



Llywodraeth Cymru
Welsh Government

A487 CAERNARFON TO BONTNEWYDD STUDY

STATEMENT OF RESULTS FROM PUBLIC CONSULTATION

JULY 2012

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**A487 CAERNARFON TO BONTNEWYDD STUDY
STATEMENT OF RESULTS
FROM PUBLIC CONSULTATION**

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1 INTRODUCTION

- 1.1 In 2009 the Welsh Government commissioned a study to address transport problems on the A487 through Caernarfon and Bontnewydd. This study utilised earlier work undertaken separately. The more recent WelTAG Stage 2 study included an initial public consultation that took place between March and May 2010 and a supplementary public consultation that took place between November 2010 and January 2011.
- 1.2 This Statement of Results summarises the scheme's technical, economic and environmental aspects and the views expressed during the public consultation. It also explains the Minister for Transport's decision.

2 DEVELOPMENT AND APPRAISAL OF OPTIONS

- 2.1 The Study placed specific emphasis on the social, economic and environmental, impacts – the Welsh Government's main themes of sustainable development
- 2.2 The main issues raised by the study were:
- Increased and increasing journey times – traffic volumes on the A487 have been increasing, and this has resulted in some congestion with implications for journey times. Time spent in queues causes driver stress and represents a cost to local businesses;
 - Inaccessibility/remoteness – the lack of high quality connectivity southwards on the A487 from Bangor and the A55 may be hindering economic development. The development of the Menai Hub provides an opportunity to strengthen and restructure the economy in North West Wales. However its successful implementation and dispersal of benefits (particularly to the south of Bangor) is reliant on good quality transport links;
 - Community Severance and Quality of Life – quality of life in settlements and dwellings adjacent to the A487 (and adjacent to routes being used as “rat-runs”) is adversely affected by the high volumes of traffic passing through them;
 - Safety – relatively high volumes of traffic in an urbanised setting are increasing the risk of accidents. Also, heavy goods vehicles accessing Cibyn industrial estate and vehicles travelling along “rat-runs” at inappropriate speeds makes matters worse, and;
 - Access for road maintenance – road maintenance is difficult due to high levels of traffic on the A487 and the lack of a suitable alternative route with capacity to divert traffic.
- 2.3 The study used Welsh Transport Planning and Appraisal Guidance (WelTAG)¹ principles.

¹ Welsh Transport Planning and Appraisal Guidance WelTAG, June 2008 – on our website

2.4 To address the problems raised, and in line with strategic network objectives, we identified transport planning objectives (TPOs). The following five specific Transport Planning Objectives (TPOs) for the study have been developed through the WelTAG process, taking account of the aforementioned strategic objectives. These are given below:

Objective 1:

- Reduce journey time (between Llanwnda and Plas Menai) and improve journey time reliability to within +/-3 minutes of the average journey time throughout the day;

Objective 2:

- Reduce journey time (between Llanwnda and Caernarfon) and improve journey time reliability to within +/-3 minutes of the average journey time throughout the day;

Objective 3:

- Reduce the number of vehicles passing through residential communities; including Llanwnda, Dinas, Bontnewydd and Caernarfon;

Objective 4:

- Reduce accidents on the trunk road network by 22% by 2016 based on the targets set out in the draft consultation UK Road Safety Strategy;

Objective 5:

- Improve network resilience – Increase the amount and/or capacity of alternative routes to improve the resilience of the network.

Options were developed in consultation with stakeholders, and these were appraised to determine how they performed against the TPOs using WelTAG with those that did not perform well being discarded.

2.5 The Option Development Workshop report and its Addendum identified four bypass options (and a Do Minimum for comparison) to go forward for a WelTAG Stage 2. These were:

- Pink Option – A bypass of Llanwnda, Dinas and Bontnewydd;
- Purple and Yellow Options – Two alternative bypasses of Caernarfon and Bontnewydd/Dinas/Llanwnda, and;
- Brown Option – An alternative to upgrade a local highway currently being used as an unofficial bypass, also including a bypass of Bontnewydd/Dinas/Llanwnda.

2.6 It was also concluded that if nothing is done it is expected that longer queues and delays at key locations will occur on the network with heavier volumes of traffic through communities. It was determined that a package of on-line measures was required to mitigate these impacts and has been assessed as the Do Minimum.

- 2.7 The forecast traffic levels warrant a Wide Single 2+1 (WS2+1) carriageway standard. All Options were designed to this standard with the exception of the Brown Option, which was designed as a single carriageway upgrade between Bontnewydd and Plas Menai with a climbing lane southbound from the Plas Menai roundabout.
- 2.8 The consultation brochure at Annex A describes the resulting options in more detail.
- 2.9 The Technical Appraisal Report² records the findings of the study in detail.

3 INITIAL PUBLIC CONSULTATION

- 3.1 We consulted on four bypass routes; Pink, Purple, Yellow and Brown and consultation took place between 1 March and 24 May 2010, all compared to the Do Minimum.
- 3.2 972 people attended the exhibition and preview evening. By the close of the consultation period we received 1,996 completed questionnaires and 64 letters from stakeholders, individuals, interested groups, community councils and local authorities. A summary of the views expressed is below and the consultation report³ describes the findings in more detail.
- 3.3 Three petitions were received during the consultation period. These were:
- 50 name petition against the routes East of Bontnewydd (although these routes were not presented as options at the PCE);
 - 52 name petition against the Brown Option, and;
 - 700 name petition against the Pink Option.
- 3.4 A local group comprising two local businesses and residents made representations for an alternative route. This route was named the Black Option and to assist in seeking the views of the public on the alternative, an additional 1,400 questionnaires were provided. 1,498 questionnaires supporting this route were received. However, only 353 of these were completed in full.

4 ANALYSIS OF RESPONSES

Analysis of Questionnaire responses

- 4.1 The questionnaire asked people about the perceived problems in the area of the study, the measures needed for improvement, what was most important to them and their option preference. Analysis of the responses to the twelve questions is as follows.

Question 1 – Three general questions were asked as follows:

- a) Do you consider that the traffic conditions on the A487 through Bontnewydd need to be improved? - Yes 451 (94%) No 31 (6%)

² A487 Caernarfon to Bontnewydd Study – Technical Appraisal Report, (in three volumes), February 2010

³ A487 Caernarfon to Bontnewydd Study - Report on March 2010 Public Consultation – on our website

- b) Do you consider that the traffic conditions on the A487 delay journeys through Caernarfon? - Yes 398 (85%) No 70 (15%)
- c) Do you consider that the traffic conditions on the A487 delay journeys to/from Caernarfon? - Yes 411 (88%) No 55 (12%)

The consensus from the above questions indicates that there is a congestion problem in Bontnewydd and Caernarfon for both destination and through traffic.

Question 2 – What do you think are the current problems on the A487 in Bontnewydd and Caernarfon? The locations are shown in the brochure on the centrefold plan. (please tick those that apply)

Based upon an analysis of the responses the current problems were placed in the following descending order of importance:

List 1 Problems in Bontnewydd

- e) Delays on the A487 at the Glan Beuno roundabout 78%
- b) Delays on the A487 at the “Fingerpost” roundabout 56%
- c) Difficulty accessing and exiting Bontnewydd School 56%
- a) Traffic congestion on the existing A487/A499 “Goat” roundabout 52%
- d) Lack of pedestrian crossing facilities in Bontnewydd 39%
- f) Poor visibility for vehicles at the Glan Beuno roundabout 39%
- g) Community severance 27%
- h) Other – 126 people identified other problems. Typical additional problems highlighted were:

- High volumes of traffic on the A487 (making it difficult to join the trunk road) 29%
- Parking on the trunk road at Glan Beuno/Brymer Terraces 16%
- The crossing and lollipop facility hinder the flow of traffic 14%
- Visibility from junctions and accesses in general onto the A487 10%

List 2 Problems in Caernarfon

- c) Congestion at “St Davids” and “Morrisons” roundabouts 82%
- d) Traffic delays at “Plas Brereton” 68%
- a) Poor pedestrian crossing facilities at the “Eagles” junction 46%
- b) Accidents at the “Eagles” junction 32%
- e) Community severance 28%
- f) Other – 100 people identified other problems. Typical additional problems highlighted were:

- The Tesco/McDonalds junctions are a problem 22%
- Congestion of through traffic (including references to HGVs) 14%
- Plas Brereton 8%
- Eagles Junction 9%

Question 3 – Which measures would you see as addressing the problems identified in Question 2? (Tick all boxes that apply)

The response to this question ranked these measures in the order given below:

- g) Bypass of Bontnewydd 80%
- h) Bypass of Caernarfon 70%
- e) Pedestrian and cycling facilities 29%
- b) Park and ride facilities 28%
- d) Traffic calming in Bontnewydd 26%
- c) Park and share facilities 23%
- a) Improved bus services 22%
- f) Community transport 16%
- i) Other – 105 people identified other measures. Typical additional measures highlighted were:

- Online improvements in Bontnewydd 41%
- Reiteration of views from the listed items, i.e. no other issues raised 31%
- The Do Minimum measures would alleviate some of the problems 16%
- Direct improvements within Caernarfon 6%

Question 4 – Rank the three most important factors in choosing an option. 1 being the most important; 3 being the least important.

- a) Impact on residential property
- b) Impact on landscape
- c) Impact on farms and businesses
- d) Protection of wildlife
- e) Reducing traffic in communities
- f) Less congestion in Bontnewydd and Caernarfon
- g) Access for tourism
- h) Improved facilities for non-motorised users
- i) Other – please specify

The three highest-ranking responses in descending order were:

- f) Less congestion in Bontnewydd and Caernarfon
- e) Reducing traffic in communities
- c) Impact on farms and businesses

60 respondents identified other factors as being important highlighting:

- Reiteration of problems from the listed items 52%
- A direct improvement within Bontnewydd, Llanwnda and Dinas is required 21%
- Did not directly want a bypass 17%

Question 5 – For the section of the A487 between Llanwnda and Plas Menai, which option on the brochure map do you prefer if a bypass were part of the solution? (Tick one box)

- Pink 4%
- Purple 53%
- Yellow 25%
- Brown 18%

This illustrates a clear preference for the Purple Option.

Question 6 – If you do not consider a bypass is necessary, please suggest an alternative solution to the problems.

133 respondents suggested alternatives to a bypass as follows:

- 31% wanted online improvements;
- 15% showed a preference for a bypass of some description;
- 14% stated the need for routes on the East of Bontnewydd;
- 14% felt there should be alternatives to road solutions;
- 9% stated there was no need for a bypass;
- 8% said they wanted routes on existing roads, and;
- 7% felt the need for other bypass alternatives.

Question 7 - Which of the following best describes your interest in the study?

The responses to this question are ranked in descending order below:

- a) I am a resident of Bontnewydd, Llanwnda or Dinas - (35%)
- c) I am a local resident (e.g. Bethel, Caeathro or other community near the route) (35%)
- b) I am a resident of Caernarfon - (17%)

Please give the name of the place where you reside

The responses to this question are ranked in descending order below:

- e) I am a regular user of the A487 - (70%)
- d) I own land through which one of the routes would pass - (8%)
- f) I am a tourist or a visitor to the area - (5%)
- g) Other. Please specify below - (4%)

44 people responded to g) Other with the majority either living/working in the area or living close to the options.

Question 8 – Please add any other comments you may have or provide reasons for your choice of option (continue on separate paper if necessary)

299 respondents added comments. The main themes were:

1. The need for additional measures on the A487 in Bontnewydd.
2. Objection to the East of Bontnewydd routes.
3. The need for alternative East of Bontnewydd.
4. Preference for Pink Option.
5. Preference for Purple Option.
6. Preference for Yellow Option.
7. Preference for Brown Option.
8. No need for a bypass at all.
9. Preference for a bypass and the benefits of a bypass.
10. The importance of business and tourism including links to the Cibyn Industrial Estate.
11. Non-highway schemes.

Question 9 – Which exhibition venue did you attend?

65% of those who responded attended the exhibition in Caernarfon and 30% attended the Bontnewydd exhibition. 5% attended both exhibitions.

Question 10 – Seven general questions were asked as follows:

- a) Did you receive sufficient notification of the exhibition? - Yes (79%)
- b) Did the exhibition meet your expectations? - Yes (88%)
- c) Was the information displayed sufficient to answer any queries that you may have had? - Yes (78%)
- d) Did the venue suit you? - Yes (98%)
- e) Were the opening times sufficiently long? - Yes (90%)
- f) Were the staff sufficiently informed to answer your questions? - Yes (88%)
- g) Were you able to discuss the scheme in the language of your choice? - Yes (87%)

Question 11 – How did you hear about this exhibition?

- a) Brochure through letter box – 92 (23%)
 - b) Local poster - 14 (3%)
 - c) Local radio - 12 (3%)
 - d) Newspaper advert - 159 (39%)
 - e) Word of mouth - 151 (37%)
 - f) Other. Please specify - 54 (13%)
- 90 responses to question f) Other were received. 11% said they knew nothing about the exhibition, 27% had obtained brochures from deposit locations and 18% had obtained notification via the local press.

Question 12 – Do you have any suggestions to improve future exhibitions?

111 responses were received indicating suggestions as follows:

- More advertising required in advance 16%;
- More Welsh speakers needed 12%;
- Exhibitions were well organised and arranged 6%, and;
- Did not attend 6%.

Stakeholder and other Organisations Views

- 4.2 **Gwynedd Council** responded after the close of the consultation. The response contained no preference or opinion on any of the exhibited route options.
- 4.3 **The Mayor of Caernarfon** responded to express concerns that Question 4 on the questionnaire should have contained a direct reference to the Cibyn Industrial Estate.
- 4.4 **Waunfawr Community Council** suggested alternative routes, one similar to the Black Option and one similar to the Green Alternative discarded from the earlier stages of the study. The council were concerned that their electorate were not satisfied with the Purple Option stating their main concern to be loss of valuable farm land.

- 4.5 **Bontnewydd Community Council** queried why the eastern routes of Bontnewydd had been rejected and suggested a route through Rhos-Bach to straighten the alignment and affect fewer properties. The council also considered the need to test improvements at Glan Beuno and expressed the need to remove traffic from local villages.
- 4.6 **Llanrug Community Council** expressed their objection to the Brown Option as it did not improve links to the A55 and Pwllheli and as a single carriageway did not allow for overtaking. The council considered that the Brown Option would not remove congestion and would pass through more agricultural areas than the Pink, Purple and Yellow Options.
- 4.7 **Llandeiniolen Community Council** sent their response to NWTRA who passed on their response for consideration. The council showed support for the Yellow Option and their opposition to the Brown Option as it would not reduce traffic in Bethel or Rhiwlas and it was suggested the Brown Option may increase traffic on the “back roads”.
- 4.8 **The Forum of Llanfaglan and Dinas** presented a petition against the Pink Option.
- 4.9 **Plaid Cymru** provided a response on behalf of the Bontnewydd district, concluding that the bypass is the necessary solution to the problems but were surprised that only one option around Bontnewydd had been presented. They also asked that convenient access from Rhostryfan and Rhosgadfan onto the bypass be considered.

5 OUTCOMES

- 5.1 The public consultation process was considered effective in terms of attendance at the exhibition and the number of returned questionnaires and written responses.
- 5.2 In general the responses to questions relating to the solutions for solving the transportation problems in the study area, demonstrated that the public considered that a bypass would be the best solution.

Actions Taken Following Concerns Raised During Public Consultation

- 5.3 We listened carefully to the views expressed and carried out some further work, described below:

(a) Alternatives to the Pink Option East of Bontnewydd

We revisited these after opposition to the Pink route West of Bontnewydd was received in the form of a 700 name petition. Stage 2 WelTAG appraisals of two eastern routes (Blue and White Options) provided a greater explanation why routes east of Bontnewydd were not suitable. Also at this stage, whilst the Pink Option as a stand alone bypass of Bontnewydd received little support, its alignment was considered the most appropriate to be taken forward as a common section for a Bontnewydd and Caernarfon bypass.

(b) Alternative link to the Brown Option

An alternative link to the Brown Option was investigated, which connected the section between Bontnewydd and the unofficial bypass through Gypsy Wood Park. This route was developed further, but the original Brown Option and Brown Variant performed poorly so were both discarded.

(c) Alternative Black Option (including Orange)

The Black Option was put forward at the initial consultation and consisted of an alignment between the proposed Bontnewydd (Meifod) roundabout, through Gypsy Wood Park and the existing Caeathro roundabout and onwards towards Cibyn Industrial Estate tying in at Felinheli on the A487. This was developed and appraised together with a variant Orange Option which used the same route, but terminated at the Plas Menai roundabout.

(d) Red/Cyan Options

We also appraised two alternatives to the Black/Orange alignments, which both avoided Gypsy Wood Park but still utilised the existing Caeathro roundabout. The Red Option tied in to Felinheli on the A487 and the Cyan Option terminated at the Plas Menai roundabout.

5.4 In summary, after taking into account the consultation findings and further investigation, we discarded the following options:

- Pink Option (as a stand-alone bypass);
- Brown Option;
- Brown Variant Option;
- Blue Option, and;
- White Option.

5.5 Those that remained viable were:

- Purple Option;
- Yellow Option;
- Black Option;
- Orange Option;
- Red Option, and;
- Cyan Option.

5.6 The supplementary consultation brochure at Annex B describes the resulting options in more detail.

5.7 The Technical Appraisal Report - Supplementary Consultation⁴ records the findings of the study in detail.

6 SUPPLEMENTARY PUBLIC CONSULTATION

6.1 We consulted further on six bypass routes; Purple, Yellow, Black, Orange, Red and Cyan. Consultation took place between 1 November 2010 and 24 January 2011.

⁴ A487 Caernarfon to Bontnewydd Study – Technical Appraisal Report – Supplementary Consultation (in three volumes), January 2011

- 6.2 611 people attended the exhibition and preview evening. By the close of the consultation period we received 3,412 completed questionnaires, approximately 2,400 of which were received in two separate consignments via a local business supporting the Black Option, and 108 letters from stakeholders, individuals, interested groups, community councils and local authorities. A summary of the views expressed is given below and the consultation report⁵ describes the findings in more detail.
- 6.3 The Forum of Llanfaglan, Dinas and Bontnewydd reaffirmed their petition of approximately 700 names from the initial March 2010 consultation.
- 6.4 A further petition of approximately 504 names was submitted by two lead petitioners from the community of Bethel. This opposed the options that included a free-flow tie-in connection into the Felinheli bypass (existing A487).
- 6.5 An issue arose in the early stages of the supplementary consultation raised by two local businesses concerning the impact of certain Options not being made clear on the brochure plan. This was addressed by the provision of printed explanations that were inserted into brochures and placed at deposit points to clarify both matters.

7 ANALYSIS OF RESPONSES

Analysis of questionnaire responses

- 7.1 The questionnaire asked people about their interests in the study, the need for improvement, what was most important to them and their option preference. Analysis of the responses to the six questions is as follows.

Question 1 - Which of the following best describes your interest in the study?

The number of responses to this question are ranked in descending order below:

- e) I am a regular user of the A487 – 2,488 (46%)
- c) I am a local resident (e.g. Bethel, Caeathro or other community near the route) – 1,294 (24%)
- a) I am a resident of Bontnewydd, Llanwnda or Dinas – 717 (13%)
- b) I am a resident of Caernarfon – 554 (10%)
- f) I am a tourist or a visitor to the area – 202 (4%)
- g) Other. Please specify below – 117 (2%)
- d) I own land through which one of the options would pass – 94 (1%)

Please give the name of the place where you reside:

48 communities were identified in the responses, the most popular being Bethel, Waunfawr, Caeathro and Llanrug.

102 people out of the 117 responses to Question 1g) specified some other interest. The majority were either caravan/chalet owners at Glan Gwna Holiday Park, or Girl Guides Association members.

⁵ A487 Caernarfon to Bontnewydd Study - Report on November 2010 Supplementary Public Consultation – on our website

Question 2a) – From the initial consultation the preferred solution was a bypass. Do you think a bypass is needed?

Of the 3,147 people who answered this question 2,991 (88%) felt that a bypass was needed, and 156 (5%) did not. 265 people gave no response.

Question 2b) – If “yes”, of the options shown on Page 8 of the brochure, which do you prefer?

Out of the total of 3,412 questionnaires, 3,296 people replied to this question (80 people selected more than one option). The responses to each coloured option are shown in the table. The table also shows a split of responses by ‘conventional’ i.e. those received directly to the Freepost address and ‘Other’ i.e. those sent in by a local business.

	Purple	Yellow	Black	Orange	Red	Cyan	Blank
Total (3,412)	10% (347)	2% (74)	84% (2,863)	1% (49)	1% (21)	1% (22)	3% (116)
Conventional (1,012)	33% (331)	7% (73)	50% (508)	5% (46)	2% (20)	2% (21)	8% (86)
Other (2,400)	1% (16)	0% (1)	98% (2,355)	0% (3)	0% (1)	0% (1)	1% (30)

Question 3 – Any comments you made during the initial consultation will have been taken into account. Please add any other comments you may have in relation to this supplementary consultation and the current options. Please provide reasons for your choice (continue on separate paper if necessary)

2,789 people answered this question, with wide-ranging comments received. These have been grouped into 30 categories as summarised in the Supplementary PC Report. The main themes of the comments were:

1. Better option or less impact.
2. Better option or less visual impact.
3. Saves local jobs.
4. Support for Black Option.
5. Against Purple option.
6. Support for Purple or Yellow Options.
7. For a bypass.
8. No need for a bypass.
9. Favours online measures.
10. Concern over environmental and visual impact including noise, air quality, ecology and proximity to Hendre School.
11. Is scheme financially viable.
12. Using existing roads is important.

Question 4 – Which exhibition venue did you attend?

69% of those who responded attended the exhibition in Caernarfon and 37% attended the Bontnewydd exhibition.

Question 5 – Seven general questions were asked as follows:

- a) Did you receive sufficient notification of the exhibition? – Yes (82%)
- b) Did the exhibition meet your expectations? – Yes (91%)
- c) Was the information displayed sufficient to answer any queries that you may have had? – Yes (86%)
- d) Did the venue suit you? – Yes (95%)
- e) Were the opening times sufficiently long? – Yes (94%)
- f) Were the staff sufficiently informed to answer your questions? – Yes (92%)
- g) Were you able to discuss the scheme in the language of your choice? – Yes (93%)

138 people provided written explanation as to why they had replied “no” to any of the above. Most indicated they were simply unable to attend the exhibition.

Question 6 – How did you hear about this exhibition?

2,671 people did not answer any part of this question, the 741 people who did (out of the 3,412 questionnaires received) gave responses as follows:

- a) Brochure through letter box – 291
- b) Local poster – 29
- c) Local radio – 33
- d) Newspaper advert – 170
- e) Brochure in local shop – 68
- f) Word of mouth – 324
- g) Other. Please specify – 4
- h) Other – of the 4 responses to question g) all stated that they had heard about the exhibition “online”.

Stakeholder and other Organisations Views

- 7.2 **Gwynedd Council** responded after the close of the consultation. Their response supports the Purple Option and welcomes the opportunity to ensure north-south traffic uses the bypass.
- 7.3 **Caernarfon Royal Town Council** welcomes a bypass and considers that four specific areas of concern need improving including; Eagles junction, Plas Brereton, a crossing near Morrisons Superstore and tourism signs.
- 7.4 **Waunfawr Community Council** supports the Black Option and opposes the Purple and Yellow Options. The council commented on retaining as much of the existing road as possible, the need to protect farming assets, local businesses and retaining local access where possible.

- 7.5 **Bontnewydd Community Council** reiterated its support for a bypass of Dinas, Llanwnda and Bontnewydd (and Caernarfon). The council states that whilst it is in favour of a bypass, the community is concerned regarding the damage that the alignment for the Bontnewydd bypass will cause. It also states that the visual impacts need to be mitigated as much as possible.
- 7.6 **Llanwnda Community Council** submitted two questionnaires and is in support of a bypass, more specifically the Purple Option.
- 7.7 **The Forum of Llanfaglan and Dinas** reaffirmed their previous 700 name petition against the Pink Option.
- 7.8 **Local AM Alun Ffred Jones** disclosed an interest by way of a relative who is affected by Black, Orange, Red and Cyan Options. He acknowledges that the Purple Option will have an impact on the Glan Gwna Holiday Park and adversely affect the "Caeathro" Garage.
- 7.9 **Hywel Williams MP** wrote on behalf of the owners of Gypsy Wood Park, Bontnewydd and asks how their interests would be safeguarded in the consultation process as the owners felt that the brochure text was misleading.
- 7.10 **Countryside Council for Wales** commented on the Stage 2 EIA report confirming their agreement with the ecological studies and surveys undertaken so far, together with scope of those identified for Stage 3. CCW concur with the assessment and ranking order for the Options in terms of ecological impact, but reiterated their concerns that cycling provisions should be included in the Options design.
- 7.11 **CPRW Anglesey** supports the Cyan and Orange Options as they both give close access to the Cibyn Industrial Estate and terminate at the Plas Menai roundabout. They also include some information on the provision of a third crossing of the Menai Strait.
- 7.12 **CPRW Caernarfon** expressed the view that a bypass was welcomed by most car users, but questioned its appropriateness financially, supporting smaller interim solutions. They support the route west of Bontnewydd (Pink Option), recognise the directness of Purple and Yellow Options and note that the Black Option would still lead to loss of land and landscape impact. In general they support the Purple Option.
- 7.13 **SUSTRANS** wish their views to be considered in the study and believe that a parallel walking and cycling route should be included in the preferred option design.
- 7.14 **Farmer's Union of Wales** wrote on behalf of a local landowner in opposition to the Orange, Black, Red and Cyan Options as the landowner's access between plots suffers disruption under all four options.
- 7.15 **National Farmer's Union** sent two letters, one in support of a local business at Kent Farm/Seiont Riverside who do not support a bypass. The Union expressed concerns about the potential impacts on business and the local economy and whether this had been addressed.

- 7.16 **Environment Agency** commented on the Stage 2 EIA report advising that hydraulic modelling, allowance for climate change, flood consequence assessment and sustainable drainage measures should all be addressed. Under biodiversity, they expect further protected species surveys and suitable crossing facilities at ditches, culverts and river crossings. Under water quality, a Water Framework Directive Assessment will be needed and the impact of construction/operation assessed, including a Site Waste Management Plan.
- 7.17 **Friends of the Earth** questioned the need for a bypass altogether and queried the outcome of the study in relation to the Welsh Government's sustainability documentation and policy making. They also questioned some of the TPO's.
- 7.18 **North Wales Wildlife Trust** is extremely concerned regarding the predicted level of impact on biodiversity caused by all of the options, does not support any option and considers promotion of a bypass is at odds with the Welsh Government's sustainability targets.
- 7.19 **Country Land and Business Association** seeks to ensure their members are kept informed and up to date regarding their rights to compensation costs and asks that consideration be given to access for landowners and residents.
- 7.20 **Taith** submitted two questionnaires and showed support for a bypass in general, specifically the Purple Option.
- 7.21 **Wynns and Movement Along Welsh Routes (MAWR)** supported the Purple Option as the most direct route avoiding steep gradients. They provided information regarding abnormal load movements and recent/forthcoming developments in the north-west area.

8 OUTCOMES

- 8.1 The public consultation was considered effective as it created a lot of public debate with over 1,500 people attending the exhibitions for the two Consultations, and a high level of returned questionnaires and written responses.
- 8.2 Following the exhibitions and during the supplementary consultation period, four suggestions for alternative routes to the east of Bontnewydd were received.

Actions Taken Following Concerns Raised During Public Consultation

- 8.3 We listened carefully to the views expressed and carried out some further work, described below:
- Grey Option
Following representations from the owners of the property known as "Morogoro" this route was reviewed and following appraisal was identified as being similar to an earlier Stage 1 WeITAG route (Green Route) which had been discarded.

- East of Bontnewydd Options 1, 2 and 3 (Maroon Options)
Following representations from the Forum of Llanfaglan and Dinas these routes were reviewed and following appraisal were identified as comprising similar component parts to the previously appraised White and Blue Options, both of which were discarded.

The primary reason for the rejection of the above four routes is the potential impacts that each route would have on the SSSI and SAC environmental designations to the east of Bontnewydd.

9 COMPARISON OF PURPLE AND BLACK OPTIONS

- 9.1 The framework under which all options were appraised was WelTAG, June 2008 (Welsh Transport Planning and Appraisal Guidance). The guidance is set up around the three pillars of Sustainability; Environment, Economy and Society. WelTAG also incorporates certain criterion in relation to technical and operational feasibility, stakeholder and public acceptability and other risks. The Transport Planning Objectives (TPO) derived using WelTAG are used to assess each option.
- 9.2 In using WelTAG, it is important to recognise that the 'value' of the scores is less significant than the relationship of the scores for one option compared to those of another. No weightings are added to the scoring for any of the criterion and all sections carry equal 'value' in the appraisal.
- 9.3 The technical appraisal of the options provided the following comparative scores:
- Purple Option 21.5
 - Yellow Option 20.5
 - Black Option 17.5
 - Red Option 17.5
 - Orange Option 17
 - Cyan Option 17
 - Brown Option 15.5
 - Brown Variant Option 14.5
 - Pink Option 8.5
 - White Option 6
 - Blue Option 6

The above shows that the Purple Option performs best against the criteria set. This means that based on the technical and environmental criteria being appraised, the Purple Option is the better option. However, when considering the results from the Public Consultation process, both the Purple and Black options emerge as the potential Preferred Route; the Purple being the preferred out of the initial consultation and the Black Option from the supplementary consultation

- 9.4 The main differentiating scores between these two options are under the WelTAG headings of:
- Local Air Quality;
 - Biodiversity;
 - Heritage;
 - Social Inclusion;
 - Cost;
 - TPOs, and;
 - Other Issues/considerations.
- 9.5 Local Air Quality – the Purple Option scores one significance level better due partly to the Black Option increasing traffic in Caethro, and increasing the interaction of more traffic with the rural communities alongside the existing unofficial bypass.
- 9.6 Biodiversity - the Black Option score is slightly worse by half a significance level due to the nature of the landscape affected.
- 9.7 Heritage - the Black Option score is slightly worse by half a significance level because it has moderate impact on three Schedule Ancient Monuments.
- 9.8 Social Inclusion - the Black Option score is worse by one significance level. Whilst it does have some benefit through the addition of a roundabout at Caethro this is negated by the small increase in traffic and interaction between local and through bypass traffic.
- 9.9 Cost – The Black Option would cost approximately £5m less than the Purple Option, although both have similar Benefit to Cost ratios of approximately 4, which indicates strong economic benefits for both Options.
- 9.10 Transport Planning Objectives (TPO) - The Purple and Black Option scores have the same significance levels for TPO's 1 to 4. For TPO 5, relating to improving network resilience, the Black Option scores worse because of the greater severance that occurs.
- 9.11 'Other Issues' – These aspects are not scored under the WelTAG appraisal but there are some key issues to consider as possible differentiating factors; as discussed below.
- 9.12 Both the Purple/Black Options would sever the minor road link between Bethel and Felinheli. This would be re-established by combining it with the farm occupation bridge.
- 9.13 The Black Option is longer by some 900 metres. The carriageway provision for both Options is Wide Single 2+1 with directional overtaking being provided at appropriate locations. The proportion of directional split is marginally better on the Purple Option.
- 9.14 There is a long structure on the Purple Option at Glan Gwna crossing, which would impact significantly upon the Glan Gwna Holiday Park. The Black Option would also impact upon the Holiday Park but to a lesser extent. The Black Option would impact on the Girl Guide Hostel (Felin Bach) establishment.

- 9.15 The Purple Option would reduce the amount of traffic passing the Gwalia Garage by approximately 58%. The Black Option would increase the amount of traffic by 153%. With the Purple Option there would be a slight to moderate negative impact on turnover through the loss of passing trade.
- 9.16 The Purple Option would reduce traffic within Caeathro, whereas the Black Option would marginally increase it.
- 9.17 Both options align with the aims of the Mon a Menai Action Plan. The Purple Option is the more strategic direct alignment for linking north-south and the A55 to the Llyn Peninsula, as it is shorter and has fewer junctions.

10 REASONS FOR SELECTING THE PREFERRED ROUTE

- 10.1 Of the 3,147 people who responded to question 2 of the supplementary Public Consultation (November 2010) questionnaire, 2,991 (88%) felt a bypass is needed. 156 people did not (5%) and 265 people gave no response. Of the Community Councils who responded, all believe a bypass is necessary, but opinion is divided between the Black Option and Purple Option. The local authority highways department (Gwynedd County Council) has shown their support for the Purple Option. The questionnaire responses (from the general public) showed more support for the Black Option.
- 10.2 Environmental and other interest groups including CPRW, Sustrans, NWWT, CLA, Farmers Union of Wales and the NFU do not support a bypass.
- 10.3 The Forum of Dinas, Llanwnda and Bontnewydd remain resolutely against the alignment to the west of Bontnewydd (common route known as Pink Option). Their 700 name petition against this route has been re-submitted. However, we have rejected alternative routes to the east of Bontnewydd on social, economic and environmental grounds, as there are significant negative impacts. The Pink Option has less environmental impacts on the Special Area of Conservation (SAC) and the Site of Special Scientific Interest (SSSI). It also has less impact on individual properties, small communities and businesses. The east of Bontnewydd options are 40% more expensive.
- 10.4 The WelTAG appraisal concluded the Purple Option performs best against the objectives and has less impact on local air quality, biodiversity, heritage and social inclusion. The Purple Option also provides a more strategic direct alignment with less impact on local traffic.

11 MINISTER FOR LOCAL GOVERNMENT & COMMUNITIES' DECISION

- 11.1 Having taken into account the technical, social, economic and environmental aspects of this scheme and the outcome of the public consultation, the Minister has decided to:
- Adopt the Purple Option Bypass Route together with online highway and traffic improvements (from the Do Minimum package of measures) as the Preferred Option to address the transport problems identified in the A487 Caernarfon to Bontnewydd study;

- Publish a TR111 Plan (Annex C) to protect the entire Purple Bypass Route for planning purposes.

11.2 The TR111 shows the Preferred Route as a broad black line. This is indicative only and may change slightly during the next stage of design.

12 PROTECTION OF THE PREFERRED ROUTE

12.1 By publishing a TR111 plan, we protect the route under the Town and Country Planning (General Development Procedure) Order 1995. This means that the Local Planning Authority will refer to the Welsh Government all future planning applications that are near the Preferred Route. You may inspect the TR111 plan at Gwynedd Council, Shire Hall, and at our Offices in Llandudno Junction, Conwy.

12.2 In certain circumstances, any owner having difficulty selling property on the line of the route may apply for blight. If any case meets set criteria, we will purchase the property.

12.3 The protection of a Preferred Route does not commit us to the line of that route. We are only committed once the Line Order is made, described in the next section.

13 WHAT HAPPENS NEXT

13.1 We will investigate further and design the scheme in more detail – known as Preliminary Design. In particular, we will be looking at the environmental and engineering issues in more detail, taking account of the comments made during consultation and looking at a junction strategy and options for side roads and accesses.

13.2 After Preliminary Design, we will publish draft Orders under the Highways Act 1980 and the Acquisition of Land Act 1981. The draft Orders comprise the powers to establish a line, modify the side roads, purchase land and put in place any other rights we need to deliver the scheme. There will be a period during which people who have an interest in, or might be affected by the proposals may object to the draft Orders and even suggest alternative proposals. If we cannot resolve these objections, and depending on the issues raised and the weight of objection, we may hold a Public Local Inquiry. An independent Inspector would hear and consider the evidence and make a recommendation for the Transport Minister to take into account when deciding whether to make the Orders.

13.3 The scheme is a “relevant project” under Regulation 48 (1) (a) of the Conservation (Natural Habitats etc) Regulations 1994 (SI 1994/No 2716) in relation to Article 6(3) of the EU Habitats Directive 92/43/EEC. This means that we will carry out an Environmental Impact Assessment and produce an Environmental Statement. We will publish this together with a statement to inform an Appropriate Assessment decision at the same time we publish draft Orders.

ANNEX A

INITIAL PUBLIC CONSULTATION BROCHURE AND QUESTIONNAIRE

ANNEX B

SUPPLEMENTARY PUBLIC CONSULTATION BROCHURE AND QUESTIONNAIRE

ANNEX C

PREFERRED ROUTE PLAN - TR111

ANNEX D

LOCAL HIGHWAY IMPROVEMENTS PLAN