



# LÔN LAS MÔN

A Multiuse Path



### **ANGLESEY CENTRAL RAILWAY - LEIN AMLWCH**

ANGLESEY CENTRAL RAILWAY IS A FORMER RAIL LINE THAT RUNS 18 MILES FROM GAERWEN TO AMLWCH, RUNNING THROUGH THE TOWNS AND VILLAGES OF LLANGEFNI, LLANGWYLLOG, LLANERCHYMEDD AND RHOSGOCH. THE RAILWAY ITSELF WAS BUILT IN THE 1860'S AND EVENTUALLY STOPPED CARRYING PASSENGERS IN THE MID 1960'S UNDER THE BEECHING CUTS WHICH SAW SMALL AND UNPROFITABLE RAILWAYS CLOSED.

ONLY FREIGHT CONTINUING UNTIL THE MID 1990S. SINCE THEN ITS LAIN DORMANT OR MOTHBALLED WAITING FOR A NEW GREENER USE.





#### WHAT IS A MULTI-USE PATH OR GREENWAY?

THE PROJECT LŌN LAS MŌN IS CAMPAIGN TO MAKE USE OF THE DISUSED OR MOTHBALLED FORMER ANGLESEY RAILWAY AS A MULTI-USE PATH OR GREENWAY, WHAT THIS MEANS IN PRACTICE IS A PATH WIDE ENOUGH FOR A WHOLE RANGE OF USERS TO MAKE USE OF, THIS CAN BE WALKERS, RUNNERS, LEISURE CYCLISTS (FAMILIES) AND HORSE RIDERS. EACH HAS A PATH OF THEIR OWN WITHIN THE WIDTH OF THE OLD RAILWAY, TARMAC FOR THE WALKERS, RUNNERS, CYCLISTS AND A SEPARATE HARDENED EARTH PATH FOR THE HORSE RIDERS.

“GREENWAYS ARE TRAFFIC-FREE ROUTES CONNECTING COMMUNITIES TO ALL KINDS OF DESTINATIONS FOR COMMUTING, EVERYDAY JOURNEYS OR LEISURE AND RECREATION”. QUOTED FROM NORTHERN IRELAND GREENWAYS PROJECT.



## ENVIRONMENT

WITH THE CURRENT FOCUS ON LOW CARBON TRAVEL OR DECARBONISED TRAVEL, REDUCING EMISSIONS AND OUR OVERALL CARBON FOOTPRINT. TRAVEL IN WALES IS CURRENTLY DOMINATED BY THE PRIVATE CAR. THE TRANSITION TO LOW CARBON VEHICLES AND MODAL SHIFT TO PUBLIC TRANSPORT AND ACTIVE TRAVEL, WILL HAVE SIGNIFICANT PUBLIC HEALTH BENEFITS IN TERMS OF REDUCING AIR POLLUTION. ACTIVE TRAVEL, SUCH AS WALKING AND CYCLING, ALSO PROVIDE OTHER SIGNIFICANT CO-BENEFITS.

THE CONVERSION OF THE FORMER RAIL LINE TO CREATE PATHWAY IS A GRAND RECYCLING PROJECT. ALL THE STEEL RAIL LINES ARE TAKEN UP AND RE-SMELTED TO BE RE-FORGED AS RAIL LINES FOR WORKING RAILWAY SYSTEM IN WALES AND ENGLAND, THE SLEEPERS ARE TAKEN UP, THOSE THAT ARE ROTTEN AND DECAYED CAN BE PULPED DOWN TO USE AS MULCH, THE REMAINING GOOD SLEEPERS CAN BE USED FOR BENCHES, SCULPTURES AND ARTWORK. THE BALLAST (STONE HARDCORE) IS LEVELLED AND RE-GRADED THEN A TARMAC PATH LAID OVER FOR THE RUNNERS, WALKERS AND CYCLISTS.

THE PATH RUNS THROUGH THE HEART OF ANGLESEY AND IS ALREADY A GREEN CORRIDOR CROSSING CLOSE TO GORS DRYGA, CEFNI RESERVOIR, CORS Y BOL & LLYN ALAW SSSI. THERE ARE MANY OPPORTUNITIES TO SEE WILDLIFE WHILE AWAY FROM MAIN ROADS AND TRAFFIC.



#### **TOURISM AND EVENTS**

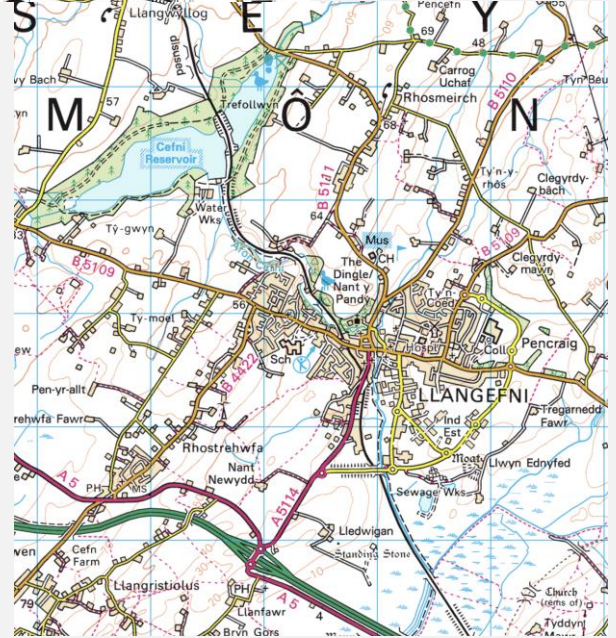
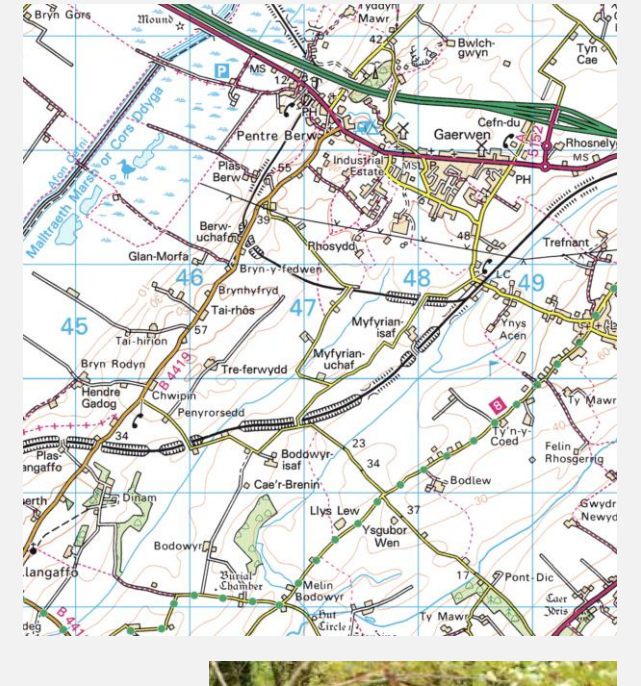
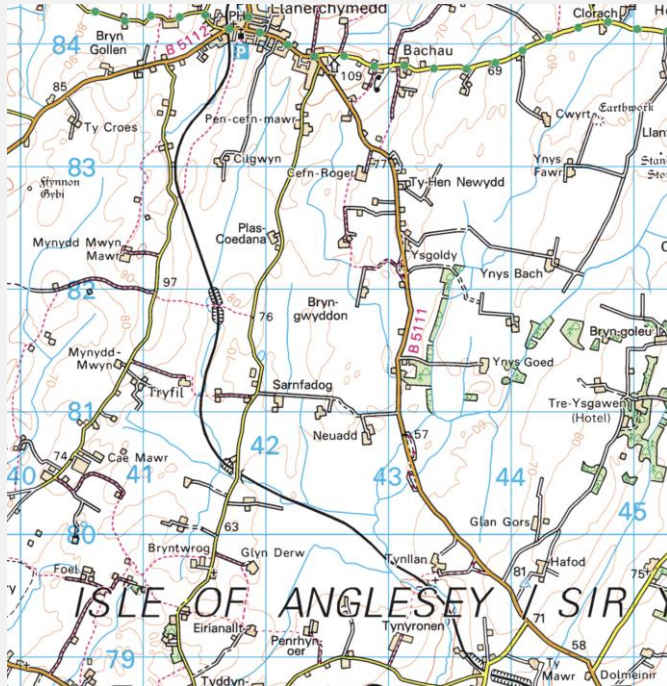
AS LÛN LAS MÛN WILL BE AN 18 MILE TRAFFIC FREE ROUTE (NO CARS) THERE IS FANTASTIC OPPORTUNITIES FOR EVENTS TO BE HELD ON THE ROUTE, GREENWAYS IN IRELAND ARE OFTEN USED FOR EVENTS SUCH AS HALF AND FULL MARATHONS WITH NO NEED TO CLOSE ROADS. KIDS OR BEGINNERS CYCLING EVENTS ON A SAFE TRAFFIC FREE ENVIRONMENT, LONG DISTANCE HIKES THROUGH THE HEART OF ANGLESEY. NATURE WALKS AND MANY MORE POSSIBILITIES.

THE PROJECT WOULD ALSO HAVE A KNOCK-ON ECONOMIC BENEFIT FOR THE TOURISM SECTOR ON ANGLESEY. THIS IS DEMONSTRATED BY THE CAMAL TRAIL IN CORNWALL, A DISUSED / ABANDONED RAILWAY OF A SIMILAR LENGTH TO LLM AT 17.3 MILES. IN 2015 THERE WERE 425K VISITORS TO THE TRAIL 185K FROM OUTSIDE OF THE AREAS. TRAIL USERS SPENT AROUND £6.7M AND GENERATED AROUND £13M OF BUSINESS TURNOVER. THERE ARE MANY OTHER TAILS AND GREENWAYS THAT LLM CAN ASPIRE TO: YSTWYTH TRAIL IN CEREDIGION, WATERFORD, CONNEMARA AND WILD ATLANTIC WAYS IN IRELAND.



#### **BRIDLEWAYS**

A WAY INTENDED FOR USE BY HORSE RIDERS (PRIMARY) AND PEDESTRIANS THEY MAY BE LEGALLY DESIGNATED AS RIGHTS OF WAY FOR PEDESTRIANS AND EQUESTRIANS (HORSES). DEPENDING ON THE COUNTRY, CYCLISTS MAY BE ALSO PERMITTED, THOUGH THE SURFACE MAY NOT BE SUITABLE. LON LAS MÓN WILL BE DEVELOPED AS A MULTIUSE PATH DO DIVIDED TO HAVE A HARDENED EARTH SECTION FOR THE HORSES, WITH RUBBER MAT COVERED BRIDGES (NOISE DEADENING) AND A TARMAC PATH FOR THE WALKERS, RUNNERS AND CYCLISTS. THE PATH RUNNING A FULL 18 MILES CROSSES THE PATH OF A FEW BRIDLEWAYS SO IT WILL GIVE RIDERS AGAIN A SAFE LONG "HAC" ROUTE ACROSS THE ISLAND.



**FOOTPATHS & PUBLIC RIGHTS OF WAY**

THE FOUR OS MAP EXTRACTS FROM AMLWCH TO GAERWEN SHOW A NUMBER OF FOOTPATHS AND PUBLIC RIGHTS OF WAY THAT LńN LAS MńM COMES INTO CONTACT WITH. IT PROVIDES AN OPPORTUNITY FOR A WALKING CONDUIT FROM NORTH TO SOUTH PICKING UP THESE PATHS AND CREATING THE POTENTIAL FOR MORE CIRCULAR WALKS. AS WITH LńN EIFION AND OTHERS IN GWYNEDD GREATER CONNECTIVITY LEADS TO GREATER USE.





## HEALTH & FITNESS

THIS CHART SHOWS THE PERCENTAGE OF RECEPTION AGE CHILDREN WHO ARE CLASSED AS BEING OBESE (2017-2018) IN WALES AND IN ENGLISH REGIONS. WALES HAS THE HIGHEST RATE OF OBESITY (12%) IN SCHOOLCHILDREN OF THIS AGE, A STATISTIC WHICH HAS BEEN DESCRIBED AS A "NATIONAL SCANDAL".

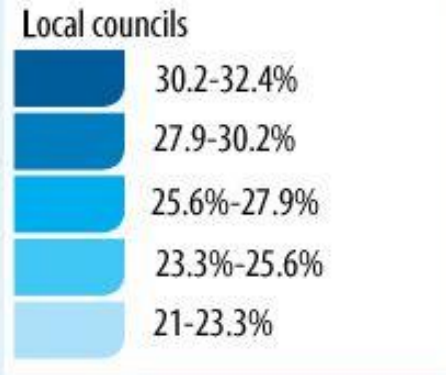
DEPRIVATION, LOW EXERCISE AND THE AVAILABILITY OF CHEAP CONVENIENCE FOOD HAVE ALL BEEN BLAMED FOR THE HIGH CHILDHOOD OBESITY LEVELS HERE IN WALES. LEVELS OF PHYSICAL ACTIVITY AMONG CHILDREN IN WALES ARE SOME OF THE LOWEST IN THE WORLD. IN RESPONSE TO THIS, THE WELSH ASSEMBLY GOVERNMENT HAS LAUNCHED AN OBESITY STRATEGY CALLED 'HEALTHY WEIGHT, HEALTHY WALES' IN A BID TO PREVENT THE NEXT GENERATION LIVING SHORTER LIVES THAN THEIR PARENTS.

HERE AT LŌN LAS MŌN WE BELIEVE THAT CONVERTING THE OLD AMLWCH LINE INTO A TRAFFIC FREE MULTIPURPOSE GREEN LANE WOULD MAKE A VALUABLE CONTRIBUTION TO TACKLING THIS "NATIONAL SCANDAL". LŌN LAS MŌN WOULD ALLOW CHILDREN ACROSS ANGLESEY TO HAVE A SAFE SPACE IN WHICH THEY CAN EXERCISE AND HELP TO MAINTAIN A HEALTHY WEIGHT.

"ALL ADULTS NEED TO PLAY THEIR PART IN CREATING AN ENVIRONMENT WITHIN COMMUNITIES THAT ENCOURAGES OUR CHILDREN TO PLAY AND BE PHYSICALLY ACTIVE."

THESE ARE NOT OUR WORDS, BUT THE WORDS OF PROFESSOR SALLY HOLLAND, THE CHILDREN'S COMMISSIONER FOR WALES

## Children who are overweight or obese, aged four and five



# Gogledd Môn / North Anglesey

## SCHOOLS ALONG LÔN LAS MÔN

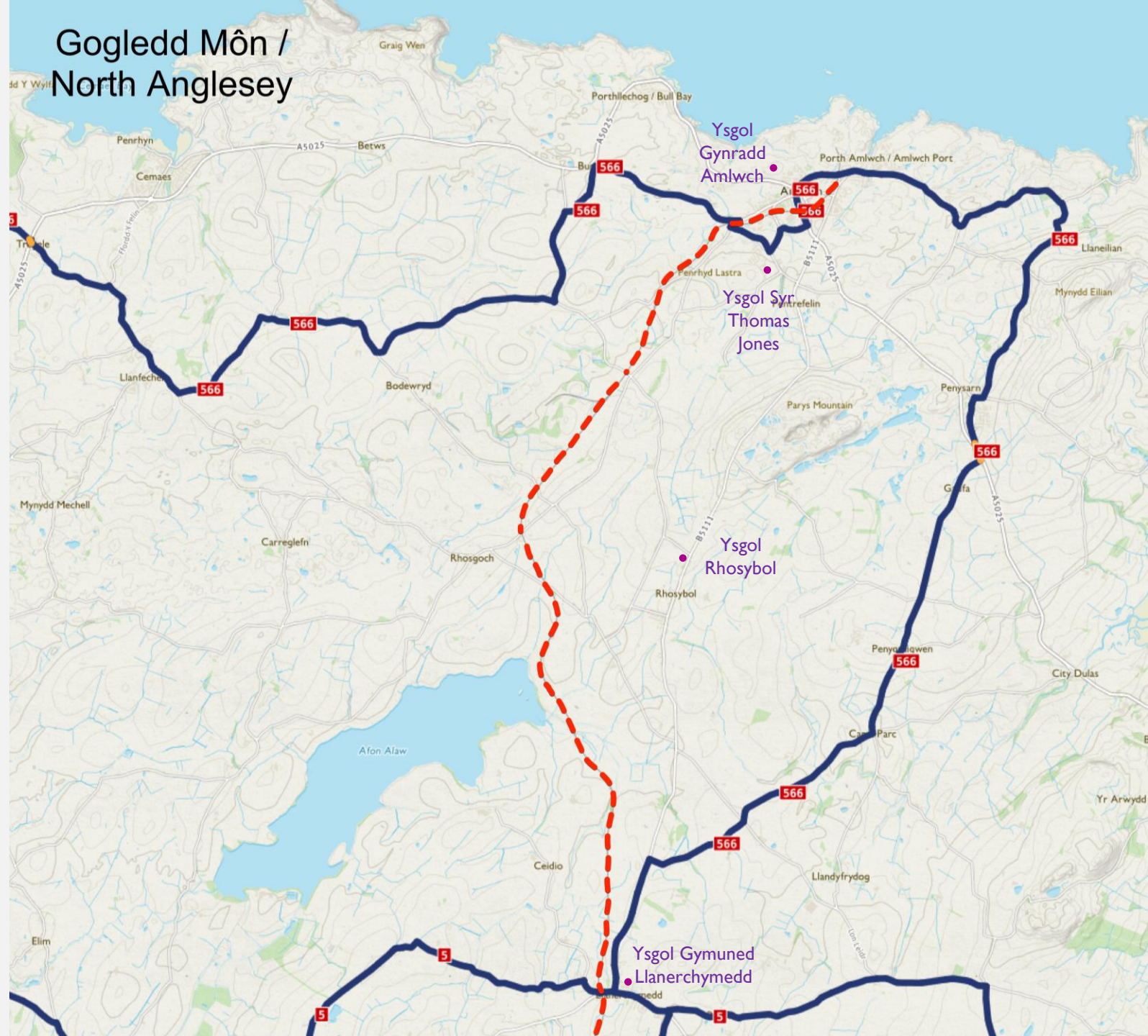
THE FOLLOWING MAPS SHOW THE NUMBER OF SCHOOLS ALONG THE PATH OF LÔN LAS MÔN

SUSTRANS' BIG SHIFT CYMRU IS A FREE TO ACCESS ONLINE CHALLENGE DESIGNED TO MOTIVATE THE SCHOOL COMMUNITY IN WALES TO TRAVEL MORE ACTIVELY.

THE CHALLENGE WILL SET YOU TARGETS BASED ON HOW PUPILS CURRENTLY TRAVEL TO SCHOOL. MAKE A SMALL STEP, BIG STRIDE OR GIANT LEAP TO INCREASING ACTIVE TRAVEL AND RECEIVE RECOGNITION FOR YOUR ACHIEVEMENTS.

[HTTP://CYM.BIGSHIFTCYMRU.SUSTRANS.ORG.UK](http://cym.bigshiftcymru.sustrans.org.uk)

YSGOL GYNRADD AMLWCH  
YSGOL SYR THOMAS JONES  
YSGOL GYNRADD RHOSYBOL  
YSGOL GYMUNED LLANERCHYMEDD  
YSGOL BODFFORDD  
YSGOL CORN HIR  
YSGOL GUFYN LLANGFNI  
YSGOL ESCEIFOG GAERWEN  
YSGOL PARC Y BONT, LLANDDANIAL  
FAB  
YSGOL GYNRADD LLANFAIPWLL  
YSGOL SANTES DWYNWEN,  
NEWBOROUGH



# Canolbarth Môn / Central Anglesey

## SCHOOLS ALONG LÔN LAS MÔN

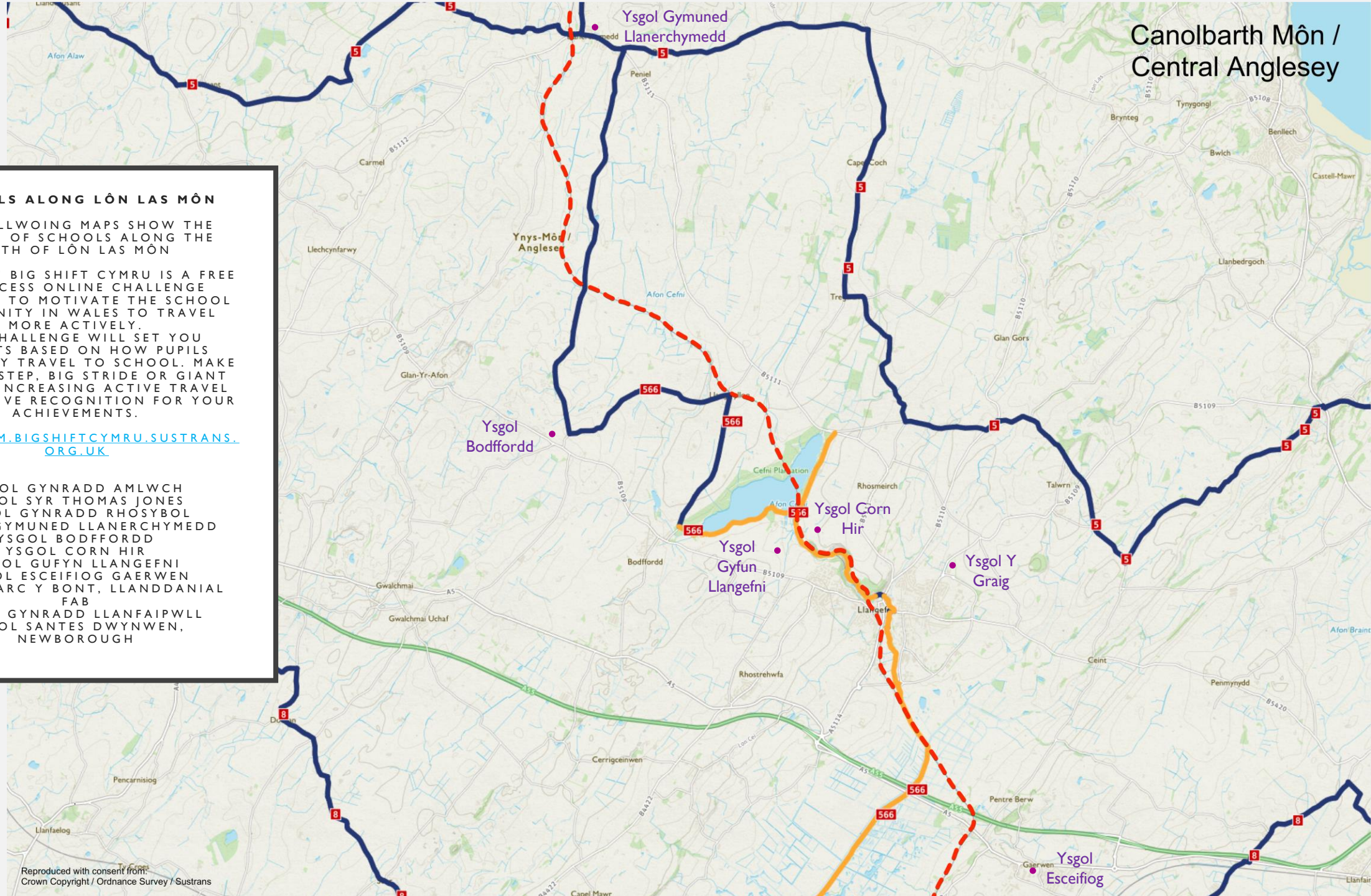
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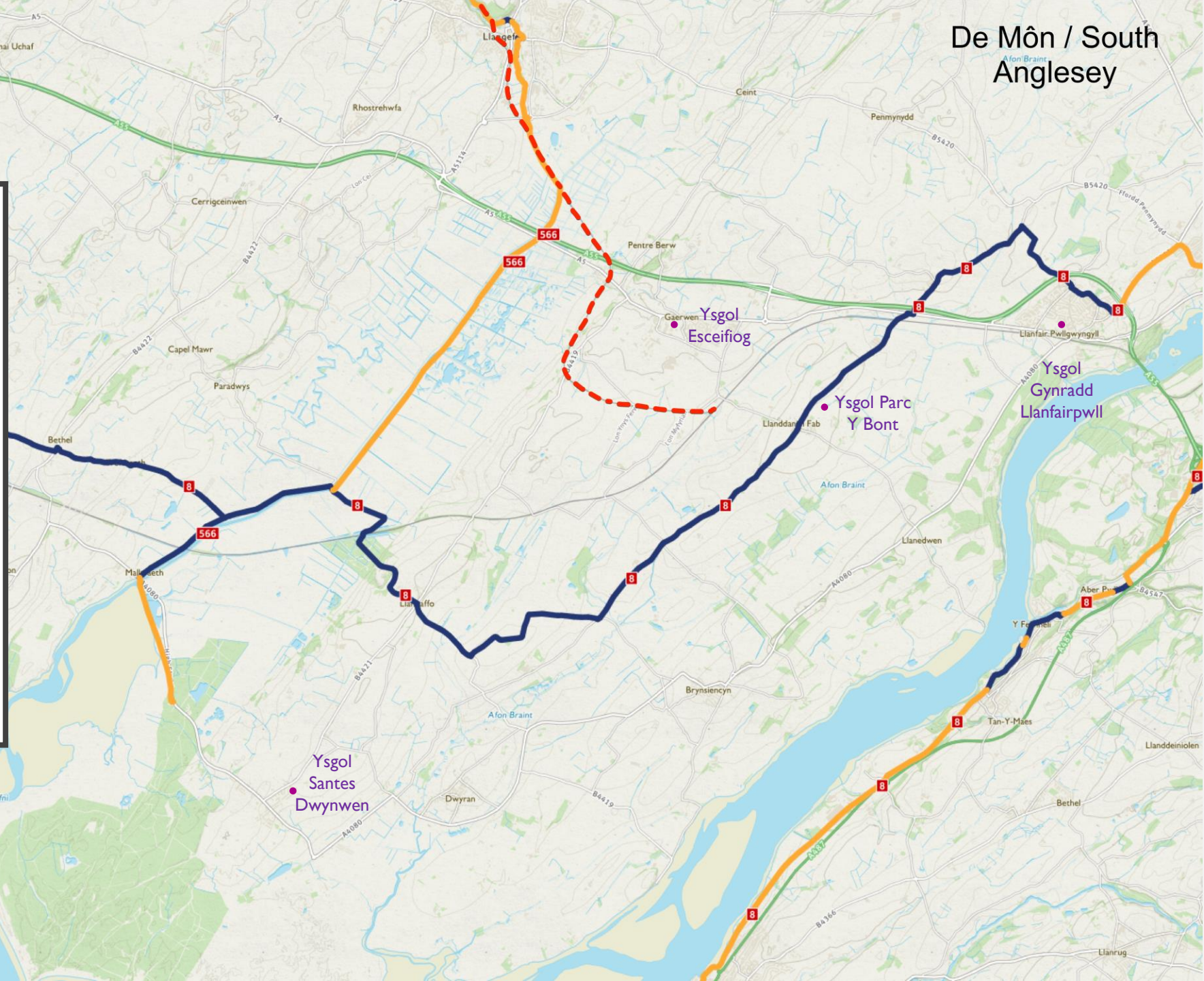
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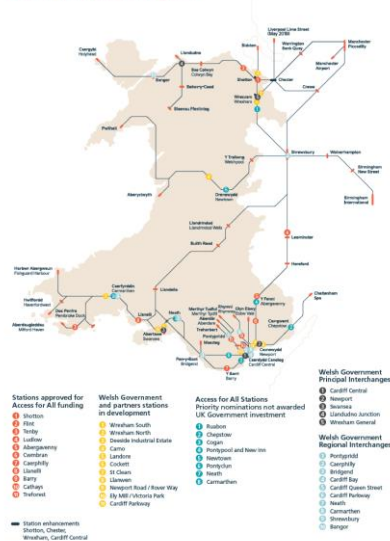
#### PROJECT COSTS & TIMESCALE

THE AIM OF THE PROJECT SUBJECT TO A LEASE OR ASSET TRANSFER FROM NETWORK RAIL TO LÔN LAS MÔN WOULD BE TO COMMENCE WORKS IN THE AUTUMN OF 2020, THE WORKS WOULD START IN AMLWCH AND OVER 5 YEARS AND 5 STAGES CULMINATE IN ITS FULL OPENING IN TIME FOR THE 2025 ISLAND GAMES BEING HELD ON ANGLESEY. THE PROJECT HAS RE-VISITED AND UPDATED THE FEASIBILITY AND COSTS FROM THE SUSTANS FEASIBILITY OF 2007/08 INCLUDING REPAIRS AND REPLACEMENT BRIDGES, FENCING ETC. TOTALLING £5.5M (COSTED OUT BY LLMS QS'S AND ENGINEERS) ALONG ITS LENGTH THERE WOULD BE A 2M WIDE TARMAC PATH FOR WALKERS, RUNNERS AND LEISURE RIDERS WITH A 1M WIDE HARDENED EARTH PATH FOR HORSE RIDERS. THIS IS SIMILAR TO OTHER MIXED-USE / GREENWAYS ELSEWHERE IN THE UK WHERE ABANDONED RAILWAYS HAVE BEEN RE-USED.

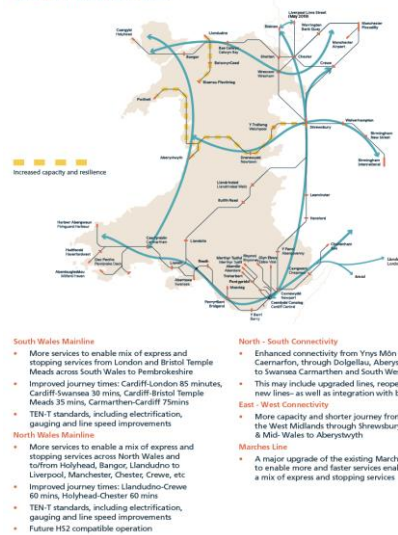
THE PHASES OF WORKS WOULD BE AS FOLLOWS:

- 1.AMLWCH TO RHOSGOCH (Y RING)
- 2.RHOSGOCH TO LLANERCHYMEDD (STEISION LLAN)
- 3.LLANERCHYMEDD TO CEFNI RESERVOIR
- 4.CEFNI TO PENTRE BERW (HOLLAND ARMS)
- 5.PENTE BERW TO GAERWEN WITH CONNECTION TO NATIONAL CYCLE ROUTE 8 IN LLANDDANIAL FAB

**Figure 2**  
Potential Station Development Programme



**Figure 4**  
Strategic Corridor Developments



**WHY NOT RETAIN IT AS A RAILWAY?**

WELSH GOVERNMENT PUBLICATION: A RAILWAY FOR WALES – MEETING THE NEEDS OF FUTURE GENERATIONS

[HTTPS://GOV.WALES/SITES/DEFAULT/FILES/PUBLICATIONS/2019-10/A-RAILWAY-FOR-WALES-THE-CASE-FOR-DEVOLUTION.PDF](https://gov.wales/sites/default/files/publications/2019-10/a-railway-for-wales-the-case-for-devolution.pdf)

TRANSPORT FIT FOR FUTURE GENERATIONS

[HTTPS://FUTUREGENERATIONS.WALES/WP-CONTENT/UPLOADS/2018/11/20180912-TRANSPORT-FIT-FOR-FUTURE-GENERATIONS-C-1.PDF](https://futuregenerations.wales/wp-content/uploads/2018/11/20180912-transport-fit-for-future-generations-c-1.pdf)

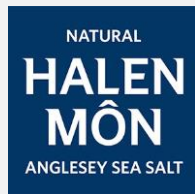
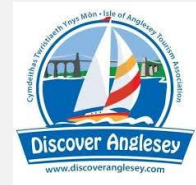
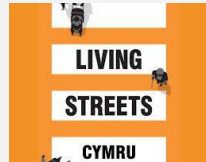
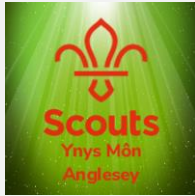
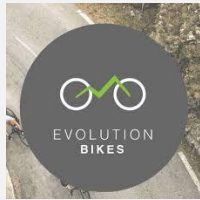
KEN SKATES AM - MINISTER FOR ECONOMY AND TRANSPORT "OUR VISION FOR FULL RAIL DEVOLUTION WILL ENABLE US TO DELIVER A TRANSFORMATIVE RAILWAY DEVELOPMENT PROGRAMME ACROSS WALES THAT MEETS THE NEEDS OF FUTURE GENERATIONS"

WE UNDERSTAND THE NEED IN THE LONG TERM TO PROVIDE DIFFERENT FORMS OF PUBLIC TRANSPORT AND PERHAPS COMMUTER OR TRAM-BASED SERVICES IN WALES. WE HAVE SEEN THE PLANS FOR STRATEGIC CORRIDOR DEVELOPMENTS WHICH PUT FORWARD ENHANCED CONNECTIVITY FROM YNYS MÔN TO BANGOR, CAERNARFON, ABERYSTWYTH AND HEADING SOUTH. BUT CAN WE HAVE A GOOD DOSE OF REALITY HERE; WYLFAB EVEN IF THE DCO GOES AHEAD ITS FAVOURED ROUTE FOR CONSTRUCTION TRAFFIC IS ROAD / SEA. THERE ARE NO MAJOR INDUSTRIAL OR LARGE EMPLOYERS ON THE NORTH OF THE ISLAND (REHAU CLOSURE)

[HTTPS://WWW.BBC.CO.UK/NEWS/UK-WALES-48035132](https://www.bbc.co.uk/news/uk-wales-48035132) THERE ARE NO STATIONS OR SIGNALING INFRASTRUCTURE AS ALL OF THE STATIONS ARE IN PRIVATE OWNERSHIP, LLANGFNÍ STATION HAS NOT BEEN SELECTED IN NORTH WALES FOR RE-OPENING UNDER A RECENT TRANSPORT REVIEW. THEREFORE, UNLESS THERE WAS SUDDENLY A MAJOR EMPLOYER ON THE ISLAND OR A VERY LARGE CENTRE PARCS TYPE DEVELOPMENT CAME TO A SIMILAR LOCATION THE NEED FOR RAIL OR TRAM TYPE SERVICES WOULD BE RATHER A POINTLESS EXERCISE, LET ALONE THE VAST CAPITAL COST TO RE-OPEN AND SERVICE THE LINE. AS FOR FREIGHT THE SAME LOGIC APPLIES WHAT IS THERE TO BE SERVED BY FREIGHT SERVICES, ASSOCIATED OCTEL WHICH WAS THE LAST USER OF THE LINE CIRCA. 1996 HAS BEEN CLOSED FOR OVER 20 YEARS AND IS BEING CURRENTLY DEMOLISHED.



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Diolch / Thank You



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