

Number: WG41345



Llywodraeth Cymru
Welsh Government

CAPITA | Real estate and infrastructure

Llywodraeth Cymru
Ymgynghoriad – Crynodeb o'r Ymatebion

A483 Astudiaeth Trafnidiaeth Llandeilo a Ffair-fach

Ionawr 2020

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

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1. Cyflwyniad

Comisiynwyd Capita Real Estate and Infrastructure gan Lywodraeth Cymru i gynnal arfarniad WelTAG Cam 2 ar y gwelliannau trafndiaeth arfaethedig ar hyd yr A483 yn Llandeilo, Sir Gaerfyrddin.

Cafodd WelTAG Cam 1 (Achos Amlinellol Strategol) ei gwblhau gan Jacobs

1.1 Cefndir

Fel rhan o Gam 1, ystyriwyd 41 o opsiynau gydag 11 yn cael eu rhoi ar restr fer o opsiynau a ffefrir. Cyflawnodd yr 11 opsiwn yn dda wrth eu harfarnu yn erbyn amcanion lles, amcanion trafndiaeth ehangach ac amrywiaeth o ddogfennau polisi. Yn ogystal, arfarnwyd yr opsiynau yn erbyn yr amcanion canlynol a nodwyd mewn gweithdai a fforymau cyhoeddus:

- Cyfrannu at dwf economaidd cynaliadwy a chyfleoedd twristiaeth yn Llandeilo;
- Gwellu dibynadwyedd amser teithio drwy Llandeilo a Ffair-fach;
- Gwellu diogelwch cerddwyr a beicwyr yn Llandeilo a Ffair-fach, gan gynnwys llwybrau diogel i'r ysgol;
- Cadw swyddogaeth strategol yr A483;
- Lleihau gwahanu cymunedol yn Llandeilo a Ffair-fach;
- Lleihau tagfeydd drwy Llandeilo a Ffair-fach;
- Lleihau cysylltiad â llygredd aer;
- Cefnogi pontio i gymdeithas carbon isel, gan sicrhau bod yr ateb yn gynaliadwy a gwydn, a'i fod yn lleihau allyriadau carbon sy'n gysylltiedig â'r seilwaith trafndiaeth sy'n cynnwys gwellu mynediad at, a darpariaeth, trafndiaeth gyhoeddus.

1.2 Pwrrpas

Pwrrpas y ddogfen hon yw cyflwyno sut y cynhaliwyd yr ymgynghoriad ar ddechrau WelTAG Cam 2. Yn ogystal, mae'r ddogfen hon yn cyflwyno canlyniadau'r broses.

Er mwyn sicrhau cysondeb ar draws yr holl ymatebion, nid yw enwau a chyfeiriadau (neu ran o gyfeiriad) yr unigolyn neu'r sefydliad a anfonodd yr ymateb wedi'u cyhoeddi fel rhan o'r adroddiad hwn.

Bydd canlyniadau'r ymgynghoriad yn cael eu crynhoi ac yn llywio WelTAG Cam 2. Bydd y canlyniad, maes o law, yn sefydlu'r opsiwn a ffefrir ar gyfer WelTAG Cam 3.

1.3 Cyhoeddusrwydd

Cynhaliwyd y broses ymgynghori yn Gymraeg a Saesneg ac fe'i hysbysebwyd drwy ddulliau amrywiol yn cynnwys cyfryngau cymdeithasol Llywodraeth Cymru, gwefan Llywodraeth Cymru, e-bost a llythyrau i fusnesau, siopau a chanolfannau cymunedol lleol, posterï (Tabl 1.1 – gyda phosterï ychwanegol yn cael eu danfon yn bersonol i sefydliadau eraill) a hysbysebion papur newydd yn y Western Mail a'r Carmarthen Journal.

Tabl 1.1 Rhestr o Fusnesau, Siopau a Chanolfannau Cymunedol

Busnesau, Siopau a Chanolfannau Cymunedol
Llyfrgell Rhydaman
Artwerks Gallery & Gift Emporium
Cartref Henoed Aweltywi
Bridge Taxis
Cartref Preswyl Caeglas
Swyddfeydd Cyngor Sir Gaerfyrddin
Llyfrgell Caerfyrddin
Celtic Dental Practice
Centraframe PVCU Systems Ltd
Cico Chimney Linings
Clee Thompson & Francis
County Office Supplies
Evan-Evans Brewery
George Rowan Chimneys & Stoves
Gerwyns Fruit & Veg
Headlines
IE Jones
Igam Ogam
LBH Home & Garden Centre
LBS Home Centre
Neuadd Llandeilo Fawr
Llandeilo Filling Station
Llyfrgell Llandeilo
Swyddfa Bost Llandeilo
Nice Price News

Salon Swish
Seil
Shaun George Plumbing & Heating
So at Home Ltd
The Foot Clinic
The Little Welsh Dresser
The Plough Inn yn Rhosmaen
Thomas Services
Torbay Inn
West Wales Aerials Ltd

Mae copi o'r deunyddiau a ddefnyddiwyd i hyrwyddo'r digwyddiadau ar gael ar wefan Llywodraeth Cymru.

Roedd yr ymgynghoriad yn hygyrch i bawb waeth faint o wybodaeth neu arbenigedd oedd ganddynt. I fod yn hygyrch i bawb, defnyddiwyd amrywiaeth o gyfryngau nad oedd wedi'u cyfyngu i hysbysiadau argraffedig a gweithgarwch ar-lein. Cynhaliwyd digwyddiadau ar wahanol ddyddiau ac amseroedd gydag aelodau staff dwyieithog yn bresennol i helpu lle bo angen.

2. Digwyddiadau

Cynhaliwyd pedwar digwyddiad ymgynghori ar ddechrau mis Ebrill yn Neuadd Ddinesig Llandeilo, 19 Heol Cilgant, Llandeilo SA19 6HW. Mae'r manylion am y math o ddigwyddiad, dyddiad, amser a nifer y mynychwyr i'w gweld yn Nhabl 2.1.

Tabl 2.1 Manylion Digwyddiadau

Digwyddiad	Dyddiad	Amser	Mynychwyr
Gweithdy Rhanddeiliaid	2 Ebrill (Dydd Mawrth) 2019	10:00 – 12:00	29
Fforwm Cyhoeddus	2 Ebrill (Dydd Mawrth) 2019	13:00 – 17:00	86
Fforwm Cyhoeddus	3 Ebrill (Dydd Mercher) 2019	13:30 – 19:30	151
Fforwm Cyhoeddus	6 Ebrill (Dydd Sadwrn) 2019	09:30 – 12:30	138
Cyfanswm			404

2.1 Gweithdai Rhanddeiliaid

Mynychodd 29 o randdeiliaid y gweithdy i randdeiliaid ar 2 Ebrill 2019. Roedd mynychwyr yn cynnwys cynrychiolwyr o Trafnidiaeth Cymru, Cyngor Sir Gaerfyrddin, Yr Ymddiriedolaeth Genedlaethol, Cymuned Dyffryn Cennen a Gwasanaeth Tân ac Achub Canolbarth a Gorllewin Cymru. Mae crynodeb o'r holl randdeiliaid a wahoddwyd ac a oedd yn bresennol ar gael yn Atodiad A hefyd.

Tabl 2.2 Mynychwyr Gweithdy Rhanddeiliaid

Sefydliad
Cyngor Sir Gaerfyrddin
Cyngor Cymuned Manordeilo a Salem
Cyngor Tref Llandeilo
TEG
Ymddiriedolaeth Archaeolegol Dyfed
Cyngor Tref Llandeilo
Adolygydd Annibynnol
Fforwm Seiclo Sir Gâr
Gwasanaeth Tân ac Achub Canolbarth a Gorllewin Cymru
Yr Ymddiriedolaeth Genedlaethol
Ward Llandeilo
Trafnidiaeth Cymru

Roedd y gweithdy'n cynnwys cyflwyniad dwyieithog a oedd yn amlinellu'r sefyllfa bresennol, y cefndir, proses WelTAG, opsiynau'r cynllun, y camau nesaf ac amser wedi'i neilltuo ar gyfer cwestiynau ac atebion. Mae copi o'r cyflwyniad yn Atodiad C.

Roedd aelodau o staff Llywodraeth Cymru, Jacobs, Mott MacDonald a Capita Real Estate and Infrastructure yn bresennol i ddarparu manylion ac i esbonio'r cynigion yn fanwl ym mhroses WelTAG Cam 1 neu gamau nesaf proses WelTAG Cam 2.

Roedd y mynychwyr yn gallu darparu ymateb i'r ymgynghoriad drwy e-bost, drwy gwblhau holiadur ar-lein a/neu gopi caled ac ar lafar. Crynhowyd yr ymatebion ac maent i'w gweld yn Adran 3 yr adroddiad hwn.

2.2 Fforwm Cyhoeddus

Cynhaliwyd tri fforwm cyhoeddus ar yr 2^{il}, 3^{ydd} a'r 6^{ed} ar wahanol adegau o'r dydd fel y nodwyd yn Nhabl 2.1. Gofynnwyd i fynychwyr gofrestru wrth iddynt gael eu croesawu i'r Neuadd Ddinesig.

Fel rhan o'r broses, rhoddwyd llyfryn Cymraeg a Saesneg iddynt, a oedd yn cynnwys manylion y cynlluniau arfaethedig oedd ar gael a holiadur cysylltiedig. Roedd y ddogfen yn egluro hefyd sut y gallai unigolion ymateb i'r ynigion a gyflwynwyd yn ystod y fforwm. Mae copi ar gael ar wefan Llywodraeth Cymru.

Roedd aelodau staff o Lywodraeth Cymru a Capita Real Estate and Infrastructure yn bresennol i ddarparu manylion ac i esbonio'r cynigion yn fanwl ym mhroses WelTAG Cam 1 neu gamau nesaf proses WelTAG Cam 2.

Yn ogystal, roedd copïau caled o ddeunydd WelTAG Cam 1 ar gael, yn ogystal â 23 bwrdd gyda chyflwyniad dwyieithog yn nodi opsiynau ar gyfer y cynllun, y broses WelTAG a'r camau nesaf. Mae manylion y byrddau (ar wefan Llywodraeth Cymru) ar gael yn Nhabl 2.3 tra bod llun o gynllun y fforwm cyhoeddus ar gael yn Ffigur 2.1.

Tabl 2.3 Manylion Byrddau Arddangos Dwyieithog

Bwrdd	Disgrifiad o'r Cynnwys
1 a 2	Disgrifiad o'r Astudiaeth
3 a 4	Proses WelTAG
5 a 6	Amcanion WelTAG
7	Opsiynau Rhestr Fer
8	Opsiwn NB1: Goleuadau traffig, dim ffordd osgoi

9	Opsiwn NB2: Dileu parcio, dim ffordd osgoi
10	Opsiwn NB5: Cyfyngiad HGV (cosb gyfreithiol) a system unffordd, dim ffordd osgoi
11	Opsiwn NB6: Opsiwn cyfun heb ffordd osgoi (gyda chyfyngiad HGV)
12	Opsiwn NB7: Opsiwn cyfun heb ffordd osgoi (dim cyfyngiad HGV)
13	Opsiwn TC1A: System Unffordd a Ffordd Osgoi
14	Opsiwn BE1C: Ffordd Osgoi Ddwyreiniol Opsiwn 1A
15	Opsiwn BE1B: Ffordd Osgoi Ddwyreiniol Opsiwn 1B
16	Opsiwn BE1C: Ffordd Osgoi Ddwyreiniol Opsiwn 1C
17	Opsiwn BE4D: Ffordd Osgoi Ddwyreiniol Canol Rhosmaen Opsiwn 4
18	Opsiwn BE6: Ffordd Osgoi Ddwyreiniol 6
19	Adborth a Chamau Nesaf
20 a 21	Opsiynau Llai Ffafriol
22 a 23	Opsiynau Llai Ffafriol

Ffigur 1.1 Llun o gynllun y fforwm cyhoeddus



2.3 Llyfrgell Llandeilo

O 17 Ebrill ymlaen, roedd copïau papur A3 o'r byrddau ymgynghori, y

ddogfen ymgynghori ddwyieithog (gyda holiadur) a thri chopi o adroddiad WeITAG Cam 1 ar gael yn Llyfrgell Llandeilo.

3. Canlyniadau

3.1 Adborth Rhanddeiliaid

Yn y gweithdy rhanddeiliaid, roedd mynychwyr yn gallu rhoi sylwadau a rhannu eu meddyliau ar y deunydd oedd yn cael ei arddangos. Cynhaliwyd sesiwn holi ac ateb yn ystod y digwyddiad lle trafodwyd pryd fyddai'r gwaith adeiladu'n dechrau gydag amcangyfrif bras o ddechrau 2021 yn cael ei grybwyll. Cafwyd trafodaethau eraill ar sicrhau eglurder ynghylch a yw rhai o'r opsiynau arfaethedig yn bodloni amcanion y cynllun yn llawn, gyda rhanddeiliaid yn credu bod rhai o'r sgoriau a ddangoswyd yn is. Dywedwyd bod Opsiwn BE1A yn bodloni Amcanion 2 a 3 yn llawn yn hytrach na'n rhannol. Mae Tabl 3.1 yn dangos y sylw hwn ymysg eraill a wnaed yn ystod y gweithdy.

Tabl 3.1 Sylwadau'r Gweithdy Rhanddeiliaid

Sylwadau
<ul style="list-style-type: none"> • Treialu cyfyngiadau canol tref/HGV dros flwyddyn? • A yw cerbydau fferm yn HGVs? • Cerbydau fferm/bysiau ysgol - hen ar y cyfan â lefelau llygredd uchel • Ystyried beicwyr yn y dref ac ar y ffordd osgoi • HGVs sy'n torri'r terfyn cyflymder y tu allan i oriau brig / dim gorfodi cyflymder yn y dref • Diogelwch plant ysgol – defnyddio cefn ardal y Coop a maes parcio'r orsaf reilffordd i'w rhoi ar fysiau ysgol • Gallai plant ysgol ddefnyddio'r trêrn - angen mwy o gerbydau a chael trenau amlach yn hytrach na ffordd osgoi • Beth oedd canlyniadau ymchwiliad 1993? • Problem ddaearegol gyda chreigiau rhydd • Dylai llifau a fesurwyd ar yr A483 i'r de o'r bont fod yn is na'r A483 i'r gogledd o Landeilo • Dylai TC1A/1B/1C/1D Amcan 7 Ansawdd aer fod yn wyrdd nid coch gan fod ansawdd aer yn cael ei fesur fel rhywbeth cadarnhaol. • BE1A – Mae amcanion 2 a 3 wedi'u bodloni, nid yn rhannol • Mae llwybrau troed wedi'u nodi'n anghywir ar gynllun yr OS – dylid datblygu'r rhwydwaith llwybrau troed fel rhan o'r cynllun – bodloni dyheadau Cenedlaethau'r Dyfodol • Angen iddo fod yn ymgynghoriad parhaus er mwyn darparu gwybodaeth i'r trigolion lleol • A ddylem gynnwys Simon Jones ar yr ochr dirwedd? • Allwn ni ddarparu parcio oddi ar y stryd yn Ffair-fach i atal ceir rhag parcio ar yr A483 tua'r gogledd? • Allwn ni gael gwared ar barcio ar yr A483 yn Llandeilo a chreu llefydd

yn y maes parcio drwy ddefnyddio'r ardal yn well?

- Pryd fydd manylion yn cael eu darparu am Orchmynion Prynu Gorfodol eiddo/tir? Pryderon yn gysylltiedig â phrynu eiddo gyferbyn â'r rheilffordd lle gallai fod angen y tir ar gyfer opsiynau eraill.
- Dylid cyflwyno gwaharddiad yn syth ar HGVs yn teithio drwy'r dref yn ystod y dydd tra bod y gwelliannau mawr yn cael eu dadansoddi a'u datblygu

Darparodd Llywodraeth Cymru sylwadau ar y cynllun a'r opsiynau arfaethedig. Mae'r sylwadau hyn i'w gweld yn Nhabl 3.2.

Tabl 3.2 Sylwadau Llywodraeth Cymru

Sylwadau Llywodraeth Cymru
<ul style="list-style-type: none">• Nid oedd y goleuadau traffig a'r system unffordd pan roedd gwaith yn cael ei wneud ar yr A483 wedi llwyddo – pa drefniant rheoli traffig oedd ganddynt?• Eisteddfod – pa drefniant rheoli traffig oedd ganddynt?• Cysylltu â'r Road Haulage Association a chael cyfarfod gyda nhw• Cyfyngu HGVs sy'n teithio trwodd ond cadw HGVs lleol – system APNR? Maint? Gorfodi? Pa gyfyngiad?• Cornel Stryd y Brenin yn rhy arw i system unffordd NB5 – angen dadansoddiad o symudiad cerbydau wrth iddynt droi.

3.2 Holiaduron Cyhoeddus

Roedd copïau papur o'r holiadur ar gael ym mhob digwyddiad ymgynghori. Yn ogystal, roedd yr holiadur ar gael ar-lein ar dudalen ymgynghoriad Llandeilo Llywodraeth Cymru (<https://llyw.cymru/a483-astudiaeth-trafnidiaeth-ar-gyfer-llandeilo-ffairfach>) tan 6 Mai 2019.

Cwblhawyd 243 o holiaduron i gyd. Mewnbynwyd yr holl holiaduron copi caled ar y platfform ar-lein i'w dadansoddi. E-bostiwyd 7 arolwg arall i'r cyfeiriad e-bost pwrpasol: A483-Llandeilo@capita.co.uk

Dangosir canlyniadau'r holiadur isod. Mae sylwadau ychwanegol a dderbyniwyd yn yr holiaduron hyn wedi eu harddangos yn Atodiad B.

3.2.1 Cwestiwn 1: Pa un o'r opsiynau canlynol sydd orau gennych chi?

Roedd cwestiwn cyntaf yr holiadur yn gofyn pa un o'r opsiynau oedd orau gan yr ymatebwyr. Roedd gofyn iddynt roi tic wrth eu hoff ddewis. Mae Tabl 3.3. yn amlinellu'r canlyniadau.

Tabl 3.3 Cwestiwn 1: Pa un o'r opsiynau canlynol sydd orau gennych chi?

Gwelliannau canol tref	Cyfuniad: ffordd osgoi a gwelliannau canol tref	Ffordd osgoi
75	62	87

Roedd ychydig dros draean o'r ymatebwyr (39%) yn ffafrio'r opsiwn Ffordd Osgoi, gyda thraean o'r ymatebwyr yn ffafrio Gwelliannau Canol Tref. Roedd y gweddill (28%) yn ffafrio cyfuniad.

3.2.2 Cwestiwn 2: Nodwch hyd at 3 dewis yn y drefn yr ydych yn eu ffafrio

Roedd y cwestiwn hwn yn gofyn i'r ymatebwyr nodi eu 3 hoff ddewis penodol yn y drefn a ffafriwyd ganddynt. Defnyddiwyd system sgorio i gofnodi dymuniad yr ymatebydd ac fe'i disgrifir yn Nhabl 3.4.

Tabl 3.4 Cwestiwn 2: Nodwch hyd at 3 dewis yn y drefn yr ydych yn ffafrio*

Gwelliannau Canol Tref		Cyfuniad: ffordd osgoi a gwelliannau canol tref		Ffordd osgoi	
Opsiwn	Sgôr	Opsiwn	Sgôr	Opsiwn	Sgôr
NB1	59	TC1A	107	BE1A	179
NB2	86			BE1B	180
NB5	195			BE1C	138
NB6	212			BE4D	117
NB7	27			BE6	80

* - Gofynnwyd i'r ymatebwyr sgorio dewisiadau rhwng 1 a 3.

At ddibenion dadansoddi, mae'r ymatebion wedi'u sgorio gydag opsiynau'n derbyn pwyntiau, e.e. byddai '1' yn derbyn 3 phwynt, '2' yn derbyn 2 bwynt a '3' yn derbyn 1 pwynt. Yr opsiwn â'r sgôr uchaf yw'r un a ffefrir. Os oedd ymatebwyr wedi ticio 3 heb nodi dewis a ffefrir, cymerir bod pob un yn cael sgôr o '3'.

Yr opsiwn gyda'r sgôr uchaf oedd 'NB6' gyda sgôr o 212 pwynt, yna 'NB5' gyda 195 pwynt. Gwelliannau canol tref oedd y ddau opsiwn yma, sy'n awgrymu bod yr opsiynau hyn yn cael eu ffafrio fwyaf gan ymatebwyr, yn wahanol i ganlyniad cwestiwn 1. Yr opsiwn gyda'r sgôr uchaf o ran Ffordd Osgoi oedd 'BE1B' gyda 180 o bwyntiau, gyda 'BE1A' yn ail agos gyda 179 o bwyntiau.

3.2.3 Pa opsiwn arfaethedig yw'r ateb gorau i gyflawni'r amcanion a bennwyd?

Roedd cwestiwn 3 yn gofyn i'r ymatebwyr bleidleisio dros yr opsiwn sy'n cyflawni amcanion y cynllun orau. Mae Tabl 3.5 yn amlinellu'r canlyniadau.

Tabl 3.5 Cwestiwn 3: Pa opsiwn arfaethedig yw'r ateb gorau i gyflawni'r amcanion a bennwyd?*

Gwelliannau Canol Tref		Cyfuniad: ffordd osgoi a gwelliannau canol tref		Ffordd osgoi	
<i>Opsiwn</i>	<i>Pleidleisiau</i>	<i>Opsiwn</i>	<i>Pleidleisiau</i>	<i>Opsiwn</i>	<i>Pleidleisiau</i>
NB1	10	TC1A	28	BE1A	46
NB2	18			BE1B	46
NB5	40			BE1C	53
NB6	58			BE4D	35
NB7	9			BE6	23
* Dewisodd rhai ymatebwyr fwy nag 1 opsiwn; felly, gall y sgoriau fod yn uwch					

Yr opsiwn a gafodd fwyaf o bleidleisiau mewn perthynas ag amcanion a bennwyd oedd 'NB6' gyda 58 o bleidleisiau. Mae hyn yn golygu mai 'NB6' oedd yr opsiwn mwyaf poblogaidd ar gyfer cwestiynau 2 a 3, sy'n awgrymu mai dyma'r opsiwn a ffefrir yn gyffredinol gan ymatebwyr. Opsiwn 'BE1C' ddaeth yn ail gyda 53 o bleidleisiau, yna 'BE1A' a 'BE1B' â 46 yr un.

3.2.4 Cwestiwn 4: Pa opsiwn arfaethedig yw'r ateb gorau i gyflawni amcanion Llesiant Cenedlaethau'r Dyfodol?

Roedd y cwestiwn olaf yn gofyn i ymatebwyr nodi pa opsiwn arfaethedig yw'r ateb gorau i gyflawni amcanion Deddf Llesiant Cenedlaethau'r Dyfodol. Mae Tabl 3.6 yn amlinellu'r canlyniadau.

Tabl 3.6 Cwestiwn 4: pa opsiwn arfaethedig yw'r ateb gorau i gyflawni amcanion Llesiant Cenedlaethau'r Dyfodol?

Gwelliannau Canol Tref		Cyfuniad: ffordd osgoi a gwelliannau canol tref		Ffordd osgoi	
<i>Opsiwn</i>	<i>Pleidleisiau</i>	<i>Opsiwn</i>	<i>Pleidleisiau</i>	<i>Opsiwn</i>	<i>Pleidleisiau</i>
NB1	11	TC1A	18	BE1A	55
NB2	16			BE1B	46
NB5	37			BE1C	52
NB6	49			BE4D	38

NB7	4			BE6	20
<i>* Dewisodd rhai ymatebwyr fwy nag 1 opsiwn; felly, gall y sgoriau fod yn uwch</i>					

Mae Tabl 3.4 yn dangos mai opsiwn 'BE1A' a dderbyniodd y mwyaf o bleidleisiau fel yr ateb gorau i gyflawni amcanion Deddf Llesiant Cenedlaethau'r Dyfodol (55 pleidlais), gyda 'BE1C' yn dilyn gyda 52 pleidlais. Mae'r canlyniad hwn yn dangos bod ymatebwyr yn credu bod yr opsiynau Ffordd Osgoi yn cyflawni'r amcanion yn well na'r gwelliannau canol tref a'r cyfuniad.

3.3 Crynodeb o E-byst

Yn ogystal â'r holiaduron papur, cyflwynwyd cyfanswm o 29 o sylwadau drwy'r cyfeiriad e-bost: A483-Llandeilo@capita.co.uk. Roedd dau ymateb yn llygredig, cysylltwyd â'r ddau unigolyn ar 20 Mehefin 2019 a gofynnwyd iddynt ailgyflwyno eu hymateb. Fodd bynnag, ni ddaethant i law.

O'r 27 ymateb arall, roedd 7 yn cynnwys holiaduron a gwblhawyd a ychwanegwyd at gyfanswm canlyniadau'r holiaduron a drafodir yn adrannau 3.1 – 3.4.

Ymatebion agored oedd yr 20 arall lle roedd pobl yn gallu mynegi eu barn ar y digwyddiad ymgynghori ei hun, yr opsiynau a gyflwynwyd a'r astudiaeth yn gyffredinol.

3.4 Canlyniadau E-bost

Thema gyffredin yn yr ymatebion e-bost oedd bod yr opsiynau Ffordd Osgoi a gyflwynwyd yn cael eu hystyried yn ddrud ac anfforddiadwy. Roedd pryderon hefyd y byddai'r opsiynau hyn yn cynyddu traffig ac yn rhy agos at Ysgol Bro Dinefwr. Dywedodd un ymatebydd y byddai opsiwn ffordd osgoi yn achosi "mwy o broblemau nag atebion".

Er bod yna bryder cyffredin am yr opsiynau ffordd osgoi, roedd yna sylwadau mwy cadarnhaol am yr opsiynau eraill, gyda rhai ymatebwyr yn ffafrio'r opsiynau hynny. Awgrymodd un ymatebydd y dylid treialu opsiwn NB6 am gyfnod o bum mlynedd. Fodd bynnag, mynegwyd pryderon o hyd am yr opsiynau heb ffordd osgoi. Pwysleisiodd ymatebwyr y cynnydd mewn traffig ac amheuan ynghylch sut y byddai'r cyfyngiadau ar gerbydau HGV yn cael eu plismona.

Felly, nid oedd yr ymatebion e-bost a dderbyniwyd yn ffafrio unrhyw opsiwn arfaethedig mewn ffordd gwbl amlwg.

Roedd darpariaeth Teithio Llesol yn thema ailadroddus hefyd. Amlygwyd diogelwch beiciau a hygyrchedd fel problem yn opsiynau heb ffordd osgoi NB1, NB5 a TC1A. Tynnwyd sylw hefyd at y ffaith na fyddai opsiynau NB1, NB2, NB5, NB6, NB7 yn cael effaith ar y Rhwydwaith Hawliau Tramwy Cyhoeddus.

Yn ogystal â'r sylwadau hyn, gofynnodd llawer o'r ymatebwyr e-bost am gael gweld y deunydd a arddangoswyd yn ystod y digwyddiadau ymgynghori ac i gael copïau o ddogfennau a mapiau o'r llwybrau arfaethedig.

Mae canlyniadau llawn yr ymatebion e-bost yn Atodiad C.

4. Canlyniadau a Chatau Gweithredu

4.1 Canlyniadau

Cafwyd presenoldeb da yn nigwyddiadau rhanddeiliaid a chyhoeddus y broses ymgynghori (404 o fynychwyr). Darparodd y 250 o holiaduron a dderbyniwyd a'r 29 o ymatebion e-bost i'r ymgynghoriad cyhoeddus gasgliad helaeth o safbwyntiau am yr opsiynau arfaethedig.

Roedd sylwadau rhanddeiliaid yn gymysg gyda chefnogaeth ar gyfer yr opsiynau heb ffordd osgoi yn cynnwys cyfyngiadau ar HGVs a barn gadarnhaol am welliannau ansawdd aer mewn perthynas ag opsiynau canol tref. Fodd bynnag, roedd yna safbwyntiau mwy negyddol am sut mae BE1A yn bodloni rhai o'r amcanion a phryder ynghylch diogelwch plant ysgol ac ystyriaeth i feicwyr.

Roedd y sylwadau a dderbyniwyd drwy'r holiadur ac ymatebion e-bost yn gymysg hefyd, ac yn cynnwys manteision ac anfanteision ar gyfer pob opsiwn. Cefnogaeth i opsiynau ffordd osgoi sy'n effeithio'n gadarnhaol ar yr A476 heb effeithio ar Ysgol Bro Dinefwr. Fodd bynnag, mynegwyd rhywfaint o bryder hefyd am effaith rhai o'r opsiynau ar dagfeydd, yr amgylchedd lleol a Theithio Llesol.

Roedd y sylwadau hyn yn adeiladol a byddant yn helpu i lywio'r opsiynau drwy gamau nesaf proses WelTAG.

4.2 Camau gweithredu yn dilyn ymgynghori

Mae adborth o'r digwyddiadau ymgynghori'n helpu i lywio cyfeiriad y prosiect wrth symud ymlaen. Cafwyd y gwared ar yr opsiynau nad oedd y cyhoedd yn eu hoffi, ac fe gafodd yr opsiynau yr oedd y cyhoedd yn eu ffafrio eu datblygu a'u dwyn ymlaen.

4.3 Beth sy'n digwydd nesaf?

Cyfrannodd canlyniad y broses ymgynghori hon at yr arfarniad o'r opsiynau ar y rhestr fer yn ystod WelTAG Cam 2 a'r penderfyniad ynghylch pa opsiynau a fydd yn mynd ymlaen i WelTAG Cam 3.

Efallai y bydd angen gwneud rhagor o waith ymgynghori ar ôl datblygiadau posibl i'r opsiynau a dewis opsiynau i'w gweithredu.

Appendix A – List of Stakeholders

Attended

Organisation
Carmarthenshire County Council
Manordeilo & Salem Community Council
Llandeilo Town Council
TEG
Dyfed Archeological Trust
Cyngor Dre Llandeilo
Independent Reviewer
Fforwm Seiclo Sir Gâr
Mid and West Wales Fire and Rescue Service
National Trust
Llandeilo Ward
Transport for Wales
Dyffryn Cennen Community
Town Council

Invited

Organisation	Role	Date of contact	How
Arcadis	Review Group	03/12/2019	Email
Future Generations Commissioner for Wales	Review Group	03/12/2019	Email
Welsh Government	Review Group	03/12/2019	Email
Carmarthenshire County Council	Head of Transportation and Highways*	03/12/2019	Email
Carmarthenshire County Council	Transport Strategy & Infrastructure Manager	25/03/2019	Email
Carmarthenshire County Council	Highways and Transportation Manager	25/03/2019	Email
Carmarthenshire County Council	Planning: Rural Conservation Manager	25/03/2019	Email
Carmarthenshire County Council	Strategic Planning	25/03/2019	Email

Carmarthenshire County Council	Senior Planning Officer	25/03/2019	Email
Carmarthenshire County Council	Planning Ecologist	25/03/2019	Email
Carmarthenshire County Council	Economic Development	25/03/2019	Email
Carmarthenshire County Council	Accessibility officer	25/03/2019	Email
Carmarthenshire County Council	Public Protection (Air Quality): Principal EHP (Pollution)	25/03/2019	Email
Carmarthenshire County Council	Education – Modernisation Services Manager	25/03/2019	Email
Carmarthenshire County Council	Landscape Officer	25/03/2019	Email
Carmarthenshire County Councillor	Llandeilo Ward	25/03/2019	Email
Carmarthenshire County Councillor	Manordeilo & Salem Ward	25/03/2019	Email
Carmarthenshire County Councillor	Cenarth Ward	25/03/2019	Email
Town Councillor	Llandeilo	25/03/2019	Email
Town Councillor	Llandeilo	25/03/2019	Email
Community Councillor	Manordeilo and Salem Ward	25/03/2019	Email
Community Councillor	Dyffryn and Cennen Ward	25/03/2019	Email
Llandeilo Fawr Town Council	Llandeilo Town Clerk	25/03/2019	Email
Manordeilo and Salem Community Council	Manordeilo and Salem Ward Clerk	25/03/2019	Email
Llandeilo Chamber of Trade	Based on online research, newspaper articles and disconnect phone line it appears the group has currently ceased		
Welsh Government	Network Management: Area Manager	25/03/2019	Email
South Wales Trunk Road Agency (SWTRA)	TBC	25/03/2019	Email

Transport for Wales	Active Travel Lead	03/14/2019	Email
Jacobs	Project Principle	03/14/2019	Email
Mott McDonald		03/14/2019	Email
Welsh Government		25/03/2019	Email
Welsh Government		25/03/2019	Email
Sustrans Cymru	Head of Delivery and Partnerships	25/03/2019	Email
Sustrans Cymru	Head of the Built Environment	03/12/2019	Email
Carmarthenshire Cycling Forum	Chair	25/03/2019	Email
Carmarthenshire Cycling Forum	Secretary	25/03/2019	Email
Ramblers Cymru		25/03/2019	Email
British Horse Society		25/03/2019	Email
Carmarthenshire Disability Coalition		25/03/2019	Email
Carmarthenshire Disabled Access Group	This group has finished		
Network Rail		26/03/2019	Email
KeolisAmey		27/03/2019	Email
Hywel Dda Public Health Team		25/03/2019	Email
Dyfed Powys Police		27/03/2019	Email
Mid and West Wales Fire and Rescue Service		25/03/2019	Email
Mid and West Wales Fire and Rescue Service	No record of this name at headquarters in Carmarthen		
Welsh NHS Ambulance Trust		25/03/2019	Email
Ysgol Bro Dinefwr	Deputy Head Teacher	27/03/2019	Email
Ysgol Gynradd Ffairfach	Head Teacher	27/03/2019	Email
Ysgol Gynradd Llandeilo	Head Teacher	27/03/2019	Email

Ysgol Gymraeg Teilo Sant	Head Teacher	27/03/2019	Email
Natural Resources Wales -	Ecology/Landscape/Flood Risk & Hydrology	25/03/2019	Email
Cadw		27/03/2019	Email
The Dyfed Archaeological Trust		25/03/2019	Email
The Dyfed Archaeological Trust		25/03/2019	Email
The National Trust		25/03/2019	Email
Wildlife Trust of South and West Wales	Carmarthenshire Local Group	27/03/2019	Email
Wildlife Trust of South and West Wales		25/03/2019	Email
Towy Environment Group	Towy Environmental Group	27/03/2019	Email
Towy Environment Group		27/03/2019	Email
Towy Environment Group	Attending in place of Simon Jones	27/03/2019	Email
Llandeilo and District Civic Trust		25/03/2019	Email
Llandeilo and District Civic Trust		25/03/2019	Email
Llandeilo Angling Society	Chairman	27/03/2019	Email
Fisher German on behalf of Mainline Pipelines Ltd		27/03/2019	Email

Appendix B – Additional Comments (Questionnaire)

*Responses have not been amended for grammatical or punctuation errors.

*Names/Addresses have been removed.

I have selected BE1C because a bypass is the only option which will improve pollution and address the dangers associated with Heavy Duty Vehicles in the narrow main road in Llandeilo and potential damage to the bridge. Although I realise that people living in the streets facing the river might object to the road being built in between them and the river, but over a period of time, it will become part of the landscape. Additionally the bypass BE1C passes behind the school, thus avoiding the potential danger if it passed in front.

I do not believe that Llandeilo will suffer in terms of visitors because it will still be very accessible and attractive and with innovation and some commercially sound thinking on the part of the town and county authorities eg Free parking, consideration of the commercial rent and rates can become even more attractive for both visitors and those who live here.

BE1A, Be1B and BE6 must surely blatantly contravene 3(a) and 3(b) strategic function and safe routes to schools when the options increase traffic flow past a school and at 20mph !!

The school has obviously been built without a joined up road strategy but now it exists and therefore should have its full impact addressed with the trunk road being diverted around it to protect teachers, pupils and parents. Lets have a road improvement rather than a detrimental second class solution driven by economies.

BE4D will require a considerable amount of traffic diversions which will also need to be included in the costing, as the proposal is on the footprint of the existing road. At the southern end traffic will naturally flow onto the Ammanford Road and not to the new strategic Cross Hands route as intended.

My preferred option is the eastern by-pass BE1C, though costed high there are future benefits to the scheme that should be factored in:-

(a) By the river crossing there is an area of flood plain. This could be utilised (as is in Carmarthen), for much needed additional parking to serve Llandeilo. Further future supplementary parking will be required for tourists using the proposed Llandeilo / Carmarthen cycle and walking route. This car park could feature electric charge points as being promoted by Carmarthenshire County Council Planning Policy. A park-and-ride facility could be provided to give full accessibility to the 'shops' and to aid the town vehicle influx during festivals.

(b) A portion of land is released between the A476 and the southern end of the by-pass. This land could be used for development for a number of uses.

- (c) The views of the iconic river bridge and stepped picturesque cottages may induce passing traffic to pause and enjoy the tourist facilities that the town has to offer.
- (d) The reduction of vehicles passing through Llandeilo (particularly if it was pedestrianised), with the consequent reduction of black dust on the buildings, may inspire the shopkeepers to maintain their frontages with greater pride and also to reinstate signage that has been removed by passing vehicles.
- (e) The first part of the by-pass, travelling north, may also reveal an iconic view of Dinefwr Castle thus again, enhancing the tourist appeal of Llandeilo.

Dear Sir/Madam

I am a local resident with two children at Teilo Sant school . At present it is dangerous and unpleasant to walk with small children along Llandeilo high-street. The key objective I would like to see achieved is to improve the pedestrian experience in central Llandeilo. I believe this is vital to ensure that the high street retains its shops and to attract people to the town. Llandeilo high street already has a lot going for it, but in the age of online retail, the high street MUST be an attractive place to visit to retain its vibrancy. King Street in Carmarthen is an example of what we should aim to achieve on Llandeilo high street (a quietish road with wide pavements).

To achieve this I believe we need three things: i) wider pavements; ii) no HGVs through town; and iii) plenty of parking near the town centre.

Taking each in turn:

- i) Wider pavements - To my mind, a one-way system is the best way to allow pavements to be widened, but traffic lights could also work.
- ii) No HGVs - These restrictions could easily be put in place, but this would clearly have an enormous impact on business/freight movements north of Llandeilo without a by-pass.
- iii) Parking - Easily accessible and cheap parking is key to maintaining footfall on the high street. Retaining parking in and around King Street and on Rhosmaen Street outside the Cawdor would be beneficial, but this is a trade-off with widening pavements.

Why the hell is there a study on this?! [removed] This should have been done already I drive through every day to take my kids to school it's a nightmare and really how long do you bunch of studyers think our old bridge will hold up with numerous 40 tonne artics and coaches queuing on it waiting to get up through Llandeilo from Ffairfach side? I would like answers from someone asap this is disgusting it's even being talked about, get on with it please. If I don't have a personal reply with someone who actually knows answers then this is going all over social media and the newspapers, i just want answers thats all, or can I suggest we start our own toll on lorries and cars using our under maintained bridge and road?! Thanks for reading this and look forward to a response

I am both a resident and business owner of Llandeilo.

I can't see the benefit of either the town centre improvements or the combined town centre & bypass improvements.

The one way systems would see heavy vehicles diverted via King Street and George Street, there would be issues with the junction at Carmarthen Road/New Road (opposite the Hen Vic). King Street is a magnet for tourists, an increase in traffic would be detrimental to this street. The right hand corner around George Street isn't the easiest for HGV's to navigate. This option would see the air quality in these streets deteriorate and would cause numerous issues for the residents.

Option NB1 would see traffic congestion either back to the roundabout to the north east of the town and back down to Ffairfach. This would be totally inappropriate at peak traffic times, long queues would be a deterrent to social visitors to the town.

Option NB2, removal of parking, would also be futile. One car parked in Rhosmaen street can cause a pinch point, likewise Churchgoers would need access, especially on a Sunday and for Weddings and Funerals.

I am unsure how a HGV restriction would work. I fear that lorries would naturally divert towards Llangadog via Bethlehem - this would be totally inappropriate. I cannot comprehend how this plan would succeed if it were to increase costs and journey time for HGV operators.

The pollution in the centre of the town needs to be reduced and creating traffic and diversions is not addressing the problem. An eastern by pass which does not divide Ffairfach , yet allows traffic to flow from A476 - A483 to join up with A40

One way system, lights and hgv restrictions..is cheap, less disruptive to residents

How are these proposals in keeping with the recent motion that was passed by CCC to be Carbon zero by 2030?

I live on the Bethlehem Road and have had sleepless nights since seeing the Mid Rhosmaen route which I have never seen at other consultations. Its not great that the view and tranquility will be disrupted at all and my view is that we ask lorries to use alternative routes (I actually think they may not see much difference in time and fuel as there are so many disruptions coming through town). But please don't use the Bethlehem Road. It would totally devastate me to be living right on the route. I chose to live outside of town for the very reason that I want clean air and quiet having lived in cities most of my life.

The two "one way system" options (TC1A and NB5) are totally impractical due to very narrow roads and very tight bends.

The other "no by-pass" options (NB 1, 2, 6 & 7) will not improve air quality due to vehicles waiting at the traffic lights on Rhosmaen Street with their engines running. It will also mean south bound vehicles diverting down The Crescent and Church Street to dodge the traffic lights.

The more I look at this the more I think that none of the proposals so far are completely suitable but this is only because I now understand exactly what is needed. And i have only got that from speaking to representatives at the meeting. I now understand that traffic needs to connect from the A40 to the A476 (to Cross Hands) which I didn't before, so that is why I have been unable to choose any one solution.

TC1A: I think a one way system could only be put into place once hgv's are removed and car numbers reduced.

NB1: No to traffic lights.

NB2: No to parking removal

NB7: as above NB1&2

NB5/6:

The NB5&6 proposals appeal but without traffic lights as this would just create a new problem of idling traffic whether it's busy or not.

Time restrictions would maybe be a good idea but then it might just push all the lorries to night time which would disturb sleep. I would propose a permit issued to those delivering in town and possibly a delivery vehicle size restriction. We already have a traffic warden that has a route that covers town and 2 ANPR cameras so this could be monitored by systems already in place.

Not sure about the one way system, that would take all traffic passed 2 care homes. I would argue the parking through town is needed. It's used by those attending church and those popping into the local shops. I feel a lot would be lost by the businesses etc if this was removed.

I think trials should be run to test weight limit restrictions on the bridge. This, as say a 3 month feasibility study, would go a long way to find out if a bypass is really needed or if traffic disperses down different more suitable alternate routes much further afield. And I am sure while bypass/no bypass discussions are still ongoing this could go a long way to provide a bit of relief to the shop owners and residents in town. I feel it would also give some confidence to people in town that 'something' is being done. In addition to NB5&6 I would suggest monitoring school traffic. There is no need for so many individual cars to be dropping off 1 child when bus services exist. If there is an issue with bus routes to cover children further a field then addressing this would be far less costly.

There is also a wonderful railway that has hardly any traffic on it. A country wide effort to get freight on

to the railway and off roads such as the A40 has to be a possibility, maybe with some sort of incentive to get companies on board?

BE1A: No; destroys views, houses and traffic still would pass new school. BE1B: As above

BE1C: No; although this is where needs to be connected; I believe from the conversations I had at the meeting this week. It would just be too much road through the flood plains. To over come that it would need to be on stilts and I think that would just destroy the environment for not really that much traffic that needs to be dealt with. BE4D:

So if after trialing the above and it is found a bypass really is needed then this has the most elements I can relate to in it.

It makes sense that a bypass should properly pass the town completely so starting somewhere around Rhosmaen and ending the other side of Ffairfach would appeal to me. However this route is not without its issues.

Firstly that isn't where the bypass needs to go. Secondly there is a lot of road across our very successfully active flood plains.

Mainly this route appeals because it would be using existing roads and upgrading them and I think that is a far better solution than building new through this landscape.

BE6: This route would be the most visually least intrusive around town but I think this would create a new noise pollution problem. If you sit on the bench up in Penlan Park you find there is a constant traffic noise 'in the air' from cars etc coming and going over the bridge and up the road, far more noise than just the briefer passing noise you get down at street level.

Whilst I welcome the concept of town centre improvements, realistically, I think that TC1A is the only feasible option (i.e. in conjunction with the bypass). I believe that all other options - but particularly the options involving either NB1 and / or NB2 would be counter-productive. NB1 would result in significant traffic delays particularly at peak times, and the idling traffic would harm rather than improve the pollution on the main road. Meanwhile NB2 exacerbates an existing shortage of parking in the town. This would harm rather than help commerce in the town.

Neither of the above would properly address the danger to pedestrians caused by HGVs and other traffic on the high-street. Without a bypass, NB5 is the least worst option. However, I am sceptical that any of the HGV restriction options would be effective. HGVs are one problem, but there is a significant amount of other traffic on the road which would still be coming through the town. I also do not believe that the HGV traffic would re-route via Carmarthen. Instead, vehicles would find rat-run type workarounds - i.e. resulting in an increase in large trucks on very small country lanes around Ffairfach and Gelli Aur.

I also liked the bypass option BE4D, but unfortunately it would not pick up the traffic approaching Llandeilo via the A476 from Carmel. It's probably too late in the

consultation process to put forward additional alternatives, but it could be feasible if a link from the A483 to the A476 could be provided without too much of a detour. If not, then this option would have to be discounted.

BE4D would impact a well used sustrans cycle route which is against one objective of encouraging more cycling.

BE4D has restrictive rail bridge and is also significant flood area which could not be easily mitigated by raising the road level due to housing and bridge.

Levels of harmful gases are increasing. I have moved back to Llandeilo area after 22 years away. My asthma has started playing up again due to the pollution.

You take your life in your hand walking through Rhosmaen Street.

All the measures that are classified as 'town centre' improvements are totally impractical.

A few years ago there was road works in bridge street and Rhosmaen street. The traffic light system saw traffic congestion extend down across the bridge at Ffairfach and towards the roundabout near the CO-OP. This would be a major issue at all junctions and especially at the two primary schools. Human nature would undoubtedly see vehicles take short cuts through the side streets.

The one way system, via King Street and George Street, would increase congestion here. King Street is an attraction to our of town visitors who would not want to see heavy vehicles drive through. King Street is closed for significant town festivals, this would not be possible if there was a one way system. Additionally, there would be increased traffic at the junction opposite the Hen Vic and at other junctions in the town. A restriction of parking would not be an option. The church hosts many ceremonies and access is need here at all times. Delivery vehicles also need access to the businesses in Rhosmaen Street, a single vehicle parked here could cause the same

issues as numerous vehicles. Likewise the Cawdor Hotel needs the parking to the front for weddings, drop off's etc.

A variant of the by-pass is the only viable option.

We need a bypass!!

The option chosen should not increase traffic near Ysgol Bro Dinefwr. It should reduce traffic through Ffairfach.

asdf

It is important to remove the large HGV traffic and vans simply passing through town creating a very dangerous town center for pedestrians and a very polluted environment. This needs to be done with the bypass, and then a one way system in town to make the pavements wider, safer and more enjoyable for residents and visitors.

HGVs will be phased out in the next 20-30 years anyway in favour of goods transport with lower CO2 emissions

Option BE1A is the best option as it can be implemented in sections should all the funding not be available initially.

Llandeilo and all of Ffairfach need to be bypassed and this seems to be the best route to link the A483 the A476 and the A40 together.

Our family's home in Ffairfach (107 Heol Cennen) near the Maerdy Road currently experiences high volumes of fast moving traffic, including HGVs. There is very poor visibility from entrances and vehicles regularly exceed the speed limit, which presents safety concerns (both for us leaving the property and also for pedestrians).

If options are looking at safety in respect of traffic through Ffairfach, I would be grateful if this could be considered.

Thanks

Although a by-pass option would seem to be the optimum solution, is there the potential to trial a 'no bypass' option before committing to the financial, ecological, physical and natural landscape impacts of constructing a new road?

The town desperately needs a bypass and all of the bypass options appear to meet the set objectives and the Well-Being Future Generation Goals. Future traffic is only going to increase, so the congestion problems through the town centre will certainly be magnified if not fixed by a bypass now. In addition to emissions related health problems, the town centre pinch point is extremely dangerous, especially for the elderly and parents with small children.

I'm a resident of Ffairfach living on Heol Myrddin. I think developing a bypass that bysects the road between the school and the current mini roundabout would be a terrible idea. Forcing school children to cross a busy junction could be disastrous. It makes sense to put the road towards the old Tregieb school, there are a lot less houses that way, and you'd be taking advantage of existing infrastructure therefore causing the least amount of damage to the countryside.

If this is not viable, then taking the road past the new school so that it runs behind would be much better for all parties.

The prospect of traffic calming measures in the town would be horrendous. The works themselves would cause chaos, and the introduction of traffic lights would cause traffic jams for miles, grinding the whole town to a halt. Avoiding the town entirely is the only sensible route. Pollution in the town at the moment is horrendous, and having to push my young children into town in a pushchair can be hair raising at times, especially with the HGVs flying through.

Although not asked about costs, I have ? response to options BE1C and BE4D because I think the work involved will be most expensive (note flood plain problems) and therefore less likely to be completed. NB a bypass is the only answer to the listed objectives.

The bypass is much needee in Llandeilo.

Walking the street just to go to the shop and not being able to breathe due to exhaust emission is horrible. It's not safe. The cars have no patience and it's also a nightmare to drive though at times of the day. I try and avoid the area, this is not good for business.

I used to live in Llandeilo but moved to Llanwrda due to the traffic issues and pollution.

I have family in Llandeilo and visit regularly.

Why the need for another study? all these issues were discussed in detail a number of years ago and a preferred route was agreed, how many years do we have to wait again for the bypass to be built.

This protracted plan needs to be decided sooner rather than later - the only sensible option which is

"future proof" is option 4D. Close second are options 1A and 6, but these both impact on the Heart of Wales Railway Line with the likely result that locals will be discouraged to use the railway because the station will be even further from the town!!

All the other options are just a "sticking plaster" solution - they will all still allow HGVs in the town of Llandeilo which will eventually crumble into the Tywi Valley if this is allowed!!

As some HGVs may have to go through Llandeilo during the day due to access eg farmers who have land either side of Llandeilo there could be a permit they can apply for. Also school buses and lorries delivering to local businesses. All HGVs who do not meet these criteria should not go through Llandeilo.

Cameras on either side of Llandeilo to insure no HGVs go through town

Most of the bypass options are placed too close to the new secondary school. Option D keeps the beauty of the landscape by using an existing road in the valley and is away from the school.

As a partner in a local shop I would like to make it more accessible for people with disabilities. It is not possible to widen doors, remove steps etc but taking traffic away from town might allow for us to make other modifications that require a wider pavement.

Opinion 1 the location of the new Comprehensive School adjoining the A476 is not shown. the closure of Llandovery Comp. School has resulted in an increase of School traffic through the town. However since the prevailing winds are from the South west, airbourne traffic fumes from the new By Pass will be dissipated away from the school and less harmfully into the wider valley.

Opinion 2 In recent years HGVs and PSVs have become much larger. To pedestrainas especially the elderly the proximity of such a vehicle to a pedestrian on a narrow pavement can be a worrying, if not frightening experience. The sooner these vehicles are diverted onto a By Pass, the better.

The A476 provides the fastest access to the M4 and should have priority over the A483. Option BE1(C) is superior to all the other options. Noise abatement measures should be included to protect residents in East Llandeilo.

My concern with all the other options except BE4D is that none of them move traffic far enough away from the town to reduce pollution. The problem (a hugh problem) will remain for future generations.

My main concern is to get the congestion caused by HGV's that drive through Llandeilo stopped. I also wish to reduce the pollution caused by the vehicles and to make it safer for pedestrians on the narrow pavements. I've often been in one of the shops in the town and the building vibrates, with the noise from these outsized vehicles in the

town.

NB5 with the addition of NB2 (removal of parking) would be beneficial

Assumed that NB5 would have the same restrictions to HGV's as NB6 - that being that HGV's would be allowed before 8am and after 8pm

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Not building a bypass would be the worst possible option. The town has been badly in need of a bypass for decades and the delay to providing one is the cause of much frustration and consternation in the town.

A bypass will permit the smooth flow of vehicles, especially large goods vehicles) whilst reducing stress on the buildings, bridge (from Ffairfach to Llandeilo) and local services.

A bypass would potentially encourage more people to use Llandeilo as a route for transportation of goods, potentially increasing pollution, however it would also encourage more holiday makers etc to visit the area as it will become more accessible.

The health and safety of residents and visitors alike would benefit from the one way system through the centre of town by reducing traffic density and idling times. The improvements to pavements would also be greatly beneficial for elderly and disabled people who currently cannot access the high street if they are reliant on wheelchairs or mobility scooters. In addition, it would no doubt be safer for people with children and pushchairs

A option of town centre improvements with no bypass will not solve problems and will simply delaying the construction of bypass to some future date. The solution has to be a bypass coupled with town

centre improvements. These improvements must not include traffic lights, as when there have been temporary traffic lights they have exacerbated issues, causing long traffic queues and increased pollution.

Bypass options:

BE4D Option 4 (D). This would seem to be a non-starter. A high embankment across the floodplain with a bridge over the railway line would be required, which would be visually intrusive and possibly cause flooding issues. This option does very little to solve the issue of traffic approaching Ffairfach from the Crosshands road.

BE1C Option 1 (C). This would be very visually intrusive where it curves around the floodplain to the north of Ysgol Bro Dinefwr. It would also mean that traffic approaching from the Ammanford road would have to travel through Ffairfach before joining the bypass - so it's not really a bypass of Ffairfach.

BE1A Option 1 (A). This is my preferred option. It will have a visual impact where it crosses the floodplain, but is preferable to BE6 Option 6, which comes very close to the foot of the town and close to the historic bridge and will have a greater visual impact.

BE1B Option 1 (B) is similar to BE1A but would not entirely bypass Ffairfach. It is an acceptable alternative to BE1 (A) if the funds are not available for the more expensive BE1A.

I drive buses and lorries all over UK this is worst place I go.

TC1A you have not shown By-pass Route. HGVs would have trouble negotiating the corners and could damage pedestrian and vehicles en-route.

NB1 would just cause congestion and pollution from waiting vehicles.

NB2 Does not solve Cawdor pinch point or danger from speeding lorries down past Teilo Sant School.

NB5 One way objection see TC1A above.

NB6 Un-workable increase of pollution by making lorries go further or just pay fine and cause problems anyway NB7 you cannot be serious

BE1A best option

BE1B leaves too much pollution for Ffairfach residents

BE1C As above and costs more

BE4D Costs more and puts traffic off A467 through Ffairfach

BE6 Puts noise and pollution too close to Bridge Street

I suggest that given the concern about air pollution and the fact that a bypass could not be completed before 2023, the following should be put into effect as soon as possible:

1. A HGV restriction, but not with a one way system because of the very adverse impact on streets within Llandeilo and the wellbeing of residents.
2. Stricter enforcement of parking restrictions in Rhosmaen Street.

In addition, Eastern Bypass Option 1 (C) is totally unacceptable because of the very detrimental impact on the long admired landscape to the West of Llandeilo Bridge.

All TC and NB options are considered non-starters, as they further restrict flow of traffic throughout the town and in doing so increase the pollution levels, already at unacceptable levels and safety risks. A bypass is essential!

BE6= why is this still an option after so many expressed their concerns on the bypass hugging the town outline??

This option does not eradicate the pollution and noise. Also an eye sore on the towns image.

BE1C= if this could link to the Ammanford road I would propose this as my favourite. Bypassing the school, Ffairfach and Llandeilo ideal.

In 10 years time it seems increasingly likely that both electric powered vehicle and self driving cars will have a significant impact on our roads. car sharing/hiring option may also lead to lower car ownership. The promise of having a bypass was argued for before these possibilities even seemed like an option. I therefore don't think its worth the financial, environmental cost of building a bypass. Llandeilo though does have a traffic and pedestrian problem. so I strongly support options NB5 and NB7 which will see the town through until these new technologies bring dramatic changes to our roads.

There is a danger that a bypass could destroy the unique character of Llandeilo which is based on it being a beautiful and unspoilt place - qualities that will attract visitors. However, HGV also destroy the experience of visiting Llandeilo so they must be prevented from dominating the town. I believe option NB5 does both the above whilst preserving businesses, wildlife, health, nature and the beauty of the town and its surroundings.

In my view the positive choices here for quickest relief for problems without a by pass NB 1 and 2.

Overall best no bypass option for health and safety NB6.

These options would keep traffic flowing afford wider pavements and keep visitors coming.

By pass options only viable health, safety and least disfigurement to Valley 4D.

On No WAY suitable for town, traffic or Valley. Any of the B1 options and TC1A. All negative

Thanks for providing the range of bypass options, problem is I feel such a range of options is causing some confusion, leading to an inability to form a clear preference. I, like much of rest of the town am currently undecided. Part of me feels that as there is now a "no HGV" option, with Traffic Management, this alone could probably achieve our objective. Building a bypass would achieve the same objective, but at considerable cost environmentally. Just the fact that schoolkids would probably have to cross it 4 times a day in their walk from Llandeilo, and the desecration of the local beauty spots of the Swing Bridge and Ysgybor Abbad, also the severance of the Railway station from the town, weigh heavily against the Bypass. Add the increase in hybrid and electric vehicles, multiplies the argument for traffic management over time.

I know these options are currently not fully fleshed out, but it would help if you could possibly clarify points that have come up, (numbered for ease of reply):

1. The banning of HGVs through Llandeilo during the day, how would HGVs get from say, Ammanford (or Crosshands) to Llandovery (or Llangadog)?

A. Assume they would (coming from Cross Hands) travel along the A476, go straight through Ffairfach, onto the Bethlehem road, and on to Llangadog? Problem is where the road goes under the railway line in Ffairfach, the height limit is only 12 feet, and this area is liable to flooding, so its difficult to drop the road?

B. Or would they, coming from Ammanford on the A 483, turn left at Ffairfach, onto the A476, then cross the Towy on the Llangathen Bridge?

C. Coming from Crosshands, along the A476, they would cross the Towy on the Dryslwyn or the Llangathen bridges?

Thanks, look forward to your response.

1. You have not shown how the Llandeilo station would be accessed.

2. I presume the dotted line from the Llandeilo Bridge towards the school indicates a Footpath. This is very important - providing the only safe way for walkers to avoid the roundabout.

There needs to be another path on the other side towards the Ffairfach Junior school. This second path would need to go through a tunnel under the bypass. If this cannot be done, the only alternative would be to change the roundabout and substitute traffic signals, giving time for pedestrians to cross.

We feel strongly one of the bypass options should be persued. the other options do not solve Llandeilo's problems.

In particular we are against clsoing Llandeilo to HGV's. This would force HGV's on the A476 to take the

B4297 through to the A40. Thsi is a winding road through Maesybont and Dryslwyn unsuitable for

HGV's. This road is used by walkers, cyclists and tourists and is unsuitable for HGV's. It also passes by Dryslwyn castle and will be over the new cycle path from Llandeilo to Carmarthen. It will destroy the tourist potential of these sites. Whilst this is of advantage to Llandeilo it causes serious problems elsewhere.

Danger to pedestrians. The road is too narrow. Pollution.

1. Ar gyfandir Ewrop, mae'r defnydd o oleuadau traffig (fel yn NB6, NB7 a NB1) mewn trefi gyda phrif stryd gul fel Llandeilo yn dra chyffredin ac yn gweithio'n dda. Ar y cyfandir, yn aml gwelir amserydd ("timer") 'amser real' ("real time") wrth ymyl y ffordd sy'n dangos sawl munud sydd cyn bod y golau yn troi o goch i wyrdd. Mae hyn yn lleihau'r teimlad o rwystredigaeth i'r gyrrwr gan ei bod yn gwybod yn union bryd bydd y golau yn newid. Byddai'r defnydd o amserydd 'amser real' tebyg yn ychwanegiad gymharol rad a buddiol yn Llandeilo mewn cysylltiad â goleuadau traffig.
2. Deallir fod yna gynllun i symud y ddwy ysgol gynradd (CP a Teilo Sant) o'i safle presennol yn nhre Llandeilo i safle newydd, o bosib hen safle Ysgol Tregib tu allan i'r dref. Gan mai'r amser prysuraf yn y Llandeilo yw pan fydd rhieni yn mynd a'u plant i'r ysgol yn y bore, a'u casglu yn y prynhawn ("school run"), bydd tipyn llai o bwysau trafndiaeth yn y dre ar yr adegau hyn yn y dyfodol. Pam felly gwastraffu arian prin are ffordd osgoi pan fod goleuadau traffig yn cynnig ateb amserol a rhad.
3. Mae'r symudiad anochel tuag at gerbydau trydan wedi dechrau ac yn golygu na fydd angen ffordd osgoi er mwyn gwella ansawdd yr aer yn y dyfodol. Rhaid ystyried pob agwedd, gan gynnwys datblygiadau technolegol mewn cerbydau, wrth benderfynnu.
4. Mae'r defnydd o oleuadau traffig fel rhan o'r ateb yn cynnig opsiwn realistig a ellir ei weithredu tu fewn amser a chost rhesymol, rhywbeth nad yw'n bosib dweud am ffordd osgoi.

*****ENGLISH TRANSLATION OF THE ABOVE:

1. On the continent of Europe, the use of traffic lights (as in NB6, NB7 a NB1) in towns with a narrow main street like Llandeilo is not uncommon and works well. On the continent, a number of real time timers along the roadside are used to display a countdown in minutes of the time remaining before the light changes from red to green. This reduces feelings of frustration for the driver as she / he knows when the light will turn to green. The use of similar real time countdown displays would be a beneficial and relatively cheap addition to a traffic light solution for Llandeilo.
2. There is a plan to move the two primary schools (CP and Teilo Sant) from their current locations in the town centre to a new location outside of the town, possibly the old Tregyb School site. As school run times are the busiest on the road through Llandeilo, the reduction in traffic at these busiest of times once the schools are relocated negates the need for an expensive bypass solution; a traffic light system offers a more pragmatic, timely and cost effective solution.
3. The inevitable trend towards electric vehicles has started and means that a bypass is not required to improve air quality in future. It is essential that all aspects are considered, including vehicle technology developments, when deciding on the best option.

4. The use of traffic lights as part of the answer offers a realistic option that can be implemented within a reasonable time scale and within reasonable cost, something that a bypass solution falls short of.

We can not just think of the residents of Llandeilo but also the other community in the area that would be affected by stopping HGV passing through and going into the town to deliver their goods. If they are stopped from going through the town without a suitable sustainable alternative this may send them along road like the Bethlehem road which is not suitable for them. The bypass needs to keep traffic flowing away from the new and existing Schools and the smaller villages like Ffairfach Golden Grove,

Bethlehem, Gwynfi we are all part of the communities and just stopping things in Llandeilo sends it to the smaller communities and roads that could not and should not have to deal with this.

The short listed j. Bypass: BE4D Mid Rhosmaen Eastern Bypass Option 4 (D) cuts across a considerable section the River Towy floodplain.

The oxbow lake river system is continually shifting within the floodplain, a bypass would surely adversely affect water flow and meander of the river, impacting upper flood surge and passive water flood protection.

Llandeilo Angling Association water would be impacted visually, result in the interruption of natural stream meander and pool formation on one of the best Sewin/Seatrout rivers in the UK if not Europe.

The bank of the river on the Bethlehem Road opposite the Woodland Trust plantation would need major civil engineering strengthening work to prevent erosion to the proposed new road.

This beautiful part of the valley is enjoyed by walkers, cyclists and anglers which would be adversely effected.

Ban hgv vehicles from going through Llandeilo
SIMPLE

This route does not impact the location of the railway station and fields close to the town.

The two traffic problems in Llandeilo are the HGV's and school traffic during term times. These are exacerbated by the parking in the main street and by the church. The schools could be moved to the vacant council owned buildings at Tregib, or a park and ride type system based at Tregib where there are plenty of bus bays and parking facilities. In town parking needs improvement, for example the old market building could be adapted in some way leaving the shell but utilising the space. The fire station could possibly be relocated. The library is defunct. The Council Offices seem underused - perhaps a bit of relocation is in order - there is space in the industrial estate.

I've lived here for 14 years and every time this question of a bypass arises I have asked 'Has an origin and destination survey been carried out on the HGV traffic' - it seems the answer is still 'No'. Many people I've talked to in the town would favour a weight restriction on our historic bridge, thus losing the HGV traffic. The motorway is more suited for Swansea and Llanelli travel and Carmarthen is adequately bypassed for HGV travel to the West.

Just a few thoughts, thanks for listening.

Option 4d would maintain the visual splendour of Llandeilo, all other bypass options would ruin the visual characteristics of the town.

Option 4d would also be the cheapest as it's simply upgrading an existing roadway & building a single bridge.

I strongly feel that we should be aware of climate change considerations as well. I feel that a bypass would encourage increased HGV use on our roads when we need to look at alternatives.

For the current and foreseeable future all HGV's should be banned from driving through Llandeilo and Ffairfach - at night time as well

There should not be traffic lights in Rhosmaen Street as that will increase emissions from idling engines I think also that any increase in traffic lower down Rhosmaen Street near the 2 primary schools must be avoided.

Many children from age 3 upwards currently walk to school in town, or down to Ysgol Bro Dinefwr, and this should be encouraged rather than parents taking them by car - but they should be able to walk to school without heavy traffic passing them.

[Removed] consider that option BE1A Eastern Bypass Option 1 (A) is the most appropriate for dealing with traffic issues in and around Llandeilo, coupled with improvements in the town centre (we have not specified what these are). We understand that this is an expensive option, and we are willing to accept BE1B – Eastern Bypass Option 1 (B) as an alternative, but we note that this option will not reduce traffic in Ffairfach travelling on the A483 to and from Ammanford.

We consider that BE1C would have a negative visual impact on the landscape of the Towy Valley and is therefore not acceptable. This option will not reduce traffic in Ffairfach travelling on the A483 to and from Ammanford.

We consider that BE6 would take the bypass too close to the southern side of Llandeilo and would have a negative impact on the setting of the town and historic Llandeilo Bridge and so we cannot support this route.

BE4D would require a substantial embankment and bridge to cross the railway and river, which we consider would have a substantial negative impact on the landscape of the Towy Valley. This option would not reduce traffic in Llandeilo and part of Ffairfach travelling from Crosshands on the A476.

We consider that town centre improvements without a bypass are not an acceptable options.

Ffafiaf BE4d m fod y llygredd traffic ymhellach o'r dref.

Mae angen maes parcio mwy ar Llandeilo.

Yr un pryd ac adeiladu'r ffordd newydd, adeiladu to uchel o bareli haul yn y maes parcio a nifer o bwyntiau trydan l geir. Erbyn hynny bydd bws trydan yn mynd trwy'r dref yn rheolaidd.

Arddangosfa glir iawn. Mae'n bryd symud ymlaen nawr ar ol 30+ mlynedd o drafod. Y dre yn tagu gyda'r lorïau anferth a'r traffig yn gyffredinol. Straen ar y bont rhwng Llandeilo a Ffairfach - pobl yn poeni mwy am olygfa na iechyd a DIOGELWCH. Peryg bywyd ar brydiau l gerdded ar hyd y palmant.

Nonsens yw meddwl am oleuadau traffig, system unffordd neu cyfyngiadau.

Mae eisiau ffordd osgoi. Rwyf wedi gweithio yn y dref am 37 blynedd a mae'r sefyllfa yn anodd!!

In my response to the consultation, I have consistently rejected the options involving an eastern by pass, including the combination of bypass and one way system, favouring instead the options involving active and progressive traffic management options in Llandeilo town centre. I set out below the reasons for my opposition to a by pass and then the positive arguments in favour of traffic management.

The first, and by far the most important reason for opposing the various by pass options stems from the Environmental Appraisal contained in the Weltag Stage 1 report published by Jacobs on the 02/10/18.

The WG is to be congratulated on its adoption of the Well Being of Future generations Act 2015. But the real test of this far-seeing legislation is its application in circumstances such as those faced in considering transport issues in Llandeilo and Ffairfach. All 5 eastern by pass options 1a, b, c, d and BE6 have large adverse impacts on Landscape and Townscape, Biodiversity and Water Environment and moderately adverse impact on Cultural Heritage. Given the importance of these issues to the economic and cultural well being of Llandeilo, and their long lasting impact on future generations, I consider that any option involving a bypass could and should be ruled out now. I note that option TC1A - which also involves a bypass is scored neutrally on these environmental indicators, which is difficult to understand.

Surely any bypass will have the deeply adverse environmental consequences whether or not combined with a one way system in Llandeilo Town centre.

There are a number of other reasons for opposing a bypass solution.

1. The cost is substantial and experiences show that costs of road schemes inevitably rise above initial estimates when real on the ground issues are encountered. the consultation paper itself recognises that there are already funding issues with a number of the bypass options.
2. The current projection for a bypass is for it to be open by Autumn 2023. this assumes compliance with a tight timetable. Given progress so far, with considerable slippage on timescale announced earlier, this projection has to be treated with considerable caution. Even if taken at face value, completion is still some four and a half years away, a period which will see accelerating changes to modes of transport. Some are already signalled - such as the move away from diesel fuel, and others are gathering pace because of wider environmental concerns e.g. more electric vehicles.
3. The bypass schemes all envisage a number of roundabouts in Ffairfach, one very close to the newly opened comprehensive school. The dangers of merely shifting congestion and pollution from Llandeilo Town Centre to elsewhere are obvious.
4. It also seems obvious that to make a real difference to Rhosmaen Street, some traffic management measures will have to be taken even if a bypass is built. The issues of pinch points, parking, narrow pavements etc will remain, and will need to be

addressed if Llandeilo town centre is to become a more pleasant environment for residents and visitors, even if most traffic uses the bypass.

5. Any bypass will inevitably serve the communities of Llandeilo and Ffairfach and affect adversely walking and cycling routes to Bro Dinefwr School.

In summary, therefore, the financial and environmental costs involved in building any bypass are not justified by the benefits of such a solution. The WelTAG guidance requiring, Value for money, Transport, economic, social and environmental benefits, maximum benefit with minimal impact, will not be met.

If the case for a bypass is not made, then serious consideration of non bypass options needs to take place. The possibility of a bypass to alleviate traffic issues in Llandeilo has a very long history. It dates back well over 40 years to when bypasses were regarded as the only solution to congestion, and seems to have affected current consideration to an unreasonable extent. The changes which have taken place, particularly in technology but also in terms of the range of solutions now available are permanent and far reaching. They were not in anyone's contemplation in 1974, when a previous consultation took place, and were scarcely thought about in 2007, when another round of consultation took place. We are now talking about 2014 and onwards and there are a number of reasons why a no bypass solution satisfies the WelTAG tests.

1. There are a number of tools available as identified in the consultation document - one way systems, traffic lights, removal of parking, HGV restrictions. This note does not identify one solution from the options identified, it seems logical that a combination of the measures identified would be effective. Further research and on-site evidence would allow traffic engineers to come up with an effective package of measures.

2. The cost of these measures, compared to a bypass solution are modest.

3. The measures can be implemented relatively quickly, and can be adapted, added to and amended from experience and as new solutions become available.

4. Technological advances in enforcement such as cameras and number plate recognition, have enable traffic management schemes to be readily and efficiently enforced.

5. Technological solutions such as resident's smart cards, and number plate technology already in use in large number of local authorities could provide for e.g. free parking for local residents.

6. Enabling the local community, in collaboration with the county council and the WG to concentrate on making real improvements to the pedestrian and cyclist environment in and around Llandeilo, rather than

relying on the expensive "magic bullet" of the bypass.

7. Access to Bro Dinefwr school could be improved, and its environment protected.

8. There would not be a bypass/rundabout serving the communities of Llandeilo and Ffairfach.

9. As the environmental appraisal recognises the non-bypass solutions do provide a beneficial impact of local air quality, landscape and heritage without the very significant environmental disadvantages associated with a bypass. This beneficial effect will increase over time as the nature of road vehicles changes.

10. The report identifies a slight detrimental effect on journey time but this is a price worth paying in the light of the manifest advantages of effective traffic management in Llandeilo.

VERY Concerned that an option of BE4D has been added to this consultation when has never been mooted previously.

Also concerned that we are not having a say on any of the Western Routes particularly Far Western Route Option 6. All the choices for the bypass above are for Eastern Bypass,

I believe we are being forced to make a choice from a very limited choice which makes me believe this isn't consultation but a benignly forcing us into an already decided route.

traffic lights would cause huge tailbacks either side of the town.

Larger HGV's cannot fit through the top end of king street for one way system and pollution for the town would be spread.

BE4D would cause the least disturbance to the town during construction and after. Plus keeping the look of the countryside.

1. There was no notification of the meetings for many of the residents who would be affected by the BE4D despite this route being on our doorstep.
2. The BE4D and all the other routes traverse an area of outstanding natural beauty. This includes the best example of an OXBOW river in Europe. This river is dynamic and geologically unstable causing flooding through the ground and causing the gravel to shift. The river has changed significantly over the years.
3. The BE4D goes through a floodplain. Cottages along this route have recently flooded and are still being repaired.
4. The BE4D along the Bethlehem Road goes along the edge of the Brecon Beacons National Park and the Woodland Trust. It is exceptionally close to the river where the banks are unstable.
5. Bethlehem Road is frequently used for leisure activities such as walking, cycling and fishing and includes a public footpath going over the river. The whole area and its wildlife would be devastated by BE4D and the other bypass routes. I personally would lose beautiful views and experience the devaluation of my home.
6. The residents of Bethlehem Road and Maerdy Hill have been significantly upset by the lack of consultation given how dramatically affected we will be by these bypass options.
7. I believe that if correct traffic calming measures are put in place with the removal of HGVs then the objectives set out in the consultation document would be met with reduced impact on the environment and peoples homes.

The town has a significant conservation area, there are numerous Grade listed properties that are not permitted to develop or change. Putting any of the bypass options that allow the road to spoil the iconic view of the town from the Ffairfach area should not even be considered.

At some point someone will be killed at the Cawdor pinch point. The lack of action by the various administrations will have to take responsibility for this.

I was very disappointed that the three meetings held in the Civic hall Llandeilo on the 2nd, 3rd and 6th of April had not been brought to the local people's attention a few weeks prior. Apparently just a few posters had been put up in a few shop windows just days before, a local Councilor said that the local Council had only been given a few days notice prior to the meetings.

This should not have been the case as this is such an important issue and you will be making a decision on the outcome of this study by the end of this year.

I personally was shocked to walk in to the meeting on the 2nd and find a new bypass option, (the Rhosmaen and Bethlehem road route BE4D). This option will pass within a 100 meters of my home, by putting this option in for consideration you have now devalued properties along this route by tens of thousands of pounds, in fact people would be lucky if they could sell at all being that this new route would come up on any local search applied for by a solicitor with regards to the sale of a property. On the 18th of April I attended an open meeting of local people who live along the proposed new BE4D route with about 50 people in attendance. Not one person present at the meeting had been informed or knew about the consultation meetings, which means they would not have been able to give a response as they would not have received a copy of the Welsh Government Consultation Document (A 483 Llandeilo and Ffairfach transport study).

Nor had they been informed about the proposed new route that would pass there front doors.

This group has now grown in numbers and will strongly oppose this route (BE4D) should it be passed by this decision making process which is seriously flawed.

We the local people are also being informed by a Llandeilo councilor on social media, and says that he has it on good authority that this route BE4D will never happen as it would cost too much money. So I ask why is it an option at all??

The simple fact is we don't need a bypass of any form as it would devastate the natural beauty that surrounds us in this beautiful valley, but we do need a restriction or ban on HGV's along with traffic calming measures through Ffairfach and Llandeilo. By building more bypasses through rural areas you will just encourage more HGV's to leave the motorways and take the shortest route resulting in more pollution near built up areas and in low lying valleys.

The bypass it is critical to reduce the risk to pedestrians from ever increasing HGV traffic through the narrow main road through Llandeilo town. Air pollution along the main road through town exceeds safe guidelines. Any bypass must address this factor and not simply displace the problem to the households along the foot of the hill.

An optimisation and value engineering study should be carried out on the BE4D option to ensure this option has been carefully costed. It is not immediately obvious why this option should be ranked so highly from a cost perspective.

My issues with the options are the risks to pedestrians in Llandeilo, Ffairfach and Rhosmaen, as well as the children walking to schools within the community. Mid Rhosmaen is the best option in my opinion as it benefits everyone and complies with

the wellbeing and set objectives laid out by the government.

My concerns with the options above is for the safety of the pedestrians of Llandeilo and the people who visit our lovely town and also our kids who walk to school on a daily basis, think that the mid Rhosmaen would be the best option and would help these issues. As on money think that traffic lights in town would be an option, with maybe delivery's made before 8am and after 5pm, this could mean we could widen paths in town, one way system I don't think would work, and if you ban lorry's from town it just pushes problems somewhere else

Get on with it, I've seen letters dated in the 50's about this subject. A cheaper option is to direct heavy vehicles towards the M4 along the A40 at the first roundabout leading into Llandeilo from the Llandovery end, and to stop heavy vehicles coming in to Llandeilo from the Ffairfach side, the road

alterations and signs have to cost a lot less than the schemes mentioned, and I would think a lot less time.

This consultation must take into account the recently announced climate change emergency.

The railway station needs to be considered, whether kept in situ, or moved, as important link for Llandeilo residents. A station must be present in the design scheme.

A bypass has been committed to publicly by the Minister, Ken Skates, following the persuasion of local AM, Adam Price. This is an important factor, as anything other than a bypass, will be a broken promise by the Welsh Government.

Bypass option 1A provides a sensible scheme to capture the heavy traffic inputs from both the A476 and A483 into both Ffairfach and Llandeilo and redirect this traffic to significantly reduce pollution, congestion and deal with safety concerns.

Whilst bypass 1A exceeds the budget, it must be realised that Ken Skates promised in 2016 that shovels will be in the ground in 2019. This broken promise, and 2 year delay, will increase costs.

politically Ken Skates must make budget provision for a bypass scheme that is right the first time, and does not need subsequent campaigns for additional phases.

Lee Waters has challenged the bypass as a backbencher. now as a deputy minister his bias should not be allowed to be a determining factor in scrapping a 50 year campaign for a bypass.

I believe it is important to also consider the MEP in terms of where the future primary school education will be situated in Llandeilo. If it agreed to merge all local primary schools onto one site then this should be a MAJOR factor to consider before proceeding with any transport option.

There are already a large number of children walking alongside the A483 to attend Ysgol Bro Dinefwr. If it is deemed appropriate to have a new primary school on the 'old' Tregib site then safeguarding the younger generation must take priority. It would be un-safe to have under 12's walking with over 12's in the same direction to attend school if no bypass is installed.

With the vision of improving public health and incentives to walk/cycle, safer options must be put in place to encourage individuals and families to leave their car at home. A safe and purposeful cycleway is very much needed to lead pupils of Ysgol Bro Dinefwr directly to school. This will also encourage pupils to take part in cycling and lessen pedestrian traffic from the pavements.

I support the town centre improvement options for the following reasons:

The bypass routes:

A by-pass was proposed as a solution to Llandeilo's traffic problems in the mid-20th century. Rapid changes in technology, knowledge of climate change and its impact, knowledge of the impact of new roads and of by-passes, and the need to move to a low carbon society have all emerged since then. It is time for a 21st century solution. The Welsh Government is rightly proud of its Future Generations legislation and the environmental appraisal that entails.

The environmental appraisal shows the by-pass routes only score significantly more highly than other options in relation to journey times and journey time reliability. All have a large adverse impact on: landscape and Townscape, damaging an iconic view of the Grade 2+ bridge, Bridge Street and the church, and valley views from Crescent road and the bridge,

Biodiversity in the valley floor

Cultural heritage, by removing part of the historic bridge

The water environment with unknown consequences for flooding in Ffairfach as climate change with raised sea levels and increasingly severe storms occurs. the by-pass will inevitably change the water flow in flood conditions. Houses in ffairfach can flood when the Towy bursts its banks and are currently protected by an earth bank. The proposed routes for the bypasses impact directly on that flood protection. There are also studies that show that by-passes often reduce footfall in the town bypassed with drivers stopping at the next town centre for a break.

My comments in relation to the scheme's objective are as follows:

Objective b) I cannot accept that a by-pass would improve pedestrian or cyclist safety on its own. A bypass solution will not solve Llandeilo's problems in relation to narrow pavements. Further work would have to be carried out to resolve that.

Objective c) At present ffairfach is well connected to Llandeilo by wide pavements across the bridge used by pedestrians and mobility scooters. This will be severed by the by-pass.

Objective e) ffairfach will have 3, possibly 4, roundabouts and a railway crossing all in close proximity, potentially transferring congestion from Llandeilo to ffairfach. this will be made significantly worse if Tregib school is used as a primary school.

Objective F) studies on other by-passes have shown a decrease in retail footfall as a result. Llandeilo's retail economy is fragile, if successful, and does not need pressure put on it.

Objective G) Although a by-pass will improve air quality in Rhosmaen Street, it will build a road and roundabout next to a school with 1700 pupils. That cannot be right.

Objective h) There are studies that show that new roads bring new traffic, so the gain may not be as great as first envisaged. I cannot see how this supports transition to a low carbon economy, improving access to public transport.

In addition the by-pass options will cost at least £50,000,000 and take at least 4 years. Infrastructure projects of this sort frequently run over budget and over time.

Finally, once built it will be there for a very long time.

Other options

This seems a golden opportunity for the WG and CCC to provide an imaginative, quick and cost effective solution using the latest technology and design which could be a model for sustainable town environments for the future.

1. A one-way system would reduce traffic and therefore congestion and pollution in Rhosmaen Street by half, and enable re-landscaping of the street into attractive shopping area for pedestrians, widening pavements.
2. A ban on HGV's during shopping hours (8am-6pm), with Rhosmaen street remaining a single lane road, but allowing two way traffic to alternate direction, controlled by traffic sensitive traffic lights between the hours of 6pm to 8am.
3. Parking restrictions in Rhosmaen Street, and possibly Bridge Street.

All this should be enforced using the latest number plate recognition technology and traffic lights

operated as demand requires.

other things would be affordable in this scheme, For example:

Possible creation of a cycle route through to Ffairfach.

Improvements to Station Road and the Station Car Park making Llandeilo a tourist destination on the Heart of Wales line

Possible smart cards for local residents to offer an hours free parking and preventing parking on Rhosmaen Street.

Possible free annual passes in the Car Park for any residents who currently park outside their own house

A path around Ffairfach mart for school pupils to go to school

The environmental appraisal of these options show they are either neutral or positive in their impact in all factors.

My comments in relation to the scheme's objectives:

Objective a) It would not necessarily preserve the strategic function of the A483.

However, sat-navs and the RAC directions app do not offer the A483 as the route to take from Llangadog to Swansea. For example the RAC offers 3 routes, none of which are the A483. Improvements to the A40 round

Carmarthen, the A48 from Carmarthen through to the Pont Abram have been made since the Llandeilo by-pass was first proposed as a solution to the problems.

Objective b) A single lane road in Rhosmaen Street would vastly improve pedestrian and cyclist safety. Objective e) The communities would remain linked as they always have been. traffic congestion would be reduced in the bottle neck in Rhosmaen Street.

Objective f) Llandeilo would benefit from good links to the Rail Station and better shopping experience.

Objective g) Air pollution around bro Dinefwr would be avoided

Objective h) Promotion of and improvement to Llandeilo railway station would improve its use in the longer term

These options do not impact on Ffairfach in relation to congestion or the risk of flooding

This could be done far more quickly, at far less cost and is open to amendment as circumstances change

I just wonder how you are going to squeeze the bypass between the station and the retaining wall

Any by-pass options that blight the lives of any Llandeilo residents, such as those living in Church Street, are completely unacceptable. Simple solutions such as removing parking should be thoroughly tried out before such an expensive and destructive option.

Any by-pass will kill Llandeilo, the shopping street will become a ghost town, like so many high streets.

Pollution. school Children (juniors) pregnant mums. Stopping and Starting lorries even more pollution. The road is too narrow the huge lorries are frightening and dangerous. People have to step off the pavement to pass one another. No room at all for prams and wheel chairs. Lights and stationary traffic will lower the attractiveness of the town especially to visitors. Shop side parking essential for Blue Badge drivers. Please leave the town as it is and opt for Option 1B.

As a homeowner and live in Ffairfach, I am astounded by the fact that we have only found out about the new proposed route of the bypass (BE4D) in the last week. We learnt of this option from a neighbour who had in turn heard from another near resident that there had been 3 meetings in Llandeilo civic hall

about the options of the bypass and best way to resolve the congestion in Llandeilo. I have spoken to many other residents and nobody has known about these meetings and that we as residents are allowed to attend and vote on our thoughts. The meetings have not been very well advertised and as a resident of Ffairfach I believe we have been let down by our local councillor's and also by whoever is in charge of organising this by the Welsh government.

Personally I think that none of the proposed routes of the bypass are viable at all. All of the options are to be built on a serious flood plain and floods at least a couple of times a year every year, which surely common sense prevails that adding millions of tonnes of concrete to the surface is only going to make the issue a thousand times worse. Also having to pile down a long long way to reach tough ground stable enough to have concrete pylons to suspend the road, is costly and is going to blow the supposed budget out of the ground. Adding this amount of concrete, tarmac to the surface is not only going to make the flooding worse in Llandeilo but it will also make the flooding worse downstream as far as Carmarthen, where flood defences got breached earlier this year and will make erosion worse down in areas where the erosion is fast becoming an issue on breaching roads i.e. Halfway, Llanegwad. Why do we have to go for the options that are the most costly and extreme where we could resolve the issue by taking baby steps, by trying traffic lights or banning hgv's from Llandeilo from 8am to 8pm for a short period of time as a trial period.

Where has the option of the far western bypass gone??? It would only have to cross the river once, no railway line to contend with and would meet up with the road to cross hands a lot easier and would not impact on anywhere near the same amount of residents and properties as all of the other bypass options.

As for the BE4D option. I think this is not a viable option at all for many reasons.

1. Where the road exits the A40 in Rhosmaen onto the new bypass, the drop down from current road height to valley ground level is at least 30-40 metres and a

road that high is laughable, it would also be very costly to drill concrete pylons far into the ground and ever so unsightly to what is now a beautiful valley.

2. Where the proposed road meets the current single road to Bethlehem from Ffairfach, you have on one side of the road directly on the hedge line, the Brecon Beacons National Parks land which has Tregib Woodland area directly there, you also have 2no large oak trees on the hedge line that look like they have been there for a century. Are those trees not protected??? I would also like to know what The National Parks's views are and I would like to think they would object to the road being constructed on the land, spoiling natural beauty, plants and trees. On the other side of the road is a meandering river which is close to eroding onto the single road as it is and any ideas of re routing the river in order to make room for a road would have an extortionate cost implication and also have serious natural consequences on the wildlife.

3. This part of the road and all the way to the train bridge in ffairfach is a high flood risk as it is and flooded heavily just this last year and this will only make the flooding worse.

4. Where the road comes out and joins onto the road from Ffairfach to Ammanford, the point it is to join, is too narrow for a wide road as it comes between a care home and a house which also has a small dead end road joining it at that point which has properties up that road, which would make it a death trap for residents trying to use the single track road.

5. On the plan approx. 100 metres up the road from where the proposed bypass joins the Ffairfach to Ammanford road there is a proposed roundabout, (directly outside my house) but the roundabout only has a straight on option! Why is there a need of a roundabout there if the only option is to go continue on the straight road and how are we and our neighbours going to be able to access this roundabout as our properties meet straight onto the existing road. Also this bypass doesn't actually improve the link to Cross Hands which the majority of hgv's that pass through Llandeilo use to get on to the M4, as the train bridge in Ffairfach by the old Tregib School where the proposed roundabout is has a height restriction on it and the route the proposed road then takes comes out on the road to Ammanford which will then cause massive congestions in Llandybie and beyond as that would be the only other way in getting to Cross Hands.

The option of BE4D would destroy our beautiful area and would seriously reduce the value of my property and would be seeking compensation for this and hold the Welsh Government responsible for this. I would also pursue the lack of awareness and clarity in being given the chance to object to this option and would be looking into getting a public inquiry set up to look into the failure of our local council and Capita.

I hope common sense prevails in the end.

Options f, g, h, i and k are not a bypass but an inner relieve road moving problems from part of the town to another, endangering cyclists and walkers - in this area mostly children and elderly, with a potential for major environmental damage if not carried out to the highest standards

I support option BE1B provided that the A476 is adjusted in front of Ysgol Bro Dinefwr to give adequate separation of school traffic from HGV's and other traffic.

More roads means more big trucks in time and problems for other town centers. The problem is bigger than Llandeilo, we need to move into an time where we reduce our need for such heavy infrastructure.

We have been debating the proposal of a bypass for Llandelio for decades. Any bypass should be linked to the A476 , to take traffic towards Crosshands and join the M4.

With the introduction of Electric and Hybrid vehicles in the not too distant future, the problem of poor air quality/Pollution in the town will improve.

Before we construct a new road , at vast Public Expense, we should , at least , consider/trial alternatives.

Much of the congestion is caused by Parking in Rhosmaen Street and outside the Church - this causes vehicles to stop/wait and idling engines churn out toxic emissions.

- * We should stop ALL Parking (including Disabled) in Rhosmaen Street and outside the Church , during peak periods eg : 7am - 7pm - except Sunday and for Businesses Unloading/Loading.
- * Install Average Speed Check Cameras, to prevent speeding through the town.
- * Construct further Pedestrian Crossings in the town.
- * Ban HGV's

I have lived close to Llandeilo for over 40 years, and have known the town all my life. I retired 9 years ago having commuted through Llandeilo daily to work and now go into the town at least three times every week.

The need for a bypass was obvious years ago and has never been more pressing than now. Walking through parts of Rhosmaen Street during the day is frequently risky and at times dangerous due particularly to the proximity of the many large vehicles passing through the town where the pavements are impossibly narrow. It is obviously difficult for push chairs and impossible for wheelchair users to navigate some stretches. I cannot see how the no-bypass alternatives would address this.

I was a close witness to the fatal injuring of an elderly man, knocked down on the pedestrian crossing in Rhosmaen Street a few years ago at a busy time just before Christmas. It was well over an hour before the road could reopen and I spent some time assisting in diverting all north-bound traffic via King Street and New Road, part of the route in options TC1A and NB5. It was evident very quickly that larger HGV's were struggling to negotiate the steep hill and the sharp turns and progress was very slow. A very long queue stretched down into Ffairfach as a result. One-way for through traffic here is not, I believe, a viable option.

Similarly, whenever I have experienced temporary traffic lights at either end of town, significant queues are involved, there are long delays and the town practically comes to a halt [options NB1, NB6]. The

work in the centre of town a few years ago when Rhosmaen Street was closed for several days [and there were one-way diversions] illustrated this very well. I believe that this too is not an option.

The town is frequently very congested due to through traffic and particularly HGV's; the bypass will restore the town centre to a far more pedestrian-friendly, low air pollution and welcoming experience for residents and visitors without moving the problem into other streets which are narrow and present other significant difficulties.

Management schemes for local traffic could achieve, for example, a pedestrian-only section of Rhosmaen Street between the crossroads by CK's store and that at the old Lloyds Bank - even if this were limited to say 9.30am to 5.00pm, to allow goods deliveries either side of these times.

A bypass is needed urgently. Options BE1C or BE1B would I believe be sufficient since it can be seen that most traffic arrives at or leaves Ffairfach by the A476.

Sorry, couldn't answer questions 3 and 4 because I don't know.

Consideration needs to be given to agricultural vehicles and school buses: If there is no bypass and these vehicles are still allowed through the town despite of HGV restrictions there could still be significant delays to through traffic. The traffic light schemes will result in waiting traffic tailing back to Llandeilo Bridge. If there are vehicles parked along Bridge street there will be insufficient space for traffic coming through the town to pass the queuing traffic and parked cars, particularly if tractors and buses are still allowed. Restricting parking would not be acceptable to local residents. A bypass is the only answer.

I question whether the 'Strategic function' of the A483 needs to be preserved. I see it as an historic designation of the 'Swansea to Manchester' route. I believe this designation predates the construction of several motorways (M4, M5, M50 etc) which actually provide a more sustainable route for HGVs to follow without impinging on numerous small communities with roads not designed to take the huge HGVs travelling the roads today.

In terms of sustainability, it is people and the environment which needs to be prioritised. HGVs travelling through small communities emitting fumes does not prioritise people and the environment.

In terms of economic sustainability and growth; tourism is one of the main industries in Wales, the quiet, biodiverse, beautiful Twyi Valley at Llandeilo is a major draw to the town which a Bypass would ruin. The valley at Llandeilo is a significant and iconic landscape, part of our cultural, natural and historic heritage. Indeed, removing HGVs from the roads of Llandeilo could well prove to be a boon to the economy making it a safer and healthier town to visit.

The economic hit to the haulage industry would have less impact on fewer people than the destruction a Bypass would result in.

Other towns have suffered economically and socially when bypasses have been constructed; visit St Clear's, Llandysul. Cowbridge is often cited as a town that benefitted from a bypass, but Cowbridge has a large centre of population nearby, Llandeilo is not next door to a Cardiff f.

The Twyi valley at Llandeilo is rich in biodiversity used by many groups of people. It is an iconic landscape, part of our heritage and shouldn't be destroyed.

Something does need to be done to improve the experience of residents and visitors to Llandeilo, the removal of HGVs from the roads of the town is the best solution to make the town a safer and place to

visit.

Allowing non HGV traffic to continue to flow easily through the town will help to ensure economic sustainability. A Bypass may well discourage the visitors that contribute greatly to the local economy, they are likely to just 'bypass' the town as they now do in towns like St Clear's and Llandysul, both now ghost towns compared to the thriving local market towns they were.

There will be an impact on the haulage industry but this will be minimal inconvenience compared to the widespread negative impacts a bypass would have on the environment and the local economy.

A bypass is not a sustainable solution to the problem, it is a solution that favours the haulage industry to the detriment of the environment, local residents and the tourism industry.

The views below are shared by 3 generations of the Jones family, most being actively involved in the bypass process for the last 50 years.

The proposal to remove HGVs from the town, without the need for a bypass is a gamechanger. Thus most of the advantages of a bypass can be achieved without the many disadvantages of a bypass. I would prefer Traffic Management option NB6 (traffic lights either end of Rhosmaen st and banning of HGVs during daytime).

Below is a list of pros and cons of the bypass (BE1C) and Traffic management (NB6) solutions.

Bypass (Option BE1C) Pros and Cons

Pros: A bypass would shorten journey times, especially for HGVs from the Ammanford area to the Llangadog/Llandovery area...but this probably does not amount to many HGVs.

Cons: A bypass would carry and attract an increasing volume of HGVs, Currently the slow pace of traffic through the town, discourages through traffic...a fast bypass will attract much more though traffic, notably HGVs. A bypass would decimate the beauty spots of the Swing Bridge and Ysgybor Abbad, isolate the Station from the town, cause the schoolkids from Llandeilo to cross it 4 times a day, cause two high level pedestrian bridges to be built., cause many thousands of tons of CO2 to be generated in its construction, the flooding consequences for Ffairfach are at best unknown, and will get more severe with global warming, The building of a 5m high and 8m wide and 4 km long concrete structure through iconic countryside will degrade the character of the area forever. The future economy of the area will be largely tourist based, this development will jeopardize this .

Traffic Management (OptionNB6) Pros and Cons

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all new cars now have an engine cut off when stationary, Is an immediate solution, Llandeilo retains its vehicle and pedestrian links with the Station, beauty spots like Swing Bridge and Ysgybor Abbad will be unchanged, Schoolkids wont have to cross the bypass multiple times a day, The essential character of Llandeilo in the Towy Valley will be retained, The touristic economy of the town will be preserved and improve over time. Passing trade will be retained. More predictable journey times, Wider pavements in Rhosmaen St, Cons: Stationary vehicles queuing on main road.

In Summary: The building of a bypass will solve some problems but create a host of new , often growing, problems. The traffic management solution would create major immediate improvements, and get better over time.

Alternatives: My preferred Traffic Management solution would be NB6, as this would confine through traffic to areas of the town that do currently have a lot of traffic, as opposed to NB5 which would introduce through traffic to currently quiet areas.

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Cons: A bypass would carry and attract an increasing volume of HGVs, Currently the slow pace of traffic through the town, discourages through traffic...a fast bypass will attract much more through traffic, notably HGVs. A bypass would decimate the beauty spots of the Swing Bridge and Ysgybor Abbad, isolate the Station from the town, cause the schoolkids from Llandeilo to cross it 4 times a day, cause two high level pedestrian bridges to be built., cause many thousands of tons of CO2 to be generated in its construction, the flooding consequences for Ffairfach are at best unknown, and will get more severe with global warming, The building of a 5m high and 8m wide and 4 km long concrete structure through iconic countryside will degrade the character of the area forever. The future economy of the area will be largely tourist based, this development will jeopardize this .

Traffic Management (OptionNB6) Pros and Cons

Pros: HGVs will be largely eliminated from the local area, disadvantages and consequences would be very limited and predictable, it is a very low impact Green solution, this solution will get better over time as hybrid and electric cars proliferate, all new cars now have an engine cut off when stationary, Is an

immediate solution, Llandeilo retains its vehicle and pedestrian links with the Station, beauty spots like Swing Bridge and Ysgybor Abbad will be unchanged, Schoolkids wont have to cross the bypass multiple times a day, The essential character of Llandeilo in the Towy Valley will be retained, The touristic economy of the town will be preserved and improve over time. Passing trade will be retained. More predictable journey times, Wider pavements in Rhosmaen St, Cons: Stationary vehicles queuing on main road.

In Summary: The building of a bypass will solve some problems but create a host of new , often growing, problems. The traffic management solution would create major immediate improvements, and get better over time.

Alternatives: My preferred Traffic Management solution would be NB6, as this would confine through traffic to areas of the town that do currently have a lot of traffic, as opposed to NB5 which would introduce through traffic to currently quiet areas.

The views below are shared by 3 generations of the Jones family, most being actively involved in the bypass process for the last 50 years.

The proposal to remove HGVs from the town, without the need for a bypass is a gamechanger. Thus most of the advantages of a bypass can be achieved without the many disadvantages of a bypass. I would prefer Traffic Management option NB6 (traffic lights either end of Rhosmaen st and banning of HGVs during daytime).

Below is a list of pros and cons of the bypass (BE1C) and Traffic management (NB6) solutions.

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I spent many years growing up in and around Llandeilo. This area should be treated with great care and sensitivity. An enormous concrete structure is not the solution.

Option BE1C should encourage heavy traffic to access the M4 via the A476 rather than the A483 , hence reducing traffic flow through Ffairfach.

Whilst Golden Grove Estate Limited are sympathetic to the needs and requirements for improvements to traffic flow around Llandeilo and Ffairfach, they are concerned of the impact that road development will have on the Estate. They are especially concerned about the potential serious negative impact on retained sporting and fishing rights on land that abuts the River Towy. Road redevelopment could have both short term and long term impacts, both in terms of development and long term use. We would welcome engagement with the Local Authority on these concerns to see how they might be mitigated.

Traffic: I am not convinced the traffic through Llandeilo justifies a bypass as there are never any long hold ups (greater than a minute or two) which is common in many other Welsh towns (eg Newtown prebypass, Abergavenny etc where a 15 minutes delay is common). The non-bypass options should be cheaply tested to rule in or out as an option proof of concept (eg no parking costs a few cones and the already employed traffic wardens to police, one-way system a few signs).

Pollution: Future mandatory lower pollution vehicles will reduce the current measured levels. Has this been taken into account? Low polluting gas/electric hybrid buses are used in big cities, why not regional towns? Building more roads seems an outdated solution to improving traffic flow and pollution.

Environment: Any bypass should consider the long term impacts on the natural environment and be sympathetic toward the countryside views, wildlife corridors, public footpaths, proposed cycleways and enhance pedestrian safety between Ffairfach and Llandeilo.

The existing bridge was built 175 years ago and was 3 times over-budget. We all regard this as money well spent as it is a famous functional & architectural feature of the area for over a century. I hope the new bypass would be regarded as so by future generations.

Welsh Government Policy asks us to work in collaboration through the development process to improve air quality and reduce pollution wherever possible in support of the Wellbeing of Future Generations Act (Wales). Less congested streets with reduced pollution and can draw inward investment and opportunities, not to mention healthier and vibrant communities.

In order to improve air quality, a bypass is the preferred option to redirect through traffic, so that it no longer impacts the local community. Further town centre improvements such as widened footways, reduced parking and reduced speed are also welcomed efforts to improve pedestrian safety and encourage more active travel.

The option of a one way system should be considered with care. It is important to ensure it does not move the problems of air pollution to other parts of Llandeilo where several streets also share a narrow canyon effect where pollution does not easily disperse. Especially if heavy vehicles are redirected to

use these side streets because they need to make necessary deliveries to the local businesses. Similarly, traffic lights can encourage engine idling and the build up of pollutants, so where possible any traffic having to travel through the Town Centre of Llandeilo, should do so freely.

In light of the most recent alarming informed press regarding climate change, my preference would be no hgv through Llandeilo, also traffic lights causes even more pollution due to idling vehicle engines.

I am concerned that a bypass, whilst attractive in theory, could also divert a huge amount of passing tourism and economic input away from the town leaving businesses struggling to survive.

Before the huge investment is channeled into a bypass, cheaper and less destructive solutions could be tested as part of the decision making process. If this is not successful then the next step would be the choice of which bypass and how to fund it. I think that a simple and inexpensive option, namely NB1, should be tested with temporary traffic lights for an extended period of 6-12 months in order to assess whether this would alleviate the 'pinch point' in the centre of Llandeilo. A review of this or other low cost interventions would better inform the planning process and would probably be cheaper than continued consultations based on theories of expected traffic flow.

I lived in and around Llandeilo for many years. It is a gem of a place historically and geographically. A bypass through the town valley would be destructive visually, environmentally and socially. It is an out dated way of dealing with transport and traffic movement.

With diesel vehicles being banned and the advent of electric vehicles in the not too distant future the air quality argument will not exist. Plus, What is required is a 21st century solution for a 20th century problem.

Building more roads is not the answer. We need to preserve the assets we have here in the countryside. The view of and from the town is an important asset.

"When a new road is built, new traffic will divert onto it. Many people may make new trips they would otherwise not make, and will travel longer distances just because of the presence of the new road. This well-known and long-established effect is known as 'induced traffic'. Induced traffic means that the predicted congestion benefits of a new road are often quickly eroded. Traffic levels on bypassed roads can also rise faster than expected due to induced traffic, all of which means the hoped-for benefits of a new road can evaporate very quickly.

The phenomenon of induced traffic has been observed by transport professionals repeatedly since 1925! And recent authoritative reviews have confirmed that induced traffic is still beating forecasts on new roads across the country.

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We have concerns that option Bypass: BE4D Mid Rhosmaen Eastern Bypass Option 4 (D) has been included with little or no consultation with the community which it will directly affect. Whilst we support the construction of a bypass to alleviate the traffic and environmental pressures on Llandeilo, it is clear that option Bypass: BE1C Eastern Bypass Option 1 (C) better meets the objectives set for the project, including the cost to the public purse.

BE4D Mid Rhosmaen Eastern Bypass Option 4 (D) runs parallel to the Brecon Beacons National Park and the construction of a bypass at this location would have an adverse effect on wildlife, tourism, quality of life, with noise pollution, the potential loss of the Swing Bridge (a historical construction) and a severance of pedestrian access to the Town from across the river. The adverse effects on the Tywi River will also be more significant in option BE4D Mid Rhosmaen Eastern Bypass Option 4 (D) as it crosses the river. BE1C Eastern Bypass Option 1 (C) does not cross the river and therefore has less of an impact on the river and its ecosystem.

Regardless of one way no hgv restriction, Llandeilo needs by pass for quicker journey times, better infrastructure within town centre, better business and prosperity, less harmful emissions, overall safety of pedestrians

"Public transport quality" was among the 'issues of concern' listed in the Transport Study (maps) document. This is reflected in the scheme objective to "support transition to a low carbon society" which specifically mentions "improving access to, and provision of, public transport". It should be noted that none of the options presented in that document include any mention of enhancing public transport. I feel that the ideal option would include a public transport element; perhaps in combination with the traffic lights, removal of parking and/or one-way system options. The public transport intervention could be in the form of new and/or enhanced-frequency bus routes or a regular service (at least every two hours) on the Heart of Wales railway line.

Have you considered a weight restriction to protect the bridge?

Increased services and more freight on the railway in future would absorb some road traffic.

Electric cars will cut harmful emissions and improve air quality (more charging points needed though). Put more freight on rails, move to electric cars, and a bypass will not be needed. Construction would in any case damage the irreplaceable environment of the Tywi Valley (the reason many people visit Llandeilo in the first place).

The largest traffic generator in the area, both for vehicles and pedestrians, is now in Ffairfach at Ysgol Bro Dinefwr. Large numbers of children now have to walk on narrow pavements adjacent to heavy traffic. A holistic approach needs to be taken to ensure traffic reduction in both Llandeilo and Ffairfach and to reduce hazards by minimising the juxtaposition of pedestrians and vehicles. Maximum reduction in traffic flow in both communities is essential. Proposals for the non bypass options only provide for a reduction in HGV vehicles with no other reduction in total vehicle flow in both communities. Rerouting HGVs is problematic because of the high mileage of alternative routes and the resultant increase in fossil fuel consumption, exhaust emissions and carbon footprint. A HGV ban over Llandeilo bridge would only be effective if a convenient local alternative route is provided. i.e.bypass.

To fully benefit both communities a bypass would have to remove all through traffic from them both, including through traffic in Ffairfach with destinations in Llandeilo. Options BE1A and BE6 would achieve this with all such traffic rerouted from A483 (Heol Cennen and Towy Terrace) and A476 (Heol

Myrddin).

A considerable number of children walk between the new school and Llandeilo town, including a high proportion of narrow pavements. The provision of a new link road between Heol Myrddin and a roundabout at the southern end of Llandeilo bridge would enable the addition of a new adjacent segregated walkway from the school gate which would enable these children to walk to Llandeilo without a road crossing. There would still be a narrow footpath over the bridge, but potential hazards would be minimised by the reduction in traffic flow. An appraisal of the traffic flow after reduction to light vehicles only travelling to Llandeilo may conclude that carriageway width could be reduced.

Another group of children walk from the school to Heol Cennen to catch a service bus to travel towards Ammanford. This link road would also facilitate rerouting this bus onto the school campus to obviate this walk. Crossings would need to be provided and managed for the new roads, for a much reduced pedestrian flow comprising only residents of Ffairfach

Options BE1A and BE6 are the only options which would fully benefit both communities.

I like the one way system but if you're going to do that why not take the opportunity to pedestrianise the main part of town by having the southbound oneway in TC1A go on crescent road

As homeowners of a house in Church Street the further away the bypass is located from residential houses the better. Any improvement to the town centre is a high priority to maintain visitors to the locality and provide essential support for local businesses to this extremely popular and attractive market town.

An Eastern bypass would be significantly detrimental to the local economy and livelihoods, as traffic would skirt the town completely, thus eliminating the advantage of passing trade. It would also negatively impact tourism - the historic views of the area attract tourists from far and wide, who sustain the local economy and support community events. The iconic view over the bridge from Ffairfach to Llandeilo is an inherent part of our proud Welsh heritage, culture and identity - any new road would scar this beautiful landscape forever and render such considerations as seemingly unimportant to the Welsh Government.

A bypass would affect safety of local residents and schoolchildren, since pedestrian access across Llandeilo bridge would be negatively impacted by any proposed roundabout, heavy plant machinery during construction, etc.

It is a fact of modern life that congestion is increasing, due to the amount of vehicles on the road. A bypass will never change that fact, just make it easier for drivers to drive faster by skirting the town. Pollution levels would not significantly change, as the bypass would be an expensive route adjacent to the town rather than a route that takes the pollution out of town by being miles away. Due consideration needs to be made regarding the technological advances within the vehicle industry that are improving emissions and creating cleaner driving.

Traffic lights would simply create pollution from idling vehicles. It is the parking on Rhosmaen street, especially outside the Cawdor and on the hill into Llandeilo that prevents the flow of traffic. Remove the parking and the traffic flow improves. The pavements do not need to be wider - you could donate that expense to local community projects.

Allowing HGVs to access Llandeilo only after 8pm will create significant disturbance for residents as there will be a stream of noisy vehicles shaking the houses at all hours of the night. As it now stands, they are infrequent and thus tolerable from 6pm - 6am.

I feel that a bypass is definitely needed for Llandeilo, due to all the heavy traffic which causes so much pollution in the town, it is very dangerous to walk on the pavements as the HGV's and tractors etc are so big for the narrow street. Also with the weight of the vehicles that travel over Llandeilo Bridge I wonder too how many more years the bridge can continue to be used?!!

I hope that the eventual bypass will go around Ffairfach, as the problems with pollutions etc will just be moved down to the village and the pollution is quite high in Towy Terrace at the moment.

The problem is the HGVs. Remove them and the congestion and pollution issues are resolved. If you banned HGVs and made town improvements the town would benefit and both the town and landscape would be preserved for future generations.

Any bypass would have a detrimental environmental impact on the river (increasing flooding risk) flood plain and landscape and sever the communities of Llandeilo and Ffairfach.

The Environment Secretary in the Welsh Government has declared a climate emergency. The decisions we make now are critical and building more infrastructure for fossil fuels is not the answer. Low carbon will include an increase in electric vehicle use (decreasing pollution and improving air quality). Building a road is not necessary. We need a sustainable approach and each of the bypass options damages the environment:

BE1A BE1B BE1C BE6 would each increase pollution and heavy traffic at Bro Dinefwr school and damage safe routes to school for children. It also impacts negatively on the railway line, takes away peoples gardens in Stepney Road and will have a detrimental impact on the river increasing the flooding risk in Ffairfach.

BE4D would increase traffic flow of heavy traffic and damage safe routes to school for the proposed super primary school on the Tregib school site.

Wales has some very progressive green policies, often leading the way on ecological issues. Welsh Government recently declared a Climate Emergency, taking a principled and strategic response to the challenges that face us as a nation and globally in relation to climate change. It would therefore be compatible with WG's own vision to select a minimally invasive solution to the traffic problems facing Llandeilo and Ffairfach.

The problems of pollution and traffic congestion on the A483 is essentially an HGV problem and can be effectively addressed by a daytime HGV ban, coupled with a traffic light system to control the flow of light goods and cars during the day and HGVs in the evening. If this were introduced it would provide a quick and cheap solution, whilst providing the opportunity to widen pavements and manage the through flow of traffic, making Llandeilo a more pleasant experience for local people and visitors. We would never again have the problem of two HGVs coming from opposite directions meeting each other in the centre of town, causing problems for both drivers and pedestrians.

Benefits of NB6 non bypass option

Its quick

It will avoid unnecessary public expense (a minimum projection of £50m)

Prevents our local Senior school in Ffairfach from being ringed with fast roads and roundabouts

(including a large one literally right at the school gate!) and pupils having to cross a new, fast road 2 or maybe 4 times a day.

Prevents community severance from Ffairfach and the new senior school and proposed super primary school at the old Tregib site.

Could facilitate safe and healthy routes to school, especially if combined with a safe footpath using land currently earmarked for the proposed bypass.

Promotes the idea that WG is keen to promote green, sustainable and innovative solutions, especially if the community can input ideas based on local knowledge and experience.

Avoids bringing a large road to within metres of hundreds of dwellings in Llandeilo and Ffairfach,

with all the noise and pollution that will entail.

Prevents the railway station from being cut off from the town.

Prevents the increased flooding risk to Ffairfach that building a large road will inevitably create.

It would seem logical and sensible to implement non bypass options before jumping straight to the conclusion that a large, expensive infrastructure project is needed that promotes the long term use of fossil fuels at a time of real concern about climate change.

Join up the proposed new cycle route from Llandeilo to Carmarthen, which passes the school

it would be far better however to have a bypass to the west of Llandeilo across farmland away from houses and restrict through access to Llandeilo to hgvs. this would be combined with a new access road from the Ammanford direction.

All bar one bypass options exceed the money currently available - if a bypass is to be considered then the most cost effective option should be preferred. It is not a good use of tax-payers money to further increase the cost of this project and therefore bypass options exceeding 50 million at the outset should not be considered.

BE1A or BE1C appear the most logical bypass routes and avoid excessive impact on the village of Ffairfach which is home to a primary school and nursing home. These options provide the most direct route to the A476 to Gorslas and its new bypass to the A48.

The least preferred option with the greatest environmental impact to the detriment of Llandeilo / Rhosmaen and the Brecon Beacons National Park Authority is undoubtedly option BE4D. This option would create an enormous visual impact from both sides of the valley, especially as building on a flood plain would require elevation of the road (this valley frequently floods in the exact proposed bypass location). The Bethlehem road is narrow with the River Tywi on one side and the BBNPA on the other. Widening this road would undoubtedly cause disruption to both of these and a planning application is unlikely to be agreed by the BBNPA due to the detrimental effect on wildlife and plant life in this area of outstanding natural beauty. A number of properties running along Bethlehem road would be cut off from Llandeilo by the building of this bypass and it seems that a working farm would also be cut in half - leading to a large number of compulsory purchases which would further increase costing. The impact of BE4D on local residents on Bethlehem Rd and Rhosmaen who's properties are devalued and for those working in the tourism industry (holiday letting etc) would be devastating.

A major concern with BE4D is that it would naturally create a short cut through Ffairfach village under a low railway bridge - straight past a nursing home and primary school with vulnerable children and adult pedestrians being placed at unacceptable risk. Traffic wishing to join the A476 and then the A48/M4 (i.e the majority of traffic) would also be pushed back up through Ffairfach village (already a bottle neck) from the exit point of the proposed route.

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would also be pushed back up through Ffairfach village (already a bottle neck) from the exit point of the proposed route.

I would also hope that if no bypass option is viable then could we supplement one of the town centre options with the addition of electric vehicle charging points in the main Llandeilo car park, to promote the use of carbon free vehicles?

The most cost effective option should be preferred. Options exceeding 50 million at the outset should not be considered.

BE1A or BE1C are the preferred bypass routes with the least impact on the village of Ffairfach which is home to a primary school and nursing home. These options provide the most direct route to the A476 to Gorslas and its new bypass to the A48.

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Potential effects on flora and fauna from a bypass particularly effecting habitats and natural transitions near the built up areas and cutting off access to the wider country side.

Long term solution to allow the town to increase the quality of it's living space and also in order to maintain current rights of way and recreational access to the valley and river without having to negotiate noisy road systems.

The visual impact on Llandeilo particularly from a new road system and bridge too close to the town and the view of the Grade II Listed William Williams bridge and the houses of Bridge Street.

Bypass noise levels particularly when raining and any potential light pollution.

In no particular order:

1. One of the requirements of the Weltag process is to balance short-term needs with long-term needs. Given that the government is going to be phasing out petrol and diesel vehicles in the not-so-distant future (and possibly even sooner than originally planned), is it in the best interests of the residents of Llandeilo to build a bypass that may be unnecessary in the mid to long term? The Committee on Climate Change's report, released on Thursday, says that we need to ban sales of petrol and diesel vehicles by 2030 -- this is only 11 years from now. Given that a bypass would take several years to build most likely, is it really worthwhile building a bypass with all the environmental destruction that this will entail that we may only "need" for several years before pollution begins to decrease of its own accord due to greater usage of electric vehicles?
2. With regard to, "Supporting transition to a low carbon society, ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure..." -- has a calculation been done of how much carbon will be emitted by the construction of a bypass? Also, note that there will be no "payback" period when that could be recouped in reduced carbon emissions elsewhere as the bypass options merely move the carbon emitted from the centre of town to a route of your choice, and, not only will the amount of carbon released by transport not be reduced, it may even be increased, as numerous studies show that road construction leads to increased traffic. See <https://bettertransport.org.uk/roads-nowhere/induced-traffic> for more information about this.
3. With regard to the Well-Being Future Generations Goal of A Healthier Wales, I feel that much more emphasis needs to be put on getting people out of cars. I note that while peak travel times through town have been observed, there does not yet appear to have been analysis done on the nature of the journeys that people make through Llandeilo. I live in Ffairfach and spend a fair amount of time walking back and forth across the bridge and note quite a number of vehicles belonging to people in Ffairfach who make several trips to Llandeilo and back every day. The bypass would not remove this traffic as it is too local to make use of the bypass -- so the question needs to be asked regarding the nature of these journeys and if there is a way through education and/or better public transport options to get

these individuals to walk/cycle/take public transport/make fewer journeys -- this would contribute to a healthier Wales. (And removing the HGVs from town would go a long way towards making the environment safer and more welcoming for pedestrians and cyclists, even if the volume of cars remained unchanged...)

4. I do not have details of it to hand, but it is my understanding that a trial of the traffic light system had been done some time ago, and the overall effect was that it DECREASED queuing time and travel through town. Also, please note that with a traffic light system, the traffic lights could be set to only operate during peak/daytime hours -- at 3am, there is no need to make anybody queue as there is no traffic at that hour.

5. Nearly all of the bypass options are above budget -- surely this rules them out from consideration? As far as I can see, none of the non-bypass options have been costed, but surely NB6 is a very small fraction of the cheapest bypass option. Given how budgets are stretched and money is sorely needed in so many other places -- health care, social care, education, policing -- perhaps it makes sense to try NB6 and see what happens -- if, say, a year or two on, it has not had any impact on the pollution problem, then we can go back to the drawing board. But if there is an extremely less expensive option (which will also be much quicker to implement than building a bypass), surely it's worth trying this first? In the event that NB6 does not solve the problem, we will at least not be left with a giant unnecessary eyesore that will scar the landscape forever, merely some obsolete signage and traffic lights which are easily removable.

6. The report notes the traffic caused by Ysgol Bro Dinefwr buses coming through town, but does not mention the additional traffic generated by parents driving their children to school. I live near the school and see every day the number of private cars dropping off and collecting children who live too close to be eligible for transport. Perhaps something could be done for the children in town like meeting up in a central place such as the car park and running a shuttle bus across the bridge? Surely the trade off between one bus vs 40 cars is a good one?

7. The report acknowledges the scarcity of public transport but does not seem to think that doing anything about this is relevant. I would love to be able to take public transport to work rather than driving my car, but unfortunately due to the highly limited timetables, this is not possible. Investment in public transport not only has the ability to get people out of their cars, but it also gets people talking to one another, thus enhancing community cohesion. To create a scheme to tackle pollution from vehicles without addressing public transport provision is ignoring a huge chunk of the solution.

I perceive Bypass BE 1 (B) as being a first phase to Option 1 (A) should traffic demand necessitate the full bypass of Ffairfach. At the very least these options require a fully kerbed mini-roundabout to the existing A476/A483 junction.

All Bypass Options should be allied with full HGV restrictions applicable to Llandeilo.

Bypass BE 1 (C) should be rejected because of its significant effect on reducing the River Towy flood plain as well as its effect on pedestrian access to the secondary school, compared with other options.

Bypass BE 4 (D) Apart from cost, this option is routed in close proximity of the existing Tregib School which was proposed by Carmarthenshire County Council as the principal site for primary education for Llandeilo, subject to some restorative work. Nothing has happened there to date, other than that it has been allowed to deteriorate.

The building of a by pass in the Towy valley would significantly impact on the landscape and biodiversity. Whilst this is not part of the 8 identified objectives surely this has to be a major

consideration. The eastern by pass option would seem to have the least visual impact on Llandeilo but does not allow for the significant amount of traffic coming from Cross Hands which is the main route for traffic for Llandeilo. The Cross Hands bypass currently under construction may lead to an increase in traffic from Cross Hands all of which would either have to go through Llandeilo or Ffairfach. HGVs going to and from Cross Hands would not be able to access the bypass without going through Ffairfach and would not be able to access it at Tregib due to the low rail line bridge.

Although the route to Llandeilo is signposted from Pont Abraham via Ammanford the majority of traffic for Llandeilo comes via Cross Hands and this is likely to increase with the new bypass at Cross Hands. Current parking restrictions introduced in Llandeilo some time ago significantly improved the traffic flow at the time but unfortunately this is poorly enforced and so parking on Rhosmaen has become an issue again. If the parking restrictions were more strictly enforced this would be a simple way of having a significant impact on the traffic flow.

A by pass would most likely have a negative impact on the economy of the town as has happened with the recently constructed by pass in Llandysul.

The BE1C option is the safest and most deliverable option; safety is critical and this route takes the main traffic further away from the new secondary school and would support and increase in foot and bicycle traffic from the local catchment area. Considering the road improvements underway in Cross Hands to reduce congestion at 6 ways the A476 is likely to become far busier in time. This in itself should reduce traffic through Ffairfach and encourage use of the bypass and A476 for the bulk of traffic and should facilitate consideration to additional traffic calming measures in Ffairfach could complement this. Ffairfach also has a railway crossing and station which in time should see more rather than less usage and this option supports that growth. The best option in my opinion is to combine this with some centre of Llandeilo traffic calming. Consideration should be given to how best to make this work to allow for occasional road closures on the current main Rhosmaen Street from the CK supermarket to the old Lloyds/Midland bank. This would facilitate major opportunities for local businesses to increase the number and scale of local events such as the music and food festivals. Caution therefore needs to be adopted in the function and direction of any one way system to make this feasible.

I believe that a combined option best meets the stated objectives, but only if it includes Option BE1C as the choice of bypass. This route would more effectively divert heavy traffic away from housing and schools and tie in well with the road improvements in Crosshands thus reducing congestion and improving air quality and journey times. It is the only cost effective bypass route which minimises the division of Llandeilo with Ffairfach and the secondary school. Most importantly it would facilitate walking and cycling between the communities and to school via a safe route. BE1C is the safest cost effective option because it minimises large roundabouts and diverts more heavy traffic away from the school entrance and the communities.

The bypass BE1C will be best able to meet the desired objectives if it is combined with a one-way system in town. Changing Rhosmaen Street to a one-way route would allow for larger pavements and safer cycling. This would enhance access for people with particular needs such as use of wheelchairs, walking aids and prams. It would also improve the shopping and aesthetic environment of Llandeilo thus benefitting local business.

Building a bypass (the costs of which do not just stop at the final figure, as maintenance will always be required) should be a last resort. Except for, potentially, the 'health' aspect listed in the WBFG goals, none would be fulfilled, to my mind, with the town being bypassed. Although I favour the idea of the no bypass option, there does not seem to be one version presented that solves the problem of pollution and traffic management adequately in the town. The traffic management one way system as suggested in NB5 and to TC1A seems surprising, to say the least, given the narrow aspect of the road and the suggested size of vehicles. It would seem sensible and money saving an idea to me to try out some of the more straightforward ideas presented by a no bypass option first, before carving up and destroying

the landscape and wildlife habitat. Why not give access to HGV's, giving permits to those who need to come through to deliver goods etc, and the remainder to use the A40 and A38, instead of Llandeilo and Ffairfach being used as a rat run? Avoiding using the bridge. Why not try out a 'no parking' time especially during peak traffic times of school pick up and drop off. I am told that traffic lights have been tried in the past but did not work, but perhaps they were in the wrong place? Admittedly idling cars would probably also contribute to pollution. Encouraging people to go for electric cars with local charging points would reduce this problem, and in years to come, allegedly, this will become the normal mode of transport, so there should be less pollution anyway. Public transport, in any form, has not been mentioned at all as having been considered as a way of alleviating traffic pressure.

Thank you for your consideration of my comments.

1. I find it most disappointing that I found out about this survey by accident. As far as I am aware, none of the residents in any of the properties which are potentially affected by any of the proposed routes have been contacted directly. There were, apparently, three posters in Llandeilo which were only displayed a couple of days prior to a consultation meeting; not really a serious attempt to engage with the residents!

2. Ammanford is already congested and (again as I understand it) the A483 is to be de-trunked in the near future. At the same time, improvements to the A476 at Crosshands are being made and seem to be nearly completed. With this in mind, it seems to be imperative any bypass links with the A476; this should be done as efficiently as possible but with the minimum of disruption. The option BE1C does this and would also solve the congestion in Ffairfach which is associated with the school.

I grew up near Llandeilo and still visit family often. The road past the Cawdor Hotel is too busy and the road/pavements too narrow, it is dangerous and this situation has gone on for far too long - this new bypass is now absolutely vital.

I was disappointed to have had to hear of this consultation process from a friend who happened to see a notice in Llandeilo. If local businesses can, through the Royal Mail, circulate to every address in a given post code area, I would have thought that something as major as alleviating the congestion, pollution, etc in Llandeilo would also have warranted a similar approach.

As there is currently an upgrading of the A476 with a new linking road that bypasses the stretch from

Gorslas to Crosshands, along with a rumour that part of the A483 towards Ammanford is going to be 'de-trunked', it would make sense that the proposed Llandeilo-Ffairfach bypass would take heavier and through traffic onto the A476, rather than through Ammanford which is potentially in the same situation, regarding congestion and pollution as Llandeilo.

We need a speedy solution to the problem. Any bypass option is obviously a multi-year project and some of the options have not got funding approval.

It seems to me that the expedient thing to do is a one-way system with HGV restriction. Observe the effects of this and then if we need a bypass as well we can build one later. If we do have a bypass BE4D seems the best option. It's away from town and doesn't go anywhere near the school or Ffairfach.

As for the one way system I would do it slightly differently.

It will be difficult to get long vehicles around King Street so I would simply make Carmarthen Street oneway going up.

Also the following (to remove other bottlenecks):

- Direct traffic to the A40 along past the rugby club rather than down New Road. This avoids both primary schools.
- Put a mini roundabout at the end of Crescent Road by CKs.
- Make King St. into more of a car park and not a through road. More pedestrianised.

- Remove parking by the church

- Remove loading area by the fruit shop on Bridge Street. Or put time restrictions on it to avoid rush hour.

While I believe a bypass is necessary, it is important for the future of the town that we keep the bypass close, with easy access into the town, to ensure economic growth.

I have serious concerns about option 6 as it appears to be the most destructive of all the proposals and I believe would have a serious negative impact on what can only be described as a real area of beauty

I go to school at Ysgol Bro Dinefwr which is on the A476 which the bypass option 1 C would clearly take most of the traffic away from. I would love to be able to walk or cycle to school without having so much traffic. Currently cycling is not an option due to it being too dangerous as a result of traffic. Having a one way system would allow the possibility of the pavements being widened, and would distance large lorries from pedestrians. Often when walking home from school i find that it feels unsafe even when walking on the pavements as cars sometimes mount the pathway to allow room for oncoming traffic. It is also an issue when meeting other pedestrians, prams or wheelchairs as there is little room for passing without going onto the road. I am also learning to drive and the traffic in such a small town is quite difficult to deal with. The option to bring the road behind the school will mean that the traffic close to the school is lower and as a result it will be safer for me to cycle and walk. I often use the train so it is important that the Railway station is not affected unduly by the construction work.

Cost is not the first priority. It is a proper solution long term for the community and the environment.

I think the bypass using Bethlehem road is a terrible idea, the tywi floods, my house and Bethlehem road flooded severely last October, the river is also moving by several metres every time there is heavy rainfall or a flood. It would cost a huge amount of money to stabilise the river enough for the bypass, not to mention all the wildlife and businesses that it would disturb and the negative impact on the local residents. Also the railway bridge is too low for many HGV's to pass under, and the ones that can must do so at a greatly reduced pace. From what I can see any kind of bypass only slightly benefits the town Llandeilo itself while creating massive negative impacts on the surrounding area in many ways. I do however support some traffic calming methods within the town itself.

A bypass is the only practical solution to the air pollution and traffic problems in Llandeilo and Ffairfach. Whichever bypass route is chosen, it must be able to take traffic from both the A476 and the A483 south of Ffairfach, otherwise traffic will still flow through Ffairfach. If bypass option BE1C was chosen, then the link ARL1 or ARL2 would need to be included.

Here are some notes/ thoughts. Why not try out some of the traffic light and restricted parking etc options and see what effect they have. There are going to be more and more electric cars and perhaps the Welsh gov could hurry this up as this would have the best impact on pollution. Any by pass will ruin town views and have a negative impact on the local economy so traffic management a better off. A bypass would stop people visiting the town and local economy would suffer Why are so many heavy vehicles going through anyway, any map of Wales shows many alternative routes, via the head of Valleys, Cardiff, Carmarthen etc. The Bethlehem Road is use by cyclists and walkers, it's part of a circular walk over the swing bridge. A bypass will wreck this and all it offer to a healthy lifestyle. we need to be looking at how to promote cycling and walking not make it more difficult. Has anyone looked at how current farming practices are affecting pollution and traffic movement? Why is tractor diesel subsidised when tractors are now being used industrially on the roads? Perhaps the Welsh assume b,y could look at that. surely any money would be better spent on health and sport facilities when the problem could be controlled with controlling parking and using traffic flow cameras and lights etc until electric vehicles, use of cycles and better public transport. Why aren't children coming to school on the train rather than all those polluting buses driving through Llandeilo? This alone would reduce traffic at a

busy time and really reduce pollution. There are concerns about what we are doing to our natural environment. the Towy River and it's banks are SAC and SSSI and habitats for mammals birds, fish, insects etc. Any bypass will have a detrimental effect on the unique and special habitat which we can't afford to wreck.

I know that routes BE1A and BE1B are going to reduce end of a very few gardens above the station, but this whole procedure is about RHOSMAEN Street, LLANDEILO TOWN and its people now and future generations, their health and well-being. Having lived on Rhosmaen Street for 14 years, I know that the noise and pollution there far exceeds that of the rest of the town. I do think the arrival of SAT NAVS has much increased the flow of large lorries, some from Fishguard. It is dangerous to try to take pushchairs, toddlers, wheelchairs, dogs etc. on the narrowest spots, old people regularly get hit by wing mirrors.

Plan BE1C I feel is unsuitable as the school is in a valley where mist often collects and the children would be liable to pollution from all sides.

Three issues re the consultation exercise:

1) Town Centre Improvements

- a) Selecting a cost effective option such as NB1 would be a useful starting point before exploring the more costly by-pass options. This option would be relatively quick and easy to construct and could be monitored and evaluated over a period of one year of operation before deciding whether it was necessary to build a bypass that will carve up the beautiful countryside surrounding Llandeilo and ffairfach. It would greatly improve shoppers' experience with its widened pavements and this benefit would be maintained were it deemed necessary to build a bypass after the evaluation.
- b) The traffic flow through the town varies widely at different times of the day and throughout the year. There are many times when it is quite quiet. With recent technological developments it should be possible to install traffic sensitive traffic lights rather than lights driven by a timer to improve the flow of traffic.

2) Bypass options

- a) It will be a very sad day if the views across the Towy valley from Llandeilo and those looking back towards the iconic view of the historic town are carved up with a modern bridge and a new road that are insensitive to their surroundings due to cost. Will the bridge be faced with stone like the old bridge, for example? A concrete bridge could greatly impact on the unique approach to the town.
- b) Wales relies heavily on tourism for its income and local people value the beauty of the Town Valley. There is also the frequent finding that town bypasses deter people from visiting the towns as they hurry past along the fast new road with the aim of reaching their destination as fast as possible. Llandeilo is one such town where visitors may not be aware of its appeal and the great shopping experience it provides unless they drive through the town.
- c) If it is essential to build a bypass, I urge you to use existing roads and to keep it well away from the town (such as BE4D) so as not to spoil the unique beauty and heritage of Llandeilo.

3) Questions 3 and 4 of the consultation

- a) Given the wide range of objectives it was almost impossible to identify a comprehensive solution that meets all objectives and these questions demand. It would have been more useful to ensure each objective could be associated to a greater or lesser extent with each solution. The answer you get from these questions

will give you a clearcut response that you require but they won't allow you to evaluate each objective against each option.

The visual impact on a beautiful valley should be considered. BE1B inevitably will adversely effect the aesthetic appeal but it is the best available option. BE1C (for example) would also harm the view below the bridge and the and the vista from the toweres of Dinefwr castle.

BE1B would greatly reduce traffic through the town. lights could regulate a one-way flow through

Rhosmaen street allowing pavements to be widned and the town would be safer, more appealing and economically more successful.

Once a bypass is built the widening of the pavements on Rhosmaen street would greatly improve pedestrain safety and also enhance llandeilo as a visitor destination. Traffic lights with the lighter volumes of traffic might additionally be effective but a one-way system would probably lead to speeding.

I am a pensioner with a zimmer and a scotter and am terrified crossing Rhosmaen Street - I have to have help and I can't do it alone. I have been nearly knocked over by a wing mirror of a lorry by the crossing.

1. Apart from BE1D (Mid Rhosmaen Eastern Bypass) other remaining bypass options simply transfer noise and air pollution problems from one part of the town to another.
2. The proposed expenditure of in excess of £50 m is absurd in comparison with the cost with which congestion problems could be resolved by traffic lights.
3. More roads simply guarantee more traffic so a bypass option flies in the face of the known problems of global warming. Wales should take a lead in rejecting the plans of the road transport industry and should transfer the road haulage problems to the railways.

Greater consideration to electric engine promotion and sustainable energy options for HGV transport. Expensive revenue on by pass options pander to fossil fuel use.

When will this be resolved and why do we need yet more money spent on enquiries as I understood work was due to begin this year. Our monies could be more usefully spent.

At its full council meeting held on April 16th the Llandeilo Council made the following observations:-

The Llandeilo Town council used the following aims to support a specific option of those presented at the consultation:-

- i) It must reduce the traffic congestion in Rhosmaen street.
- ii) it must improve the air quality in the Town as the pollutant levels are greatly over the EU's limits.
- iii) It must make the Town centre roads much safer for pedestrians and cyclists.

It was unanimously carried that the Llandeilo Council supports option BE1C.

Besides meeting the three main aims above, the Council felt that the scheme would also reduce traffic going past the Bro Dinefwr School as well as the mini roundabout in the centre of Ffairfach.

I am an A.D.I and teach learner drivers in and around Llandeilo. It is a very challenging environment caused by the volume of traffic not just HGV's on occasions it is easier for my students to drive in Carmarthen. (I am also an examiner for the institute of advanced Motoring). Also my mother-in-law (89 years) has restricted mobility and is intimidated when trying to cross the road to go to church when using her walker or scotter. It takes her some time to cross and is terrified when holding up traffic.

I suggest an extension which I have noted on your plan 1D safeguarding residential Ffairfach - also reducing FLOOD risk.

To safeguard the Llandeilo Railway Station-Just imagine an isolated Railway Station, platforms beyond the bypass, a great danger and peril to passengers.

A bypass would be a scar on the landscape, destroying wildlife habitat. it could possibly result in housing development defacing the countryside, which in turn could have an adverse impact on tourism.

I have selected the non-bypass options NB2 and NB6 (minus traffic lights) as I feel that their implementation would address all key issues at a tiny fraction of the cost of a bypass. I cannot understand why there is a proposal to go to the most expensive and invasive option when other - more

cost effective - options haven't been trialled.

Removal of parking will allow for freer flow of traffic (and therefore, help reduce emissions caused by standing traffic). restricting access to HGVs (which form only a small percentage of the traffic) will further help cut emissions and alleviate concerns around safety and damage to the built environment. in addition, these options will help improve journey time, whilst preserving the function of the A483.

Further reasons for not selecting a bypass option:

The environment scarring to the Tywi Valley and loss of habitat are unjustifiable - and may well prove damaging to tourism.

the potential negative impact of the local economy as people simply "bypass" the town - as happened in other Welsh towns eg. Kidwelly and Cowbridge (where evidence suggests that it has taken 30 years for trade levels to return to pre-bypass levels).

lack of a sound business case.

the huge sums of money involved would be better spent elsewhere.

large scale road building projects do not sit well with the current focus on how best to reduce the human impact on the environment.

With diesel vehicles being banned and the advent of electric vehicles in the not to distance future the air quality argument will not exist. Plus, what is required is a 21st century solution for a 20th century problem.

Building more roads is not the answer. We need to preserve the assets we have here in the countryside. The view of and from the town is an important asset.

"When a new road is built, new traffic will divert onto it. Many people may make new trips they would otherwise not make, and will travel longer distances just because of the presence of the new road. This well-known and long-established effect is known as 'induced traffic'. Induced traffic means that the predicted congestion benefits of a new road are often quickly eroded. Traffic levels on bypasses roads can also rise faster than expected due to induced traffic, all of which means the hoped-for benefits of a new road can evaporate very quickly.

The phenomenon of induced traffic has been observed by transport professionals repeatedly since 1925! And recent authoritative reviews have confirmed that induced

traffic is still beating forecasts on new roads across the country.

From a report by the Campaign For Better Transport

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From a report by the Campaign For Better Transport

Wales has just declared a climate emergency!

This means immediate, radical action to prevent social collapse - action must be taken to halt rise in carbon emissions within 11 years or climate chaos envitable.

this means

1. Discouraging private cars
2. Encouraging cycling, walking and much better public transport
3. Encouraging local food supplies, fewer large trucks and local shopping
4. Biodiversity requires no bypass across Towy Valley
5. Road buliding CO2 emissions are hugh and only encourage more driving with more CO2 emissions.

The effects of pollution during the course of construction, in the event of a bypass option?

Poor communication, had the Town council not notified us, we would have been unaware of the exhibition.

To helpers from capita seemed to have no knowledge of local conditions.

No mention is made of the impact of a bypass on the aspect of Llandeilo, which will be changed and spolit. i suppose that this will cause considerably more than local concern.

Given the significant environmental nd financial costs of the bypass options, preference should be given to the town centre improvements. If implemented they could be monitored to assess effects on the issues of concern.

Bypass options 1B & 1C would result in additional traffic using Ffairfach square consequent increased congestion at peak times and increased pollution.

By pas options 1A, 1B, 1C & & 6 would appear to involve a roundabout south of Llandeilo Bridge. It would have a significant effect on the connectivity between Ffairfach and Llandeilo for pedestrians and cyclists

On your Bypass Options map no sign of the Ysgol Bro Dinefwr shown on any of the 6 maps. wahat a legacy to bestow on the future generations to come. Bypass running side by side with a lagre school which over time will grow in numbers

HGV's going through the town are the major cause of congestion and pollution.

Bypass options BE1 A, B, C and BE6 route traffic close to the secondary school increasing pollution and congestion near the school.

Bypass options BE1 BE1A,B,C and BE6 will have a material effect on the iconic view and approach to Llandeilo from Ffairfach.

In respect of the options given I have recommended option NB2 and NB6 (with no traffic lights). I feel that you have placed option NB1 and NB5, NB6 and NB7 as options but with Traffic lights that would add to your argument regarding pollution.

What needs to be considered before any option of bypass is removing the parking from outside the Church and rhosmaen Street until after 6. Please note after 6pm at night the town centre is quiet and free from heavy goods vehicles and this is also the case of weekends. I suggest you place a weight restriction on the bridge into Llandeilo and place an HGV restriction between 7pm and 7am or as ypu state 8 to 8, either one as it is quiet after 6pm in the evening and before 7am now.

in respect of the bypass options B6 is the most invasive option for Church street and most residential area its route. We have been informed that BE6 would cost 78 million to build although the full costings were not available at the consultation.

I have not recommended any option of a bypass as no alternative methods have been piloted yet to ascertain if the removal of parking, weight restriction and restriction of movement of HGV have not been tried so we cannot rule this out.

I believe these options need to be tried before the consultation is progressed further.

Er taw yr opsiwn gorau oll byddai TC1A rwyf wedi dewis opsiwn BE1B. Y rheswm yw mae y blaenoriaeth uwch yw i gael ffordd osgoi yn gyntaf a wedyn gallwn weld pa newidiadau bydd eu angen yn y dref. Hefyd credaf fod TC1B yn llai costus a felly yn fwy tebygol i'w gyflawni yn fy oes i!

As I write the first of the year's tourists are passing our house, singly and in small groups, enjoying icecreams from 'Heavenley', and the fresh, bright day. They are heading to the viewpoint in Crescent Road, just around the corner. They'll enjoy the sight of the iron age fort, the distant Brecon beacons and closer the beautiful lush valley of the River Twyi, for the time being confined by its banks. The youngest visitors will be thrilled to spot our little train on the Heart of Wales line. We'd hate to lose any of this, and so would our guests and visitors. To compromise this serene landscape would seriously affect tourism and local trade. It would also be a shame to spend time, money and energy on a project that, in a few years' time, may be redundant. The public mood and the health of your children, demand we think very carefully before building any more facilities for traffic. That said Llandeilo has a present problem with traffic. Pollution chokes our high street, and it can only be a matter of time before the minor chips and knocks endured now by pedestrians turn into something much more serious. Before we dig up the valley, and encourage vehicles along it, please may we try more local, much cheaper, ideas? Weight restrictions on the bridge over the Towy, supported by cameras, would at least be worth a go. Should we have to consider a new road, BE6 of your plans would, in the eyes of local residents and visitors, be totally unacceptable. Some combination of plans NB2 and

NM6 might work, with no traffic lights, no one-way system, and with HGV restrictions. I hope this note has been of use, and I look forward to hearing how your thinking goes ahead.

You have not shown bypass route;
HGVs would have trouble negotiating the corners and could damage pedestrians and vehicles en-route

Would just cause congestion and pollution from waiting vehicles

Does not solve Cawdor pinch point or danger from speeding lorries down past Teilo Sant School

One way objection see TC1A above
(Associated TC1A comment: HGVs would have trouble negotiating the corners and could damage pedestrians and vehicles en-route)

Un-workable. Increase of pollution by making lorries go further or just pay fine and cause problems anyway

[illegible] You cannot be serious

Best Option

Leaves too much pollution for Ffairfach residents

Leaves too much pollution for Ffairfach residents and costs more

Costs ore and puts traffic of A476 through Ffairfach

Puts noise and air pollution close to Bridge Street

Any TB and NB options are considered non starters, as they further restrict flow of traffic through the town and in doing so increase the pollution levels, already at unacceptable levels and safety risks! Bypass is essential!

In my view the positive choices here for quickest relief for problems without a bypass is NB1 and 2.

Overall best no bypass option for [illegible] health and safety NB6.

These options would keep traffic flowing afford wider pavement and keep visitors coming.

By Pass Options: Only viable health, safety and least disfigurement to valley is 4D.

In no way suitable for town, traffic or valley any of the B1 options and TC1A.

In 10 years time, it seems increasingly likely that both electric powered vehicles and self driving cars will have a significant impact on our roads. Car sharing/hiring options may also lend to lower car ownership.

The premise of having a bypass was argued for before. The possibilities even seemed like an option.

I therefore don't think it's worth the financial, environmental cost of building a bypass.

Llandeio though does have a traffic and pedestrian problem so I strongly support options NB5/NB7 which will see the town through until these new technologies bring dramatic changes to our roads.

BE6: Why is this still an option offer So many expressed their concerns on the bypass hugging the town outline?? This option does not eradicate the pollution and noise. Also an eye-sore on the towns image.

BE1C: If this could link to the Ammanford road I would propose this as my favourite. Bypassing the school, Ffairfach and Llandeilo, ideal.

Appendix C – Email Results

*Responses have not been amended for grammatical or punctuation errors.

*Names/Addresses have been removed.

While no longer living there I have had and still have an intimate acquaintance with Llandeilo and the area, while also retaining a property on the Bethlehem Road in Ffairfach. I contributed to the Public Inquiry in 1993.

I have some preliminary points to make.

Llandeilo exists where it is because it occupies the narrowest point (hence a suitable river crossing) of the Tywi valley.

The Tywi valley should be an A.O.N.B. It is considered a Special Landscape Area by the local authority.

The town is intimately connected to the surrounding landscape. For instance, one can walk across fields, over the river via the “swing bridge” and up “Ysgubor Abad” and arrive in the centre of town by the churchyard: something which perhaps cannot be replicated in any other town in Wales.

The riverside near the railway station is a major recreational facility for local people (rather than tourists or visitors).

The consequences of doing nothing have to be considered along with the consequences (landscape, environment, health) of building a bypass.

However bad the situation may be people have already lived with it for decades from before and after the Public Inquiry of 1993.

Non-bypass options should be tried in the first instance (they should have been tried already) to avoid extreme expense and environmental damage.

I favour NB6, but with the restrictions on HGVs to be permanent and not merely during daylight hours. This may mean HGVs trying to use other unsuitable crossing points of the valley: so all these could have the same restriction, compelling traffic to go via Carmarthen using the bypasses round that town. If HGVs are banned, air quality and safety standards should improve especially with a future increase in electric cars, etc.

A one-way system through Llandeilo is impractical and would severely erode the enjoyment of the town by visitors and residents alike.

Bypass Options

Any bypass will increase traffic flows and therefore act against any carbon-free future goals, sustainability and environmental well-being, etc.

The bypass option that most nearly serves the stated purpose of improving the performance of the A483 is Option 1 (A), but we are told that the Ffairfach bypass part will require *additional funding* (as well as environmental damage to the Cennen valley). If it stops short at the A476 this will imply detrunking part of the A483 and trunking the A476. This would have environmental consequences (i.e. “road improvements”) along the A476 up to and through Carmel. The roundabout at the south end of the famous Llandeilo Bridge will also affect the celebrated view of the town and bridge from that side.

It would be very tight to construct a road alongside the railway and may mean either a) moving the railway line further towards the river (very little room for this) or b) slicing away some of the hillside and constructing an intrusive retaining wall.

Construction work would have severe impacts on this part of town, the businesses in Station Road, and users of the Station.

It would be necessary to build an overhead pedestrian passageway from the town, across the new road to the station and the river beyond.

The recreational amenity afforded by the riverside to locals will be severely affected.

Wherever the river’s floodplain is crossed the road will have to be on stilts to allow the flow of floodwater.

The route which perhaps best “meets the set objectives” outlined in para 3 of the Consultation Response Form is Option 4.

However, this entails a wider crossing of the river valley. The Afon Tywi is highly mobile and likely to change course at any time and at any place. To stabilise it would be unacceptable in terms of its status as a Special Area of Conservation (Europe) and Site of Special Scientific Interest (UK). It would also be unacceptable for its visual intrusion in to the landscape, for instance as viewed from Crescent Road and may require the destruction of properties along the Bethlehem Road. I would strongly oppose this option.

RESPONSE TO OPTIONS presented and PROPOSALS offered

[Observations about the consultation and Govt/Capita approach added as an appendix].

OPTION PREFERRED: No By-pass.

PROPOSAL SUGGESTED: 5-year trial of a no-by-pass combined plan/strategy as below.

If after 5 years this trial proposal is not regarded as having resolved in the main the problems generating the current consideration of a by-pass, by-pass option to be further considered but in the context of a data set not currently available which will more effectively by-pass planning.

Background: Proposal is based upon critique of combination of options proposed via Capita Consultation document with additional amendments/proposals.

Outline:

In place of an immediate no by-pass option, the 5-year trial of an interim solution [combinations of options and actions] the costs of the implementation of which pale into insignificance when compared with the cost of a by-pass and which cannot thus be ignored.

Interim 5-year trial will generate data which will better inform planning of management of heavy goods traffic in the locality and region. Data generated through ongoing series of traffic management surveys at strategic route points in locality and region together with improved transport infrastructure /policy developed by the Govt. of Wales taking on board the onset of electrification of transport and needs of the centres of developing economy of Wales.

Some significant reasons currently justifying a by-pass will disperse during the next decade ie, fumes/air quality impacting health, due to introduction of electrification of motorised vehicles.

If HGV restriction can legally be applied and considered as a full option or between 8am and 8pm [as in proposals presented during consultation] there is no argument against establishing Llandeilo as an HGV free zone [with certain exemptions], and this is the basis of the proposal presented below

PROPOSAL: There is no one solution to the complex of issues presented which could address the majority of objectives outlined; a combination of actions and plans needs to be implemented simultaneously to address heavy traffic management based upon a review and extension of the options already presented by Capita ie a review of options NB1 – NB7, in the context of a full HGV restriction making Llandeilo an HGV free zone [except for vehicles registered by local users, farmers, local commercial interested organisations etc. for a given period or day].

It is a given that local need may require the service of heavy goods transport in and out of Llandeilo.

In this context TC1A would make it impossible for any HGV to pass safely if at all

through Llandeilo.

The HGV free zone could be implemented and maintained through the use of a vehicle registration system [as used in toll systems in cities etc] whereby exemptions can be given to specific individuals and organisations/their vehicles for specific periods, purpose, day ensuring deliveries meeting commercial sector requirement and needs of farmers/rural community as a whole.

NB5 HGV Restriction and one way system: This option would as with TC1A, make it impossible for exemptions to be given to meet local need given the one way structure which would be imposed within Llandeilo.

Selective widening of pavements especially in the vicinity of the Cawdors Hotel , on both sides of the road , would increase pedestrian safety and within a stretch of two way traffic, on a stretch of road the road that would be controlled by traffic lights from the cross roads at the junction of new road and Rhosmaen street [including the corner where CK's is situated] to the junction of King Street and Bridge Street allowing for traffic coming into the controlled area from Carmarthen Street.

Selective pavement widening AND the removal of all cars including Disabled Parking bays [if necessary [there are very few currently of which many are often temporarily used by vehicles unloading to shops etc] would allow for deliveries and emergency vehicle access for Rhosmaen Street without disruption to traffic managed by traffic lights ie NB1 and NB2 with no disabled bays and no one way system [as in TC1A/NB5]. Widened pavements would provide clearer and safer access for disabled persons, their careers and or wheelchair/motorised chair use to a from the car park behind Rhosmaen Street.

Station Road/ Park and Ride: Point of transfer and collection.

This road could be used as a park and ride base park for bringing school children from the north by parents, to a student bus service with a stop in the station road area, Equally this could be a base for larger HGV vehicles to deposit goods etc for local collection using smaller LGV vehicles into Llandeilo.

HGV exemption as applied for could be given to ensure distribution form vehicles heading away from Llandeilo after delivery.

This option would reduce the need for cars etc to enter Llandeilo to access the main secondary school west of FFairfach.

SIGNAGE of Llandeilo HGV free zone and the Carmarthen by-pass route links to ferry crossings, Cross Hands and the M4 and Swansea and beyond to the east and the north:

Needs to be placed strategically throughout wales main routes ie Pont Abraham, Cross Hands, Brecon, Llandovery - as well as locally.

HGV restriction will need to be applied to all bridges across the Towy west of Llandeilo.

CONCLUSION:

This option given a chance may solve most of the issues and also resolve the divide within the community on by-pass options.

It will also secure the rural vernacular and beauty of landscape to which so many visitors are attracted and thus become tourists, but which most of all draws people to come and live in the area with their children. The by-pass options proposed will

urbanise the area, fragment links between towns and villages and dissuade people from exploring the leisure facilities incl fishing and the quiet enjoyment of rural wales as well as other more obvious faculties ie Botanical Gardens etc.

This trial is an attempt to maintain and extend the wellbeing of people and the protection of valley landscapes which shape people and communities and which has also been allocated the status of Special Landscape by Carmarthenshire County Council. It is also worthy of the status of Area of Outstanding Natural Beauty.

The by-pass will impose restrictions and difficulties upon pedestrians walking between Ffairfach and Llandeilo and may ruin the option to live in and explore the Bethlehem road area along the river. By-pass options will require the forced removal of many householders along the Bethlehem road and other areas of Llandeilo.

Surely it is better to trial an option which may resolve a problem before embarking upon a greater scale solution which will only re route heavy traffic to other villages and rural roads , and in it's wake create new problems.

explore and live

Thank you for inviting our group to the preview meeting. We offer the following comments; the format of the formal response does not meet our Group's remit and we do not wish to choose between traffic management or by-pass options.

Traffic Management -

NB 1 - strongly OBJECT to this option. Phasing could not possibly accommodate cyclists and would not be in accordance with Active Travel Act duties.

TC1A and NB 5 - the one-way street options would need to incorporate contraflow for cycling and we are not unclear how this could be met. Therefore, we would raise CONCERNS that these one way workings could compromise access by bicycle and deter people from cycling. Given these concerns we would offer a HOLDING OBJECTION until we see detailed design.

By-Pass

BE4D - strongly OBJECT to this option. It presents difficulties of design at many junctions/roundabouts for cycling. The Bethlehem road is one of the busiest routes for leisure cyclists in the County and offers a relatively safe option to access Llandovery by avoiding the A40. Its loss would need to be compensated by a separate cycleway alongside and underpasses at junctions.

Of the other 4 routes BE1B is the least favourable from our point of view.

All four of the by pass options will need to consider Active Travel Act design guidelines and we will no doubt be involved in the finer detail of design when the time comes.

Please could you acknowledge receipt of this response. We are happy for this response to be made public.

Dear Sir/Madam,

Thank you for the opportunity to provide comment on the A483 Llandeilo to Ffairfach Transport Study.

The proposed bypass (option 4D) will be sited directly adjacent to a Woodland Trust-owned site, Coed Tregib (grid ref: SN640217) which is within the Brecon Beacons National Park. It is hard to determine from the mapping provided whether the existing Bethlehem Road will be upgraded as part of the proposals or used in its current form. If construction is to occur, the Woodland Trust would be particularly concerned about disturbance to the woodland by noise, light and dust pollution during upgrading works.

As such, the Trust would like to lodge a holding objection to the proposed scheme, until we are able to determine if there will be any potential impact to our site.

We hope our comments are of use to you, if you would like to discuss further please do get in touch.

Dear Sir/Madam

Following the attendance of all members of the Community Council to various meetings held in Llandeilo with information regarding the above Consultation. Unfortunately we were unable to agree on an unanimous agreement but it was agreed that we forward the following unanimous comments to the WAG:

No By-pass option

This would not be suitable or practical for the town. There have been traffic lights before in the town and it caused chaos in town and especially Ffairfach.

By-pass options

These are the points we wish to put forward for consideration:

- (a) Increased costs on some of the options made them unaffordable and wondered why they were included in the draft proposals.
- (b) All the proposals were not feasible and the routes considered should be re-visited.
- (c) Route BE1C – this would give us a by-pass. This takes the road away from the houses of Ffairfach and would join the A476 at junction B4300. Most heavy vehicles at Ffairfach roundabout turn for the A476 so this would cover most transport.
- (d) Route BE4D This route took the traffic away from Llandeilo town where the most pollution is at the moment. This route was agreed by 5 members as long as the road from Tygwyn to the old Tregib school was improved and also that the by-pass when reaching the new roundabout between Caeglas farm and Maerdy would carry

on to join the A476 at a new roundabout between the last Council House and Bro Dinefwr school.

Could you please acknowledge receipt of this letter and we await your further comments.

Dear Sir/Madam

Regarding the above, Carmarthenshire County Council have the following comments to make in respect of the consultation document and how the proposals contained within it:

- 1) impact the public rights of way (PRoW) network
- 2) create opportunities to enhance to PRoW network

The Authority has a statutory duty to Assert and Protect the rights of the public to use and enjoy the PRoW Network in Carmarthenshire (s130 Highways Act 1980). This duty extends to ensuring that development schemes consider the existence of PRoW and accommodate them through the construction phases as well as upon completion. Policies and Actions contained within the draft Carmarthenshire Rights of Way Improvement Plan (ROWIP) show the Authority's commitment to both protecting and enhancing the PRoW network where they are affected by development schemes.

The PRoW network aids health and wellbeing through exercise which is free at the point of use, it connects communities and provides opportunity for sustainable travel - it is therefore a valuable contributor to the principles of the Wellbeing of Future Generations (Wales) Act 2015.

Options NB1, NB2, NB5, NB6, NB7 and TC1A which detail traffic management measures would not impact on the PRoW network and does not create PRoW enhancement opportunities.

In terms of the 5 Bypass options:

- The construction of any of options BE 1A, 1B, 1C or 6 would sever one or more existing public footpaths. The affected routes are very well used urban fringe footpaths that are valuable to the community and would therefore require careful consideration in respect of how public pedestrian access would be accommodated and potentially enhanced to improve the level of accessibility, both in the short term during the construction phase and long term.

- Options BE 1A, 1B and 6 all join the A476 at the same point with the construction of a roundabout. Consideration will need to be given to the public footpath which commences from this point, consideration will need to be given to ensuring safe pedestrian access to and from the footpath.
PRoW mapping in the consultation document shows this footpath incorrectly, it is not shown meeting the A476, the PRoW digital mapping layer has now been provided to Capita so this should have been corrected
- Option BE4D would have an impact on the safety of walkers using the two public footpaths that meet Bethlehem Road. In addition, users of the permissive riverside footpath and the various paths within Coed Tregib both of which are accessed from Bethlehem Road, would also be impacted. Suitable pedestrian provision would be essential on this section of the proposed

bypass. Providing cycling and possibly equestrian provision would further enhance nonmotorised access opportunities to the wider PRoW network.

- Options 1A, 1C, 4D and 6 all have the potential to enhance the connectivity of the existing PRoW network. Parts of the routes identified traverse areas of land that do not currently have public access but would benefit from it in order to link fragmented parts of the local PRoW network. This access could be in the form of roadside path or a designated strip of land within the negotiated development corridor/CPO that could be separated from the proposed vehicular highway and provide pedestrian, cycling and possibly equestrian access opportunities.

I would be grateful if the [removed] could be involved in any further consultations to

ensure the above mentioned points, as well as any further safeguards or opportunities that become apparent, can be highlighted and given consideration.

RESPONSE TO A483 LLANDEILO & FFAIRFACH TRANSPORT STUDY 2019.

I represent [removed], and have done so since 2012. The ward in the main comprises the small market town of Llandeilo and the adjoining village of Ffairfach, and both communities have the dubious pleasure of having the A483T running through them. The A483T is the main Swansea – Manchester link road and is considered a strategic road.

History

There have been many attempts at solving the traffic issues and pollution that affects Llandeilo & Ffairfach.

Older residents refer back to the proposed 1938 Llandeilo Relief Road, with further attempts made in the 1970's 1990's, and 2000's to resolve the traffic issues. As a result traffic volumes have increased as have increased levels of pollution, in particular Nitrogen Dioxide, with Llandeilo claiming at one point as having the most polluted road in Wales. Carmarthenshire County Council have been monitoring Nitrogen Dioxide levels and have drawn up an AQMA. {Air Quality Management Area} to monitor the levels of pollution in our streets. That information is available for all to see how pollution affects the young and old and we need to resolve this issue for the wellbeing of present and future generations.

2019 Consultation WEL TAG 2

The public and the Stakeholders were given the following options. I will comment on each option

No By-Pass Options

NB1 Traffic Lights – I suspect that traffic lights in the suggested locations will result in traffic tailbacks especially at the key times. This could result in increased levels of pollution with cars idling, etc.

NB2 Removal of Parking in key locations. May increase the speed of traffic flowing

through the town. Limiting unloading bays in key areas possibly seen as detrimental to trade, but would increase the flow of traffic.

NB5, NB6, NB7 Not sure a complete ban on HGV entering the town will work, *How will it be policed?* The Road Haulage Lobby has previously raised objections to this type of ban. The cost of fuel will force the drivers to take the short route through town to reach A483 and Crosshands / M4. The alternative for them would be a long detour to Carmarthen.

One-Way systems around town -NP5- suggests that LGV's and cars going up King St, George Hill, along George Street, Carmarthen Street, and then down New Road. I question whether the designers of these plans have actually driven the routes. The Northern By- Pass {A40} took traffic out of New Road and now Residents Park on both sides of the road - New Road is now a narrow though fare.

TC1A again envisages one-way system through town and diversion around King Street – *Not sure this has been well thought out*

By-Pass Options

We were advised at the Stakeholder Meeting that out of the original £51m allocated to this project - £50M is available.

The routes have been re-designated from the 2007 plans and are now referred to as BE instead of Original and Preferred Routes.

BE1A. The route from Talardd Villa is no longer available as the cost has exceeded

£60M – *why was it included?*

BE1B. The by-pass starts with a roundabout near the entrance to Ysgol Bro Dinefwr – *too close to the school entrance*, then following the original route to the A40

BE1C. The by pass starts with a roundabout near the junction of B4300 and A476, heads past the back of Ysgol Bro Dinefwr and then follows the previous original route close to the railway bridge joining the A40.

BE4D A route with more problems than solutions. Too many faults to list – but include railway lines, near Brecon National Park boundaries, too close to the Twyi near Geulan Goch, crossing the river into Rhosmaen. The households near the top of Heol Cennen with its junction Heol Maerdy may not wish a by-pass so close to their homes. Caeglas is a nursing home for the elderly and would also be close to the earmarked route.

The site at Tregib is earmarked as a site for the new community primary school – 500 pupils from ages 3-11; surely we are not considering a roundabout near this proposed primary school. Again, I understand this route is too expensive. *Why was this included if too expensive?*

BE6 A route previously designated Eastern By- Pass Refined Route. This route starts again at a roundabout too close to the school. The route has attracted criticism as it hugs the lee of the town, close to Quay Street, close to Ysgbor Abad. Ysgbor Abad is an ancient walkway dating back to the Iron Age, and the proximity of the by-pass could possibly cause the roadway to collapse. The pollution & noise coming up Quay Street would be a major concern. *This route is now also considered too expensive*

The entire route apart from BE4D will need to address the situation near the Railway Station. Concerns were raised in the Public Enquiry in 1993 and again in 2005-2006 planning stage. Residents in Stepney Road, and Lower Alan Rd, have expressed grave concerns on the visual impact and the closeness of the road to their gardens. The noise and possible pollution is a major concern. The by-pass will have to address the viability of the railway station in Llandeilo. I am concerned that between the railway line and a two-lane road, there is little prospect of a pavement. How will passengers cross the road to access the railway station and where will cars park? What about access to the popular walking route over the Kings Bridge {known locally as the *Swing Bridge*} to the river meadows?

In all cases, another bridge will have to be erected to cross the river. There would have to be an embankment, together with flood arches. The original route as contained in BE1B & BE1C will have less of a visual impact on the town. The historic view of the stone bridge will be less impacted by these options. These two routes are possibly within the budget. The inclusion of the other routes into the consultation is a bit ingenious knowing that the costing in the Jacobs document dated November 2018, stating the costs to be in excess of the £50M allocated to the project

Conclusion.

The Welsh Government has known for decades that there are few options to solve the traffic issues through the town. I wonder why some of their suggestions have not been tried out and considered fully.

1] Why a temporary installation of traffic lights has not been tried over a 3 month? Surely if that trial had been done years ago, it would have highlighted that the pollution levels in the roads leading from the proposed traffic lights would have increased. In 2013, due to W&W Utilities undertaking essential gas pipe maintenance, Rhosmaen Street was closed and traffic diverted around town. Unsurprisingly, pollution levels increased in the diverted side roads.

2] The report has not highlighted in any detail whether any other town in Wales or UK has tried to divert HGV as outlined. I question whether this ban can be implemented. I also question how local deliveries will be allowed, i.e. deliveries to builder's merchants, deliveries of bulk feed stuff. Are these essential deliveries expected to undertake a lengthy detour – surely this would put the cost up to local businesses?

3] The various by-pass options that are viable due to costs limitations are BE1B and BE1C and in the balance I see the safety of pupils attending Ysgol Bro Dinefwr as paramount and I do not want a roundabout at the pedestrian entrance to the school near the bungalows. BE1B does not address the fact that if and when the new “super primary “ is build on the Tregib site, the volume of traffic travelling down from Llandeilo will substantially increase. The new primary school is expected to hold 500 pupils from ages 3-11 and parents will be driving their children to school and through the village, turning at the mini roundabout into Heol Bethlehem. I have previously recorded my opposition to using the Tregib site, but the restrictions imposed by the Brecon Beacon National Parks means that the local authority can only use it for educational /leisure purposes.

I am therefore supportive for the only option which I see is viable, within 10 % of the budget remaining; BE1C, which takes the traffic around Ysgol Bro Dinefwr from a roundabout near the junctions of A476 and B4300. There will need to reassurances that the school's playing field will not be affected and that flooding issues will be resolved, and I would wish to see planting of trees/ shrubs to eventually mask the visual impact of the road. The Route then enters a roundabout near the historic stone bridge; adequate provision for pedestrians will need to be provided. The route goes closer to the railway bridge, taking fumes away from the town. There is still the impact around the railway station highlighted above, but in balance this is the route I will be supporting.

I still have my reservations that Welsh Government can deliver this project

Dear Sir/Madam,

At its Full Council Meeting held on April 16th the [removed] made the following observations :-

The [removed] used the following aims to support a specific option of those presented at the consultation

:-

- i) It must reduce the traffic congestion in Rhosmaen Street.
- ii) It must improve the air quality in the Town as the pollutant levels are greatly over the EU 's limits.
- iii) It must make the Town Centre roads much safer for pedestrians and cyclists.

It was unanimously carried that the following options should not be considered : NB1, NB2, NB5,NB7 & TC1A as they all would not satisfy all of the above aims.

It was unanimously carried that the [removed] supports option BE1C.

Besides meeting the three aims above, the [removed] felt that the scheme would also reduce traffic going past the Bro Dinefwr School as well as the mini roundabout in the centre of Fairfach.

Dear Sir / Madam,

Whilst I don't think it is necessary for the [removed] to comment on a preferred option for a potential bypass / management of traffic within Llandeilo the [removed] would like to submit the following comments:

If Bypass options BE1A, BE1B, BE1C or BE6 are adopted it would be necessary to ensure that footpath 69/5 remains accessible during works and that it is suitably bridged during the project to ensure it remains

usable once the project is complete. This footpath forms a necessary link across the river Towy for walkers wishing to access other rights of way.

If a Bypass option is chosen the [removed] would request that a cycle / multi user lane is included along the bypass. This would allow cyclists / other recreational users to access Llandeilo station from the Ffairfach area and could form a necessary link to the proposed Towy Valley Path, which is proposed to end at Ffairfach.

Could you please confirm that you have received these comments and that they will be considered during the next phase of the project?

I have posted the consultation response form and would like to make a further comment:

In the interests of visual amenity, Option BE1C would be improved by re-routing the section from the new Ffairfach roundabout travelling north east, closer to Llandeilo town, following the route of Option BE6 as far as the existing railway station. This should not cost any more. The noise levels should be reduced as the road will not be in direct line of sight from the town.

Dear Sirs,

I attended the above event and was most disappointed by the lack of availability of "Take-Home" material, given:

- a) the large amount of material on display and,
- b) that attendees at the event were expected to express detailed opinions based on the available material on a response form to be returned to a Freepost address by 6th May 2019.

Clearly the response time was designed to enable participants to consider/reflect upon the materials on display at leisure before they submitted their responses. How they were intended to retain mental pictures of the vast amount of detail contained within the display materials so as to enable them to do so brings into question whether this event can properly be categorised as a public consultation

I raised this issue with a Welsh Government Official whose name I'm afraid I forgot to note (tall, dark balding) : he was less than helpful and seemed offended by my temerity in raising the issue. His initial response was that "all the material was available on line" to which my response was that, assuming they could locate them, many people would not have suitable computer or printing facilities available He eventually promised that if I contacted the email address given on the response form I would be provided with paper copies of the display materials.

The items I require are paper copies of the content of the many notice board display materials. I endeavoured to make a list of the materials, a not insignificant task in itself. I believe that the following documents were on display:

- 1.Document headed "A483 Llandeilo and Fairfach Transport Study"
2. Document headed "What are we trying to achieve"
- 3.Document headed "Weltag Objectives"
- 4.Document Headed "NB2 Removal of parking no bypass"
- 5.Document headed "?? Traffic Lights, no bypass"
- 6.Document headed "NB6 Combined No bypass Option (with HGV restriction) "

7.Document headed "HGV Restriction (legal sanction) plus one-way system, no bypass"

8,Document headed "TC1A One-wat system and bypass"

9, Document headed "NB7 Combined No Bypass (No HGV restriction"

10. Document headed "BE1B Eastern Bypass Option ! (B)"

11.Document headed "BE1A: Eastern Bypass Option 1(A)

12, Document headed "?? Mid Rhosmaen Eastern Bypass (Option 4 (D)

13. Document headed "BE1C Eastern BYpass Option 1(C)

14. Document headed "BE6: Eastern Bypass Option 6"

15. Document headed (??D Mid Rhosmaen Eastern Bypass Option 4D.

16, Document headed Less Favoured Options

17. Document headed "Less favoured options (continued)"

18. Document headed "Less favoured options (continued).

19. Document headed "Feedback and Next Steps"

Please provide me with paper copies of the above documents, (together with any other displayed documents omitted from the above list) and confirm that you will accept a response document from me following consideration of the materials one month from the date of dispatch to me of the materials

I am sending a copy of this email to the Welsh Government Minister responsible for this issue and to my local County Councillor

I look forward to hearing from you.

Good afternoon,

Please see the comments below from [removed] for consideration.

Help us to improve

We want our consultation process to improve our work and be more accessible to you.

If you would like to comment about our approach please contact us:

I have no comment on the above but would point out that the document would be better without the grammatical and punctuation errors.

I am not able to attend any of the consultation events, I would like to see a plan of the routes 1 (A, B, C), 4 (D) and 6 but cannot find any info anywhere.

Can you please send me a copy of the plan or a link to it please.

I've downloaded your consultation document from the WG website, but can't find details of the different bypass routes. Please send me a map or confirm where the routes can be found online.

Thanks

Good afternoon,

Do you have further information or route plans of the different options referred to in the consultation response document?

i.e. BE1A, BE1B, BE1C, BE4D, BE6???

We need a bypass desperately.

Please

Am a resident in Llandeilo..

Is this email real.. ?

On this article

<https://www.southwalesguardian.co.uk/news/17542253.residents-anger-over-lack-of-notice-forllandeilo-bypass-meetings/>

The link to

beta.gov.wales/a483-llandeilo

is a 404,, doh!

Can I have the latest "docs" and "map" so we can move on.. its a long time coming and needs doing..