

Meeting Minutes with Gwynedd Council - Road Maintenance

Date: 4th Feb 2022

Attendees: Gwynedd Council -
Adrian Williams Highways

POBL: Jane, Anwen, Lucy, Wynn, Chris, Helen



Transportation section split into two sections :

Dafydd Williams - Head of Service - Iwan works for Dafydd.

Lucy has been in communication with Dafydd - who has stated that they are still going for the bypass

Iwan (prys? Trefor? Jones) - Transportation Section in charge of: New signs, Road Markings, anything new they are responsible for., Road safety, Traffic Calming, Legality side of roads etc

Head of service - Stephan Jones (attendee reports into Stephan Jones)

Attendee AW - Role is to maintain whatever is there already on the roads & highways.

Anwen: Dafydd Williams is involved in Transport for Wales & Sionedd from Economy

POBL: Discussing Mocras Rd turning onto A496

Is there a legal requirement that a vehicle has to have a certain distance to be able to turn to go onto another highway?

GC/AW: It's the nature of the square in Llanbedr that unfortunately there is no legal requirement because of the classification of the road. It's an unclassified road that is coming onto an A road.

All roads have a classification depending on nature & usage. The A496 is a class 1 Rd, then class 2 road is the old rd in Harlech (B rd) then you have

class 3 rd's and unclassified. I'm not sure if Mocras rd is class 3 or an unclassified road.

Jane: If it is unclassified and the volume of traffic that goes down this road is upto 2000 cars a day in high season, would it be nonsensical for it to be an unclassified road?

GC/AW: The road is here, and maintained and we make use of it - there is a large campsite at the end which brings a lot of money into the area. With the bypass it would have helped as they were putting a slip off the bypass for Shell Island. They would still maintain Mocras Rd to ensure tourists could come into the village and support local businesses.

With regards to the junction of Mocras Rd & A496 it is what it is. We can't do much improvement here because we have buildings on one side and the bridge on the other.

POBL: So this Junction is unsafe and we have the Universal Human Right for Safety on Roads.

GC/AW: Our job is to maintain the roads & keep them as safe as possible & our aim in Gwynedd & throughout Wales as a whole is to reduce any accidents & look at safety issues. We have a target set - Iwan can tell you more on the targets, to reduce any collisions.

POBL : There seem to be cracks on the bridge, is it safe?

GC/AW: Dylan the GC structural engineer assessed the bridge in Nov/ Dec because we had a complaint come through & there was movement between the bridge & carriageway. Cracks / gaps have been filled now. Dylan is concerned that the bridge has been nudged - we all are, but there was nothing to be too concerned about at the time. Everytime a structural engineer passes the bridge they are monitoring it. They will be doing another investigation of the bridge in May 2022. There is a survey every 2 years.

We are monitoring the bridge very closely & it will be maintained however if we had to do a full maintenance on that bridge we would have to get a full road closure.

POBL: During High season alot on inexperienced tourists pull caravans/ motorhomes - if they have to reverse on the bridge, it could be nudged. Is there any way to stop this?

GC/AW: We have to be careful introducing anything on the bridge, as it narrows the bridge, and crash barriers etc may be seen as more dangerous due to the narrowing.

POBL: With regards to the pavement on the bridge can that be widened for wheelchairs etc?

GC/AW: The problem we have is that the bridge is narrow anyway. I didn't measure the footway but I'm guessing it's 60cm, for a wheelchair you need a minimum of 1m.

POBL: What is the legal requirement of a pavement

GC/AW: 1m - but we could be arguing that it isn't a pavement. It could be to protect the bridge. We would be struggling to widen it due to the narrowness of the bridge. We could put a 300mm on the other side of the bridge to protect the bridge but it again would narrow the bridge.

Traffic Lights:

POBL: Have you done a survey on traffic lights for the village?

GC/AW: I would imagine our consultancy section YGC have done a survey on all the networks for the proposed bypass.

With the lights you need a safe section for the vehicles to be waiting on the other side. If you put a 3 or 4 way light in Llanbedr you would have to do away with all the on street parking.

Dafydd Williams would liaise with YGC - who will have all this information. Dafydd Williams is leading on this with Transport for Wales.

Anwen: I asked for double yellows and the police refused to put them down, as cars parking on the road helps to reduce the speed in the village.

POBL: What would you do to solve the situation we have in Llanbedr?

GC/AW: With the infrastructure that we have in the village at the moment there's no easy answer to resolve all concerns in my belief. If you put double yellow lines through the village, you will still have the bridge as the bottleneck no matter what you do. You would also have to look at where all of the residents will park and I believe the nearest is down Mocras rd. To ask local residents to walk from that car park ½ mile in winter it's not great.

Other issues - taking away all the parking would also mean taking away all the natural traffic calming. Any parked vehicle reduces speeds, it's what we call natural traffic calming, so if you take those away you are also potentially increasing speeds.

POBL: If the council decided to put double yellows in the village, what is the process that they would go through?

GC/AW: An engineer would come out to do an assessment and look at where the parking would be moved to, because you may need double yellow lines on Mocras rd or further down.

You would then follow a legal process - write to statutory undertakers (emergency services, local councilor, community council etc) & give them 28 days to reply. Any objection has to be reviewed and see if any resolution can be made.

POBL: Outside the hairdressers in the village there is no pavement and therefore dangerous for people exiting, especially in high season when cars go on this area. Could we put up bollards

GC/AW ; That area is privately owned, so as a highway maintenance we can't maintain it although there is a bus stop on it. You can put signs on public land.

POBL: Is there anyway the roads can change or be expanded in the village as they haven't changed since the 1800's

GC/AW: The problem you have in Llanbedr is you have properties on both sides of the carriageway, the bridge which is a bottleneck and anywhere you would like to widen you have properties on both sides. So you'd be looking at knocking down the properties to widen the carriageway for what you would need to have free flowing two way traffic.

POBL: Mocras Rd - do you maintain this road?

GC: Yes we do upto the causeway.

POBL: With regards to the suggested solution of getting people to park in Barmouth or Porthmadog and catching a train to Shell Island, do you think it could be done?

GC/AW: It would have to be down to the individual. The main car park in Barmouth at the end of Jan was $\frac{3}{4}$ full. I don't think the capacity for extended car parks in Barmouth, in the middle of summer, is there at the moment. Maybe in Porthmadog I don't know.

POBL: If the airfield builds an access road, do you maintain it?

GC/AW: It depends they would have to go into an agreement with GC

POBL: Is there anything that we can put in place this year, form Gwynedd Council to help with the problems?

GC/AW: It's just the volume that comes in the summer. With the infrastructure that we have at the moment, in Llanbedr, it's difficult to go out and do any changes to improve what we have got at the moment.

POBL: The bat house was done for the bypass, does that mean the shovel is in the ground

GC/AW - Not necessarily - it depends what was agreed