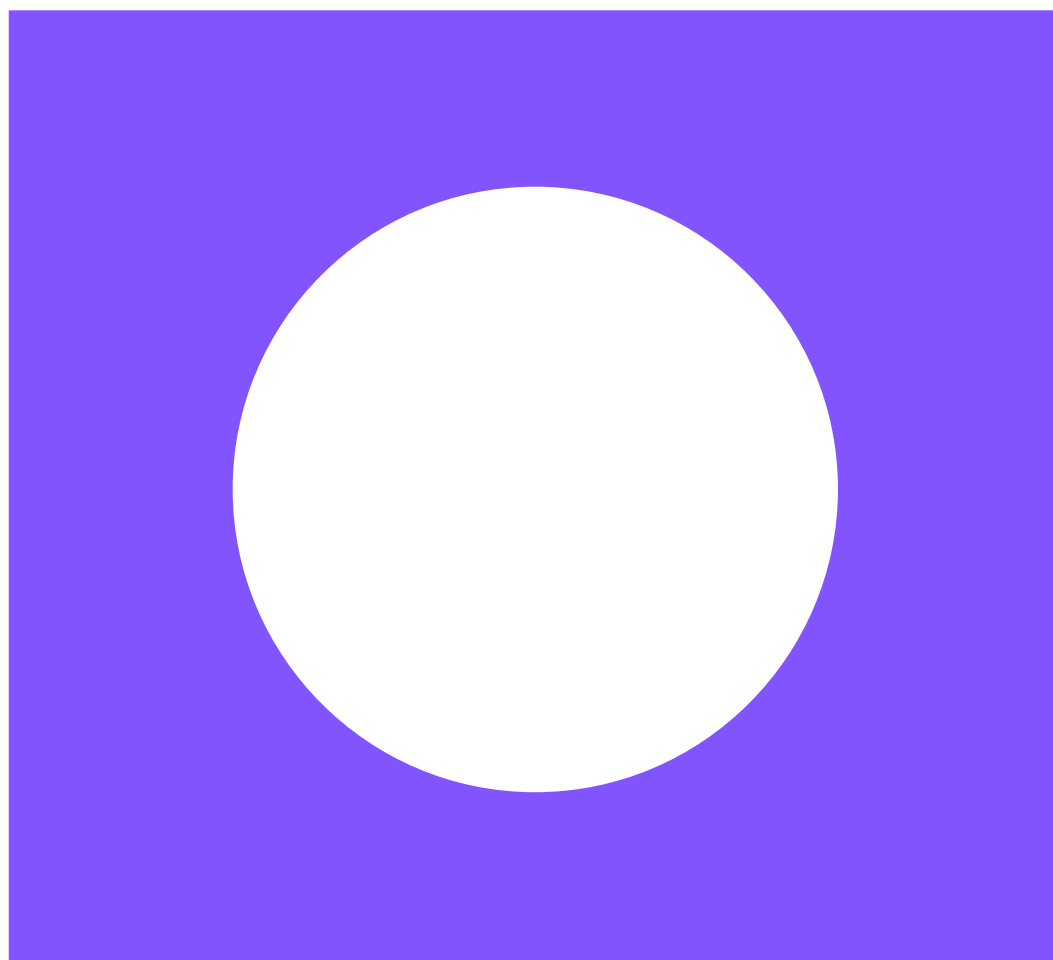




Carmarthen Active Travel Improvements

Consultation Report

August 2026

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Carmarthen Active Travel Improvements

Consultation Report

August 2026

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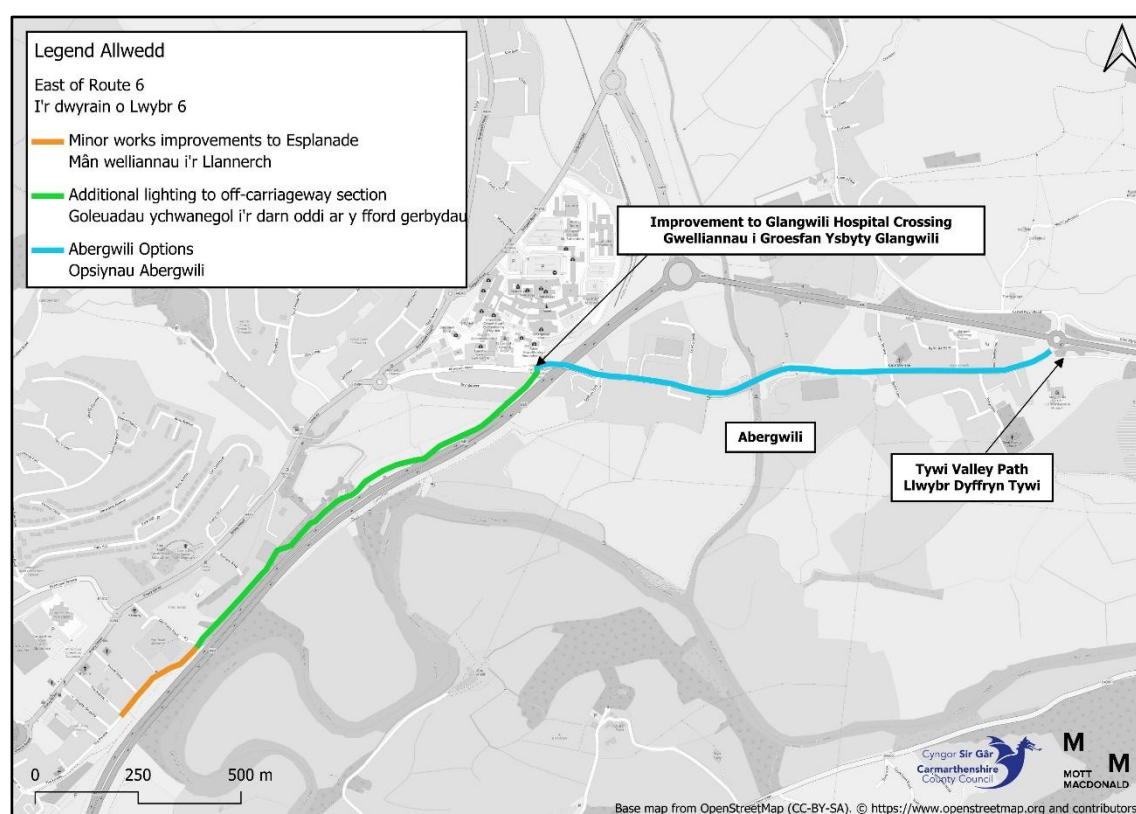
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1 Scheme overview

This report presents the findings of the public consultation undertaken to inform the development of proposed active travel improvements in Carmarthen, with focus on Route 6 East between the Esplanade and Abergwili. The consultation was undertaken as part of WelTAG (Welsh Transport Appraisal Guidance) Stage 3 and forms an integral input to the ongoing appraisal and design development process. In addition to route specific comments, the consultation also gathered views on a series of minor improvement works along the Esplanade, as well as a proposed crossing enhancement on Abergwili Road along part of the National Cycle Network (NCN) Route 47.

Figure 1.1 below outlines Route 6 East and the proposed improvements at each location.

Figure 1.1: Route 6 East



Source: Mott MacDonald, 2026

Route 6: Carmarthen Leisure Centre to Tywi Valley Path was identified through earlier WelTAG assessment as a priority corridor for investment, due to its potential to improve connectivity between Carmarthen town centre, surrounding communities and wider active travel network. Previous phases of work established the strategic case for the route and explored a long list of options, alongside early public and stakeholder engagement.

The current phase of work focuses on the eastern section of Route 6, reflecting its relationship with the Tywi Valley Path, which has recently been completed, and the potential for this corridor to act as a key gateway into Carmarthen. Proposed interventions include improvements to walking and cycling infrastructure along Abergwili Road and High Street, crossing

improvements, lighting upgrades and minor works along the Esplanade to improve safety and legibility.

Public engagement at WeITAG Stage 3 is a key requirement of the WeITAG process and is essential to inform the development of a preferred option. At this stage, engagement helps to test assumptions, identify local issues and refine proposals by gathering feedback on potential impacts and deliverability. The feedback summarised in this report will be considered alongside technical assessment and stakeholder input to inform the identification and refinement of a preferred option.

1.1 Previous work

Following initial engagement sessions in Spring 2022, work was done to develop a network of ten priority walking and cycling routes across Carmarthen. These are designed to connect to key destinations, such as schools, transport hubs, and the existing active travel network.

In 2024, the focus turned to four shortlisted priority route options for further development and appraisal. The following four routes were anticipated to bring the greatest benefit to Carmarthen and were progressed further:

- Route 2: B4312 to Carmarthen Leisure Centre via Johnstown
- Route 4: St Catherine Street to Glangwili Hospital
- Route 5: University and S4C to Tregynwr via Carmarthen Railway Station
- Route 6: Carmarthen Leisure Centre to Tywi Valley Path

Assessment of these four routes was undertaken using the WeITAG process. It was through this assessment and further public engagement that Route 6: Carmarthen Leisure Centre to Tywi Valley Path was deemed the most beneficial route to develop first.

1.2 Current focus

In 2025, Carmarthenshire County Council (CCC) received further funding from Welsh Government to continue the development of Priority Route 6: Carmarthen Leisure Centre to Tywi Valley Path. The focus of the current phase of works is the eastern end of Route 6, between the Esplanade and Abergwili.

The focus on Route 6 East will help to tie into the completion of the Tywi Valley Path in April 2026, developing infrastructure that is joined up and provides a gateway to Carmarthen town centre from the Tywi Valley Path.

To achieve this, Route 6 East includes improvements to walking and cycling infrastructure along Abergwili Road, an improved crossing point to the south of Glangwili Hospital, improved lighting along the off-road path adjacent to the A40, and minor works improvements along the Esplanade to improve pedestrian and cyclist safety and comfort.

The current round of engagement was focussed in Abergwili to reflect the level of design development at this stage and the potential localised impacts of the options being considered, in line with the proportionate engagement principles of WeITAG.

1.3 Options

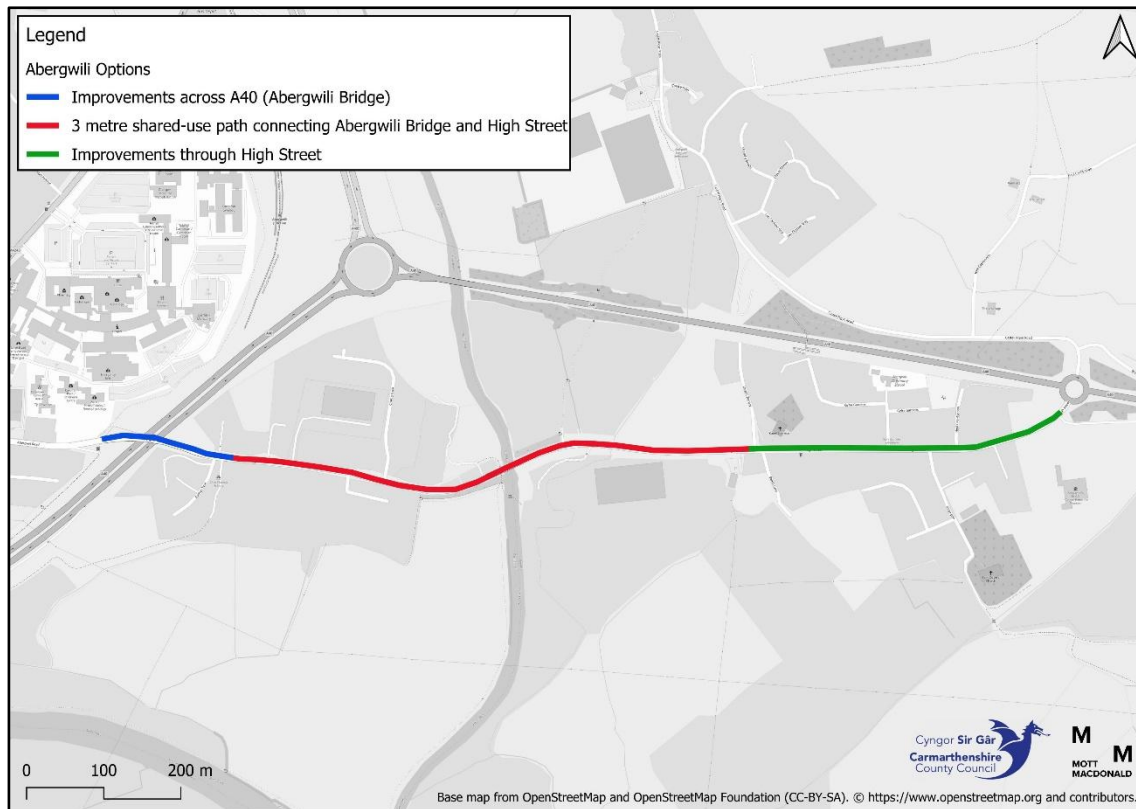
The options that were consulted on in this consultation are shown in Table 1.1.

To maximise the tie in with the Tywi Valley Path, significant improvements to active travel provision through Abergwili, along Abergwili Road and High Street, were developed by the project team. Options were split between two key areas along this route. Options 1, 2 and 3

provide active travel improvements on the bridge across the A40 (referred to Abergwili Bridge). Whilst Options 4 and 5 focus on improvements through the High Street. A 3m wide shared use path has been designed to connect these two sections.

Figure 1.2 below shows the location of each of the five options located in Abergwili.

Figure 1.2: Location of Options



Source: Mott MacDonald, 2026

Minor works improvements were recommended at The Esplanade to create a continuous and comfortable route for pedestrians and cyclists travelling from East Carmarthen and Abergwili to Carmarthen Town Centre. This is listed as Option 6.

Table 1.1: Abergwili Options

Section	Option	Description
Abergwili Bridge	Option 1	• Contraflow cycle lane over bridge with single-lane carriageway. • 3.0 m shared-use path extended into Abergwili (south side to uncontrolled crossing west of Lloyd's Terrace).
	Option 2	• Cycle markings on carriageway over bridge; bridge retained as two-lane carriageway. • 3.0 m shared-use path from west of Cnwc Y Gwili into Abergwili (south side to uncontrolled crossing west of Lloyd's Terrace)
	Option 3	• Two 1.8 m cycle lanes over bridge with single-lane carriageway. • 3.0 m shared-use path extended into Abergwili (north side to crossing west of Cnwc Y Gwili, then south side to uncontrolled crossing west of Lloyd's Terrace).
High Street	Option 4	• 3.0 m shared-use path extended to Abergwili (south side to uncontrolled crossing west of Lloyd's Terrace). • Cyclists share the carriageway with motor vehicles along High Street • Parking is formalised on both sides of the carriageway along High Street. • Uncontrolled crossing at entrance to Gyfre Gardens (leading to Abergwili V.C.P School). • Pedestrian footpath remains on both sides of the carriageway.
	Option 5	• 3.0 m shared-use path extended into Abergwili (south side to uncontrolled crossing west of Lloyd's Terrace). • 3m wide shared-use path along the north of High Street • Parking retained and formalised along northern side of High Street. • Uncontrolled crossing at entrance to Gyfre Gardens (leading to Abergwili V.C.P School) • Path switches back to the south side of High Street via an uncontrolled crossing east of Heol Cae-Ffynnon. Includes gateway entry treatment for carriageway users.
Esplanade	Option 6	• Provision of dropped kerbs and amendments to paving; • Cycle markings and direction left arrow in road on The Parade; • Repeater cycle sign to be fixed to lighting column

2 Public consultation

A public consultation on different options for Route 6 East was held between February 25 – March 18, 2026. The consultation invited members of the public and relevant stakeholders to view and comment on the different options for Route 6 East.

This section summarises the different methods used to gather feedback during the Route 6 East options public consultation. All materials were provided in English and Welsh.

2.1 Stakeholder list

Key strategic stakeholders who had previously been engaged with as part of the Carmarthen Active Travel scheme were contacted again as part of the consultation via email. The email included a link to the engagement website (including survey) and notified them of the in-person engagement session. Stakeholders who were contacted are listed in Table 2.1 below.

Table 2.1: List of Contacted Stakeholders

Organisation
Abergwili Voluntary Controlled County Primary School
Carmarthen BID
Carmarthen Chamber for Trade & Commerce
Carmarthenshire County Council
Coleg Sir Gar
Dyfed Powys Police
Local Access Forum Hywel Dda – University Health Board
Transport for Wales (TfW)
University of Wales Trinity Saint David
Walk Wheel Cycle Trust
Welsh Ambulance Services NHS Trust

2.2 Feedback methods

The following methods were available for members of the public to respond to the consultation.

2.2.1 Online Questionnaire

A consultation webpage was updated and published on CCC's website. Respondents were able to view current available mapping for each proposed option and complete a survey stating their opinions on each option for Route 6 East. The published questionnaire is provided in Appendix A.1.

All materials can still be accessed at: [Carmarthen Active Travel Improvements - Carmarthenshire County Council](#)

2.2.2 Email

An email address was set up by Mott MacDonald to take general queries from stakeholders:

Carmactivetravel@mottmac.com

All information received was recorded and reviewed.

2.2.3 Handwritten

Paper copies of the consultation were made available at the public engagement event for stakeholders to submit their thoughts and feedback.

Paper copies of the consultation were also made available at CCC Hwbs, located in both Carmarthen and Llandovery.

2.3 Engagement and information channels

2.3.1 Public Engagement Event

A public engagement event was held by CCC and Mott MacDonald at Eglwys Saint David's Church Hall, SA31 2BB, Abergwili between 12pm and 6pm on Wednesday 11th March 2026.

Exhibition Boards showing the current scheme extent and the whole of Route 6 were available to view, shown in Figure 2.1. Members of the project team were present to discuss the scheme details.

Figure 2.1: Exhibition event



Source: Mott MacDonald, 2026

2.4 Consultation media and publicity

2.4.1 Maildrop Letter

A letter drop was conducted for all residents on Abergwili Road and High Street on Monday 2nd March 2026.

2.4.2 Press Release

A press release for the consultation was posted via CCC's website on Wednesday 25th February 2026 to promote the consultation of options for Route 6 East.

Figure 2.2 below shows the press release designed by CCC.

Figure 2.2: CCC Press Release

Council seeks views on active travel in Carmarthenshire

6 days ago





Carmarthenshire County Council is seeking the views of residents, businesses and stakeholders on active travel in Carmarthen and Llandovery.

In conjunction with consultants Mott MacDonald and Burroughs, proposals have been developed which set out potential further enhancements to active travel routes in Carmarthen and Llandovery.

Members of the public are encouraged to have their say online or attend a drop in session to share their views and help shape future improvements in these key areas of the county.

In Carmarthen, the consultation considers proposals that link from Castle Hill junction to the Tywi Valley Path via Abergwili, with the proposed routes aimed at supporting connectivity across Carmarthen to key destinations in order to enable and encourage everyday journeys via the creation of walking, wheeling and cycling opportunities.

The Carmarthen Active travel consultation will begin on Wednesday 25 February. The consultation will close on 18 March 2026.

In Llandovery, the consultation focuses on a proposed route leading from Llandovery train station via Llandovery College and towards Ysgol Rhys Pritchard, providing safer active travel routes for everyday journeys for school pupils, college students commuters, and the wider public. The consultation will close on 13 March 2026.

Drop in events have been arranged to enable everyone to find out more information, discuss the proposals and have their say.

- Friday 27 February, 10am-7pm at Llandovery Leisure Centre

- Wednesday 11 March, 12pm-6pm at Abergwili Church Hall

Carmarthenshire County Council's Cabinet Member for Transport, Waste and Infrastructure Services, Cllr Edward Thomas, said:

"We have previously gained valuable insight and feedback from communities, which has been very beneficial when developing active travel networks in Carmarthen and Llandovery. I encourage everyone to have their say either using the online survey or by attending a drop in session."

Online surveys are available for both Carmarthen and Llandovery Active Travel Plan proposals on [Carmarthenshire County Council's website](#). Paper copies of the surveys are available from the County Council's Hwb in Llanelli, Carmarthen and Ammanford.

2.4.3 Social Media Posts

CCC made social media posts on Thursday 26th February 2026 using platforms Facebook and X to promote the consultation. Figure 2.3 below shows a post that was released.

Figure 2.3: CCC Social Media Post



**Cyngor Sir Gâr - Carmarthenshire
County Council**
4d · 🌐

We are seeking the views of residents, businesses and stakeholders on active travel in Carmarthen and Llandovery.

Members of the public are encouraged to have their say online or attend a drop in session to share their views and help shape future improvements in these key areas of the county.

Friday 27 February, 10am-7pm at Llandovery Leisure Centre
Wednesday 11 March, 12pm-6pm at Abergwili Church Hall

More information ➡ <https://orlo.uk/BKkyF>



3 Consultation feedback

This section provides a summary of the feedback received during the public consultation. A total of 49 responses were received via the online survey and paper copies completed at the public engagement event. A further three responses were received via email.

3.1 Analysis of feedback

Qualitative analysis was completed for all feedback received. This included processing and coding of responses, focusing on common themes arising from the data. Each response was also coded in terms of whether it was supportive or in opposition to a particular option.

The following section presents the results of qualitative analysis to each question. For each question, percentages shown are inferred from the total number of references to a particular theme relative to all themes referenced. Multiple themes could be assigned from each response. The data therefore does not represent a proportion of respondents. Survey responses have been expressed as percentages to enable comparison across each question and category.

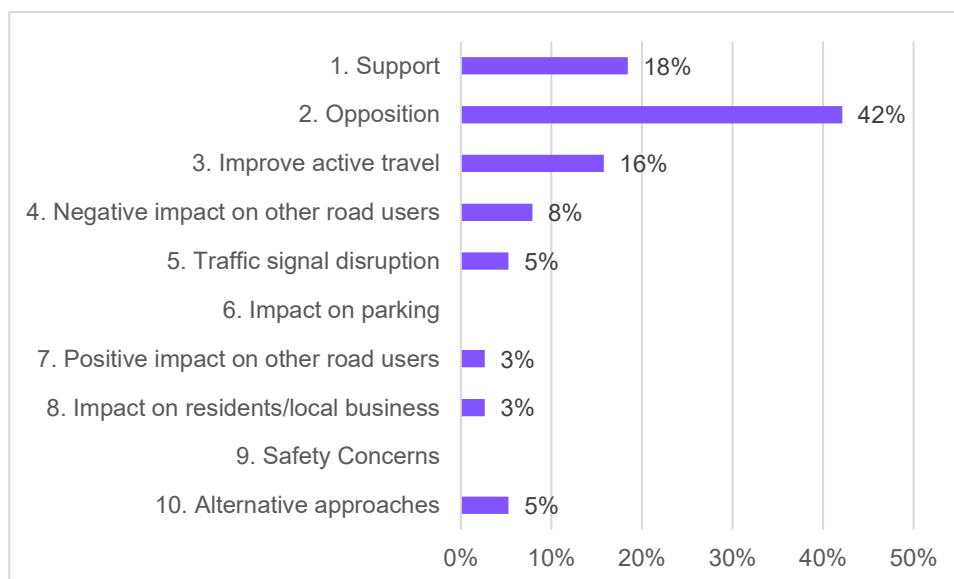
3.2 Survey feedback

The survey consisted of 23 questions and was divided into option-specific sections, within which respondents were invited to give their views on each option. This section includes responses to the online survey and paper copies completed at the in-person engagement event.

3.2.1 Abergwili Bridge: Option 1

3.2.1.1 Question 1

Figure 3.1: What do you like about this option?

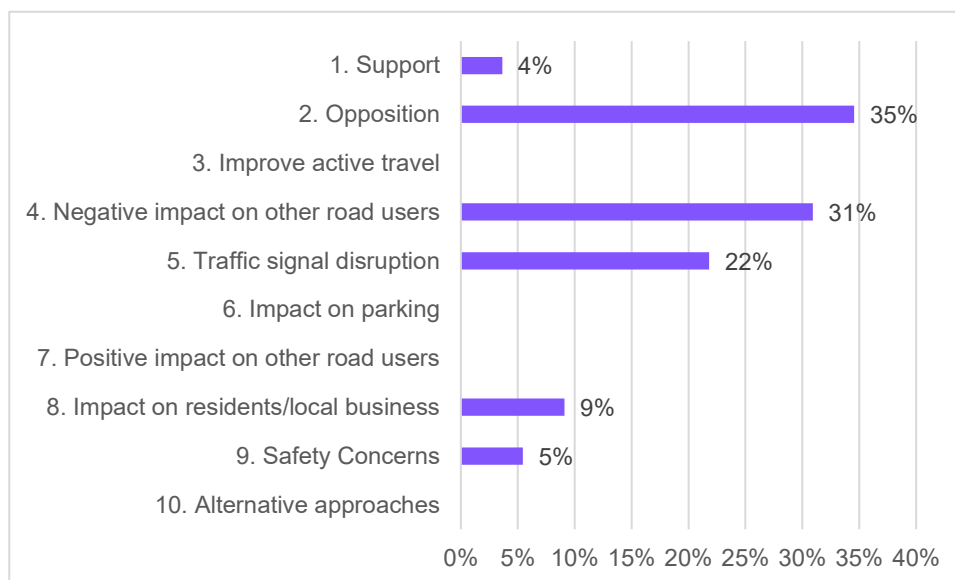


Qualitative analysis of responses indicates that 42% of responses opposed this option. Key concerns related to the perceived lack of need for change and the potential for traffic signal installation to be overly restrictive on local traffic flows. 18% of responses expressed support for

this option, multiple responses noted that segregated provision would benefit less confident cyclists by separating them from motor vehicles and could help reduce vehicle speeds exceeding the limit in this area.

3.2.1.2 Question 2

Figure 3.2: What do you dislike about this option?



Qualitative analysis of responses indicates that 35% of responses opposed this option, with 22% of responses expressing it is due to the proposed introduction of traffic signals. A further 31% of responses stating opposition is due this option having a negative impact on motor vehicles, citing concerns about increased delays and the potential for traffic tailbacks. There were also concerns that the signals could adversely affect the nearby ambulance station, with respondents highlighting that emergency vehicle movements may be hindered by the give-way arrangement over Abergwili Bridge.

3.2.1.3 Question 3: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

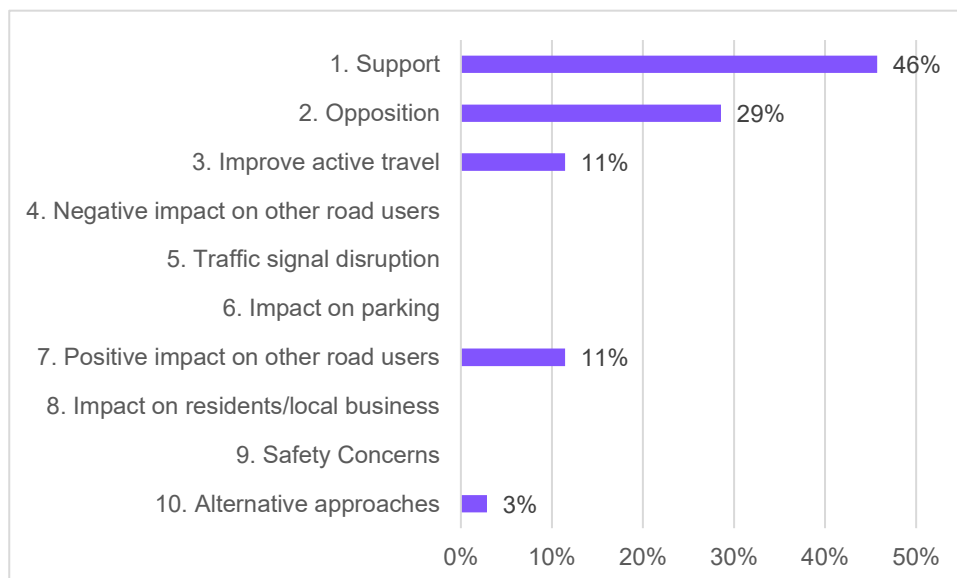
Key responses:

- “I don’t think any intervention is needed”
- “Complete waste of taxpayers money as very few cyclists compared to car users”
- “A crossing point for pedestrians and bikes could be good”

3.2.2 Abergwili Bridge: Option 2

3.2.2.1 Question 4

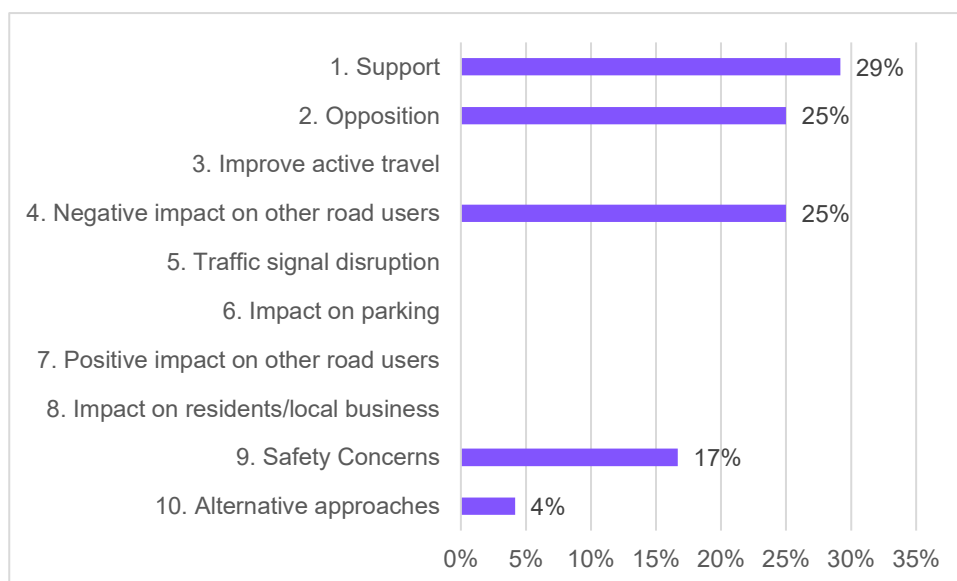
Figure 3.3: What do you like about this option?



Qualitative analysis of responses indicates 46% of responses supported this option compared to 29% in opposition. Supportive responses noted that this option involved minimal changes to the existing carriageway and did not propose the introduction of traffic signals. A commonly cited reason for support was that no signals would be installed at either end of Abergwili Bridge. Respondents also indicated that this option was perceived as being closest to a 'Do Nothing' approach, which was viewed positively.

3.2.2.2 Question 5

Figure 3.4: What do you dislike about this option?



Responses to this question were mixed, with a relatively even balance between support and opposition. 29% of responses viewed this option positively, noting that it was comparable to a 'do nothing' approach. However, 25% of responses opposed this option, stating that the option represented a potential poor use of funding and that this option will have a negative impact on other road users (25%). Concerns were also raised that the requirement for cyclists to share the carriageway with motor vehicles across Abergwili Bridge may discourage some less confident users from using the route, this was reflected by 17% of responses expressing safety concerns with this option.

3.2.2.3 Question 6: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

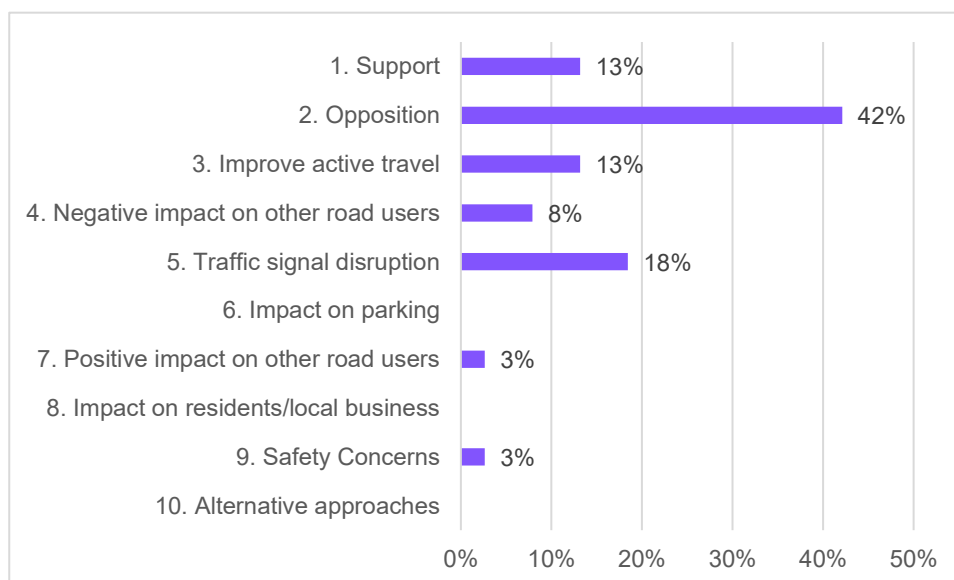
Key responses:

- "Yellow box junction outside CT Fruit And Veg, along with appropriate parking restrictions, to maintain traffic flow in the east-west direction during busy periods"
- "Clear signage, speeds limits and pedestrian crossing making it safer for those crossing the road"
- "Consistent 20mph throughout the whole route. A crossing point in the built up area"

3.2.3 Abergwili Bridge: Option 3

3.2.3.1 Question 7

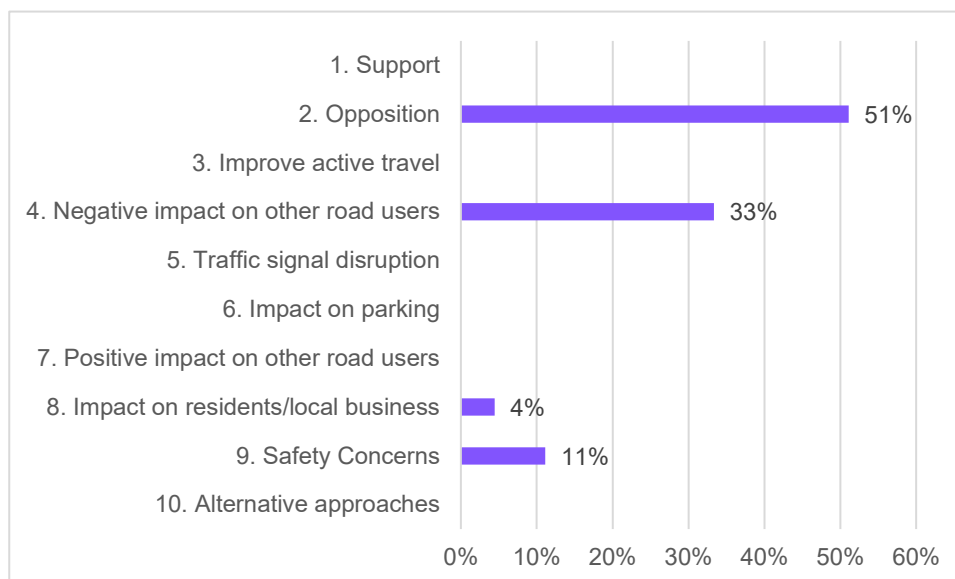
Figure 3.5: What do you like about this option?



Qualitative analysis of the responses indicates 42% of responses opposed this option, with 8% of responses citing concerns about its impact on motor vehicle traffic, a further 18% attributed disruption to the introduction of traffic signals at either end of Abergwili Bridge. A commonly expressed view was that the option would be overly restrictive, especially during the busy summer period. Conversely, 13% of responses indicated support for this option with 13% of responses stating this option would provide improvements to active travel.

3.2.3.2 Question 8

Figure 3.6: What do you dislike about this option?



Qualitative analysis indicates that 51% of responses opposed this option, with 33% of responses expressing concerns that this option could have a negative impact on other road users. Respondents highlighted perceptions that the option would be costly and result in significant disruption, which they felt was disproportionate given the relatively low number of cyclists currently using the route.

3.2.3.3 Question 9: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

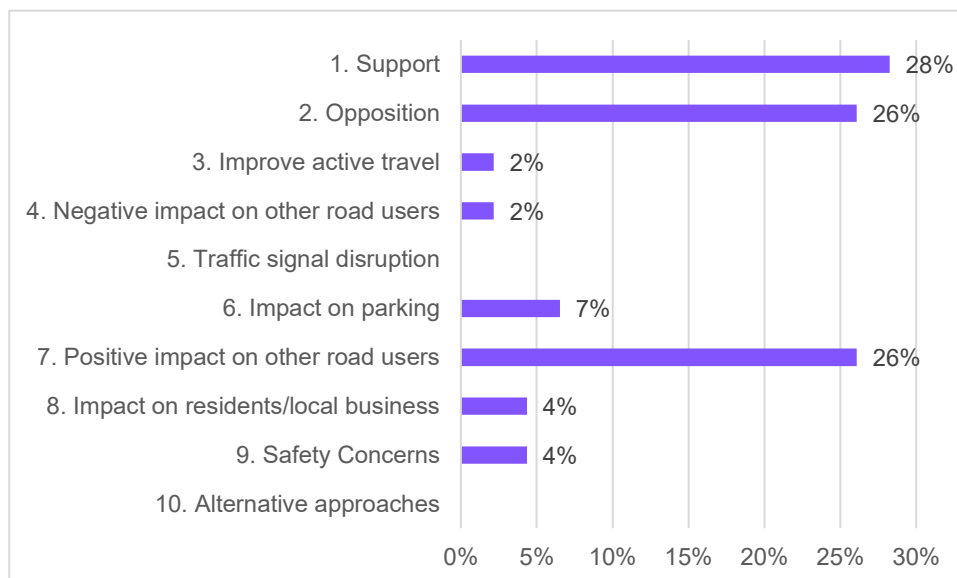
Key responses:

- “Carry on as we are, do nothing. Cyclists will use the carriageway”
- “The number of cycle-crossing points should be minimised and consolidated into a single clearly defined location”
- “Could pedestrian crossing not be zebra crossing or similar? I’d like to see speed bumps or something similar where you have proposed ‘give way’ junction to stop traffic speeding through this section”

3.2.4 High Street: Option 4

3.2.4.1 Question 10

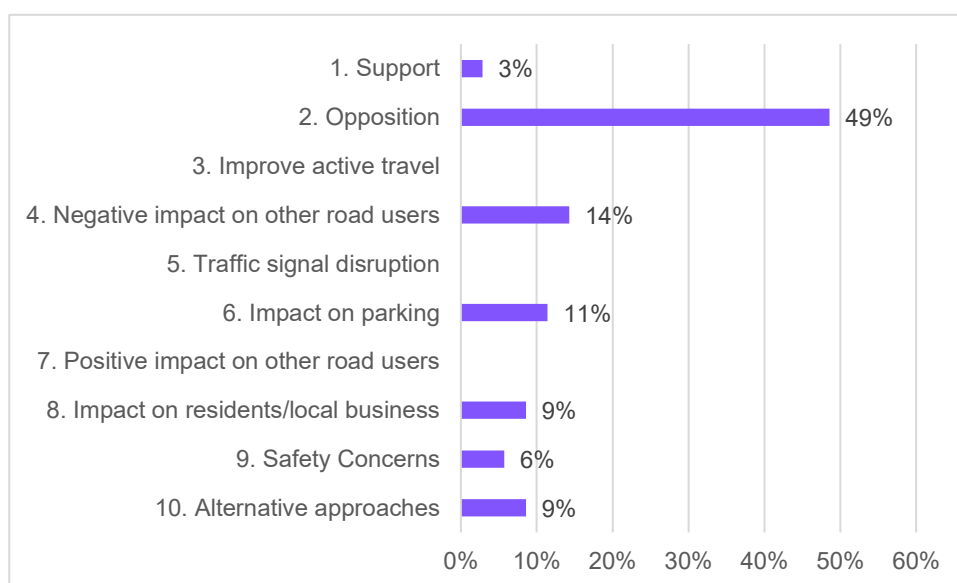
Figure 3.7: What do you like about this option?



Responses to this question were mixed with a relatively even balance between support and opposition. 28% of responses viewed this option positively with 26% of responses expressing positive impacts on other road users (26%). This support was largely attributed to the proposed improvements to on-street parking, particularly through the introduction of formalised parking bays. Opposition to this option, at 26% of responses, seems to reflect a broader reluctance to change, rather than objections to the proposal itself. This can be seen in many responses that state a 'do nothing' approach would be preferred.

3.2.4.2 Question 11

Figure 3.8: What do you dislike about this option?



Notwithstanding the results of Question 10, this question recorded a degree of opposition (49%) relating to concerns about the potential impact on residents of Abergwili, with 11% of responses expressing this due to the reduction in available parking spaces. Responses also highlighted safety concerns for cyclists, at 6%, noting that cycling alongside a parking layby could increase the risk of vehicle dooring incidents.

3.2.4.3 Question 12: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

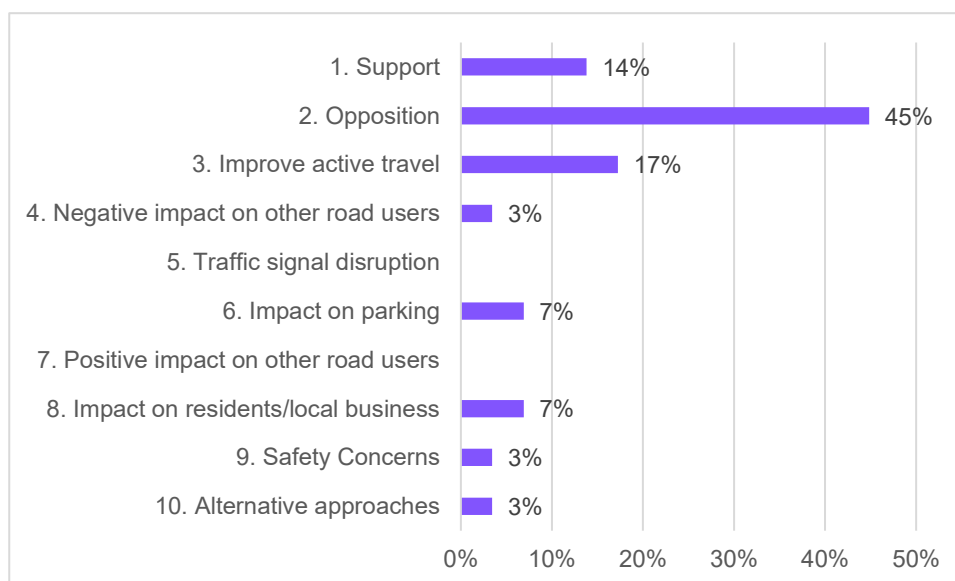
Key responses:

- “Crossing point for school children walking to the school”
- “Permit parking as that will reduce the amount of cars being parked on the side of the road but will allow residents to park there and will help with the flow of traffic”
- “Any improvements need to consider equestrians as lawful road users given that they have no safe alternative. Please do not make improvements for some at the expense of other vulnerable road users.”

3.2.5 High Street: Option 5

3.2.5.1 Question 15

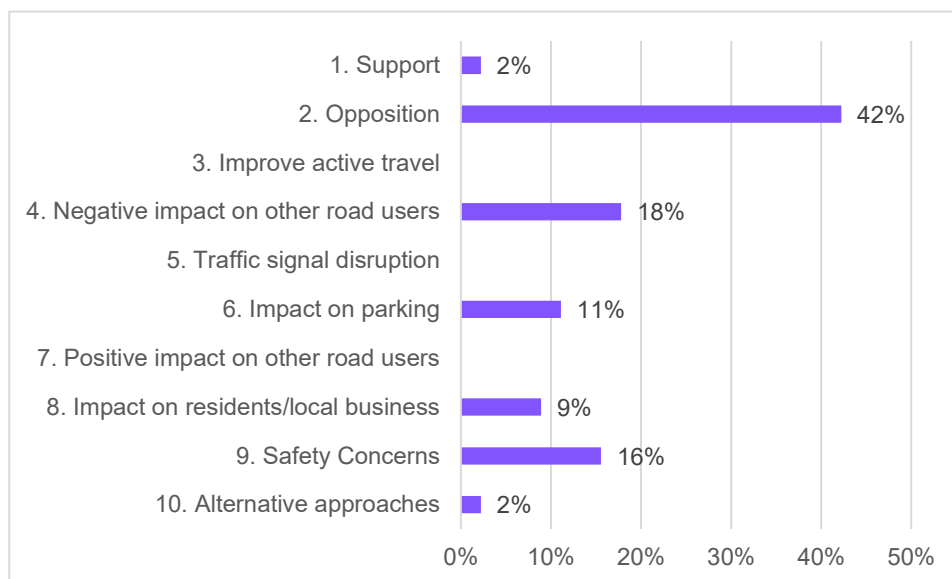
Figure 3.9: What do you like about this option?



Qualitative analysis suggests that most responses were opposed to this option, at 45% of responses. A common view was that a ‘do nothing’ approach would be preferable. In contrast, a 14 % of responses supported the option due to its focus on improving active travel (17%). Supportive comments highlighted that the option would ‘provide robust routes for active travellers’, alongside traffic calming measures intended to reduce vehicle speeds.

3.2.5.2 Question 16

Figure 3.10: What do you dislike about this option?



Qualitative analysis of this question indicates that 42% of responses opposed this option, with 9% of responses raising concerns about potential impacts on residents, 11% expressing concerns regarding parking provision, 16% of responses included safety concerns, and 18% expressed negative impact on motor vehicle traffic. Many respondents noted that the proposed shared use path would be located very close to the frontages of residential properties, which they considered could increase the risk of collisions between cyclists and pedestrians accessing or exiting their homes. Additional concerns were raised regarding the loss of residential parking spaces and the level of disruption likely to be experienced by motor vehicle users.

3.2.5.3 Question 17: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

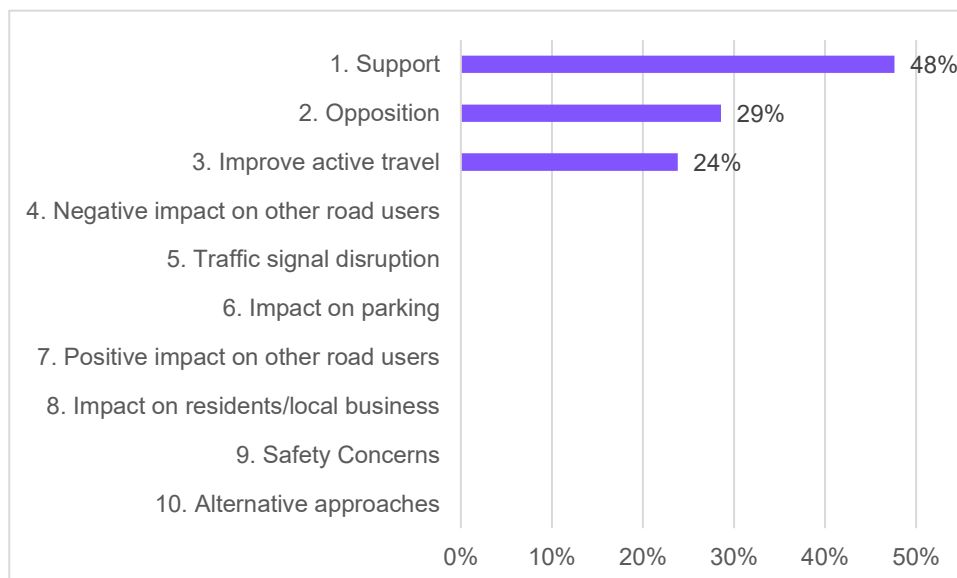
Key responses:

- “Requires physical segregation of lanes”
- “Do nothing”
- “Speed bumps looking westbound to Carmarthen, clear signage, yellow box outside CT Fruit and Veg to stop traffic standing in the road and blocking other drivers using the bridge”

3.2.6 Esplanade: Option 6

3.2.6.1 Question 18

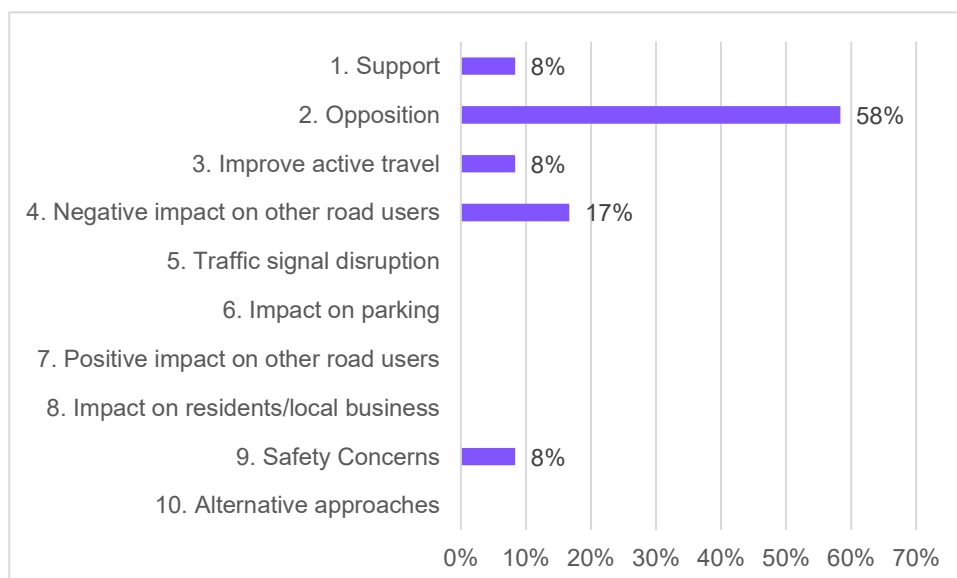
Figure 3.11: What do you like about this option?



There was some degree of support for this option at 48%, with 24% of supportive responses citing its anticipated benefits for active travel. A common theme in responses was that the option would deliver clearer and more legible road markings and signage for cyclists. Respondents also described the existing signage along this route as ‘abysmal’, noting that the proposed improvements would help make the town centre more accessible.

3.2.6.2 Question 19

Figure 3.12: What do you dislike about this option?



This question received much fewer responses than the preceding questions. Those who opposed the option noted that signage is already provided along this section of the route.

Several respondents also suggested that new signage should include information and directions to NCN Route 47, which is located nearby.

3.2.6.3 Question 20: What possible interventions would you like to see along this route to improve walking and cycling?

The following key responses set out potential interventions aimed at improving walking and cycling conditions along the route.

Key responses:

- “Crossing points”
- “Nothing”
- “Improved signage for pedestrians, road markings, or separation would help increase awareness and reduce the risk of collisions”

3.2.7 General Comments

3.2.7.1 Question 21: Please let us know if you have any other comments on all proposal shown?

The following key responses show other relevant comments respondents had on all the proposals shown.

Key responses:

- “The proposals provide a holistic set of options. I think it is important that any option chosen includes traffic calming measures to help mitigate the drivers who, along this stretch of road, all too often drive in excess of the speed limit”
- “I think making the road safer would be better. Put in drop kerbs where needed to cross, clear signage, less aggressive crossing like zebra or pelican crossing, speed bumps to slow traffic coming through these areas. A yellow box outside of CT Fruit and Veg regardless to stop shoppers blocking the road for everyone”
- “Active travel plans should consider safe and convenient access to local schools, including the provision of appropriate on-site facilities such as secure cycle storage and changing areas”

3.2.8 Welsh language questions

3.2.8.1 Question 22: We would like to hear your views on how the proposals could affect the Welsh language. How could the proposals give people greater opportunities to use Welsh? How could it ensure that Welsh is treated fairly and equally alongside English?

This question received much fewer responses compared to the preceding questions. 63% of responses indicated that this question was ‘not applicable’ or words to that effect. 37% of responses stated the need for bilingual signage should be prioritised along this route.

3.2.8.2 Question 23: In your opinion, could any of the proposals be formulated or changed so as to:

- **have positive effects or more positive effects on using the Welsh language and on not treating the Welsh language less favourably than English**
- **mitigate any negative effects on using the Welsh language and on not treating the Welsh language less favourably than English**

This question also received much fewer responses compared to the preceding questions. 75% of responses indicated that this question was 'not applicable' or words to that effect. 25% of responses stated the need for bilingual signage should be prioritised along this route.

3.2.9 Summary

Overall, Options 2, 4 and 6 received the greatest level of support from respondents. Option 2 was generally favoured as it was perceived to be the closest to a 'do nothing scenario, resulting in minimal change from existing conditions at Abergwili Bridge.

Option 4 received support due to the proposed improvements to on-street parking, particularly through the introduction of formalised parking bays. Option 6 was supported largely because of the enhancements to cycling provision, specifically improved signage and road markings.

It should be noted that all options also received some level of opposition. This is, in part, attributable to some respondents providing the same response across all questions, regardless of the option presented, indicating a general opposition to change rather than to specific proposals.

3.3 Email

This section summarises the responses received via the dedicated consultation email address. These submissions have been reviewed to identify recurring themes, areas of concern, and suggestions relevant to the proposed options. A total of three responses were received via email.

3.3.1 Response 1

The first email response raised concerns regarding the consultation process, noting that some residents did not receive the consultation letter drop. The respondent also suggested that the consultation period should have been longer to allow greater opportunity for residents to engage with the proposals.

3.3.2 Response 2

The second email response raised concerns that the introduction of traffic signals under Options 1 and 3 could negatively impact emergency vehicle movements, particularly ambulances due to the nearby station. The respondent also considered these options to be disproportionately costly given the relatively low number of pedestrians and cyclists. In addition, it was noted that traffic signals could exacerbate existing congestion outside CT Fruit and Veg, an area already experiencing traffic pressure. The respondent outlined Option 2 as their preferred approach.

3.3.3 Response 3

The third email response expressed support for any option that delivers improvements to active travel infrastructure. The respondent highlighted that enhanced lighting provision to the west of Abergwili, along the route towards Carmarthen, would be welcomed. As a regular user of the Tywi valley path, the respondent noted that improvements which enhance access to this route would be beneficial. It was also suggested that the introduction of traffic calming measures within Abergwili could reduce traffic volumes through the village, as vehicles may be more likely to use the bypass instead.

3.4 In-person engagement event – March 2026

The public engagement event was attended by approximately 70 people. This included residents, local businesses and local elected representatives.

Supportive themes included:

- A need to connect to Tywi Valley Path
- Improving road safety
- Support for traffic calming through high street
- Desire to improve lighting and condition of pavements

Those who supported the proposals raised issues such as the need to connect to the Tywi Valley Path, improve road safety through traffic calming and improve safety for walking, wheeling and cycling more generally. Some recognised that the nearby A40 bypass provided an opportunity to make better use of Abergwili Road as an active travel route. Key requests were to improve street lighting through Abergwili and the general condition of pavements.

Negative themes included:

- Impact of traffic signals on traffic flows
- Low existing active travel levels making the scheme poor value for money
- Safety concerns from shared use space

Those who were opposed to the proposals raised issues such as the impact of traffic signals (discussed below), low existing levels of walking and cycling making it poor value for money, and safety issues from shared space with cyclists and cyclists being close to property frontages through Abergwili high street.

A key concern raised was the potential impact of traffic signals on residents and businesses. It was noted that the Abergwili Road / Dyffryn Tywi junction can become congested during seasonal periods due to the nearby business. Attendees were keen to understand whether there would be sufficient stacking capacity to accommodate queueing vehicles without affecting the Dyffryn Tywi junction. It should be noted that the options were updated prior to the engagement event to include a yellow box junction at this location.

Some attendees said they had been made aware of one-way systems being part of the proposals, likely due to this being part of a previous scheme in the area. These concerns were addressed by the project team. Other concerns included whether there would be a loss of parking through sections of Abergwili Road, with requests for more dedicated parking, noting the increase in usage of nearby parking for the Tywi Valley Path.

Overall, the general response was mixed between scepticism for the proposals, a degree of support for greater connectivity with the Tywi Valley path and improved safety, and a desire to be kept informed as the scheme progressed to any preferred option and detailed design.

3.5 In-person engagement event – July 2026

A further public engagement event was held on Thursday 23rd July 2026 at Eglwys Saint David's Church Hall, providing residents with an opportunity to view and discuss the latest iteration of proposals. Overall, feedback received during the session was positive, with many attendees expressing support for the proposed measures along High Street.

Residents generally welcomed the proposals to formalise on-street parking, noting that clearer parking arrangements would help improve organisation and reduce current parking issues. There was also a strong support for the introduction of traffic calming measures, particularly the provision of raised table crossing points, which was viewed as an effective way of reducing vehicle speeds and creating a safer environment for residents, pedestrians and other road users.

In addition to this positive feedback, residents suggested that consideration be given to the provision of an additional raised table or similar pedestrian crossing facility to the west of Heol Cae-Ffynnon. This was identified as a potential means of improving pedestrian accessibility and safety for those travelling to and from Abergwili Park. Overall, the engagement event demonstrated broad support for interventions that would improve both safety and the overall operation of High Street.

4 Summary and next steps

4.1 Summary

The public consultation received a total of 52 responses through the online questionnaire, paper submissions at the in-person engagement event, and email correspondence. Overall, feedback demonstrated a mixed response to the proposals, with clear preferences emerging alongside consistent areas of concern.

Options 2, 4 and 6 received the greatest levels of support. Option 2, which involves cyclists sharing the carriageway with motor vehicles, was generally favoured as it was perceived to be the closest to a 'do nothing' approach, involving minimal change at Abergwili Bridge and avoiding the introduction of traffic signals. Option 4, which consists of improvements along High Street, attracted support largely due to improvements to on-street parking, particularly the provision of formalised parking bays, which respondents felt would help maintain two-way traffic flow and reduce congestion. Option 6, which includes minor works along the Esplanade, was supported primarily for its focus on improving cycling provision, with clearer signage and road markings considered necessary along the Esplanade.

All options also attracted opposition. Common concerns included the potential impact of traffic signals on congestion and emergency vehicle movements, particularly near Abergwili Bridge and close to local businesses. Other recurring issues raised were the loss of residential parking, perceived safety risks associated with shared use paths, proximity of active travel infrastructure to residential frontages, and the value for money of more disruptive options given current levels of walking and cycling.

Across all options, respondents consistently highlighted the importance of supporting active travel in principle, if schemes are proportionate, sensitive to local context, and minimise negative impacts on residents, businesses and other road users. There was also strong consensus on the need for clear, well-designed bilingual signage and improved lighting, particularly to support access to the Tywi valley path and Carmarthen town centre.

4.2 Next Steps

The feedback received through this consultation will inform the ongoing WelTAG Stage 3. Further design development will consider opportunities to mitigate identified issues, including potential adjustments to traffic management, parking arrangements, signage and crossing provision. The findings from this consultation, alongside technical assessment and stakeholder input, will be used to support the identification of a preferred option.

A.1 Copy of questionnaire

Carmarthen Active Travel Consultation - Questionnaire

Carmarthenshire County Council are seeking the view of local residents on walking and cycling interventions that are being proposed in Abergwili and the east of Carmarthen. We are particularly interested in the barriers you may face to walking and cycling on these routes, and any possible interventions would you like to see along these routes to improve walking and cycling.

Please could you spare approx. 5 minutes to complete this survey, which will help us make more targeted interventions that will improve your everyday journeys.

Option 1 (Abergwili bridge)

1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

Option 2 (Abergwili bridge)

1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

Option 3 (Abergwili bridge)

1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

Option 4 (High Street)

1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

Option 5 (High Street)

1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

Option 6 (Wayfinding signs, Parade and Esplanade)

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1. What do you like about this option?

2. What do you dislike about this option?

3. What possible interventions would you like to see along this route to improve walking and cycling? For example. Dropped kerbs, crossing points, cycle parking.

