

LLANDOVERY ACTIVE TRAVEL MASTERPLAN

STAGE TWO WELTAG PUBLIC CONSULTATION NOTE

Overview

As part of the WelTAG Stage Two process, a consultation exercise was undertaken to find out the public's view on the three proposed routes:

- Route AT1 – Llandovery Railway Station to Llandovery Caravan & Camping Park;
- Route AT2 – Llandovery Railway Station to Ysgol Rhys Prichard; and
- Route AT3 – Ysgol Rhys Prichard to Co-op on A40 Brecon Road.

This involved a questionnaire and supporting information, in the form of drawings of the proposed schemes, provided online via Carmarthenshire's website. The online consultation window was open for just over three weeks, from Friday 15th November until Sunday 8th December 2024.

The online public consultation was supported by an in-person event held on Saturday 23rd 2024 between 10am and 3pm, and Monday 25th November 2024 between 2pm and 8pm in the Rhys Prichard Memorial Hall on the corner of Waterloo Street and High Street in Llandovery (SA20 0DS). Physical copies of a questionnaire in Welsh and English were made available at the event, as well as a QR code which enabled respondents to complete the same questionnaire electronically.

The public consultation plans are included in **Appendix A**, with copies of the Welsh and English questionnaires **Appendix B**.

In person discussion

During the two in person events 11 people came to view the route plans in the Rhys Prichard Memorial Hall to discuss the options with CCC and WSP representatives. **Table 1** includes a summary of the key points raised in discussion at the events.

Table 1 In Person Consultation Record

Options	In Person Public Consultation Record
Route AT1	<ul style="list-style-type: none"> ▪ Visibility poor for drivers heading north on A40 Queensway when pulling out of New Road, even when hedge is cut back. ▪ Lighting needed along church bank ▪ Dingat View – one-way restriction will encourage on-street parking ▪ Garden Lane – excessive speeds observed ▪ Signing to the RFC is needed from the A40 Queensway
Route AT2	<ul style="list-style-type: none"> ▪ Extend SUP along Llanfair Road to the Llandovery Community Hospital ▪ Extend footway/SUP to access to Rugby/Hockey fields ▪ Drivers often park on the footway along New Road ▪ The garages to the rear of properties along New Road are not well used ▪ Residents of New Road complained about others using the lane to the rear of their properties when carriageway was resurfaced previously. ▪ Concern over the fumes and emissions from traffic queuing on New Road ▪ Concern that traffic will back up on the A40 when the A483 crossing is in operation, particularly during the Royal Welsh Show ▪ Suggest the one-way section between Llanfair Road and Stone Street is modelled. ▪ Difficult to cross New Road as so wide, better now 20mph speed limit but motorbikes pose a particular hazard ▪ Expect objections from residents on New Road

Route AT3	<ul style="list-style-type: none"> Consider a parking survey within Maesglas to determine potential displacement impact on properties with no drives
	<ul style="list-style-type: none"> If parking removed from High Street, concerned that speeds likely to increase
	<ul style="list-style-type: none"> Access path to Maesglas is overgrown
General Comments	<ul style="list-style-type: none"> Provide a PRow through Erwlon Caravan Park
	<ul style="list-style-type: none"> There is a lot of parking on both sides of the carriageway on Maesglas
	<ul style="list-style-type: none"> Ensure wheelchair and visually impaired users are accommodated, particularly in terms of surfacing – colour and smoothness.
	<ul style="list-style-type: none"> Kids can't get to Llandeilo in time for school or after school clubs as bus leaves same times as train
	<ul style="list-style-type: none"> Extend 20mph limit to main entrance to Erwlon Caravan park Bins not always picked up from Garden Lane as the lorry can't get through Garden Lane is a rat run with speeds in excess of 20mph

Survey responses

As well as opportunities to provide verbal feedback at the two in-person events, the public were also given opportunities to fill out a questionnaire as part of the public consultation process. The questionnaire asked questions with the intention to gather feedback on the proposed route.

The public consultation received a total of 33 online responses from members of the public, with a summary of the results provided in **Table 2**. Infographics showing the detailed results of each question are presented in **Appendix C**.

Summary of Key Findings

The results of the public consultation show that there is relatively strong overall support for all three proposed routes, and that all three routes could result in positive change in respondents' travel behaviours in the study area due to the improved availability of active travel infrastructure. Despite overall support for the routes, it is noted that this support was often tentative, and there was a significant amount of opposition to all three routes.

In terms of support for the routes, respondents particularly value improvements to safety and increased opportunities to walk or cycle to school brought about by the routes. It is also noted, however, that there would still be safety concerns due to the volume and speed of traffic throughout Llandovery, particularly the A40 and New Road. In terms of opposition for the routes, there was mostly concern about the necessity of the routes when existing infrastructure exists.

The highest amount of support is given to AT2 and AT3

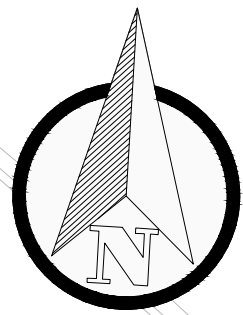
Table 2 Summary of Questionnaire Responses

Question	Summary of Results
Q1 – Are you a resident of Llandovery?	<ul style="list-style-type: none"> ▪ A significant majority of respondents are residents of Llandovery.
Q2 - How often do you currently walk within or through Llandovery?	<ul style="list-style-type: none"> ▪ The majority of respondents walk through Llandovery on a daily or weekly basis. ▪ The number of responses decreases as frequency decreases. ▪ The results highlight that there is an existing demand for walking for local journeys within Llandovery.
Q3 - How often do you currently cycle within or through Llandovery?	<ul style="list-style-type: none"> ▪ The majority of respondents cycle through Llandovery on a daily or weekly basis. ▪ The number of responses decreases as frequency decreases. ▪ The results highlight that there is an existing demand for cycling for local journeys within Llandovery.
Q4 - How supportive are you of the proposed Route AT1 between Llandovery Railway Station and Llandovery Caravan & Camping Park?	<ul style="list-style-type: none"> ▪ There are a similar number of responses for all levels of supportiveness, with the exception of 'Not very supportive' which received one response. ▪ Despite this, the majority of respondents said that they are 'quite supportive' of the AT1 route, which is the second highest level of support with the response options given, while the next majority was for 'very supportive' and 'neutral'. ▪ The results highlight that, despite some opposition, generally strong support for route AT1. ▪ When asked to provide a reason for their response, it was acknowledged that more active routes in Llandovery would be beneficial. However, there was some concern raised about cyclists and pedestrians sharing a path and the necessity of the route given satisfaction with the existing infrastructure.
Q5 - How supportive are you of the proposed Route AT2 between Llandovery Railway Station and Ysgol Rhys Pritchard?	<ul style="list-style-type: none"> ▪ The majority of respondents said that they are 'very supportive' of the AT2 route, which is the highest level of support with the response options given. ▪ 'Quite supportive', 'neutral' and 'not at all supportive' all received the second highest majority. ▪ The results highlight that, despite some opposition, there is generally strong support for route AT2. ▪ When asked to provide a reason for their response, many responses expressed dissatisfaction with the existing safety issues on New Road (such as poor surfacing and high levels of HGV use), suggesting strong support for an active travel route for safety benefits. However, there was some concern expressed over the cost-benefit ratio of the proposed route.
Q6 - How supportive are you of the proposed Route AT3 between Ysgol Rhys Pritchard and the Co-op?	<ul style="list-style-type: none"> ▪ The majority of respondents said that they are 'very supportive' of the AT3 route, which is the highest level of support with the response options given. ▪ There is more opposition ('not at all supportive' and 'not very supportive') for route AT3 than routes AT1 and AT2. ▪ When asked to provide a reason for their response, there was overall strong support for the proposed route making it safer to walk and cycle.
Q7 - Do you think you would use an improved	<ul style="list-style-type: none"> ▪ The majority of respondents said they would use an improved active travel route regularly for walking. ▪ However, the second highest majority said that they would <i>not</i> use an improved active travel route for walking.

Question	Summary of Results
active travel route through Llandovery for walking?	<ul style="list-style-type: none"> ▪ The results highlight, combined with the high number of respondents who currently walk through Llandovery, most people would use an improved active travel route for walking. Based on the additional responses given when asked why respondents said 'No', it is clear that there is a high level of satisfaction with the existing walking infrastructure. ▪ When asked to provide a reason for selecting 'no', the majority of responses expressed current satisfaction with existing infrastructure and there are no improvements needed. Other notable responses included the high traffic volume along the A40.
Q8 - Do you think you would use an improved active travel route through Llandovery for cycling?	<ul style="list-style-type: none"> ▪ A significant majority of respondents said they would <i>not</i> use an improved active travel route regularly for cycling. ▪ While the total number of responses for all 'yes' answers (which is split into 'regularly', 'sometimes' and 'infrequently') equals greater than the number of 'no' responses, the number of people who said they would use an improved cycling route regularly is significantly less. ▪ The results highlight that most people do not envision using a improved cycling route. ▪ However, based on the additional responses given, it is clear the most common reason for this is that they do not currently cycle. This indicates that the barrier to cycling within Llandovery is due to attitudes and personal preferences towards cycling, as opposed to the absolute impact an improved route would have. ▪ When asked to provide a reason for selecting 'no', a significant proportion of respondents said that they do not or cannot cycle due to not owning a bike. In terms of those who would be willing to cycling, reasons included safety from high traffic volumes.
If you answered 'Yes' to either Question 6 or 7, which of the active travel routes proposed do you think would use?	<ul style="list-style-type: none"> ▪ The number of responses between the three routes are relatively equal, however the majority of respondents say that they would most use AT3. ▪ These results contradict slightly to the split of answers provided in Questions 4, 5 and 6.
Do you have any further comments about any of the options?	<p>The open-ended responses have been summarised as follows:</p> <ul style="list-style-type: none"> ▪ The proposed improvements are not necessary. ▪ There is a demand to extend the Twyi Valley Path to Llandovery. ▪ Priority should be given instead to maintaining existing footpaths. ▪ A route to the Co-op, a chain store, would affect local businesses. ▪ The proposed routes would improve safety, attractiveness, and activity levels. ▪ There should be a one-way system along the whole length of Stone Street. ▪ On-street and kerb parking is an issue. ▪ AT3 should extend beyond the Co-op to the edge of town. ▪ Reducing parking to accommodate these routes would result in too much opposition. ▪ Also in need of improvement are the crossing on the A40 and Garden Lane. ▪ The greatest benefits would be from implementing all three routes. However in terms of taking only one route forward, AT2 would be best as it has links to New Road and the A40.



APPENDIX A – PUBLIC CONSULTATION ROUTE PLANS

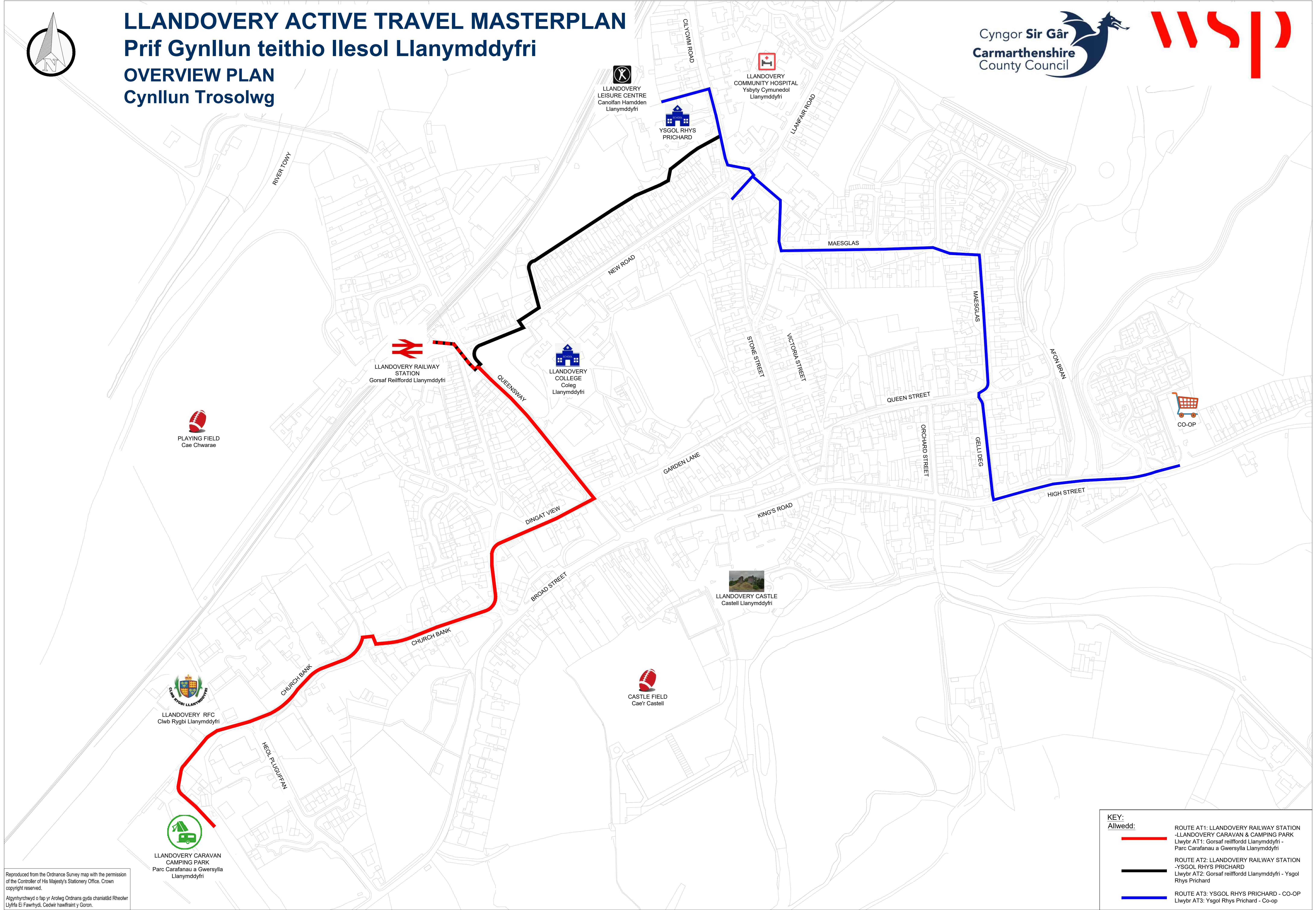


LLANDOVERY ACTIVE TRAVEL MASTERPLAN

Prif Gynllun teithio llesol Llanymddyfri

OVERVIEW PLAN

Cynllun Trosolwg



Reproduced from the Ordnance Survey map with the permission of the Controller of His Majesty's Stationery Office. Crown copyright reserved.

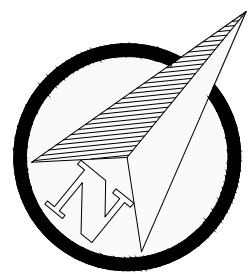
Atgynhychwyd o fap yr Arolwg Ordnans gyda chaniatâd Rheolwr Llyfrfa Ei Fawrthyd. Cedwir hawffrwynt y Goron.

KEY:
Allwedd:

ROUTE AT1: LLANDOVERLY RAILWAY STATION
-LLANDOVERLY CARAVAN & CAMPING PARK
Llwybr AT1: Gorsaf reilffordd Llanymddyfri -
Parc Carafanau a Gwersylla Llanymddyfri

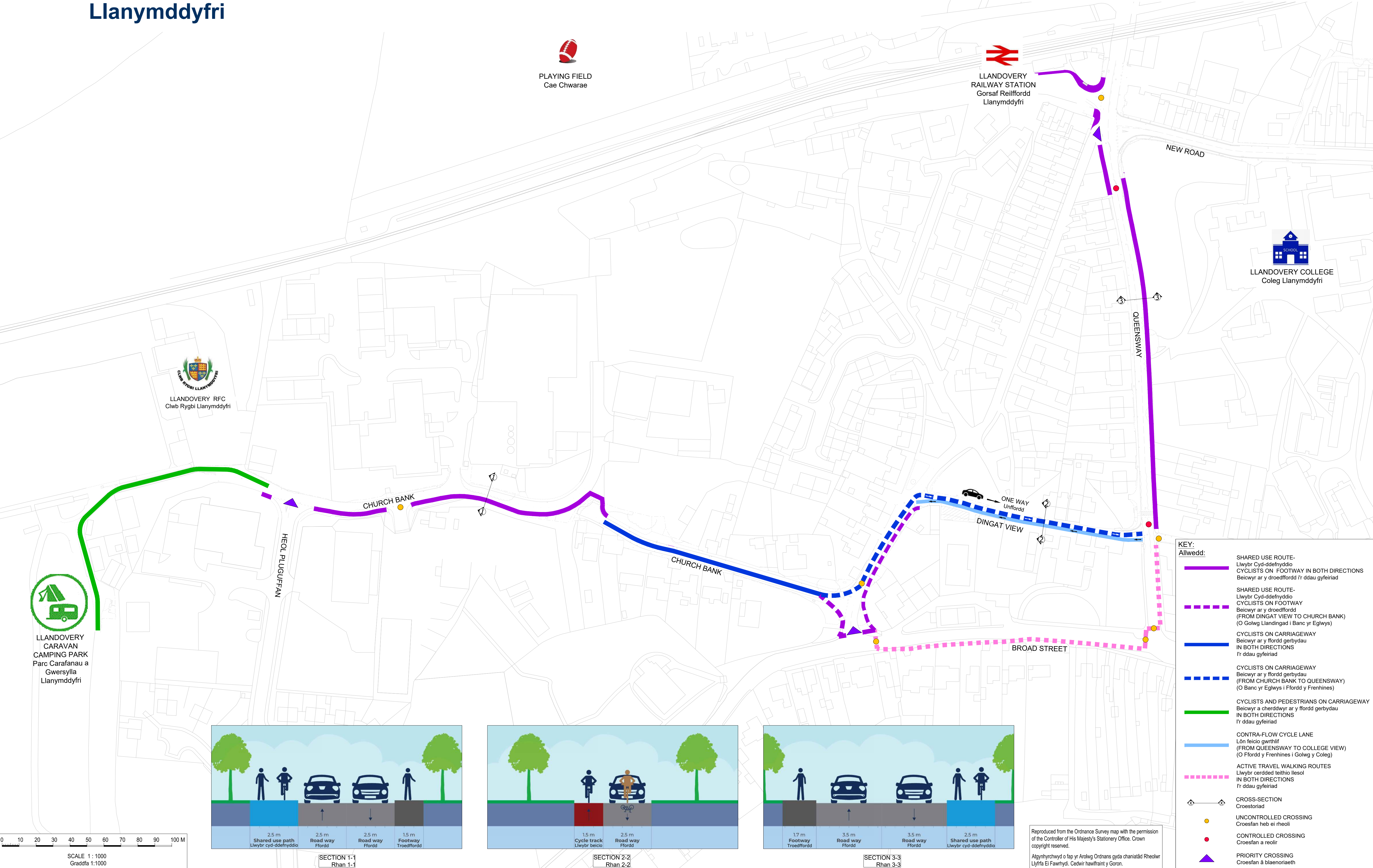
ROUTE AT2: LLANDOVERLY RAILWAY STATION
-YSGOL RHYS PRICHARD
Llwybr AT2: Gorsaf reilffordd Llanymddyfri - Ysgol
Rhys Prichard

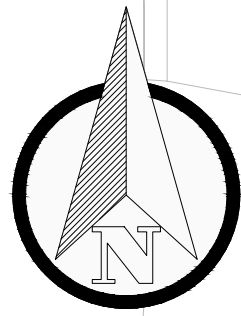
ROUTE AT3: YSGOL RHYS PRICHARD - CO-OP
Llwybr AT3: Ysgol Rhys Prichard - Co-op



ROUTE AT1: LLANDOVERY RAILWAY STATION - LLANDOVERY CARAVAN & CAMPING PARK

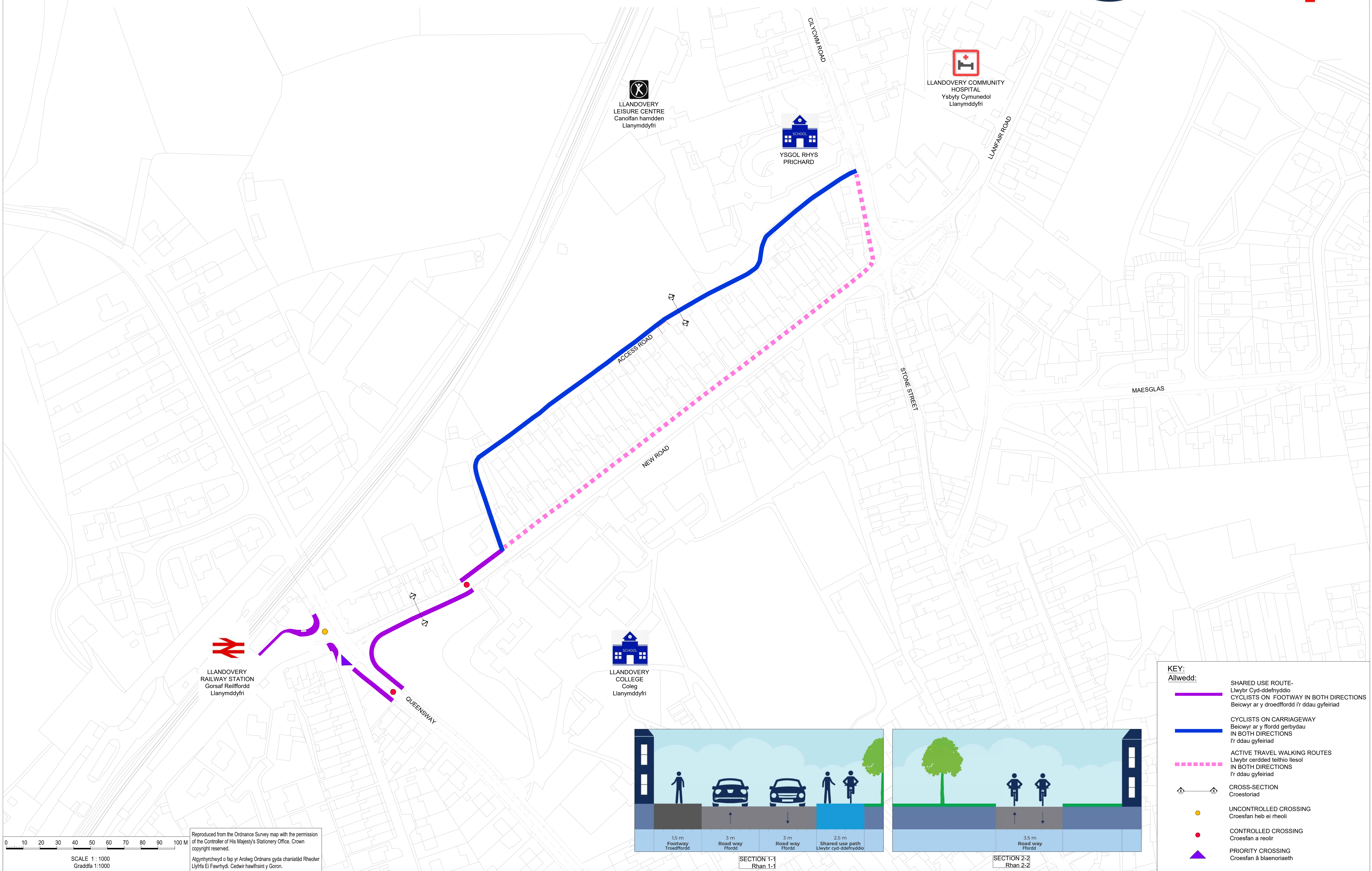
Llwybr AT1: Gorsaf reilffordd Llanymddyfri - Parc Carafanau a Gwersylla Llanymddyfri





ROUTE AT2: LLANDOVERY RAILWAY STATION - YSGOL RHYS PRICHARD

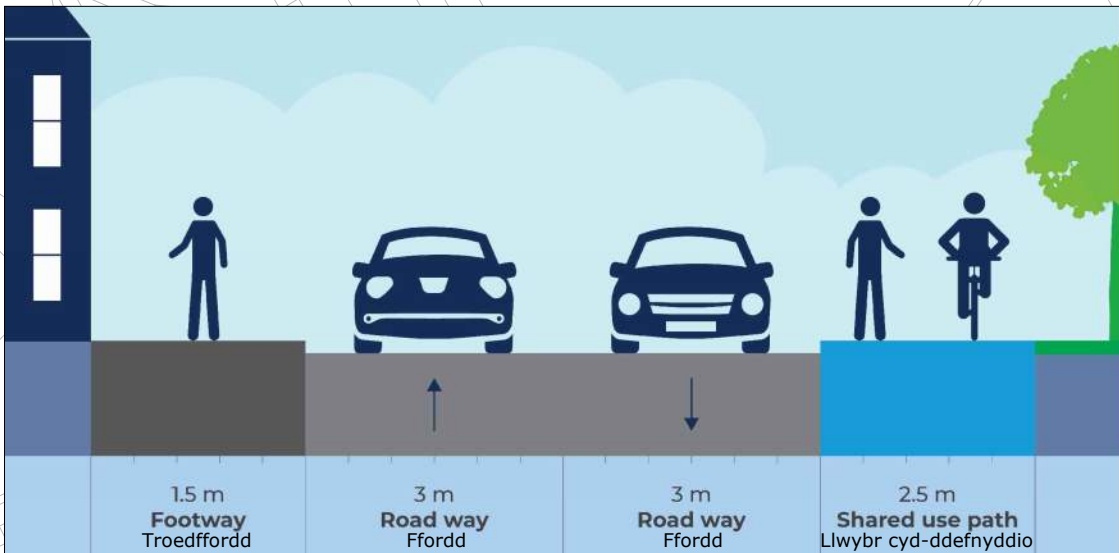
Llwybr AT2: Gorsaf reilffordd Llanymddyfri - Ysgol Rhys Prichard



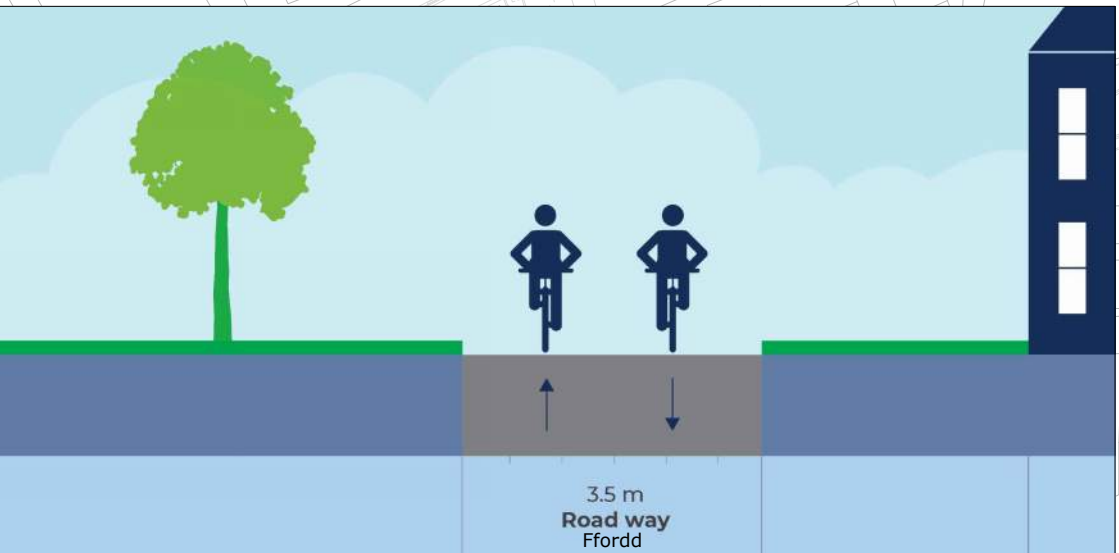
Reproduced from the Ordnance Survey map with the permission of the Controller of His Majesty's Stationery Office. Crown copyright reserved.

Atgynhyrchwyd o fap yr Arolwg Ordnans gyda chaniatâd Rheolwr Llyfrfa Ei Fawrhydi. Cedwir hawffrwynt y Goron.

- KEY:**
Allwedd:
- SHARED USE ROUTE-
Llwybr Cyt-ddefnyddio
CYCLISTS ON FOOTWAY IN BOTH DIRECTIONS
Beicwyr ar y droedffordd i'r ddau gyfeiriad
 - CYCLISTS ON CARRIAGEWAY
Beicwyr ar y ffordd gerbyddau
IN BOTH DIRECTIONS
I'r ddau gyfeiriad
 - ACTIVE TRAVEL WALKING ROUTES
Llwybr cerdded teithio llesol
IN BOTH DIRECTIONS
I'r ddau gyfeiriad
 - CROSS-SECTION
Croestoriad
 - UNCONTROLLED CROSSING
Croesfan heb ei rheoli
 - CONTROLLED CROSSING
Croesfan a reolir
 - PRIORITY CROSSING
Croesfan â blaenoriaeth



SECTION 1-1
Rhan 1-1

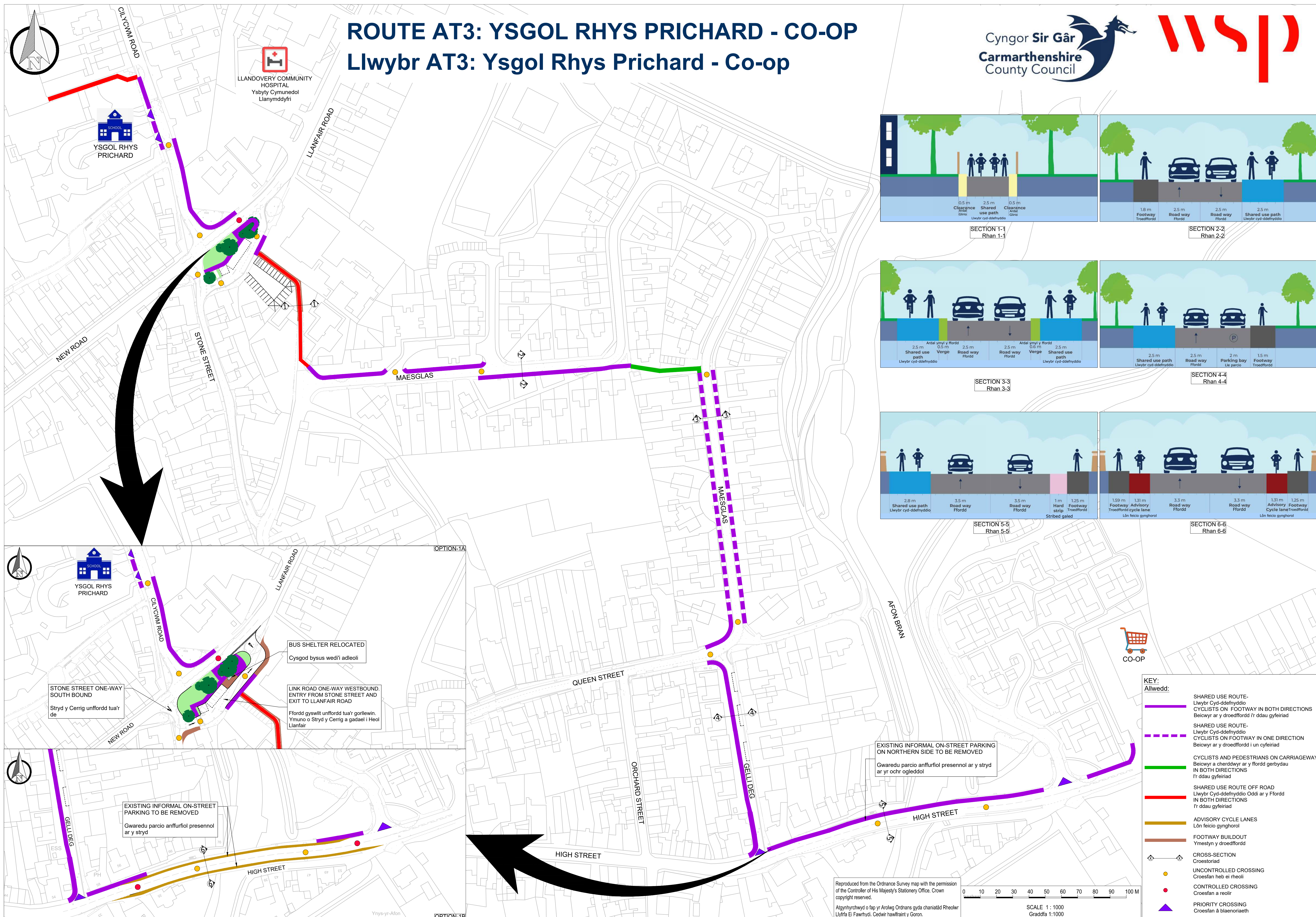


SECTION 2-2
Rhan 2-2



ROUTE AT3: YSGOL RHYS PRICHARD - CO-OP
Llwybr AT3: Ysgol Rhys Prichard - Co-op

Cyngor **Sir Gâr**
Carmarthenshire
County Council





APPENDIX B – PUBLIC CONSULTATION QUESTIONNAIRES

Llandovery Active Travel Public Consultation Survey

1. Are you a resident of Llandovery?
 - a. Yes
 - b. No
2. How often do you currently **walk** within or through Llandovery?
 - a. Regularly e.g. on a daily or weekly basis
 - b. Sometimes e.g. on a monthly basis
 - c. Infrequently e.g. on an annual basis
 - d. Never
3. How often do you currently **cycle** within or through Llandovery?
 - a. Regularly e.g. on a daily or weekly basis
 - b. Sometimes e.g. on a monthly basis
 - c. Infrequently e.g. on an annual basis
 - d. Never
4. How supportive are you of the proposed **Route AT1** between Llandovery Railway Station and Llandovery Caravan & Camping Park?
 - a. Very supportive
 - b. Quite supportive
 - c. Neutral
 - d. Not very supportive
 - e. Not at all supportive

Please provide a brief reason for your response

--

5. How supportive are you of the proposed **Route AT2** between Llandovery Railway Station and Ysgol Rhys Pritchard?
 - a. Very supportive
 - b. Quite supportive
 - c. Neutral
 - d. Not very supportive
 - e. Not at all supportive

Please provide a brief reason for your response

--

6. How supportive are you of the proposed **Route AT3** between Ysgol Rhys Pritchard and the Co-op?
- Very supportive
 - Quite supportive
 - Neutral
 - Not very supportive
 - Not at all supportive

Please provide a brief reason for your response

7. Do you think you would use an improved active travel route through Llandovery for **walking**?
- Yes, regularly e.g. on a daily or weekly basis
 - Yes, sometimes e.g. on a monthly basis
 - Yes, but infrequently e.g. on an annual basis
 - No

If 'No' please provide a brief reason for your response:

8. Do you think you would use an improved active travel route through Llandovery for **cycling**?
- Yes, regularly e.g. on a daily or weekly basis
 - Yes, sometimes e.g. on a monthly basis
 - Yes, but infrequently e.g. on an annual basis
 - No

If 'No' please provide a brief reason for your response:

9. If you answered 'Yes' to either Question 6 or 7, which of the active travel routes proposed do you think would use?
- AT1
 - AT2
 - AT3

10. Do you have any further comments about any of the options?

Arolwg Ymgynghoriad Cyhoeddus Teithio Llesol Llanymddyfri

1. A ydych chi'n byw yn Llanymddyfri?
 - a. Ydw
 - b. Nac ydw
2. Pa mor aml ydych chi'n **cerdded** yn neu drwy Llanymddyfri ar hyn o bryd?
 - a. Yn rheolaidd e.e. yn ddyddiol neu'n wythnosol
 - b. Weithiau e.e. yn fisol
 - c. Yn anaml e.e. yn flynyddol
 - d. Byth
3. Pa mor aml ydych chi'n **beicio** yn neu drwy Llanymddyfri ar hyn o bryd?
 - a. Yn rheolaidd e.e. yn ddyddiol neu'n wythnosol
 - b. Weithiau e.e. yn fisol
 - c. Yn anaml e.e. yn flynyddol
 - d. Byth
4. Pa mor gefnogol ydych chi o'r **Llwybr AT1** arfaethedig rhwng Gorsaf Reilffordd Llanymddyfri a Pharc Carafanau a Gwersylla Llanymddyfri?
 - a. Cefnogol iawn
 - b. Eithaf cefnogol
 - c. Niwtral
 - d. Ddim yn gefnogol iawn
 - e. Ddim yn gefnogol o gwbl

Rhowch reswm byr dros eich ymateb

5. Pa mor gefnogol ydych chi o'r **Llwybr AT2** arfaethedig rhwng Gorsaf Reilffordd Llanymddyfri ac Ysgol Rhys Pritchard?
 - a. Cefnogol iawn
 - b. Eithaf cefnogol
 - c. Niwtral
 - d. Ddim yn gefnogol iawn
 - e. Ddim yn gefnogol o gwbl

Rhowch reswm byr dros eich ymateb

6. Pa mor gefnogol ydych chi o'r **Llwybr AT3** arfaethedig rhwng Ysgol Rhys Pritchard a'r Co-op?
- f. Cefnogol iawn
 - g. Eithaf cefnogol
 - h. Niwtral
 - i. Ddim yn gefnogol iawn
 - j. Ddim yn gefnogol o gwbl

Rhowch reswm byr dros eich ymateb

7. A ydych yn credu y byddech yn defnyddio gwell llwybr teithio llesol drwy Lanymddyfri ar gyfer **cerdded**?
- a. Ydw, yn rheolaidd e.e. yn ddyddiol neu'n wythnosol
 - b. Ydw, weithiau e.e. yn fisol
 - c. Ydw, ond yn anaml e.e. yn flynyddol
 - d. Nac ydw

Os ateboch 'Nac ydw' rhowch reswm byr dros eich ymateb:

8. A ydych yn credu y byddech yn defnyddio gwell llwybr teithio llesol drwy Lanymddyfri ar gyfer **beicio**?
- a. Ydw, yn rheolaidd e.e. yn ddyddiol neu'n wythnosol
 - b. Ydw, weithiau e.e. yn fisol
 - c. Ydw, ond yn anaml e.e. yn flynyddol
 - d. Nac ydw

Os ateboch 'Nac ydw' rhowch reswm byr dros eich ymateb:

9. Os ateboch 'Ydw' i naill ai Cwestiwn 6 neu 7, pa lwybrau teithio llesol ydych chi'n credu fydddech yn ddefnyddio?
- a. AT1
 - b. AT2
 - c. AT3

10. A oes gennych ragor o sylwadau ar yr opsiynau?



APPENDIX C – PUBLIC CONSULTATION SURVEYS RESULTS

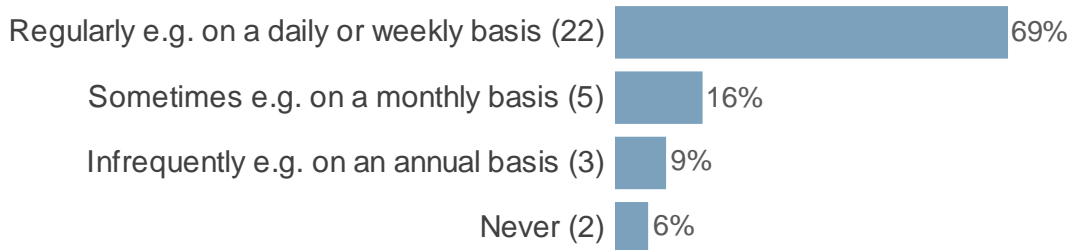
Llandovery Active Travel Improvements

Llandovery Active Travel Improvements

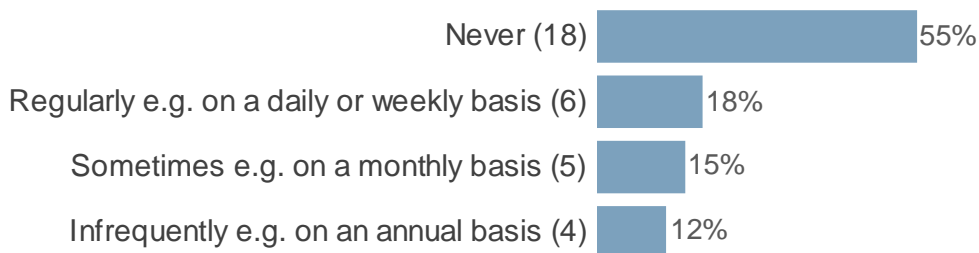
This report was generated on 10/12/24. Overall 33 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

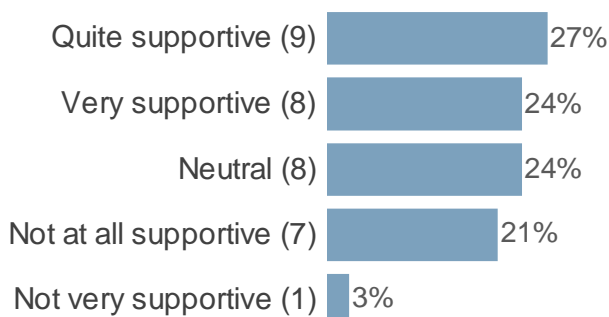
How often do you currently walk within or through Llandovery? (How often do you currently walk within or through Llandov...)



How often do you currently cycle within or through Llandovery? (How often do you currently cycle within or through Llando...)



How supportive are you of the proposed Route AT1 between Llandovery Railway Station and Llandovery Caravan & Camping Park? (How supportive are you of the proposed Route AT1 between ...)



Llandovery Active Travel Improvements

Please provide a brief reason for your response

Walking and cycling in Llandovery works well at present, i dont see spending money on this is a priority. The money would be better spent helping the elderly or homeless. Cyclist should never be allowed to share a path with pedestrians, it is dangerous and creates conflicts

As long as the route does not interfere with the daily comings and goings of workers and also it does not involve going through any residents property or land which they own.

It has no impact on me

I think the more routes the better

Unecessary expenditure

Nice ,pleasant walk through Llandovery.

Directions to and from rugby club need to be improved, both by foot and for vehicles. Hopefully encourage visitors to visit town.

It's not a route I would use often but more active routes the better

Your not living in the real world , it's mess after mess with you councils and governments

Anything to separate cars and cyclists is good, although the 20mph limited has helped a lot.

This is my preferred route to rugby club but it is always annoying to dismount where the Kerb crosses the way.

I am VERY against cyclists being on footpaths as there are no statutory speed limits for them and very few if any have a bell to warn pedestrians they are there. As an elderly person exercising my dog, Llandovery is already a nightmare with traffic not conforming to the statutory speed limits and driving through standing water drenching pedestrians. Cyclists already come down College View (a one way road) at speed in the wrong direction where there is no footpath are there elderly people with walking frames and young parents with pushchairs. If all vehicles kept to the speed limit the roads are wide enough for cyclists to ride on the carriageway. If Dingat view is going to be one way for motor vehicle it should be in the opposite direction to that proposed here to enable those living in College view to turn from Queensway into Dingat View and then on into College View.

Only now found out about it, never heard about the proposed route until going on this site.

There are routes available via pathways and low traffic residential routes

What about the villages outside Llandovery in Cil y Cwm the road in the village is a disgrace don't know when we last saw a sweeper. The historic drains are neglected

I have walked from the rugby club to town a couple of times

Already quite a safe route

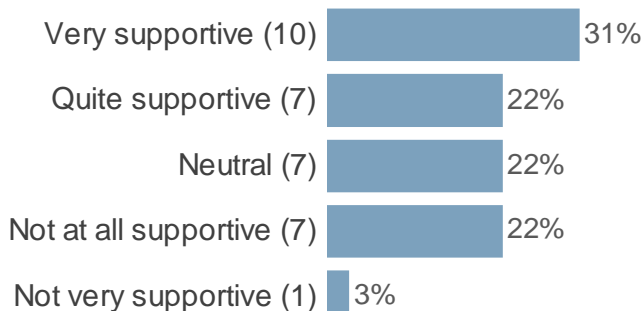
A broadly useful route although I am not sure whether it is the most used route in Llandovery. Additional crossing points on the A40 would be helpful as would a cycle path separate from the main carriageway. I think the biggest gains would be found in the sections on the eastern side of the plan.

It avoids the main road

Concerns re cost vs benefits

Llandovery Active Travel Improvements

How supportive are you of the proposed Route AT2 between Llandovery Railway Station and Ysgol Rhys Pritchard? (How supportive are you of the proposed Route AT2 between ...)



Please provide a brief reason for your response

not needed

The access road to rear on New Road should be used by residents. Additional parking to rear should be provided to free up traffic movement along New Road. It is a massive bottleneck

Again as before if it does not effect workers coming and going to their daily place of work and also not entering any land owned by persons.

Doesn't affect me

The proposed route for the cyclists on carriage way that runs parallel to New Rd does need resurfacing to make it fit for cycling so I'd really support this being done.

Not very long

Unnecessary expenditure

We need safer routes for the children - new road is very busy

Nice walk, but hidden from Llandovery town

Lack of pupils using bikes to go to school disappointing. Tarmacing of lane behind new road would encourage cycling and perhaps parking at available spaces at rear of properties instead of on road.

Not a route I currently use often but might once the new infrastructure is in place

Pavement are narrow and cycling down New Road being over taken by HGVs is frightening.

Cycling along new road is dangerous and walking along new road along the pavement pushing a bike is awkward because the pavement is so narrow . At the moment I always avoid new road on my bike .

The access road you have shown here is unadopted and is dangerous for both pedestrians and cyclists as it is full of water filled potholes and very uneven. Traffic, often large HGVs currently speeds down New Road making walking as a pedestrian feel very unsafe. I suggest the access road is paved and made a safe walking/cycling route for children to reach Rhys Prichard school safely.

I would not support this route as it is owned by private home owners and therefor is their own private space.

Llandovery College pupils will benefit from the New Road crossing but human nature will mean that most pedestrians and cyclists will cross the A40 at the railway crossing

I have never walked this route

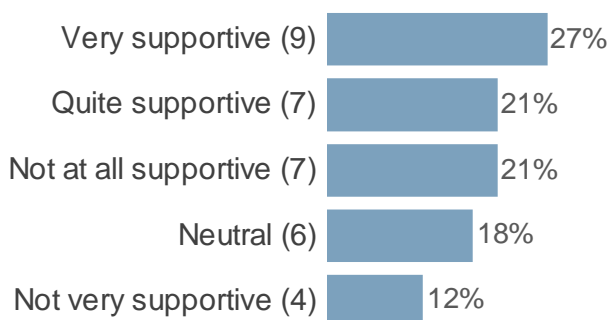
Lane at back of new road will have to be resurfaced. Could you put double yellow lines along new road so residents would have to use lane allowing much better flow of traffic along new road

Please provide a brief reason for your response

Resurfacing the lane to the rear of New Road would be very useful for cycling but I am dubious about the wider proposals without an overarching plan to tackle New Road. Without an effort to remove or at least reduce the parking on New Road, walking routes will always be constrained. New Road is a serious pinch point for through traffic and I would be concerned that whilst the proposed crossing would be welcome, it could exacerbate an already extremely difficult road and could also lead to problems back on to the A40. Whilst I recognise that this is an Active Travel proposal, an overarching solution involving the Trunk Road Agency and wider areas of the Local Authority would likely see the biggest overall benefit.

New road has awful traffic pollution and narrow pavements and is unpleasant and dangerous for pedestrians

How supportive are you of the proposed Route AT3 between Ysgol Rhys Pritchard and the Co-op? (How supportive are you of the proposed Route AT3 between ...)



Please provide a brief reason for your response

not needed

Provision for parking in school lane and zero parking in new road would make a massive difference to Llandovery, coupled with the path

Don't travel through Maesglas to fully understand implications

As a resident of Maesglas there is already a huge flow of traffic and unnecessary parking by others who live in different streets and not in Mesglas. There should be yellow lines as a turning point to aid lorry drivers after delivering to the local shops etc to allow them to be able to turn their vehicle without obstruction as they are no longer allowed to drive around Maesglas to turn. Many have been slated for mounting the pavement and going on grass verges to turn around. where else are they supposed to go? Before thinking about cycle routes etc this huge problem needs to be sorted first. The council both local and Carmarthenshire are aware of this at least 10 months ago. It is an accident waiting to happen and it can simply be prevented by yellow lines.

No impact me

It'd be great to have a way to cycle to the shops with children that's safer

Good off road

Unnecessary expenditure

Walking through a housing estate not very appealing, better walk through town

I would use this route very often both walking and cycling

It would be great to see the informal parking removed but it does slow down traffic and alternative parking should be provided for residents of that part of the route.

It is good for children to bike to school if a safe route is provided.

Llandovery Active Travel Improvements

Please provide a brief reason for your response

For reasons I have already highlighted in AT1 and AT2. One of the main hazards on this route are parked cars on the A40 through town, which drivers have to be very astute negotiating. They should be made to use the carpark which would make the main trunk road less hazardous.

Not supporting this route as it is enabling cyclists to cycle on one way streets.

Will not be used

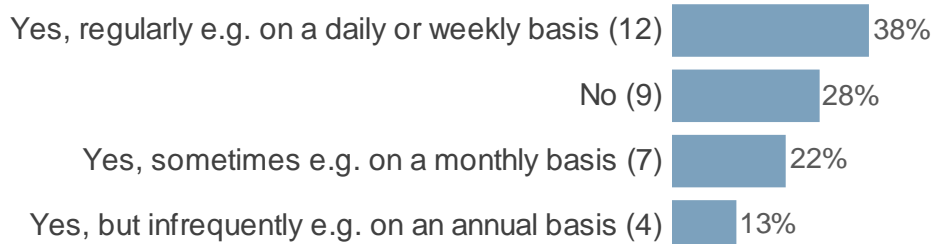
I have walked from town to the coop a few times

New pavement has recently been installed to Erwlon caravan park. Could landowner be contacted to allow access for walkers to use the caravan park to walk around 'Picton' without needing to walk on A40 pavement (a very busy road)

This route would likely see a reasonable amount of use although much of it is on slower sections of road already. The section crossing the bridge would be useful although I think care is needed in the design to ensure that two vehicles can easily pass with a row of parked cars (as is the case currently). Whilst this is possible currently, it can often feel like a fairly narrow section of road especially with larger vehicles passing and if this was constrained, it would cause a further pinch point.

Main road has narrow pavements and fast traffic

Do you think you would use an improved active travel route through Llandovery for walking?



If 'No' please provide a brief reason for your response:

not needed. its easy to walk in llandovery already

There are already pavements , use them

Because you can walk mostly where you need to go.

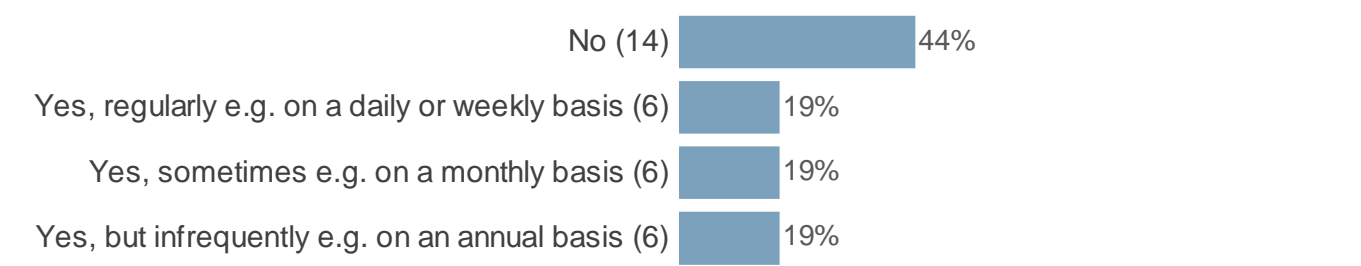
Existing routes are more than adequate [excluding the back lane of New Rd which is unsafe for pedestrians and cyclists]

Need to get to Llandovery first live in village 4 miles out no public transport

I live a few miles outside Llandovery. The A40 is the only route and I would not walk or cycle on the A40 it is too dangerous.

Llandovery Active Travel Improvements

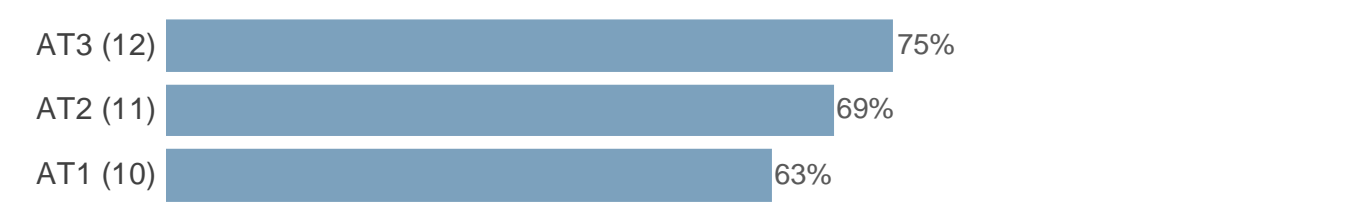
Do you think you would use an improved active travel route through Llandovery for cycling?



If 'No' please provide a brief reason for your response:

- not needed
- I don't cycle
- I try and avoid build up and congested areas
- I do not ride a bike as I have osteoarthritis and find it difficult but walking I can do.
- I do not possess a bicycle
- If you need to do this then purchase some land to put your cycle lanes on and leave the roads alone,your not helping anyone but you are causing problems as usual
- Too old to cycle. But would consider if I was a cyclist provided other pedestrians were ensured of their safety
- No because I don't cycle.
- I live a few miles outside Llandovery. The A40 is the only route and I would not walk or cycle on the A40 it is too dangerous.
- Too dangerous to actually get to Llandovery from where we live.
- Not keen on cycling

If you answered 'Yes' to either Question 6 or 7, which of the active travel routes proposed do you think would use?



Are you a resident of Llandovery?



Do you have any further comments about any of the options?

stop wasting money on daft and unnecessary projects

If serious about active travel the local authority should look to extend the Tywi Valley Path to Llandovery unlike with most services seeing them stop in Llandeilo!

I live just outside of Llandovery and have family in Llandovery

There are existing footpaths and routes that need maintaining rather than new ones being added. We do not need routes to the coop as this store affects local businesses. Have routes that support locals not corporate shops

Im not sure what the actual plans are but would have to look into it further.

Don't see th

I don't think the questions have been numbered so I can't see which is question 6 and 7 and the font is too small to read what AT1, 2 and 3 are

I think specifically cycle routes would increase safety. I'd like longer routes and walking trails but the roads from Llandovery are quite dangerous.

Access to all through Stone Street would be safer if it was made a one way for the length of the street. Cars regularly park on pavements/mount kerbs to pass.

More people walking the better, they can enjoy the many sights of Llandovery.

Why does AT3 finish at COOP ? People live other side of i, it should go to edge of town . Same for rest. Also these boxes appalling to write in as one line

The population of Llandovery appears to be getting older and active routes are a crucial part in keeping the residents fit and mobile. It's also fun and sag for the kids going to school.

I often travel through Llandovery , if you want more walking and cycling then build a bye pass otherwise leave it alone . You will no doubt just cause problems , spend loads of money and not many will use whatever you end up doing . Don't forget we're not in Spain it does rain a lot here

No

All these options are good but if they involve reducing car parking availability they might have a hostile reaction from car owners thus increasing the hostility that cyclists face even in Llandovery. As someone who cycles daily I think the biggest improvement has been the introduction of the 20 speed limits.

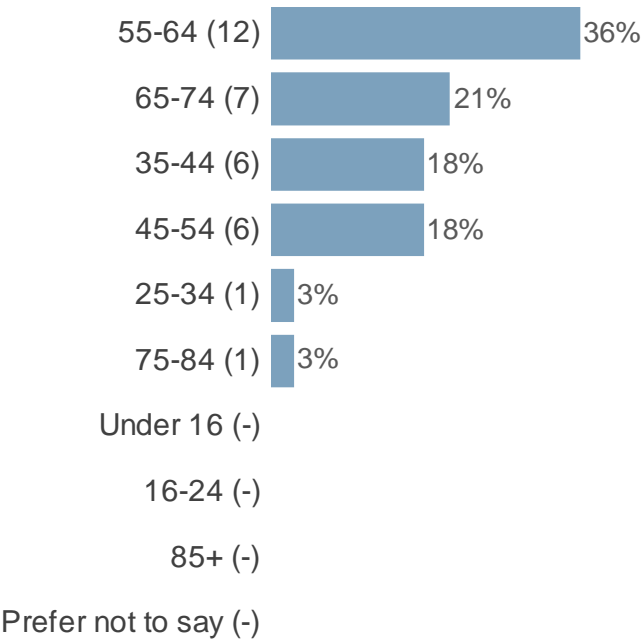
I would suggest these plans are a knee jerk reaction. The town needs to be looked at as a whole to make it very much safer for all users. There needs to be a safer way to cross the A40 close to the station particularly for children/parents en route to Ysgol Rhys Prichard, students from Llandovery College crossing to their playing fields and pedestrians using Morris Isaacs convenience store, the current pedestrian crossing by Garden Lane is underused and the majority of drivers ignore people who are trying to cross as they are too busy speeding 'down the straight' on Queensway.

I may not reside in town 4 miles out but it's where I need to do my shopping and use the facilities but cannot get there with no public transport

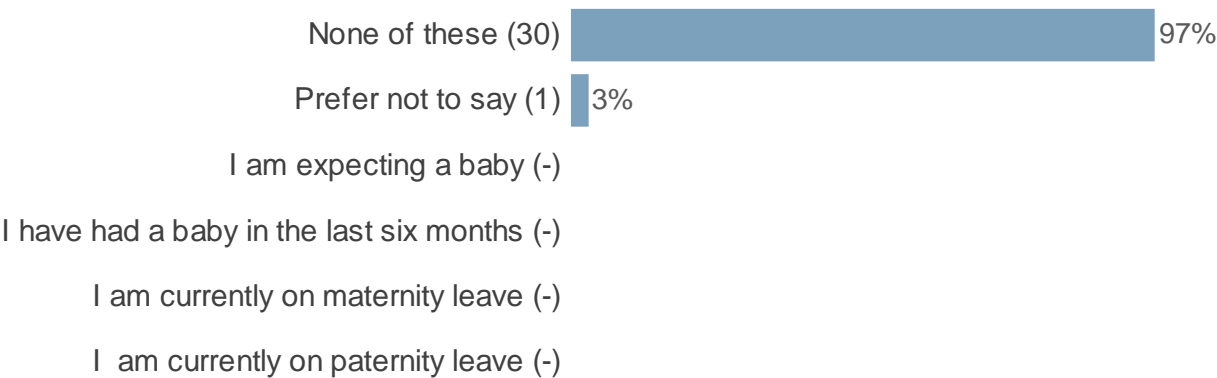
I live a few miles outside Llandovery but consider Llandovery my address

All have their merits but a combination of the three would likely give the biggest gains. The proposals around New Road and on the A40 (at both Queensway and Swan Bridge) would have the biggest benefits to pedestrian and in particular bicycle traffic, provided that careful designs are undertaken so as not to introduce further pinch points. Whilst I recognise that other aspects of the proposals provide connectivity between different areas of the town, most are in areas where the traffic pressure is lower and vehicles are travelling more slowly.

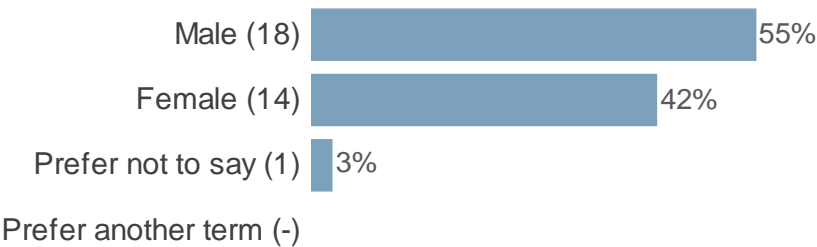
Age: What is your age group?



Pregnancy and maternity/paternity: Please indicate if any of the following apply to you (please tick all that apply). (Pregnancy and maternity/paternity: Please indicate ...)

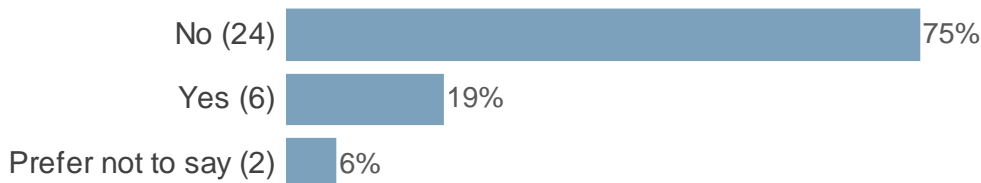


Sex: How would you describe yourself?



Llandoverly Active Travel Improvements

Disability: Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least another 12 months? (Please tick only one) (Disability: Are your day-to-day activities limited ...)



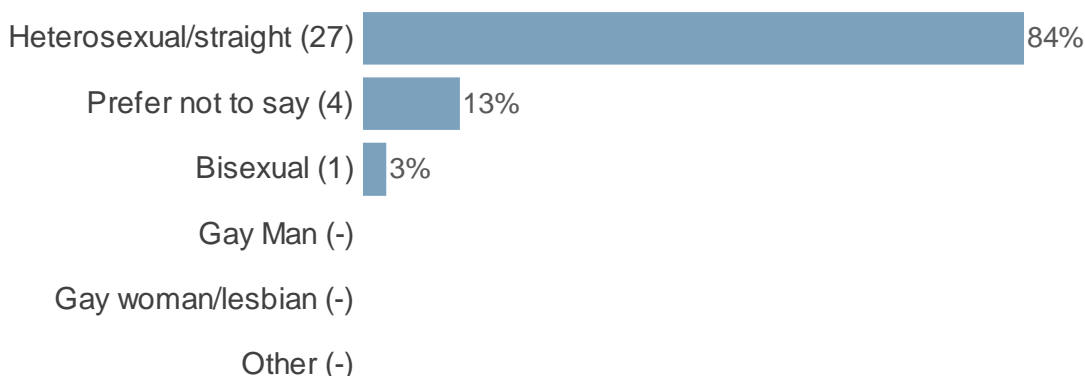
Gender reassignment: Is your present gender the same as the one assigned to you at birth? (please tick only one) (Gender reassignment: Is your present gender the sam...)



Caring Responsibilities: Do you provide regular, unpaid, substantial care for a relative, friend or neighbour who is unable to manage at home without help because of sickness, age or disability? (please tick only one)

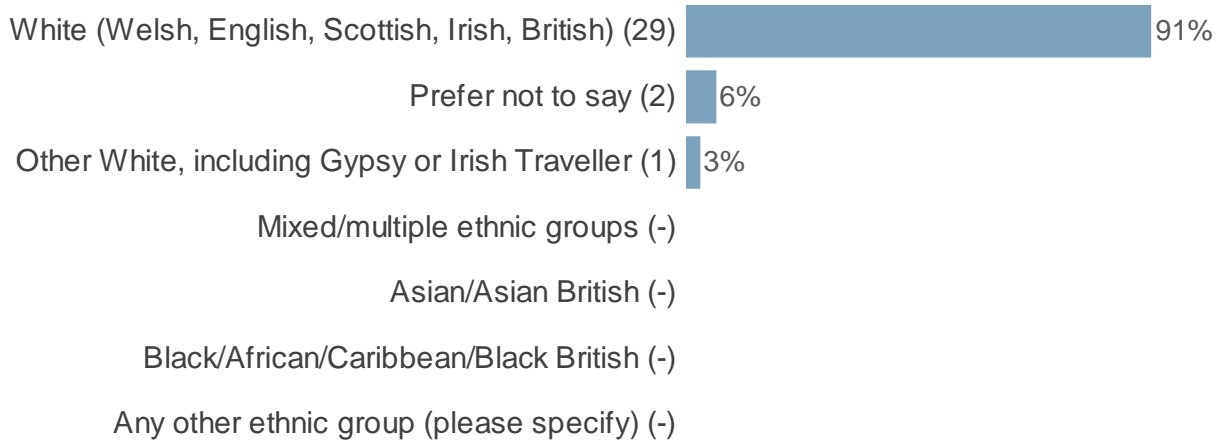


Sexual Orientation: What is your sexual orientation (please tick only one)

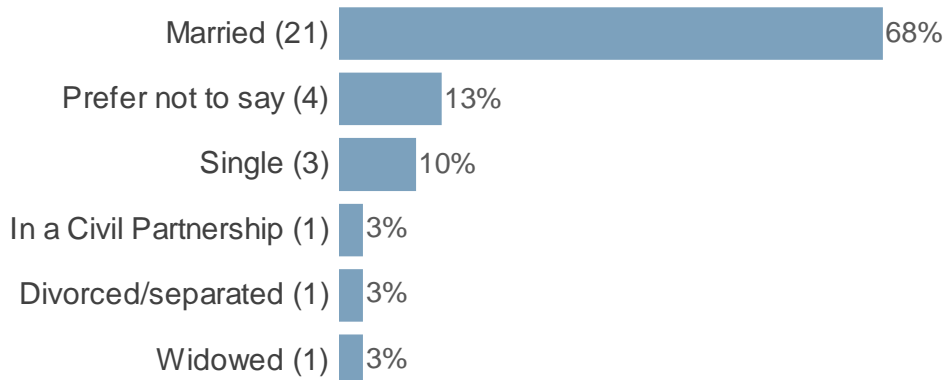


Llandoverly Active Travel Improvements

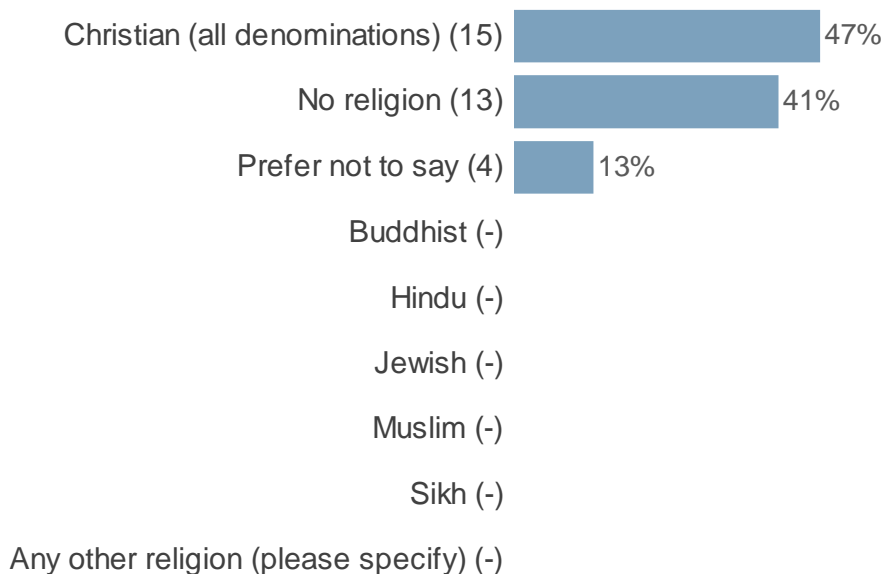
Ethnic Group: What is your ethnic group? (Please tick only one)



Marriage and civil partnership: Are you? (please tick only one) (Marriage and civil partnership: Are you? (please ti...)

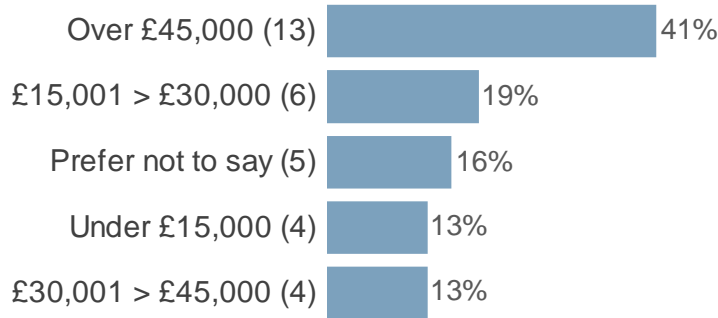


Religion: What is your religion? (please tick only one)

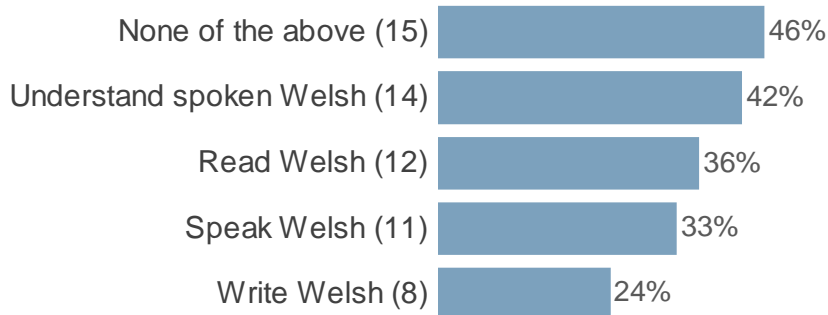


Llandoverly Active Travel Improvements

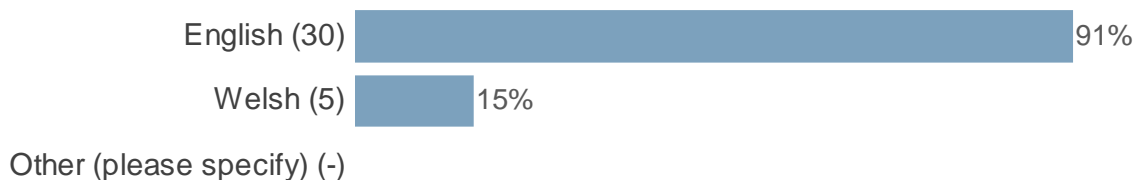
Household Income: Approximately how much income comes into your household each year? (please tick only one)



Welsh Language: Can you understand, speak or write Welsh? (Tick all that apply)
(Welsh Language: Can you understand, speak or write ...)



What is your main language?



Are you or your partner serving OR have you or your partner ever served, in Her Majesty's Armed Forces? This includes Regular or Reserves Forces, National Service and the Merchant Navy.



Llandovery Active Travel Improvements

We would like to know your views on the effects that these proposals would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favourably than English. What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

it has got nothing to do with the Welsh language

English language on Welsh road signs is a waste of money!

It would have no impact. How would an active travel route impact how a language is used?

I dont know

No impact what so ever

No affect

The route should be in Welsh and English

No effect at all

No opinion

No effect

No effect

Will have no benefit to the Welsh language

They won't have an effect.

The proposal has no significant impact either positive or negative

Please also explain how you believe the proposed policy approach could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language.

stop this waste of time and spend some of the money on free Welsh language courses

Footbridge at SN8124340875 needs installation, now out of action for over 10 years, required for local people and visitors (32+ weekly)

See above comment

More access to local businesses. No one speaks Welsh in the coop

I dont know

Encourage street signs on objects and in premises windows like 'flash cards' identifying daily things i.e. tea, coffee, milk , hello etc.

The more you see the Welsh language the more you recognise words. Tourists will see the language is alive and may learn.

No opinion

Bi-lingual signage

Any measures that reduce car traffic have the effect of increasing engagement with other people and of course increases exposure to the Welsh language. In Cars people lare on their own bubble.

None

Instead of focussing on this, work to support development of the railway service between Llandovery and Llandeilo and the towns in between. This opens up and connects the Welsh speaking areas.

Link cycle paths into cycle network near Llandeilo/ Carmarthen. We could then park in Llandovery and ride our bikes to Llandeilo and back.

It can't. In this instance, the focus should be on road user safety, not gains in respect of the Welsh language

People walking more will be able to chat more, for the benefit of the language and mental health