inform mitigation, including a flood impact model, but they do not form part of the consultation documentation.

We reemphasise our support for the project objectives including an overarching objective to transition to a low carbon society ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure

which includes improving access to, and provision of public transport.

We welcome the opportunity that the project provides for creating more sustainable links for visitors to Dinefwr and a potential Travel Plan for the property. We support the creation of enhanced links for walking and cycling, pedestrian and cyclist safety and the benefits of a Towy Valley Path to Llandeilo.

We support the inclusion of an electric bike hire project and welcome the opportunity to explore how this can enhance visitor access to and from Dinefwr, and further discussion on the wider issue of enhancing cycle access to Dinefwr.

We support the overarching objective to contribute to sustainable economic growth and tourism and cultural opportunities and welcome further discussion on specifics relating to signage and the opportunity for enhancement to bus and rail access for Dinefwr visitors.

National Trust remains concerned about the environmental impact associated with option BE1C including landscape, ecology and flood risk issues. We await detailed information prior to further consideration of environmental harm. National Trust does not support the route option BE1C.

National Trust note the potential inclusion of two new car parks as Ffairfach village improvements. The lighting of these proposals will need consideration of landscape and visual harm to the setting of nationally important landscapes.

Thank you for the opportunity to comment.

Yours sincerely

John Pearson
Planning Adviser
National Trust

Response by Cycling UK

Dear Sirs

1. Thank you for this opportunity to contribute to the development of a solution to the demonstrable traffic problems in the Llandeilo area.
2. Cycling UK was founded in 1878 and has around 70,000 members, several thousand of whom live in Wales. Our central mission is to make cycling a safe, accessible, enjoyable and 'normal' activity for people of all ages and abilities. Our interests cover cycling as a form of day-to-day transport (active travel) and as a leisure activity (active recreation), both aspects delivering health, economic, environmental, safety and well-being benefits for individuals and society.
3. The WelTAG process is mandatory for all transport projects funded by Welsh Government (WG), as here at Llandeilo and Ffairfach. But it cannot be used in isolation; the current iteration of WelTAG was launched in December 2017, in person by the Cabinet Secretary for Economy, Transport and North Wales, Mr Ken Skates. At the same time he also launched WelTAG Supplementary Guidance (SG) concerning application of the Well-Being of Future Generations (Wales) Act 2015 (WBFGA) to WelTAG.
4. This Supplementary Guidance is in itself mandatory, as demonstrated by its opening paragraph: "When using WelTAG it is essential to comply with the duties set out in the Well-being of Future Generations (Wales) Act 2015. They are to follow the sustainable development principle through following the five ways of working". The SG further states, again unambiguously, that: WelTAG embeds the sustainable development principle through the five ways of working, which should be used at all stages". To assist practitioners the Office of the Future Generations Commissioner (FGC) has produced a 'Framework for Projects' - a framework for thinking. The SG makes clear that its use is mandatory: "It is to be used when developing and designing projects".
5. Cycling UK was not involved in the WelTAG1 process for Llandeilo and Ffairfach. Despite claims to the contrary within the report it is not evident that the principles of the WBFGA have in fact been followed - importantly for instance there appears to have been no consideration of non-transport options, and there is no evidence apparent in the report that the five ways of working have been used in the manner required by the WBFGA. These are serious failings demonstrating a fundamental misunderstanding of the duties created by the WBFGA and rendering the conclusions of WelTAG1 questionable.
6. The WelTAG1 report contains scheme Objective 2, "Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school". While welcome in itself, Cycling UK considers that this Objective is inadequate to discharge the statutory duty to promote walking and cycling placed on the Minister by s9 Active Travel (Wales) Act 2013 (ATWA) - see paragraph 12 below. We do however recognise that some of the proposed options contain significant cycling infrastructure.

7. The WelTAG1 report does at least recognise the existence of the WBFGA and ATWA. There is literally no evidence within the WelTAG2 report that the mandatory SG has been used in its preparation, and no mention of either the ATWA or the WBFGA. Objective 2, a headline issue, seems to have been largely ignored in producing this WelTAG2 report, despite the claim in the WelTAG1 report that “the provisions of the Active Travel (Wales) Act 2013 will be a key consideration” in the WelTAG2 process. This is simply unacceptable.
8. The WelTAG2 report makes no reference to several hugely important and highly relevant issues of policy and law in Wales, including: the landmark declaration by WG of a climate emergency (2019), the ATWA (2013), the WBFGA (2015), ‘Planning Policy Wales’ (2019), ‘Prosperity for all, a low carbon Wales’ (2019) and the ‘Clean Air Plan for Wales’ (2019). Many of these postdate the production of the WelTAG1 report in 2018, thus demonstrating the fast developing nature of public law and policy in Wales. These issues, and particularly the declared climate emergency, should have changed the strategic thinking behind the Llandeilo scheme, but seemingly have not done so. The WelTAG process needs to keep up to date if it is to be effective, but sadly the evidence available from the Llandeilo WelTAG2 report does not demonstrate that it has done so.
9. We note too that the FGC, in her recent ‘Future Generations Report 2020’ has been very critical of the application of WelTAG (see her Chapter 5). Llandeilo is not an isolated case.
10. Cycling UK recognises that there are serious issues with traffic through Llandeilo and Ffairfach which are clearly adversely affecting local quality of life. We are not opposed in principle to a bypass - but we are very strongly of the view that due process as set in policy by WG, and in law by the Senedd, must be followed. So far it has not been, to the extent that we are unable to support this WelTAG2 report.
11. We ask that the Independent Review Board required by the WelTAG process formally considers our concerns, and responds to us in writing. The issues we have raised could mainly be dealt with and resolved in the formal business case produced at WelTAG Stage 3 if the scheme proceeds that far - but only if the WelTAG3 process is fundamentally different to those used for WelTAG1 & 2.
12. If it is to be convincing the Llandeilo WelTAG3 process will therefore need to demonstrate unequivocally that it is up to date, and has been pursued in full compliance with the SG, including a proper understanding of the WBFGA duties and methodology. Proper recognition of the duty placed on the Minister by Section 9 of the ATWA is essential (i.e. “Welsh Ministers must (our emphasis), in exercise of their functions under Parts 3, 4, 5, 9 and 12 of the Highways Act 1980 in so far as it is practicable to do so, take reasonable steps to enhance the provision made for walkers and cyclists”). This is a broad duty; it is not discharged merely by scheme Objective 2 (which as we have noted above, seems to have been mainly ignored in any event).
13. We at Cycling UK will be keen to participate constructively in the development of a compliant WelTAG3 report - and we wish to re-emphasise that we do fully

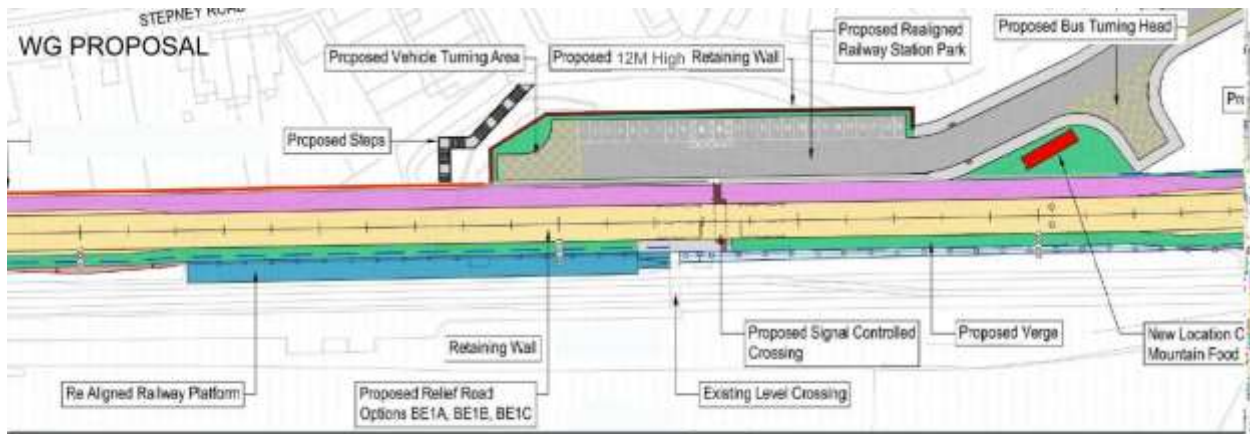
recognise there are real traffic issues to be resolved in Llandeilo and Ffairfach which cannot simply be wished away.

14. In light of our concerns that the mandatory WeITAG Supplementary Guidance has not been followed we have sent a copy of this consultation response to the Future Generations Commissioner for her information and any action she may deem appropriate.

15. Could you please acknowledge safe receipt of this letter.

Yours sincerely
Richard Brunstrom QPM
Local Representative, Cycling UK

Response by Towy Environmental Group (TEG)



TEG PROPOSAL

Move one railway line to the river side of the existing Island Platform echoing the WG proposal in the 2006 public consultation, this movement should now be bureaucratically easier as WG now owns the railways. TEG also proposes that the two railway lines be led off the two edges of the Island platform, thereby eliminating the need for a separate platform. All these savings in space (one platform and one railway line) means the retaining wall can be much lower down the hill (therefore much smaller).

ROUGH COSTS:
 Most costs would be similar in both (road, cycle path, disability ramp etc). TEG would be cheaper on Stairs/ramp (WG total cost roughly 1 million) and the ramp (WG Total Cost: roughly 1.8 Million) and vastly cheaper on Retaining walls (WG Total Cost roughly 4 million). (Approx total saved on these by TEG=€3.5 Million). These savings would be spent on 1. Moving 1 track to a position where there was the remains of a trackbed 20 years ago...so presumably the levels and foundation structure are usable Rough Cost €1 Million
 2. Leaving an estimated 2.5 Million for building the New Refreshment rooms. (the pedestrian bridge is already paid for as part of the disability ramp)
 These costs are rough estimates, but building costs are at least in the same ballpark. The long term finances in terms of the visitor and tourist revenue generated I would probably be in favour of the TEG scheme.





Towy Environment Group Proposal.
 Low impact design that aims to Respect and even revive the character of the Station. The emphasis being on conservation and gentle restoration. While retaining all the functionality of the W.G. Proposal.



TEG aims to again make the Station a thriving gateway to the town, building a centre for cyclists, walkers, and visitors by car and train. And to reinforce the faded connection to the town. This is achieved firstly by moving one railway line to the river side of the existing Island Platform echoing the WG proposal in the 2006 public consultation, this movement should now be bureaucratically easier as WG owns the railways. TEG also proposes that the two railway lines be fed off the two edges of the Island platform, thereby eliminating the need for a separate platforms. All these savings in space (one platform and one railway line) means the retaining wall can be much lower down the hill, therefore much smaller!

WG Access Proposals

Disabled Access

Feedback on these improvements which could be delivered together with the stepped access from Alan Road.

Alan Road ramp access
 We have undertaken a feasibility design for an elevated steel inclusive mobility access ramp between Alan Road and the railway station car park. The fully compliant ramp would be 220m in length with an estimated cost of £1.5million.

or, Lift access provision
 We have developed a feasibility design for an elevated platform and lift from Alan Road to the proposed railway station car park. This would provide a shorter quicker access option than the ramp access. The lift has an estimated cost of £1.5million, although it would bring additional operational and maintenance costs.



Staircase

The existing pedestrian stepped access between Alan Road and Llandello railway station would be upgraded to current design standards.



TEG Access Proposals

Disabled Access

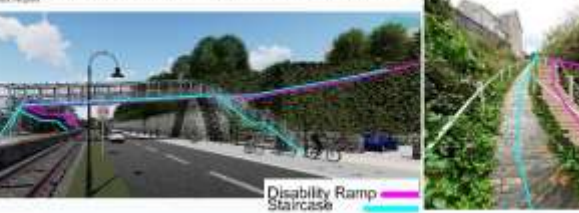
TEG proposes a low impact solution, the first 6m drop of the ramp being gently bedded in adjacent to the existing terracotta stairs and generally hidden from the station by the preserved existing planting. The remaining 6m drop would be accommodated firstly by the stepping bridge to the station, then threaded through the new station rooftop cafe and down to the platform.

Disability Ramp
 Staircase



Staircase

TEG proposes a low impact but functional approach. The first 6m drop from Alan Rd being taken care of by gently renovating the existing terracotta steps. Local designs with the WG description of these as "Delicous", however the last 2m of concrete steps have caused some mishaps and need replacing. These terracotta steps have been used by generations of Llandello people on route to holidays or visits to Carnarvon and Swansea and the wider world beyond. Choice elements like these all add up to the distinctive character of the town. If they are replaced by concrete and steel structures, Llandello loses some of its identity and heritage.



THE REFRESH



Approach over reinstated footbridge



Refresh, cafe with best views in town



Refresh Cafe interior



Original "Refresh" in the far distance, also original footbridge which we plan to reinstate. This also shows the Island Platform being used much as we propose.



ORIGINAL "Refresh" just before it was demolished without warning by BR in the 60s. It is much missed.

Appendix D: Consultation document and display panels web link

[A483: Llandeilo and Ffairfach transport study WelTAG stage 2 | GOV.WALES](#)