



“Next stop, St Clears”



**Supporting the bid to reopen the
railway station in St Clears**

**Public consultation exercise 2020
Final Report**



Next Stop St Clears



stclearstowncouncil.co.uk

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1. Purpose.

The purpose of the public engagement was to gather evidence of support for the reopening of the railway station in St Clears. To strengthen the case for a station in St Clears, evidence of public support for the development would be essential. The Welsh and UK Governments would inevitably want to see measurable support from the community to demonstrate a need for a local train service to improve current public transport provision.

In early 2020, St Clears Town Council set out to gather support from the town and surrounding communities who would also benefit from having a station in St Clears. The Town Council knows how important this matter is to local people and how much the community would welcome the opportunity to voice their support.

2. Background

St Clears is a busy town in west Carmarthenshire serving surrounding communities and visitors alike. St Clears has a large bilingual primary school, a sports centre, a boat club and an array of other shops and amenities. The town's position on the A40 makes it the gateway to Pembrokeshire and beyond, joining the A477 Tenby Road as well as the A4066 to Laugharne and Pendine. This, in addition to links to the north of the county, mean that St Clears is where key local routes converge.

Railway station campaign

The campaign to reopen the railway station dates back many years mainly led by a local campaign group until recently. The group were most effective in lobbying local members and the UK and Welsh Governments to give St Clears the consideration it deserved. This culminated in 2015 with a feasibility study being undertaken by Capita to look at the potential of the station being reinstated in the town.

Recent developments

More recently, the Town Council has taken the lead for the support of the railway station campaign. The first step was to engage with officers at Carmarthenshire County Council who have been a continued source of support and expertise. The meetings were useful to gather information about the work already completed, the progress made, and to establish a role for the Town Council as the lead on community engagement in this campaign.

Town Council action

In August 2019 it was announced that St Clears had made the Welsh Government shortlist of four locations that were still being considered for a new or reopened station. It was clear at this point that action needed to be taken to show the full support of the town and surrounding area for the station.

The first step was to engage with neighbouring town and community councils to get those communities on board with support for the bid. Two meetings

were held between October and December 2019 to agree a way forward and detail how each community could demonstrate their support. Work continued over the next six weeks to produce publicity materials for the public engagement exercise that would gather evidence to back the cause.

Public consultation

The engagement period launched on the 14th February 2020. A petition was live on the National Assembly for Wales website and hard copies were distributed around the various communities. A questionnaire was also launched the same day on St Clears Town Council's website; paper copies were made available in the communities to allow those unable to access the online version to make their voices heard. The publicity and public engagement culminated on the evening of the 12th of March in St Clears. A public meeting was held and over 100 people attended to show their support to the bid. The meeting was overwhelmingly positive, and it was clear that the community wanted a station. A transcript of the discussion on the evening is included in the appendices. Following the public meeting, the petition continued to gather signatures online and the questionnaire was still available on St Clears Town Council website. However, due to the Covid-19 outbreak and the initial social distancing measures imposed, followed by the lockdown period, work on the ground was suspended.

3. Engagement

(i) Online and Community Petition

A petition was hosted on Senedd Cymru / The Welsh Parliament's website, opening on the 14th February 2020. The petition closed online with 562 signatures supporting the bid. <https://petitions.senedd.wales/petitions/1721>

In addition to the online petition, key businesses in the communities were collecting signatures in paper format to gather support from those who could not access the online petition. The true number of signatures is unknown at the time of writing due to most of the businesses in question closing because of the Covid-19 outbreak. Some of the petitions have been collected but many are outstanding. To date we have collected 523 signatures on paper, excluding those that remain in the community.

(ii) Usage Analysis Questionnaire

207 questionnaires were completed online and in paper format and the support for the station was clear. The questionnaire collected key information to help understand who was likely to use the station and when/why/how they would use it.

The questionnaire responses would suggest that public transport is something that is currently being used occasionally and mainly for social reasons, .

However, it became clear from the comments included with the questionnaires that the current infrequent service, at very limited times of day, meant that most people were fully reliant on their cars out of necessity not choice. Those respondents who don't drive or have access to a car were keen to emphasise that a train service in St Clears would improve their quality of life, giving them easy access to many more places than is possible now.

Many respondents were keen to emphasise the potential environmental benefits of offering a train service in a community where currently the vast majority use their cars for every journey.

The full breakdown of the ten questions included in the questionnaire can be found in the appendix.

(iii) Social Media.

On the 14th February 2020, a Facebook page 'Next Stop St Clears' was created. The page was a way of engaging with the community, to signpost the work being done to gather support, but also a place to gather support and positive comments from the community.



The page was used to share information about the petition, questionnaire and the public meeting as well as generally raising awareness of the campaign within the community. Some posts reached numbers of a 1000 and 2000, proving the effectiveness of social media for raising awareness.

(iv) Press

Local interest in the campaign was shown by local newspapers and online news outlets. Some examples of the coverage are included below along with links to the full item where they still exist online.

Western Telegraph

3rd March

Next Stop St Clears campaign is on track for station re-opening

By Ruth Davies



0 comment

THE re-opening of St Clears railway station could be on track with the help of the community.

More and more people are coming on board for the Next Stop St Clears campaign, which is calling for the town to have its station restored.

St Clears' station closed in 1964, and efforts to have it re-opened have

Police Say To Carry This

TrySafePersonalAlarm.com

Police say everyone should carry this new safety device that protects against attackers.

<https://www.westerntelegraph.co.uk/news/18276329.next-stop-st-clears-campaign-track-station-re-opening/>

Wales News Online

Welsh Government support for new St Clears station 'not in doubt' says Eluned Morgan AM

Home > Newyddion - News > Welsh Cover



MARCH 9, 2020 EDITOR NEWYDDION - NEWS

LABOUR Assembly Member, Eluned Morgan has said it is for the UK Government to make a decision on whether a railway station will re-open in St. Clears.

<https://walesnewsonline.com/welsh-government-support-for-new-st-clears-station-not-in-doubt-says-eluned-morgan-am/>

BBC Cymru Fyw

Ymgyrch i ailagor gorsaf drenau yn codi stêm

Iola Wyn
Gohebydd BBC Cymru

🕒 13 Mawrth 2020

f 🗨️ 🐦 ✉️ 🔄 Rhannu



Daeth dros 100 o bobl i'r cyfarfod cyhoeddus

Daeth dros 100 o bobl i gyfarfod cyhoeddus yn Sanclêr, Sir Gaerfyrddin nos lau i drafod yr ymgyrch i geisio ailagor yr orsaf reilffordd yn y dref.

Wedi iddi wasanaethu am dros ganrif, caeodd yr orsaf dros hanner can mlynedd yn ôl - fel rhan o'r cynllun mawr i ailstrwythuro'r rheilffyrdd.

Mae bobl leol wedi bod yn ymgyrchu ers degawdau i'w hailagor.

<https://www.bbc.co.uk/cymrufyw/51861875>

- (v) Public meeting
The public meeting on the 12th March had coverage on S4C and BBC Radio Cymru with a live broadcast and interview on Newyddion (S4C).



Over 100 people attended the public meeting held at the local primary school to voice their support for the station. Where some queries arose regarding practical matters such as parking, traffic in the area, safety etc, the individuals raising the questions were still in support of a station for the town. The meeting was the last opportunity to directly engage with the community to get their support for the petition, respond to the questionnaire and write to their MP / AM.

(vi) Correspondence

During the public engagement period, members of the community were encouraged to write to their local MP/MS/Councillor to support the bid to reopen a train station in St Clears. Many people took time out to send an e-mail or a letter. Some examples of the correspondence received by Simon Hart MP are included in Appendix 3.

4. Response

The response from the community has surpassed expectations even though the Town Council knew it was a matter close to the heart of many people. Over a 100 people came to the public meeting on the 12th March to voice their support. Over a 1000 people have signed the petition, with more signatures still in the community awaiting collection.

207 people completed the questionnaire to let us know how they would use the station. The messages from the public have been consistently positive. Even when concerns have been raised about issues such as parking, those individuals were still supportive of having a station in the town.

(a) Petition



The petition was launched on the 14th February 2020 on the Senedd’s website and paper copies within the town and surrounding communities. At the time of closing, 562 signatures had been collected online and 523 signatures had been retrieved in paper copy, taking the total to 1085. Many paper copies are still in the community and irretrievable at this time due to the Covid-19 lockdown. The true number of signatures collected is therefore higher than reflected in this report.

(b) Questionnaire data.

Some interesting figures were obtained from the analysis of the questionnaires. Percentages showing current use of public transport, and potential use of public transport if the railway station open can be seen below:

Current use of public transport	Frequency	Potential use if station opened
34%	Several times a month	62%
27%	Seldom	5.5%
12%	Never	0.5%

The figures also demonstrate that at the present time public transport is also used in the main for social reasons, rather than commuting to a place of work:

2. For what purpose do you use public transport?	
Work	29
Social	119
Shopping	65
Medical, Legal, etc.	32
Combination of all	44

The additional comments offered in the questionnaires made it clear that public transport was not an option for work due to an extremely limited bus timetable that only operated over limited hours. The general themes of the additional comments were as follows:

- Economic growth of the area

- Potential environmental gains
- Better connection to the public transport network
- The need for parking at the station
- The growth of population in the St Clears area in recent years
- Benefit to those who do not drive or own a car
- Safer travel
- Tourism

Most responses came from those living relatively close to the potential site of the station with 149 of 202 respondents living within 4 miles of the potential site of the station. 103 of these, or 51%, live within 2 miles of the old station site.

106 respondents noted that they would reach the station by car, with 86 confirming that they would need parking. 83 people noted they would arrive on foot.

In terms of possible destinations, respondents noted varying locations including 21% indicating that they would travel to Bristol and beyond in the east. 28% noted they would travel to Fishguard or Pembroke Dock in the west, potentially accessing the ferry service to Ireland in each of those locations.

The potential for onward travel and improving links across the UK and Ireland is significant. At present the need to catch a bus, get a lift or leave your car 10 miles away at the nearest station presents a barrier to people that stops them from using the train. 72% of responses recorded that they currently travel to the destinations noted by car, demonstrating the very heavy reliance on the car in St Clears and surrounding communities.

More data relating to the questionnaire responses can be found in Appendix 1.

5. Conclusion

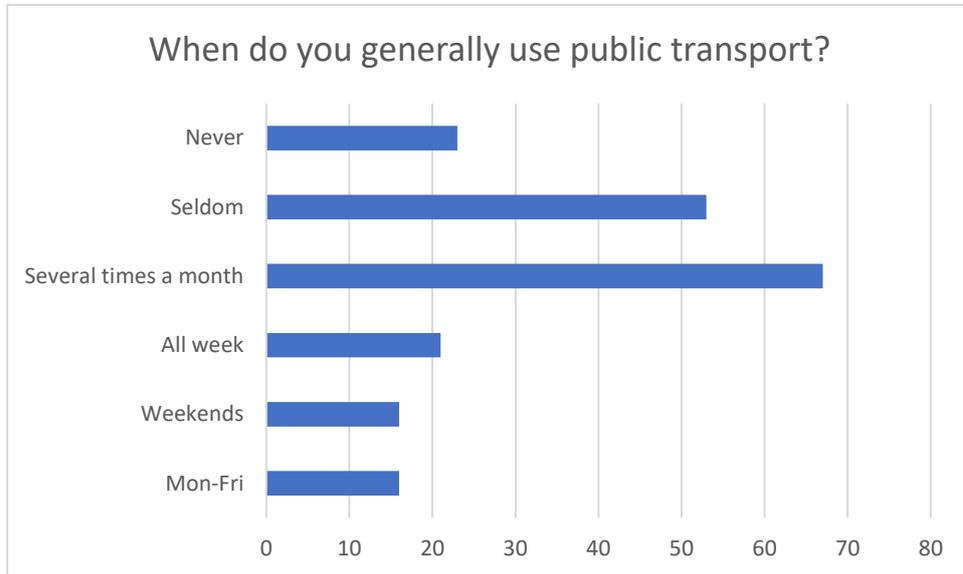
The clear support for the station from the communities who could potentially benefit from it, was evident throughout the public engagement. From conversations and written submissions such as questionnaires or letters, to media interviews and social media posts, it was obvious that the opening of a station in St Clears was something that people felt passionately about.

The communities in this area would welcome the boost that would come with a station. It would improve not only how they can connect to the rest of the country but how the rest of the country can connect with them.

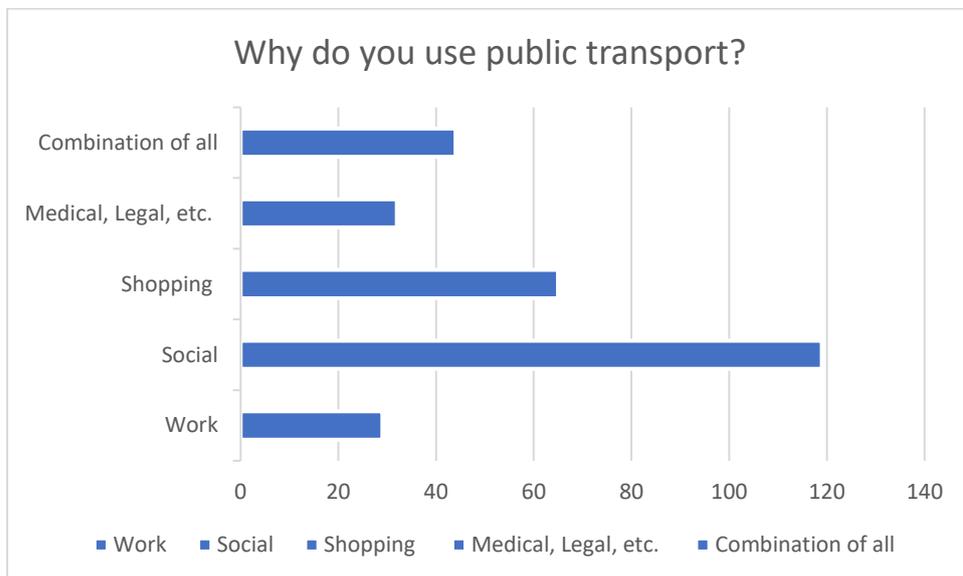
It is acknowledged by the Town Council and the community that there are some issues that need to be resolved such as the station location and parking facilities for the station. However, none of these matters are anticipated as insurmountable. St Clears needs and wants a railway station.

Summary of responses to the questionnaire

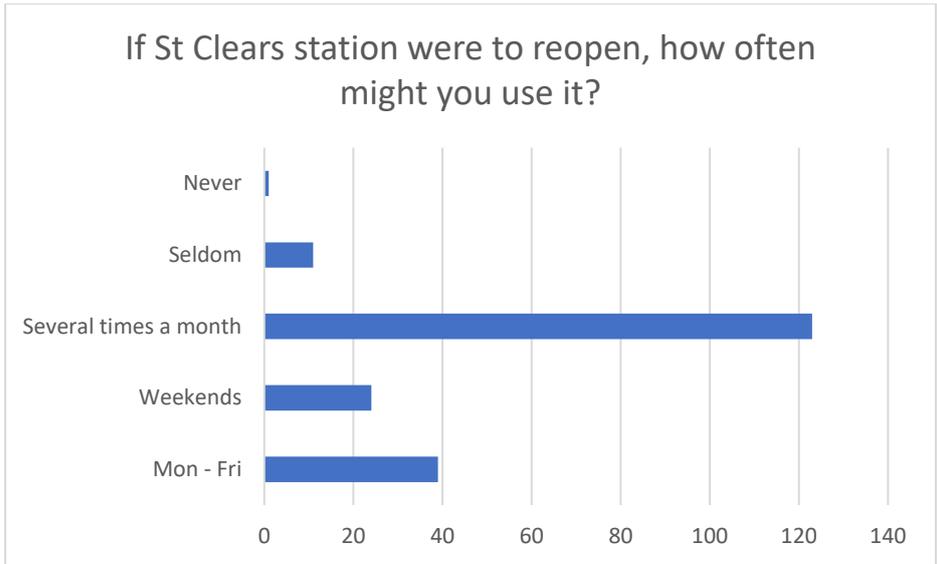
Question 1



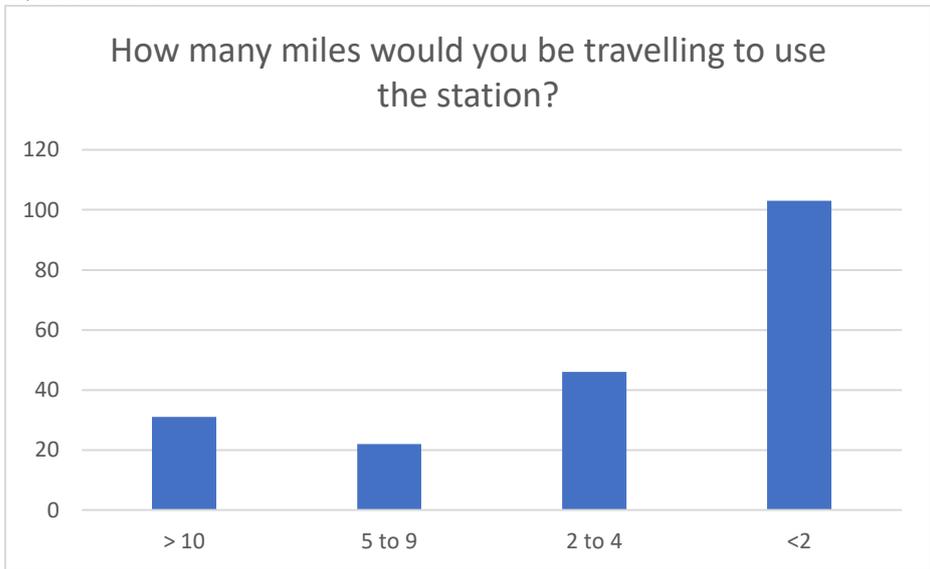
Question 2



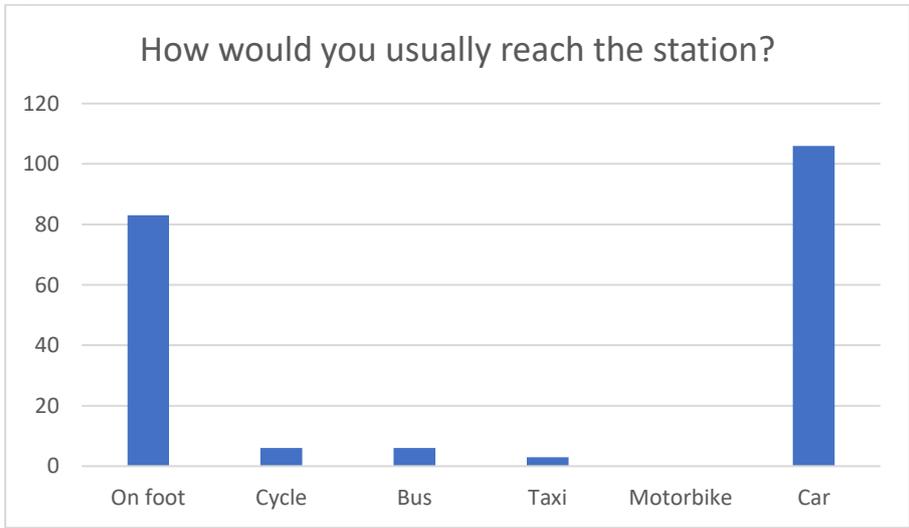
Question 3



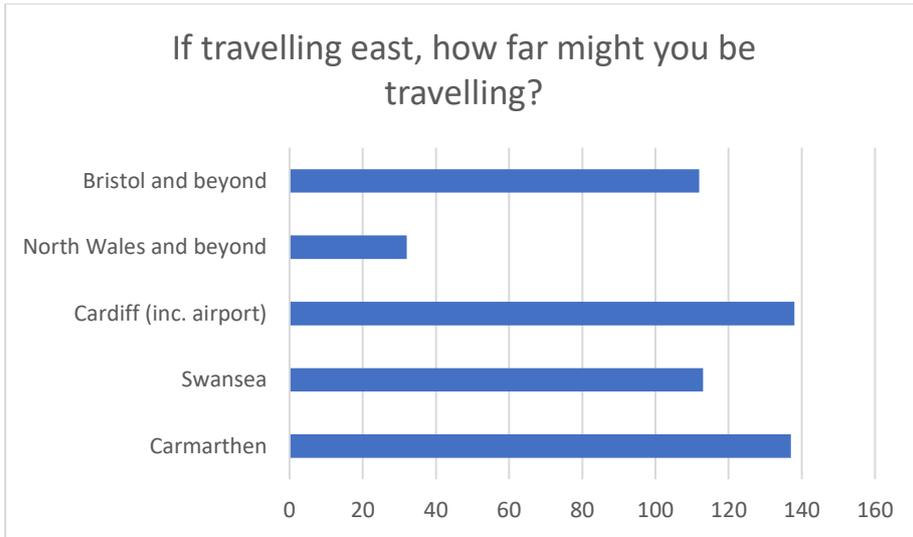
Question 4



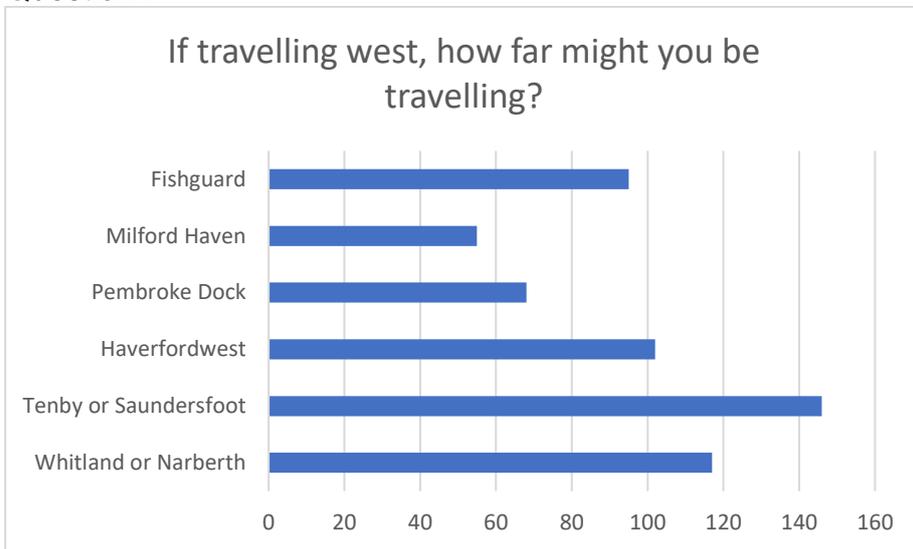
Question 5



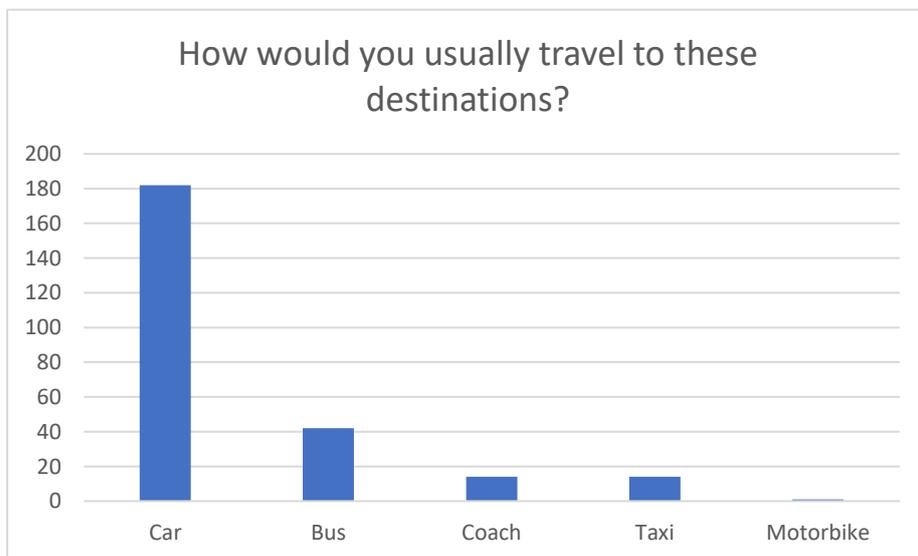
Question 6



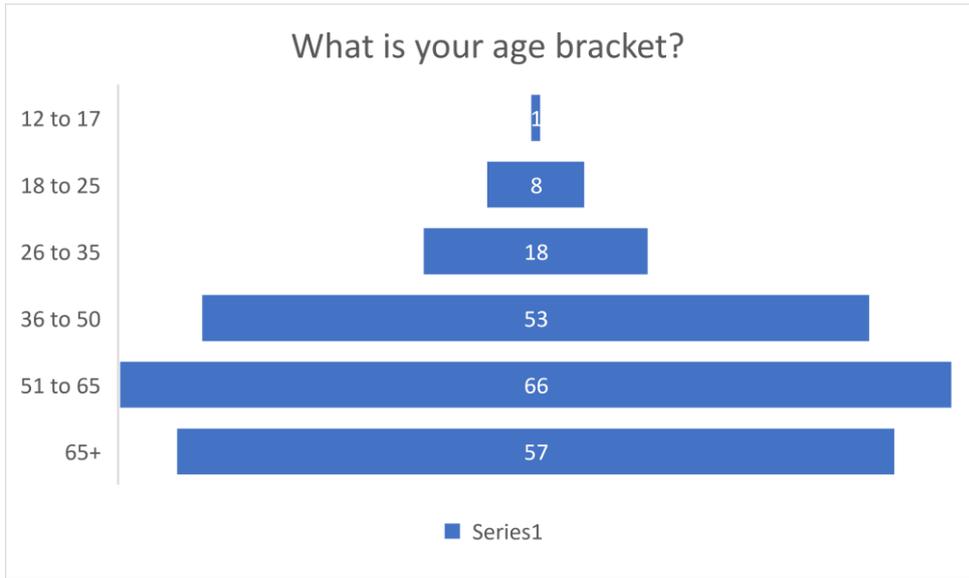
Question 7



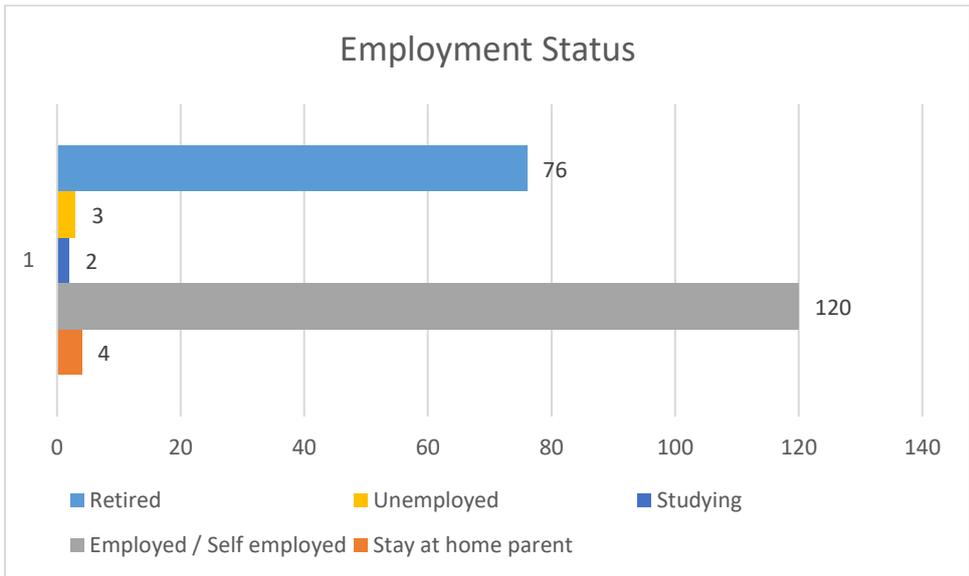
Question 8



Question 9



Question 10



Closing figures for the online petition

Browser tabs: "Next Stop St Clears" Support the... X +

Address bar: petitions.senedd.wales/petitions/1721

Header: Senedd Cymru Welsh Parliament Petitions CYMRAEG

Section: Closed petition

"Next Stop St Clears" Support the bid for a railway station in St Clears

We the undersigned call on the National Assembly for Wales to urge the Welsh Government to recommend St Clears to Network Rail as a location for a new railway station in Wales. St Clears and the surrounding communities will benefit greatly from reopening the railway station, closing the gap in the West Wales line and enabling more people to use the train. We believe a station in St Clears would bring many benefits including social inclusion, reducing carbon footprint and increased tourism in the area.

This petition is now under consideration by the Petitions Committee
Petitions that collect more than 50 signatures are discussed by the Petitions Committee
[Find out about the Petitions Committee's discussion of this petition](#)

562 signatures

Progress bar: 562 / 5,000

Taskbar: Type here to search, ENG, 14:07, 07/05/2020

A SAMPLE OF CORRESPONDENCE RECEIVED BY SIMON HART MP, SECRETARY OF STATE FOR WALES AND MP FOR CARMARTHEN WEST AND SOUTH PEMBROKESHIRE

CORRESPONDENCE 1

It was great to receive your letter regarding the momentum to get a Railway Station at St Clears.

Not only would this be excellent from a personal perspective by providing easier access to Carmarthen and Cardiff etc, but it would also support our business,

Having a railway station at St Clears would also ease the traffic congestion, especially in Carmarthen, as people battle to get to the M4. It would also bring a new lease of life for those who don't drive or people wanting an evening out in Carmarthen, because bus services are too infrequent and indirect.

Finally, I'm aware of people in the locality which commute on a daily basis to Cardiff to work, a journey which is getting worse year on year with increasing traffic. Furthermore, the introduction of a railway station would help commuters and provide further opportunity for people to move out of the cities to enjoy country living. Not only would this improve their quality of life, but would simultaneously reducing inner city housing issue and boost the money in circulation in a more rural area.

A railway station in St Clears is a MUST. It's benefits will be of great value to local people, businesses and the economy.

CORRESPONDENCE 2

I am a newcomer to the area, having moved here from Sussex in 2017, and I am appalled at the lack of transport infrastructure. It is impossible to exist here without a car and the traffic situation between St Clears and Carmarthen on the main road bears testament to that.

The bus service is pitiful which means that anybody wishing to travel out of St Clears for work purposes is obliged to take a car. The possibility of taking a train will open up the job market as workers will be able reasonably to travel to Swansea. At present the last bus back to St Clears leaves at 17h50 which is 10 mins prior to the arrival of the Swansea train which comes into Carmarthen at 18h00. How ridiculous is that?

Sadly, there is not a lot to entice people to come to St Clears - I think it's too late for a regeneration - but this is a step in the right direction. What an underused facility the Leisure centre is!

Personally, I cannot see why the re-opening of the station is such a huge issue; I would have thought the obvious plan would be to make it a request stop but I think it will be used more than currently anticipated.

CORRESPONDENCE 3

When the station was closed back in the 1960's life was a lot different to how it is today. Back then it was mostly the men of the household who went out to work and the women stayed at home. Many people were fortunate enough to work within the local community and were able to walk/cycle to work, plus there was an hourly bus service to Carmarthen which started very early in the morning and finished late at night.

The town of St Clears has expanded considerably over the last few years but there are only a limited number of jobs that enable you to either walk/cycle to work or take short car journeys. These days both parents tend to go out to work which obviously adds to the carbon footprint and the majority of us have to commute further afield.

I previously worked for HMRC and, when they closed the Carmarthen office I was given the chance to commute to Swansea. Had the station in St Clears been open I would have travelled by train but didn't relish the drive to Swansea each day & the stress of traffic jams etc. As it is, I now work in Carmarthen and have three different shift patterns. One starts at 7 a.m. and finishes at 2 p.m., another is 9 a.m. to 6 p.m., and the last is a 1 p.m. start and a 6 p.m. finish. The first bus that I can get in the morning is at 7.50 a.m. and the last bus to St Clears leaves Carmarthen at 5.50 p.m. so I have to drive to work as there is no other option. Luckily I am able to drive but some people who do not have a driving licence or cannot afford to run a car are restricted in the work that they can do. I have to travel over the railway crossing to work and I am often held up as the train passes through.

Another reason where the train would be of use is when the weather is bad. Due to where I live I use the Meidrim bus service and, when the weather is not good it doesn't run. I then have to walk 30 mins to catch the Pendine bus as that has more chance of running. Unless the weather is extremely bad trains tend to run when buses don't so I would be able to get to work.

As the bus service finishes so early in the evening this also has an impact on people's social lives. If we go on a night out, be it in Carmarthen or further afield, someone has to drive whereas, if the train stopped in St Clears we could catch that.

Also, if we want to go on holiday, or a day out, having a train that we could catch would be so handy as we could leave our cars at home. To travel by train we currently have to drive to Carmarthen or Whitland and leave our cars there (at a charge in Carmarthen) which adds to the expense and doesn't make it viable.

With the ever increasing traffic on our roads I know of a lot of people who are not happy to drive outside their comfort zone and this restricts where they are able to travel to. I feel that the train would give them the chance to travel to Swansea or Cardiff for example without the need to change buses.

When I do travel by train I notice that a lot of them stop at much smaller places than St Clears. As so many pass through the town in a day it must surely be of some benefit to the train companies and to the public to give them that added choice of travel.

I hope that, with your help, we can finally get the return of this train service which I'm sure would benefit the whole community.

CORRESPONDENCE 4

Thank you for your recent correspondence with the latest update of the re-opening of a Station at St Clears.

I regularly travel by train as I can no longer drive due to a serious eye condition.

Each week my husband drives me to Carmarthen Station to catch the 7.30am train in order that I can travel to Caerphilly

to babysit my grand daughter.

He then has to make the journey again to pick me up the following night.

We are both pensioners and as the buses to Carmarthen are limited I really worry about being stranded should the unthinkable happen and he is not here to take me.

We also use Whitland Station and it's really galling that the train goes through St Clears on its way East.

CORRESPONDENCE 5

The thought of St Clears station re-opening is very exciting. Having lived in rural Wales for most of my life it has always amused me when people encourage others to use public transport as opposed to the car - I would love to!!

Having a station in St Clears would mean that I could catch a train into work in Carmarthen and leave my car at home, it could even mean that we could sell one of our cars and just have the one.

My grandsons, who also live in St Clears, love the trains. I often take them to Whitland just to see the trains or to take them for a train ride into Carmarthen but have to drive to the station first - just imagine what fun we could have if we could just walk around the corner to the station.

It would also make my husband very happy as a night out in Carmarthen or even further afield could end with a train journey home rather than having to take the car. There are endless possibilities!

Bring back St Clears Station!!

Next Stop, St Clears! Public Meeting on March 12th 2020 at Ysgol Griffith Jones

Summary of Discussions

The meeting opened with introductions from the Mayor and County Councillor, who were both encouraged to see such a good turnout. There then followed some historical information from PH with references to the former FM Carwyn Jones, Professor Cole and rail network representatives. At one stage, one of the residents, a Lloyd Rees, lobbied council and organised a petition which ran to thousands. Lloyd was just 15 years old at the time.

The meeting was then handed over to Simon from CCC who also cited his thanks for the turnout, saying community support was critical to funding from both WG and the UK government. An internal assessment of St Clears shows it to be a strategic point on the travel highway (though Beeching disregarded the 'rural benefits' prior to the old station being closed). The council had funding to undertake a feasibility study (Nov 15) which showed the economic case to be very positive; WG were also positive about the report but wanted more work.

With South (West?) Wales Integrated Transport Consortium (SWITCH) developing the regional network, St Clears became a priority with their regional strategy....Keolis/TfW then provided an opportunity to reopen discussions. WG has a long list of station for further exploration and St Clears is down to the last four (the others are Deeside, Carno and Ely in Cardiff) which will be submitted to the UK government.

As recently as last Friday there were discussions to update the 2015 study ready to be submitted within **three months**. WG need community support alongside 'added value' e.g. a community hub incorporated into the rail facility. Costs are anticipated to be £1-3M with the ROI in the business case of key significance. If successful, the delivery time would be 3-5 years.

The floor was then opened up for questions mainly answered by Simon and Phillip:

- What is a community hub?
 - Something that benefits the community such as a meeting space.
- Would that encourage children to play in the vicinity?
 - The industry is very safety conscious so safeguarding is important and issues such as these would be given much consideration.
- Are there any plans as to the location?
 - The concept has been tested but location will be governed by the position of the line and subject to a GRIP (rail industry assessment). It has, however, been flagged as part of the LDP.
- Whitland station works due to having access to a car park (a nearby non-station car park was mentioned). Where would that facility be in St Clears – which side of the road/bridge?
 - Parking is part of the LDP to accommodate the platform which was accessible from both sides previously – the hope would be to emulate that.
 - Responsibility for major considerations such as this and land negotiations, etc. would lie with WG and Network Rail. We can influence but the final decision would not be ours.
- Would there be integration with local bus services?

- Buses/cycling/walking, etc. should all be joined up as part of the south west regional bid/Metro under Active Travel, a fully integrated travel solution. As an authority CCC has limited power over commercial operators but does have more influence with subsidised services.
- Could all four stations get funding?
 - The c£20m pot is finite but a letter will be sent to Ken Skates, Minister for Transport.
- What about a request stop like Kidwelly?
 - Service arrangements would need to be confirmed but the capital element comes first. Demand will dictate what the stopping arrangements are so if that is high the stops will be timetabled.
- And how is that demand determined?
 - The rail industry statistics included the report give an indicative forecast of passenger numbers e.g. Ferryside used to be a stopping station but is now more of a request destination.
- Of the shortlist of 4, is only 1 to 'pass'?
 - There is no limit so it could be all four but each location must meet GRIP stage 3 requirements.
- What can we do to help?
 - Complete the questionnaires, sign the petition, spread the word, etc. The more community support the better, alongside support from AMs/MPs, so canvass these as well.
- Simon Hart is actively involved – can we all write to him?
 - Yes and to WG.
- Can we use the proposed hospital as leverage?
 - The hospital location is unknown but a station in St Clears would be a bonus.
- Observation – the increase in housing in St Clears has also increased commuter levels.
- Observation – there are/will be medical units in St Clears, Whitland and Haverfordwest, the hospital may be further west.
- Who makes a decision on the petition?
 - Rail infrastructure is not devolved so the decision will be made by the UK government.
- Has the development in Pendine been taken into consideration? An increase in public transport would be better than lots more cars.
 - Transport for Wales will be updating the 2015 study and one of the drivers will be local building/development activity in the area.
- There is the potential to support tourism in the area – are other tourist bodies supportive?
 - The benefits would be positive so it would be useful to reach out to them as well.
- Was there any research and assessment into the benefits seen in Goodwick & Fishguard?

- Capita spoke to North Pembrokeshire Transport – anecdotal evidence is useful so worth speaking to them.
- How did Bow get a station?
- Are WG given full support to bid?
 - Yes, it's now down to UK government. There is a new budget of £30m for 12 stations but not sure of the split.
- What about the ecological side?
 - Carbon reduction was considered but not in depth. Next stage will see more thorough research into this area.
- Station Road is already difficult with the school drop-offs, delivery vehicles (to Coop, Taf, etc.). I'm supportive of the bid but the location is the worse place to build!
 - We are aware there are pinch points around Station Road but other areas may not be practical.
- This means the crossing barriers will be down for longer – there are already queues down towards town.
 - It's a valid point but we have to work with what we have.
- Is there a time limit gather support?
 - Act quickly!
- Is it worth sharing and working with community/support groups?
 - Yes!
- How can we publicise this online?
 - The more 'chatter' the better and keep using the hashtag #nextstopstclears

Thanks and close.

Facebook posts and comments

Most Relevant ▾

 Comment as Next Stop St Clears_Stop Nesaf Sa...    
Press Enter to post.

 **Alistair Cameron** Very well attended meeting with lots of positive reasons to support reopening St Clears Station. We must all now get behind the campaign, sign the petition, fill in the online survey and write to the MP, AMs, Welsh Govt, UK Govt etc.  1
Like · Reply · Message · 7w

 **Heather Jenkins** Sorry could not make it but fully support what your trying to do.  1
Like · Reply · Message · 7w

 **Author**
Next Stop St Clears_Stop Nesaf Sancler Heather Jenkins thank you.
Like · 7w

 **Next Stop St Clears_Stop Nesaf Sancler** ⋮
March 10 · 

This Thursday. Everyone welcome.
Dydd Iau yma. Croeso i bawb.

**“Stop Nesaf, Sanclêr
Next stop, St Clears!”**



**Cyfarfod Cyhoeddus
Public Meeting**
Dydd Iau / Thursday
12/03/2020 6.30pm
Ysgol Griffith Jones, St Clears

Eisiau gwybod mwy? Dewch i glywed sut byddai gorsaf reilffordd yn Sanclêr o fudd i chi, a chefnogi'r cais!
Want to know more? Come and hear how a station in St Clears will benefit you, and support the bid!
Gyda chynrychiolwyr o Gyngor Tref Sanclêr, Cyngor Sir Caerfyrddin a'r Cynghorydd Sir, Philip Hughes.
With representatives from St Clears Town Council, Carmarthen-shire County Council and County Councillor Philip Hughes.

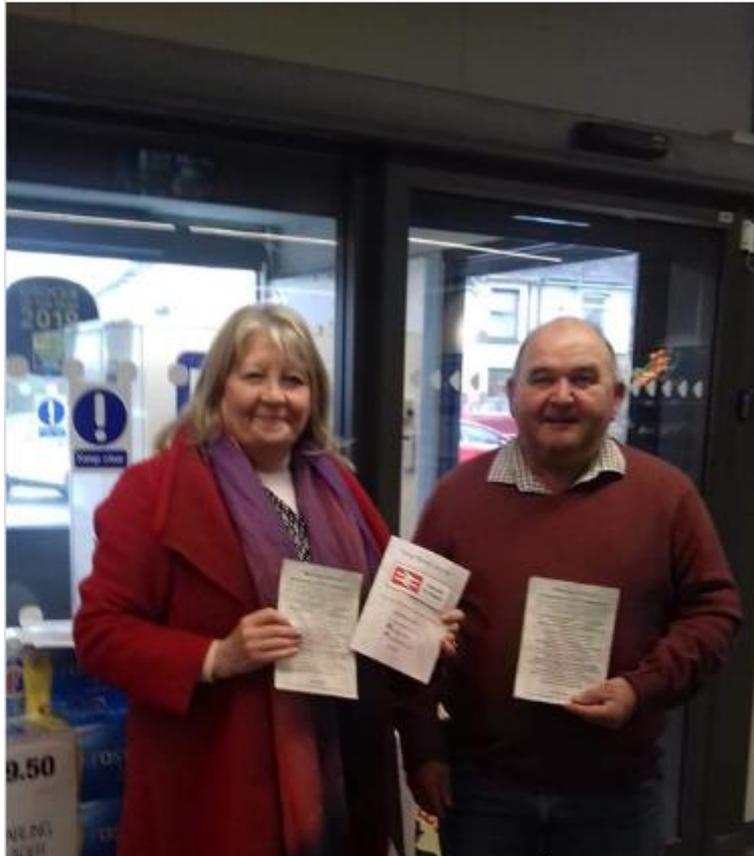


Next Stop St Clears_Stop Nesaf Sancler

March 7 · 🌐

This morning's volunteers spreading the word in Co-op St Clears, Councillor Jane Rees and Councillor Irfon Price, Deputy Mayor. Thank you both 🙌

Gwirfoddolwyr bore 'ma yn lledaenu'r neges yn Co-op Sanclêr. Y Cynghorydd Jane Rees a'r Cynghorydd Irfon Price, Dirprwy Faer. Diolch i chi'ch dau 🙌.



MOST HELPFUL | MOST RECENT



Hussain Ahmed 🇸🇦 recommends Next Stop St Clears_Stop Nesaf Sancler.

February 20 · 🌐

That would be a great next stop for the people who work, lives, Travels or stays at hotel or B&B in st clears and its surroundings.

👍 1

👍 Like

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Marlene Lewis 🇸🇦 recommends Next Stop St Clears_Stop Nesaf Sancler.

March 11 · 🌐

It would very convenient to have Next Stop St Clears,!

👍 1

👍 Like

💬 Comment

➦ Share