

Document Pack



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MONDAY, 8 JANUARY 2018

**TO: ALL MEMBERS OF THE
ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY
COMMITTEE**

I HEREBY SUMMON YOU TO ATTEND A MEETING OF THE
**ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY
COMMITTEE** WHICH WILL BE HELD IN THE **CHAMBER, 3
SPILMAN STREET, CARMARTHEN AT 10.00 AM ON MONDAY,
15TH JANUARY, 2018** FOR THE TRANSACTION OF THE
BUSINESS OUTLINED ON THE ATTACHED AGENDA.

Mark James CBE

CHIEF EXECUTIVE



PLEASE RECYCLE

Democratic Officer:	Janine Owen
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Ref:	AD016-001



YOUR COUNCIL [doitonline](http://www.carmarthenshire.gov.wales)
www.carmarthenshire.gov.wales

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14 MEMBERS

PLAID CYMRU GROUP – 7 MEMBERS

- | | | |
|----|-------------------|---------------------------------|
| 1. | Councillor | Alun Davies (Vice-Chair) |
| 2. | Councillor | Jeanette Gilasbey |
| 3. | Councillor | Dorian Phillips |
| 4. | Councillor | Susan Phillips |
| 5. | Councillor | Alan Speake |
| 6. | Councillor | Dai Thomas |
| 7. | Councillor | Aled Vaughan Owen |

LABOUR GROUP – 4 MEMBERS

- | | | |
|----|-------------------|---------------------------|
| 1. | Councillor | Penny Edwards |
| 2. | Councillor | Amanda Fox |
| 3. | Councillor | Tina Higgins |
| 4. | Councillor | John James (Chair) |

INDEPENDENT GROUP – 3 MEMBERS

- | | | |
|----|-------------------|----------------------|
| 1. | Councillor | Arwel Davies |
| 2. | Councillor | Joseph Davies |
| 3. | Councillor | Andrew James |

AGENDA

1. APOLOGIES FOR ABSENCE
2. DECLARATIONS OF PERSONAL INTEREST
3. DECLARATIONS OF PROHIBITED PARTY WHIPS
4. PUBLIC QUESTIONS (NONE RECEIVED)
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ENVIRONMENT AND PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

FUTURE WASTE TREATMENT AND DISPOSAL ARRANGEMENTS

Purpose:

The purpose of this report is to outline the progress that has been made in relation to the delivery of future waste treatment and disposal arrangements in the County and to note the next steps.

To consider and comment on the following issues:

- To note outcome of options review for future waste treatment and disposal services.
- To note current development of business case for the preferred option
- To note the next steps for project delivery

Reasons:

To provide an update on the report submitted to Executive Board on 13th March 2017 which gave approval to consider alternative procurement arrangements, exploring the potential for the Council's to deliver a solution by utilising a "Teckal" or an "in-house" approach.

To be referred to the Executive Board / Council for decision: YES

Executive Board 22/1/18

EXECUTIVE BOARD MEMBER PORTFOLIO HOLDER:-

Cllr. H.A.L Evans (Environment Portfolio Holder)

Directorate: Directorate Environment	Designations: Head of Waste and Environmental Services	Tel Nos. 01267 224500 01267 228131 E Mail Addresses: aiwilliams@carmarthenshire.gov.uk djohn@carmarthenshire.gov.uk
Name of Head of Service: Ainsley Williams	Environmental Services Manager	
Report Author: Daniel John		

**ENVIRONMENT AND PUBLIC PROTECTION
SCRUTINY COMMITTEE
15TH JANUARY 2018**

FUTURE WASTE TREATMENT AND DISPOSAL ARRANGEMENTS

Purpose:

The purpose of this report is to outline the progress that has been made in relation to the delivery of future waste treatment and disposal arrangements in the County and to note the next steps.

Background:

The council's waste and recycling services are currently delivered by CWM Environmental. The company was established in 1997 as a Local Authority Waste Disposal Company (LAWDC) for the council. Its main function is to manage the disposal of the council's waste streams through its landfill, Transfer Stations (TFS), Materials Recycling Facilities (MRF) and Household Waste Recycling Centres (HWRCs). Of these, CWM owns the landfill site, MRFs and HWRC at Nantycaws, whilst a further three HWRCs and two TFSs are owned by the council and operated by CWM. The council owns 100% of the shares of CWM; however, it does not take an executive role in the management of the company, and neither does it exercise direct control through its shareholding.

In March 2015 the council's fifteen year contract with CWM came to an end, and a three-year bridging extension was granted to extend the contract up until March 2018. The council is now in the latter stages of exploring its options for establishing its future waste management arrangements.

To progress the matter of new contract arrangements a Project Board group was set up to provide the strategic direction and management of the process. Officers in the group represent wider functions/departments across the Council and include Environment/Waste, Finance, Legal and Procurement. Appointment of advisors took place in order to provide specific advice in relation to the project. The advisors are:

- Eunomia Research and Consulting – Technical Advisor and Lead Advisor
- KPMG – Financial Advisor and Peer Review Responsibility
- Geldards – Legal Advisor

The options

As part of the scoping of the project five commissioning options were identified for the council's waste and disposal services:

- **Open procurement, private sector contractor.** We assume that the underlying base cost remains similar to the current service, but that the contractor makes a profit margin of 5%, which represents an additional cost to CCC;
- **Open procurement, CWM as contractor.** This is a broadly 'business as usual' option, but with a shareholder agreement put in place to increase council influence;
- **Teckal¹ company, no external revenue.** A 'Teckal' company, owned by the council, is established and exclusively provides services to the council;
- **Teckal company, external revenue 17.5%.** – A Teckal company is established and derives 17.5% of its total turnover from external sources; and
- **In-house.** The council operates the service directly, transferring CWM staff into the local authority.

The process and overall results

The appraisal was conducted at a strategic level in two stages with scoring and moderation of qualitative criteria done through a workshop held in June 2017 and the scoring of quantitative financial criteria was based on an assessment of the relative annual costs for each scenario, chiefly derived from financial modelling previously conducted by KPGM based on CWM forecasts.

The high level criteria and weightings were broken down into a number of sub-criteria, each of which was again weighted:

- Quality criteria
 - Quality of service
 - Control and flexibility
 - Risk
- Financial criteria
 - Qualitative financial criteria
 - Deviation from lowest annual revenue cost

¹ 'Teckal' is a piece of European Union law allowing Councils to deliver services through externally managed entities without having to follow competitive tendering rules and procedures. To qualify for "Teckal exemption" two conditions must be met:

- the control condition - the local authorities must control the entity, and;
- The economic dependence condition - case law has stated the condition is met if the activities of the entity are devoted principally to the local authority with any other activities being only of 'marginal significance' which means the Company must have at least 80% of its income derived from the provision of services to the Council

These scores were then combined, with a weighting of 50% to quality criteria and 50% to financial criteria, to produce an overall score for each option.

The results are shown in the following table:

	Open procurement, private sector contractor	Open procurement, CWM is contractor	Teckal, no external revenue	Teckal, external revenue 17.5%	In-house
Quality	26.0	27.0	35.0	36.0	32.5
Financial	42.1	46.5	40.9	45.4	45.7
Total (out of 100)	68.1	73.5	75.9	81.4	78.2
Rank	5	4	3	1	2

The evaluation of commissioning options shows that running the service through a Teckal company with external revenue offers the best mix of financial and quality benefits for the council when compared with the other options available.

Compared with bringing the service in house, the Teckal option would be able to run in a more commercial setting and offer the opportunity to avoid incurring considerable cost pressures arising from Standardisation of Terms and Conditions and the Local Government Pension Scheme implications.

Compared with the open procurement options, the Teckal option would mitigate the cost of a procurement process, would avoid the need to meet a contractor's profit margin, and would provide greater control and flexibility over services.

The options appraisal found that there are several advantages to using a Teckal approach for the procurement of the Council's new waste treatment contract, including:

- providing the Council with greater involvement in setting the strategic direction of the company;
- offering flexibility in service delivery to meet the requirements of future policy, and changes in the conditions of local markets and the economy;
- maintaining a distinctive business culture within the Teckal Company and enabling it to make day to day operational and commercial decisions that are taken in the interests of the Company itself;
- opportunities for the Council to influence the development of the business that maximises wider benefits in terms of investment, jobs and training e.g. SMEs, and partnerships with other Local Authorities; and
- significantly raising Carmarthenshire's regional and national profile for waste treatment and disposal services.

Based on the result of the options appraisal, a business case was developed for this preferred option.

Business Case Methodology

The central aim of the business case analysis was to assess the commercial and financial viability of transferring CWM to a Teckal company. This was carried out by producing a 10 year high level business plan. As part of this the following key issues were considered relating to transferring CWM to a new company:

- understanding the operations and finances of the Company;
- identifying likely scenarios for continued or changed operations, and identifying opportunities for efficiency savings and commercial expansion;
- accounting for the requirements to make significant financial savings;
- accounting for the requirements to comply with the Welsh Governments statutory recycling target of 70% by 2024/25;
- obtaining legal advice to clarify issues around ensuring the Company is Teckal compliant;
- setting out options for governance of the Teckal Company.

Various scenarios were then developed for several key areas of the CWM's activities e.g. residual waste disposal, dry recycling etc. From these activities, a set of overarching scenarios were produced. They were:

- Business As Usual – as close as possible to CWM's current activities.
- Moderate Business Growth – a moderate development in each area of activity, avoiding consideration of scenarios which are more speculative.
- Ambitious Business Growth – an ambitious development of each area of activity, including consideration of scenarios which are more speculative.

Overarching scenario	Annual cost to the Council	Difference vs baseline	Proportion Council related turnover	Council recycling rate
Baseline – 2016/17 budget	£7,910,000	£0	93.0%	66.2%
Business as Usual	£7,120,000	–£790,000	90.7%	69.7%
Moderate Business Growth	£6,320,000	–£1,590,000	91.9%	70.7%
Ambitious Business Growth	£5,410,000	–£2,500,000	66.0%	71.2%

These savings are driven by a range of factors, and dependent on the scenario, primarily relating to:

- more favourable residual waste management arrangements
- reduction or restructuring of operating costs and/or capital receipts for equipment that becomes redundant to the operation
- review of pricing structures for third party waste accepted at the gate and commercial waste collected, to ensure that a margin is achieved;
- Increasing the size of the commercial waste collection business.

From the high level analysis carried out, it is suggested that the **Moderate Business Growth** scenario is likely to provide the most suitable basis for such a business plan, having an appropriate level of ambition, whilst retaining a high degree of continuity with current operations.

A sensitivity analysis on the model demonstrates that the savings could range from £0.9m to £1.9m over the first five years in the Moderate Business Growth scenario. The savings presented are largely due to significant growth in the new Company's commercial waste

business, which would also generate significant additional employment, both in commercial collections and in the processing of additional material received at Nantycaws.

Governance Proposals

In terms of governance it will be important to enable a balance between the requirement for control to be exercised and the Company's ability to develop independently within a commercial setting, maintaining a clear distinction from the Council. This should allow the Council to benefit from the cultural distinctiveness of the Company, whilst still strategically steering its development.

Consequently it is proposed to set up:

- **Executive Board** which would have oversight of the strategy of the company through the regular reporting of members of the Council Shareholder Board
- **A Council Shareholder Board** which would act on behalf of the shareholder and be the primary route by which the Council would exert strategic control and influence over the Company. It would oversee the Company's performance against its service level agreement (SLA) and Business Plan, including the Company's rolling three-year budget; would agree any significant amendments to Business Plan or budget during the year; and would review investment plans and monitor risk.

The proposed membership would be:

Chief Executive, Director of Environment, Director of Corporate Services, Head of Administration and Law, senior waste services officer(s)), with in effect the role of representing the Council's interests as shareholder being delegated to officers acting in a professional capacity.

- **A Teckal Company Board** which would comprise the directors of the company within the meaning of the Companies Acts. The proposed membership would be:

Managing Director, Finance Director, Council Corporate Services officer as non-executive Director, Council Environment officer as non-executive Director, Independent non-executive Director.

The next steps

If the recommendations being issued to Executive Board in February are approved the next steps would involve developing the implementation plan for establishing the new Teckal company.

This would involve:

- Confirmation of transition plan.
- Legally establishing the new company.
- Confirming the new governance structures, including interim arrangements and future membership.
- Developing the Company's detailed business plan.
- Finalising any outstanding technical, financial and HR issues in establishing the new company e.g. taxation advice, landfill strategy.

In developing the options appraisal and detailed business case the Council has benefited from external technical, legal and financial advice. It is recommended that this continues if we move into the implementation stage for the new company.

DETAILED REPORT ATTACHED?	NO
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IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: **Ruth Mullen**

Director of Environment

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
YES	YES	YES	NONE	YES	NONE	YES

1. Policy, Crime and Disorder and Equalities

The above approach is in line with the Executive Board decision on 13th March 2017 to consider alternative procurement arrangements for future waste treatment and disposal services.

2. Legal

There are no direct legal implications associated with this report but there will be when the business case is completed. The business case will consider things like company structure and set up, tax efficiency, statutory and legislative powers, company governance arrangements, compliance with the duty to ensure “best consideration” (s123 Local Government Act 1972) and the suite of legal agreements required to set up the company.

A further consideration will be details of the type of procurement activity that will be required of the Company.

3. Finance

The development of the detailed business case will confirm the direct financial requirements for establishing and sustaining the company.

4. Risk Management

Failure to develop a detailed business case to procure future arrangements will place the Council at significant risk in terms of legal procurement, delivery and managing wider liabilities associated with waste disposal and treatment services.

5. Physical Assets

The approach to existing and future assets associated with future waste disposal and treatment services will form part of the detailed business case

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: Ruth Mullen

Director of Environment

1. Scrutiny Committee

Environment Scrutiny will be consulted on completion of business case

2. Local Member(s)

Not Applicable

3. Community / Town Council

Not Applicable

4. Relevant Partners

CWM are involved as part of the business case process

5. Staff Side Representatives and other Organisations

Staff and others will be consulted as part of the development of the business case.

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THERE ARE NONE

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ENVIRONMENT AND PUBLIC PROTECTION SCRUTINY COMMITTEE 15TH JANUARY 2018

GARDEN WASTE SCHEME

Purpose:

The purpose of this report is to summarise the position and outcomes from the first year of the separate chargeable Garden Waste service and set out the arrangements and operational delivery for the scheme for 2018-19.

To consider and comment on the following issues:

- It is proposed that the scheme continues for 2018-19.
- To confirm arrangements and operational delivery for the scheme for 2018-19 as follows:
 - Subscribers will pay £49.42 per bin for the 2018/19 season with a 15% discount for immediate full payment via card or cash reducing payment to £42 per bin Sign up for the new season scheme will be live from **12th February 2018**.
 - All current customers will be contacted by letter or email at the start of January 2018, reminding them of the scheme for next year and the sign up facility live date. A further reminder will be sent to all customers who have not signed up in late February.
 - Bins/containers will be recovered upon notification by the customer that they no longer require the service, or in the event of non-payment.
 - Delivery of containers for new customers will start in February in preparation for the new season commencement date of **12th March 2018**.
 - The scheme will run until **30th November 2018**.

Reasons:

The garden waste collection service has been well received with approximately 2500 bins requested with 2400 customers signing up in the first year of operation.
The majority of customers signed up online and benefited from the reduction of 15%.

To be referred to the Executive Board / Council for decision: YES

EXECUTIVE BOARD MEMBER PORTFOLIO HOLDER:-

Cllr. H.A.L Evans (Environment Portfolio Holder)

<p>Directorate Environment</p> <p>Name of Head of Service: Ainsley Williams</p> <p>Report Author: Daniel John</p>	<p>Designations:</p> <p>Head of Waste and Environmental Services</p> <p>Waste Services Manager</p>	<p>Tel Nos./ E Mail Addresses:</p> <p>(01267) 224500 AiWilliams@carmarthenshire.gov.uk</p> <p>01267 228131 djohn@carmarthenshire.gov.uk</p>
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ENVIRONMENT AND PUBLIC PROTECTION
SCRUTINY COMMITTEE
15TH JANUARY 2018

GARDEN WASTE SCHEME

The Purpose

The purpose of this report is to summarise the position and outcomes from the first year of operation of the separate chargeable Garden Waste service and set out the arrangements and operational delivery for the scheme for next year (2018-19).

The Background

Following a meeting of the Executive Board of Carmarthenshire County Council held on 17th October 2016, the Board sanctioned the introduction of a new chargeable by subscription fortnightly collection system for garden waste, based on the provision of 240 litre wheeled plastic bins, thereby replacing the then existing chargeable collection service based on the provision of compostable bags.

It was agreed that there would be a standard charge of £48 per annum made on the basis of a direct debit payment option spread over a period of 6 months (April to September). For those customers paying as a single payment, a 15% discount was offered, reducing the charge from the standard charge of £48 to £40.80 for the 2017/18 season.

Service Delivery

On 16th March, 2017 sign up for the new scheme went live, customers were able to sign up online, on the telephone via the contact centre, or in person at customer service centres. Collections were made from 3rd April 2017 through to 24th November 2017.

On sign up householders were provided with wheeled plastic bins of 240 litres capacity with the option of a 140 litres capacity bin for those who thought that the smaller bins were easier to manage. The delivery of the bins was undertaken by our contractor CWM Environmental. The only exception to wheeled bin provision was when access difficulties were identified by service supervisors and collection crews which would exclude their use. In such cases, hessian sacks were provided from a health and safety perspective. The use of hessian sacks is therefore kept to an absolute minimum and is not an option offered to customers.

The service was operated by two dedicated 15t open back refuse collection vehicles fitted with cone type bin lifts, crewed by 1 driver and 1 loader.

Service Facts:

The first year service at close on 24th November 2017, had the following customers:

Type of Customer	Number		Income
Total Accepted Customers	2,437		£102,140.42
Total Number of Containers	2,501		
Direct Debit Approved	49	2%	
Assisted Lift Requests	73	3%	
TOTAL			£102,140.42

The most popular sign up and payment method was:

Subscription Method	Card/Cash		Direct Debit	
Online Transactions	1,555	63.8%	49	2.0%
Telephone/Face-to-Face	833	34.2%	-	-
	2,388	98.0%	49	2.0%

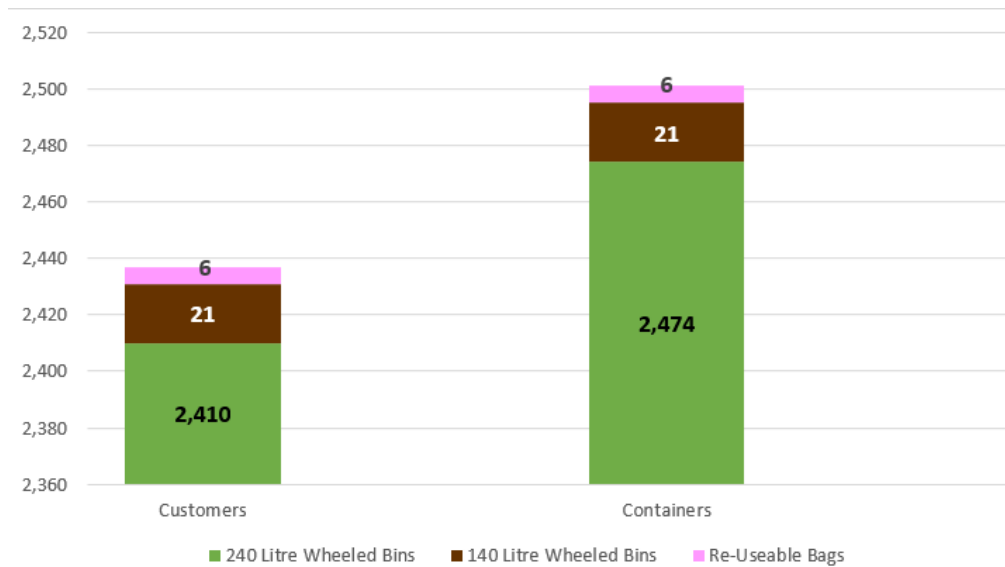
Subscription Method	Welsh	English
Online Transactions	21	1,583
Telephone/Face-to-Face (With Email Address)	343	
Telephone/Face-to-Face (Without Email Address)	490	

Sign up by month:

Month	Customers	%
March 2017	764	31.4%
April 2017	972	39.9%
May 2017	323	13.2%
June 2017	173	7.1%
July 2017	147	6.0%
August 2017	47	1.9%
September 2017	7	0.3%
October 2017	4	0.2%

The type of containers requested:

Type of Customer	Customers	Containers
240 Litre Wheeled Bins	2,410	2,474
140 Litre Wheeled Bins	21	21
Re-Useable Bags	6	6



Service Review:

The service was designed as a 'Digital by Default' service with the view of encouraging the majority of contact to be performed by the customer online, including making payment using Credit/Debit Card or setting up a Direct Debit mandate. This was a deliberate approach to align the service with the wider aspirations of the Council in terms of the channel shift project. The launch was aided by input from the TIC team, IT, Debtors, Legal and the waste team.

There were three methods for income collection:

- Credit/Debit Card - Customers who have ordered online, over the telephone or face-to-face at the Authority's Customer Service Centres or Cash Desks.
- Direct Debit - Customers could opt to pay by Direct Debit and have the Direct Debit mandate posted to them or able to print the mandate themselves. Direct debits were to be completed and return by post
- Physical Payment - Customers who have opted to order/subscribe to the Garden Waste service through Customer Services, are able to hold the order and make payment by cash and/or cheque at the Authority's cash desks.

Where similar schemes have operated in other local authority areas, their experience suggests that about 8.5% of all households have taken up a garden waste chargeable service, although this does vary and has taken a few years to reach such a stable customer base. For Carmarthenshire, this would equate to about 7,400 households, but this level would not be expected in the first few years of operation.

The number of customers in the first year has been manageable and ensured that service demand did not outstrip our operational capability and the number of customers that have subscribed in the first season is seen as a positive. To encourage further customer subscriptions for the next season, it is proposed that an increased focus will be placed on the promotion of the scheme in year two. This will be done through working with the press and media section to review materials and assess the most effective promotional approach.

The scheduled collections rounds for the scheme were initially difficult to predict, due to the nature of a subscription service. Initially demand was estimated by the waste services team, and the assumptions made built the potential collection rounds. Due to the increasing customer numbers and the daily changing of collection lists the service was presented with logistical and communication challenges. To ensure the efficiency of routes and up to date lists were maintained, routing and collection software was installed in the vehicles so that an up to date accurate collection list could be provided to crews in real time. The management and administration of sign ups, collection lists and efficient routing will continue to require dedicated resources to ensure customer satisfaction and service efficiency is maintained.

The decision was taken to contract out the deliveries of the Garden Waste wheeled bins to ensure that any peaks in demand could be catered for on ad-hoc basis by the contractor. The contract for deliveries was for a period of four months, subject to ongoing demand, the availability of budget, performance and by agreement of both parties. The contract was in place from 1st March 2017 and the arrangement expired on 30th June 2017.

Due to the high numbers of request during the initial months there were some examples of properties not receiving the wheeled bin within the 10 working days target period. Some of the delays incurred were due to the unfamiliarity of the contractor with the household locations and geographical spread in Carmarthenshire. The contractor used has a good knowledge of commercial premises within the county, however the due to the rural nature of large areas of the county and with many houses having no number/names displayed with unnamed roads, servicing demand proved problematic at times, which resulted in late deliveries- Since expiry of the initial phase delivery contract, further ad-hoc deliveries have been undertaken in-house.

It was predicted that the scheme would see take up of between 2,500-3,000 customers in the first year. The scheme was designed with accepted losses in the first three years of operation. It was estimated that the first year loss would be in the region of £136,000. The actual loss of the scheme was in the region of £70,000. The reasons for the reduction in loss were:

- Lower than predicted vehicle costs
- Lower than predicted receptacle purchase cost
- The re-allocation of resources in off season to other parts of the service difference
- Administrative posts were not filled due to uncertainty of the success of the scheme in the first year of operations

Year Two Proposal (2018/19):

The following is proposed for year two:

- As the majority of customers signed up online and benefitted from the reduction it is proposed that a discount for upfront payment for next year will continue. Subscribers will pay £49.42 per bin for the 2018/19 season with a 15% discount for immediate full payment via card or cash reducing payment to £42 per bin. Charges will be reviewed annually.
- Sign up for the scheme will be live from **12th February 2018**.
- All current customers will be contacted by letter or email at the start of January 2018, reminding them of the scheme for next year and the sign up facility live date. A further reminder will be sent to all customers who have not signed up in late February.
- Bins/containers will be recovered upon notification by the customer that they no longer require the service, or in the event of non-payment.
- Delivery of containers for new customers will commence in February in preparation for the new season commencement date of **12th March 2018**
- The Scheme will run until **30th November 2018**.

DETAILED REPORT ATTACHED?	NO
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IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: Ruth Mullen.....Director of Environment

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NO	NO	YES	NO	NO	NO	NO

Finance

Scheme costs will be kept under review to monitor costs to the Council. In the first year, the scheme net cost to the Council excluding treatment was £70,000.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: Ruth Mullen.....Director of Environment

- 1. Local Member(s) – No**
- 2. Community / Town Council – No**
- 3. Relevant Partners – No**
- 4. Staff Side Representatives and other Organisations - No**

Section 100D Local Government Act, 1972 – Access to Information

No Other papers used.

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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

REVENUE & CAPITAL BUDGET MONITORING REPORT 2017/18

To consider and comment on the following issues:

- That the scrutiny committee receives the budget monitoring reports for the Environment Service, Public Protection Service and the Community Safety Service and considers the budgetary position.

Reasons:

- To provide the Committee with an update on the latest budgetary position, as at 31st October 2017 in respect of 2017/18.

To be referred to the Executive Board for decision: **NO**

Executive Board Member Portfolio Holders:

- Cllr. Hazel Evans (Environment)
- Cllr. Philip Hughes (Public Protection)
- Cllr. Cefin Campbell (Community Safety)
- Cllr. David Jenkins (Resources)

Directorate: Corporate Services	Designation: Director of Corporate Services	Tel No. / E-Mail Address: 01267 224120 CMoore@carmarthenshire.gov.uk
Name of Service Director: Chris Moore		
Report Author: Chris Moore		

EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 15TH JANUARY 2018

REVENUE & CAPITAL BUDGET MONITORING REPORT 2017/18

The Financial monitoring Report is presented as follows:

Revenue Budgets

Appendix A

Summary position for the Environment & Public Protection Scrutiny Committee. Services within the Environment & Public Protection Scrutiny remit are forecasting a £227k overspend.

Appendix B

Report on main variances on agreed budgets.

Appendix C

Detail variances for information purposes only.

Capital Budgets

Appendix D

Details the main variances, which shows a forecasted net spend of £10,982k compared with a working net budget of £11,651k giving a **-£669k** variance. The variance will be slipped into future years, as the funding will be required to ensure that the schemes are completed.

Appendix E

Detail variances on all schemes for information purposes only.

DETAILED REPORT ATTACHED?

YES – A list of the main variances is attached to this report

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report.

Signed: **Chris Moore** Director of Corporate Services

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	NONE	YES	NONE	NONE	NONE	NONE

3. Finance

Revenue – Overall, the Environment, Public Protection and Community Safety services are projecting to be over the approved budget by £227k.

Capital – The capital programme shows a variance of -£669k against the 2017/18 approved budget.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below:

Signed: **Chris Moore** Director of Corporate Services

1. Local Member(s) – N/A
2. Community / Town Council – N/A
3. Relevant Partners – N/A
4. Staff Side Representatives and other Organisations – N/A

Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:

THESE ARE DETAILED BELOW:

Title of Document	File Ref No. / Locations that the papers are available for public inspection
2017/18 Budget	Corporate Services Department, County Hall, Carmarthen

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Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2017 - Summary

Division	Working Budget				Forecasted				Oct 2017 Forecasted Variance for Year £'000	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000		
Business Support & Performance	2,304	-35	36	2,305	2,301	-32	36	2,305	-0	-0
Waste & Environmental Services	24,096	-7,797	1,608	17,907	24,086	-7,793	1,608	17,902	-5	0
Highways & Transportation	50,593	-32,630	8,328	26,291	45,809	-27,598	8,328	26,539	248	238
Property	37,839	-35,532	-1,595	712	38,132	-35,825	-1,595	712	-0	-98
Public Protection	2,968	-712	535	2,792	2,944	-694	535	2,785	-7	-7
Community Safety Service	64	0	93	157	64	-9	93	149	-8	-7
GRAND TOTAL	117,864	-76,706	9,007	50,164	113,336	-71,951	9,007	50,391	227	127

Environmental & Public Protection Scrutiny Report

Budget Monitoring as at 31st October 2017 - Main Variances

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Division	Working Budget		Forecasted		Oct 2017 Forecasted Variance for Year £'000	Notes	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Expenditure £'000	Income £'000			
Waste & Environmental Services							
Green Waste Collection	0	0	133	-101	32	The green waste collection service is not yet self-financing.	27
Closed Landfill Sites Nantycaws	144	0	128	0	-16	Reduced licence fee premiums from NRW and reduced operational activity that reflects the reduction in environmental risks associated with leachate control and treatment as a result of the sustained success of the new leachate treatment plant.	-15
Closed Landfill Sites Wernddu	87	0	73	0	-14	As per estimated works to be conducted on site this year – budget review to be undertaken.	-15
Highways & Transportation							
Passenger Transport	4,355	-2,957	5,003	-3,628	-23	Tender and service efficiencies.	-41
School Transport	10,392	-1,077	10,324	-984	25	Estimated overspend based on an initial assessment of demand.	41
Car Parks	1,772	-3,311	1,790	-3,045	285	Unachievable income target as the income target is increased every year but parking fees have not been increased. £36k Change in John/St Peters short/long delayed due to major works affecting the car park in 2016/17. PCN income also lower than anticipated.	274
Public Rights Of Way	237	-11	199	-11	-38	Underspend due to vacant posts, recruitment process underway	-38
Property							
Building Maintenance Operational	22,765	-24,459	23,102	-24,715	80	On-going review of Building maintenance cost recovery, with a view to breakeven by year end.	0
Strategic Asset Management Business Unit	580	-80	578	-116	-38	Vacant posts	-39
Industrial Premises	368	-1,290	325	-1,291	-44	Based on high occupancy levels which could vary throughout the year	-30
Public Protection							
Air Pollution	97	-33	97	-20	12	Underachievement of licence fee income due to changes in legislation/businesses and validation of fees	0
Animal Welfare	71	-76	71	-49	27	Underachievement of licence fee income	0
Trading Standards Services Management	117	-48	126	-42	15	Overspend in Legal fees covered by underspends elsewhere in Trading Standards	2
Food & Agricultural Standards & Licensing	119	-38	109	-38	-10	Underspend in salary costs due to reduced hours worked	-7
Fair Trading	137	-14	133	-28	-18	Overachievement of income - court fees	-13
Other Variances					-48		-20
Grand Total					227		127

Environmental & Public Protection Scrutiny Report

Budget Monitoring as at 31st October 2017 - Detail Monitoring

Division	Working Budget				Forecasted				Oct 2017 Forecasted Variance for Year £'000	Notes	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000			
Business Support & Performance											
Emergency Planning	73	0	34	107	74	0	34	108	1		0
Business Support	2,051	-35	54	2,070	2,035	-20	54	2,069	-1		0
Departmental - Core	180	0	-52	128	180	0	-52	128	0		0
Rechargable Works	0	0	0	0	12	-12	0	-0	-0		0
Business Support & Performance Total	2,304	-35	36	2,305	2,301	-32	36	2,305	-0		0
Waste & Environmental Services											
Waste & Environmental Services Unit	372	-0	186	558	372	-0	186	559	0		0
Flood Defence & Land Drainage	505	-2	0	503	505	-2	0	503	0		0
ESD Revenue grant - Local Env Quality - Flood Defence/Resilience	30	-30	0	0	30	-30	0	-0	-0		0
Environmental Enforcement	504	-25	40	519	497	-18	40	519	0		0
Ammanford Cemetery	22	-8	0	15	18	-10	0	8	-7		-2
Public Conveniences	524	-24	65	565	525	-27	65	563	-2		-5
Bus Shelters	0	0	0	0	5	-5	0	0	0		0
Cleansing Service	1,903	-51	82	1,934	1,906	-52	82	1,936	2		10
Waste Services	15,812	-4,864	718	11,666	15,776	-4,829	718	11,666	-0		0
Green Waste Collection	0	0	0	0	133	-101	0	32	32	The green waste collection service is not yet self-financing.	27
ESD Revenue grant - Local Env Quality - Tidy Towns	30	-30	0	0	30	-30	0	0	-0		0
Grounds Maintenance Service	3,991	-2,700	127	1,417	3,869	-2,579	127	1,417	-1		0
Parks Service	103	-63	387	426	149	-110	387	427	0		0
Closed Landfill Sites Nantycaws	144	0	1	145	128	0	1	129	-16	Reduced licence fee premiums from NRW and reduced operational activity that reflects the reduction in environmental risks associated with leachate control and treatment as a result of the sustained success of the new leachate treatment plant.	-15
Closed Landfill Sites Wernddu	87	0	0	87	73	0	0	73	-14	As per estimated works to be conducted on site this year – budget review to be undertaken.	-15
Coastal Protection	70	0	1	71	70	0	1	71	0		0
Waste & Environmental Services Total	24,096	-7,797	1,608	17,907	24,086	-7,793	1,608	17,902	-5		0

Environmental & Public Protection Scrutiny Report

Budget Monitoring as at 31st October 2017 - Detail Monitoring

Page 30 Division	Working Budget				Forecasted				Oct 2017 Forecasted Variance for Year £'000	Notes	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000			
Highways & Transportation											
Departmental - Transport	191	0	8	199	191	0	8	199	-0		0
Departmental Pooled Vehicles	0	0	0	0	34	-34	0	-0	-0		0
Engineering Sub-Contractors	0	0	0	0	95	-95	0	-0	-0		0
Civil Design	867	-1,330	93	-370	922	-1,377	93	-363	8		1
Transport Strategic Planning	302	-78	54	277	347	-123	54	277	-0		0
Fleet Management	6,122	-7,797	1,327	-348	4,487	-6,162	1,327	-348	0		0
Passenger Transport	4,355	-2,957	114	1,511	5,003	-3,628	114	1,488	-23	Tender and service efficiencies.	-41
School Transport	10,392	-1,077	80	9,395	10,324	-984	80	9,420	25	Estimated overspend based on an initial assessment of demand.	41
LINC - Local Integrated Network Collaboration	758	-757	0	1	744	-744	0	1	-0		0
Traffic Management	489	-52	41	478	514	-77	41	478	0		0
Car Parks	1,772	-3,311	173	-1,367	1,790	-3,045	173	-1,082	285	Unachievable income target as the income target is increased every year but parking fees have not been increased. £36k Change in John/St Peters short/long delayed due to major works affecting the car park in 2016/17. PCN income also lower than anticipated.	274
Nant y Ci Park & Ride	75	-31	0	44	78	-32	0	46	2		2
Regional Transport Consortia Grant	140	-140	7	7	140	-140	7	7	-0		0
Road Safety	146	0	31	177	148	-2	31	177	-0		0
School Crossing Patrols	127	0	32	159	127	0	32	159	-0		0
Bridge Maintenance	723	0	16	739	720	-7	16	729	-10		-2
Remedial Earthworks	299	0	0	299	312	-13	0	299	-0		0
Street Works and Highway Adoptions	396	-342	47	101	396	-342	47	101	-0		-0
Technical Surveys	313	0	31	344	313	0	31	344	0		-0
Highway Maintenance	14,641	-7,668	849	7,822	10,399	-3,426	849	7,822	0		0
Capital Charges	0	0	5,318	5,318	0	0	5,318	5,318	0		0
Western Area Works Partnership	5,948	-5,947	11	13	5,607	-5,606	11	13	-0		0
Highway Lighting	2,301	-1,130	86	1,256	2,920	-1,750	86	1,256	-0		0
Public Rights Of Way	237	-11	13	238	199	-11	13	200	-38	Underspend due to vacant posts, recruitment process underway	-38
Highways & Transportation Total	50,593	-32,630	8,328	26,291	45,809	-27,598	8,328	26,539	248		238

Environmental & Public Protection Scrutiny Report

Budget Monitoring as at 31st October 2017 - Detail Monitoring

Division	Working Budget				Forecasted				Oct 2017 Forecasted Variance for Year £'000	Notes	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000			
Property											
Renewable Energy Fund	0	0	0	0	55	-55	0	0	0		0
Carbon Reduction Programme	271	0	0	271	271	0	0	271	0		0
Building Maintenance Operational	22,765	-24,459	567	-1,126	23,102	-24,715	567	-1,046	80	On-going review of Building maintenance cost recovery, with a view to breakeven by year end.	0
Building Maintenance Business Unit	2,135	-2,248	-505	-619	1,935	-2,037	-505	-608	11		1
Strategic Asset Management Business Unit	580	-80	-437	64	578	-116	-437	25	-38	Vacant posts	-39
Corporate Property Maintenance	2,395	0	0	2,395	2,394	0	0	2,394	-0		0
Building Services Schools SLA	319	-319	0	0	368	-368	0	-0	-0		0
Pumping Stations	39	0	0	39	39	0	0	39	-0		0
Property Design	1,879	-2,239	142	-218	1,819	-2,180	142	-218	0		0
Design Framework	0	0	0	0	270	-270	0	0	0		0
Building Cleaning	3,544	-3,522	249	271	3,493	-3,473	249	268	-2		3
Operational Depots	359	-66	-331	-39	301	-11	-331	-42	-3		-9
Administrative Buildings	3,076	-650	-2,379	47	3,055	-627	-2,379	49	2		0
Commercial Properties	1	-165	156	-8	1	-171	156	-14	-6		-0
Industrial Premises	368	-1,290	555	-367	325	-1,291	555	-411	-44	Based on high occupancy levels which could vary throughout the year	-30
County Farms	70	-315	380	134	66	-316	380	130	-4		0
Livestock Markets	38	-179	8	-132	59	-194	8	-127	5		-23
Property Total	37,839	-35,532	-1,595	712	38,132	-35,825	-1,595	712	-0		-98
Public Protection											
PP Management support	95	-8	82	169	95	-13	82	165	-5		-2
PP Business Support unit	142	0	49	191	135	0	49	184	-7		-7
Public Health	282	-11	32	303	289	-21	32	300	-3		1
Noise Control	157	0	7	164	156	-1	7	162	-2		0
Air Pollution	97	-33	9	74	97	-20	9	86	12	Underachievement of licence fee income due to changes in legislation/businesses and validation of fees	0
Other Pollution	41	0	14	55	35	0	14	49	-6		-0
Water - Drinking Quality	43	-4	2	41	44	-3	2	43	2		2
Dog Wardens	92	-17	20	96	98	-21	20	98	2		-0
Public Health Services Management	97	-97	82	81	99	-97	82	84	2		4
Licensing	369	-310	59	118	372	-310	59	121	3		-0
Food Safety & Communicable Diseases	347	0	15	361	341	-1	15	355	-6		-3
Occupational Health	126	0	5	131	126	0	5	131	-0		0
Stray Horses	5	0	0	5	5	0	0	5	0		0
Animal Welfare	71	-76	5	-1	71	-49	5	26	27	Underachievement of licence fee income	0
Diseases Of Animals	33	-2	4	36	31	-8	4	28	-8		-14

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2017 - Detail Monitoring

Page 32 Division	Working Budget				Forecasted				Oct 2017 Forecasted Variance for Year £'000	Notes	Aug 2017 Forecasted Variance for Year £'000
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000			
Animal Licence Movement Scheme	188	-0	19	206	181	-1	19	200	-7		4
Trading Standards Services Management	117	-48	100	169	126	-42	100	184	15	Overspend in Legal fees covered by underspends elsewhere in Trading Standards	2
Metrology	119	-14	4	109	112	-3	4	113	4		8
Food & Agricultural Standards & Licensing	119	-38	6	87	109	-38	6	78	-10	Underspend in salary costs due to reduced hours worked	-7
Civil Law	212	-5	10	218	205	0	10	215	-2		6
Fair Trading	137	-14	6	129	133	-28	6	111	-18	Overachievement of income - court fees	-13
Safety	65	-19	4	51	65	-20	4	49	-1		11
Financial Investigator	18	-18	0	0	18	-17	0	0	-0		3
Public Protection Total	2,968	-712	535	2,792	2,944	-694	535	2,785	-7		-7
Community Safety Service											
CCTV	34	0	19	53	26	0	19	45	-8		-7
Community Safety-Revenue	29	0	74	104	38	-9	74	104	0		0
Community Safety Service Total	64	0	93	157	64	-9	93	149	-8		-7
TOTAL FOR ENVIRONMENTAL AND PUBLIC PROTECTION	117,864	-76,706	9,007	50,164	113,336	-71,951	9,007	50,391	227		127

Capital Programme 2017/18

Capital Budget Monitoring - Report for October 2017 - Main Variances

DEPARTMENT/SCHEMES	Working Budget			Forecasted			Variance for Year £:000	Comment
	Expenditure £:000	Income £:000	Net £:000	Expenditure £:000	Income £:000	Net £:000		
ENVIRONMENT	16,852	-5,201	11,651	15,137	-4,155	10,982	-669	
Coastal Protection Works	407	0	407	207	0	207	-200	Scheme delayed due to change in contract specification. Budget required for future years.
Murray Street Car Park, Llanelli - Exp	198	0	198	98	0	98	-100	Expenditure profile being planned in accordance with whole of life care plan. Funding required for future year maintenance.
Capital maintenance	3,295	0	3,295	3,108	0	3,108	-187	One particular scheme delayed due to ecological issue.
East Gate Development	241	0	241	119	0	119	-122	Savings on scheme due to external funding secured.
Other Projects with Minor Variances	12,711	-5,201	7,510	11,605	-4,155	7,450	-60	

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Environment
Capital Budget Monitoring - Scrutiny Report for October 2017 - Detailed Variances

Scheme	Target Date for Completion	Working Budget			Forecasted			Variance for Year £'000	Comment
		Expenditure £'000	Income £'000	Net £'000	Expenditure £'000	Income £'000	Net £'000		
Coastal Protection Works	Ongoing	407	0	407	207	0	207	-200	Scheme delayed due to change in contract specification. Budget required for future years.
Fleet Replacement	Ongoing	1,186	0	1,186	1,186	0	1,186	0	
Technical	Ongoing	198	0	198	98	0	98	-100	Expenditure profile being planned in accordance with whole of life care plan. Funding required for future year maintenance.
Bridge Strengthening & Replacement	Ongoing	739	0	739	739	0	739	0	
Road Safety Improvement Schemes	Ongoing	252	0	252	252	0	252	0	
Street Scene Infrastructure	Ongoing	750	0	750	750	0	750	0	
TG - Llandysul By Pass	Completed	0	0	0	23	-23	0	0	
TG & Regional Transport Plan Grant Projects	Ongoing	573	-543	30	573	-543	30	0	
Public Lighting Works	Ongoing	688	0	688	688	0	688	0	
RTC Grant - Road Safety Projects	Ongoing	448	-446	2	448	-446	2	0	
Local Gov't Borrowing Initiative (LGBI) - Safety Improvements / Functionality	Completed	1	0	1	1	0	1	0	
Trebeddrod Reservoir, Furnace, Llanelli	Completed	1	0	1	1	0	1	0	
Local Transport Plan Grant Projects	Ongoing	4,831	-4,102	729	3,872	-3,143	729	0	
Carmarthen Western Link Road	Ongoing	412	-110	302	302	0	302	0	
Parc Howard Improvements	Mar-18	32	0	32	32	0	32	0	

Environment
Capital Budget Monitoring - Scrutiny Report for October 2017 - Detailed Variances

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Scheme	Target Date for Completion	Working Budget			Forecasted		
		Expenditure £'000	Income £'000	Net £'000	Expenditure £'000	Income £'000	Net £'000
Pantyglyn Retaining Wall, Llanybydder (Principal Road A485)	Mar-19	108	0	108	108	0	108
St Davids Park	Mar-18	1,185	0	1,185	1,150	0	1,150
Rural Estates Capital Schemes	Mar-18	570	0	570	570	0	570
Capital maintenance	Ongoing	3,295	0	3,295	3,108	0	3,108
Industrial Redevelopments	Mar-18	935	0	935	910	0	910
East Gate Development	Mar-18	241	0	241	119	0	119
NET BUDGET		16,852	-5,201	11,651	15,137	-4,155	10,982

Variance for Year £'000	Comment
0	
-35	
0	
-187	One particular scheme delayed due to ecological issue.
-25	
-122	Savings on scheme due to external funding secured.
-669	

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY, 2018

UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT AREAS IN CARMARTHENSHIRE

To consider and comment on the following issues:

That the Members of the Scrutiny Committee are updated on the work undertaken in respect of the declared Air Quality Management Area in Carmarthenshire.

Reasons:

To ensure that progress is made in monitoring and improving the air quality in the declared Air Quality Management Areas in Carmarthenshire.

To be referred to the Executive Board/Council for decision: NO

Executive Board Member Portfolio Holder:

Cllr. P. Hughes (Public Protection Portfolio Holder)

<p>Directorate Communities Name of Head of Service: Robin Staines Report Author: Sue Watts</p>	<p>Designations: Head of Homes and Safer Communities Environmental Protection Manager</p>	<p>Tel Nos. 01267 228960 Rstaines@carmarthenshire.gov.uk 01267 228929 sewatts@carmarthenshire.gov.uk</p>
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EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT AREAS IN CARMARTHENSHIRE

Background

- 1.1 The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area. This is achieved through the Local Air Quality Management work. There are various pollutants that can be assessed, but local authorities are only required to monitor those that have a potential to breach the Air Quality Objectives. For Carmarthenshire, the main pollutant of concern is nitrogen dioxide (NO₂) from road traffic.
- 1.2 The Environment Act 1995 specifies how local authorities deal with areas that fail to comply with the national air quality objectives.
- 1.3 The towns of Llandeilo and areas of Carmarthen and Llanelli have experienced increasing levels of NO₂ over the last few years, to the extent that the air quality objective for NO₂ has been breached, resulting in Welsh Government requiring the Council to carry out a Detailed Assessment to ascertain the extent and level of exceedance of the Air Quality Objective.
- 1.4 NO₂ is a pollutant that can affect the respiratory system. It can irritate the lungs and lower resistance to respiratory infections such as influenza. Prolonged exposure to NO₂ can be harmful, in particular to those with existing respiratory conditions, the elderly or the young.

2.0 Llandeilo

- 2.1 The Air Quality Management Area (AQMA) was defined and designated for Llandeilo on the 11th November 2011. As a result, an Action Plan was developed which looked at a wider range of measures that are focussed on improving Air Quality within the Town on short, medium and longer term basis.
- 2.2 Work has commenced to implement the measures contained within the action plan. A review of the effectiveness of the measures implemented during the first and second years of Phase 1 was completed and reported upon during March 2016 and March 2017 respectively. The reports are attached as Appendices 1 and 2.

2.3 The measured NO₂ levels for 2016 and 2017 are attached as per Appendices 3 and 4. It can be seen that the measures that have been implemented to date have not resulted in a demonstrable improvement to Air Quality within the Town. We will continue to implement actions identified on the action plan and monitor the levels of NO₂ however, the only likely long-term viable option for bringing about a permanent and definite improvement to air quality in Llandeilo is the provision of a by-pass.

3.0 Carmarthen

3.1 The Air Quality Management Area for Carmarthen was declared on 2nd August 2016, a copy of which is attached as Appendix 5. The Action Planning Group developed an Action Plan for the area which identifies measures to be implemented to improve Air Quality. The Action Plan has been subject to a formal public consultation period which commenced on 7th August 2017, lasting 8 weeks. Responses received as part of the consultation were incorporated into the “Carmarthen and Llanelli Action Plan” report, which was submitted to Welsh Government during December 2017. The report is attached as Appendix 6.

3.2 Once approved, work will commence to implement the measures that have been identified, and the monitoring of Air Quality in the area will continue during this time.

3.3 As part of the Action Planning process, we will be working with a primary school within the Carmarthen area to monitor and assess Air Quality within the school grounds. This will form part of an educational package which will benefit both the school and our aspiration of shifting journey behaviours during the “school run”.

4.0 Llanelli

4.1 The Air Quality Management Area for Llanelli was declared on 2nd August 2016, a copy of which is attached as Appendix 7. The Action Planning Group developed an Action Plan for the area which identifies measures to be implemented to improve Air Quality. The Action Plan has been subject to a formal public consultation period which commenced on 7th August 2017, lasting 8 weeks. Responses received as part of the consultation were incorporated into the “Carmarthen and Llanelli Action Plan” report, which was submitted to Welsh Government during December 2017. The report is attached as Appendix 6.

4.2 Once approved, work will commence to implement the measures that have been identified, and the monitoring of Air Quality in the area will continue during this time.

4.3 Arrangements will be made to discuss proposals for monitoring Air Quality within the school grounds of a primary school in Llanelli. This will be a mirror of the project highlighted in 3.3 above, and it is intended that discussions will take place in March 2018.

DETAILED REPORT ATTACHED?	Yes –
	<ul style="list-style-type: none"> • Appendix 1 – 2015 Llandeilo AQMA Action Plan First Review • Appendix 2 – 2016 Llandeilo AQMA Action Plan Second Year Review • Appendix 3 – Measured NO₂ Levels for 2016 • Appendix 4 – Measured NO₂ Levels for 2017 • Appendix 5 – Carmarthen AQMA Order & Boundary Map • Appendix 6 – 2017 Carmarthen and Llanelli AQMA Action Plan Report • Appendix 7 – Llanelli AQMA Order & Boundary Map

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: **Robin Staines**

Head of Homes & Safer Communities

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	YES	YES	NONE	NONE	NONE	NONE

2. LEGAL

The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area.

3. FINANCE

There is no residual monies in the Capital fund to implement additional requirements during 2017/18.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: **Robin Staines**

Head of Homes and Safer Communities

1. Scrutiny Committee - N/A
2. Local Member(s) - N/A
3. Community / Town Council - N/A
4. Relevant Partners - N/A
5. Staff Side Representatives and other Organisations - N/A

Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:

THERE ARE NONE



Carmarthenshire County Council

Environment Act 1995

Local Air Quality Management

2015 Llandeilo AQMA Action Plan **First Review**

(March 2016)

Llandeilo AQMA Action Planning Group

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1.0 Purpose of the Review

This Review is the first review of the Llandeilo Action Plan presenting the work carried out on the interventions identified in Phase 1 of the Action Plan (Appendix 1). The review looks at all the work carried out to date and identifies whether any of the intervention proposals can be, or have been, implemented. Each intervention option is dealt with and the methods used to assess viability are discussed. This First Review document compliments the Action Plan Update Report that is submitted as part of the Local Air Quality Management annual reporting requirements. It should be noted that this is also the first year of Phase 1 and therefore not all of the interventions will have been implemented or assessed for this review. We will aim to assess the remaining intervention options from Phase 1 in time for the next review.

Some of the interventions identified in the Action Plan had already been implemented prior to the issue of the Action Plan and therefore it will be very difficult to ascertain whether positive impacts have been achieved as a result of the interventions. One such example is the Parking Enforcement work which commenced in 2013.

2.0 Phase 1 - Interventions Assessed To Date

2.1 Proposal 3a

To assess and reduce parking provision along Bridge Street if possible (Gerwyn's Fruit and Veg).

This proposal has been assessed to ascertain how feasible it would be to reduce the parking at this location. The long established business benefits from a loading bay outside of the premise and there is on street parking allocated on the opposite carriageway for residents. This situation can cause congestion at times, particularly when the loading bay is in use. The removal of the loading bay would create difficulties for the business and customers alike. Similarly the removal of on street parking would create difficulties for residents at this location. The knock on effect may result in moving the parking of vehicles to less appropriate locations along the highway causing road safety issues. There are no options for moving residents parking to the rear of the premises and there is insufficient space along the adjacent lane to have sufficient off street parking. Significantly increased use of the lane may also result in road safety issues. No further action is deemed possible at this time.



Photo 1 Proposal 3a – Gerwyn's Fruit & Veg

2.2 Proposal 3b

To assess and reduce parking provision along Rhosmaen Street if possible (St Teilo's Church).

An assessment of the parking at this location has been carried out and determined that it is possible to reduce the length of parking provision by ten meters, which equates to two parking bays. The preferred removal is to the north of this section of parking allocation which will result in much less of a bottle neck on leaving the high street. The physical bottle neck of the buildings at the very south of the high street will remain but the flow of traffic should be improved once leaving the high street. The relevant traffic orders are being drawn up with implementation due afterwards. Any significant improvement on air quality should be identified through the diffusion tube data, however, the predicted improvement was only $1-2\mu\text{g}/\text{m}^3$, which may be very difficult to identify.



Photo 2 Proposal 3b – St Teilo's Church Parking (south)



Photo 3 Proposal 3b – St Teilo’s Church Parking (north)(1)



Photo 4 Proposal 3b – St Teilo’s Church Parking (north) (2)

2.3 Proposal 3c

To assess and reduce parking provision along Rhosmaen Street if possible (Cawdor Hotel).

This assessment has been carried out and identified that the impact of removing the parking / loading provision outside of the hotel premise is likely to cause more congestion rather than relieve it. The parking bays are set back off the carriage way but when in use make it difficult for vehicles to negotiate the pinch point caused by the buildings at the end of the high street. The removal of the bays would result in parking on the carriageway itself thus making it even more difficult for vehicles to proceed at this location. There would also be resultant road safety issues that could not be alleviated at this point. No further action is deemed possible at this time.



Photo 5 Proposal 3c – Cawdor Hotel Loading Bays

2.4 Proposal 3d

To assess and reduce parking provision along Rhosmaen Street if possible (opposite and south of Principality Building Society).

The section of parking provision associated with this location covers time restricted parking bays, disabled parking and loading bays. This particular location suffers abuse of the existing parking provision to the extent that double yellow line parking is common practice both north and south of the allocated provision. Whilst unlawful parking to the north can cause some traffic movement issues the parking to the south is of far greater concern. This area encroaches on the pedestrian crossing that is located on the brow of the hill in the mid section of the high street and also coincides with the road width becoming narrower. Consequently road safety issues are created and the inappropriate parking can cause significant congestion, particularly at peak times. A reduction in parking provision at this location is unlikely to improve matters and may in fact make the situation worse. Consequently this location is subject to more frequent parking enforcement visits. However the use of the loading bays has identified that it would be appropriate to allow their use before the peak morning period and therefore a traffic order is being drawn up to amend the time use of the loading bays. Any improvement in air quality as a result of this intervention is likely to be imperceptible.



Photo 6a Proposal 3d – Parking provision opposite and south of Principality



Photo 6b Proposal 3d – Parking provision nearly opposite Principality



Photo 6c Proposal 3d – Parking provision opposite and south of Principality

2.5 Proposal C2

To review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on Rhosmaen Street and supplementing Crescent Road car park.

A review of the parking provision has been carried out and identified areas where shared use during the day would be appropriate along with time restricted stays, and an area for a coach parking bay has also been identified. Traffic orders are being drawn up that cover parking provision at locations in George Street, Kings Street, New Road and Crescent Road. These are all roads that are adjacent to Rhosmaen Street and circumvent the 'hot spot' area of the high street.

It will be virtually impossible to identify what contribution, if any, to improved air quality that any of the individual location changes may make, but it is hoped that the combination of changes will reduce the number of vehicles that may travel through the town centre and instead use the side roads. It is also hoped that there would be reduced congestion due to less parking on Rhosmaen Street.

2.6 Proposal C3

The assessment of car parking charges in the town to determine any benefits from reduction or removal of charges particularly to encourage more appropriate parking.

Data is being collected but the assessment is still to be carried out.

2.7 Proposal 7

Look at the possibility of service delivery to the rear of premises rather than along Rhosmaen Street.

A survey was carried out for relevant business premises along Rhosmaen Street (Appendix 2) that may be able to have their service deliveries made to the rear of the business premise. The bulk of the premises that can make use of delivery to the rear are located to the east side of Rhosmaen Street and in the northern section of the high street above the Pedestrian Crossing.

There were 14 premises identified that may be able to benefit, 4 of which have no access to the rear of the premise in which they are located. The remaining 10 premises do have access available to the rear of the premise and do make use of

this delivery mode. Although not every delivery is made this way, it would appear that bulky or awkward deliveries are, and mainly due to the problems that would be caused for road congestion or insufficient access through front doors.

Figure 1 below identifies the properties that were considered may have the potential to benefit from deliveries that may be made to the rear rather than from Rhosmaen Street. Visits to relevant properties were based on those within the red border, as shown below.

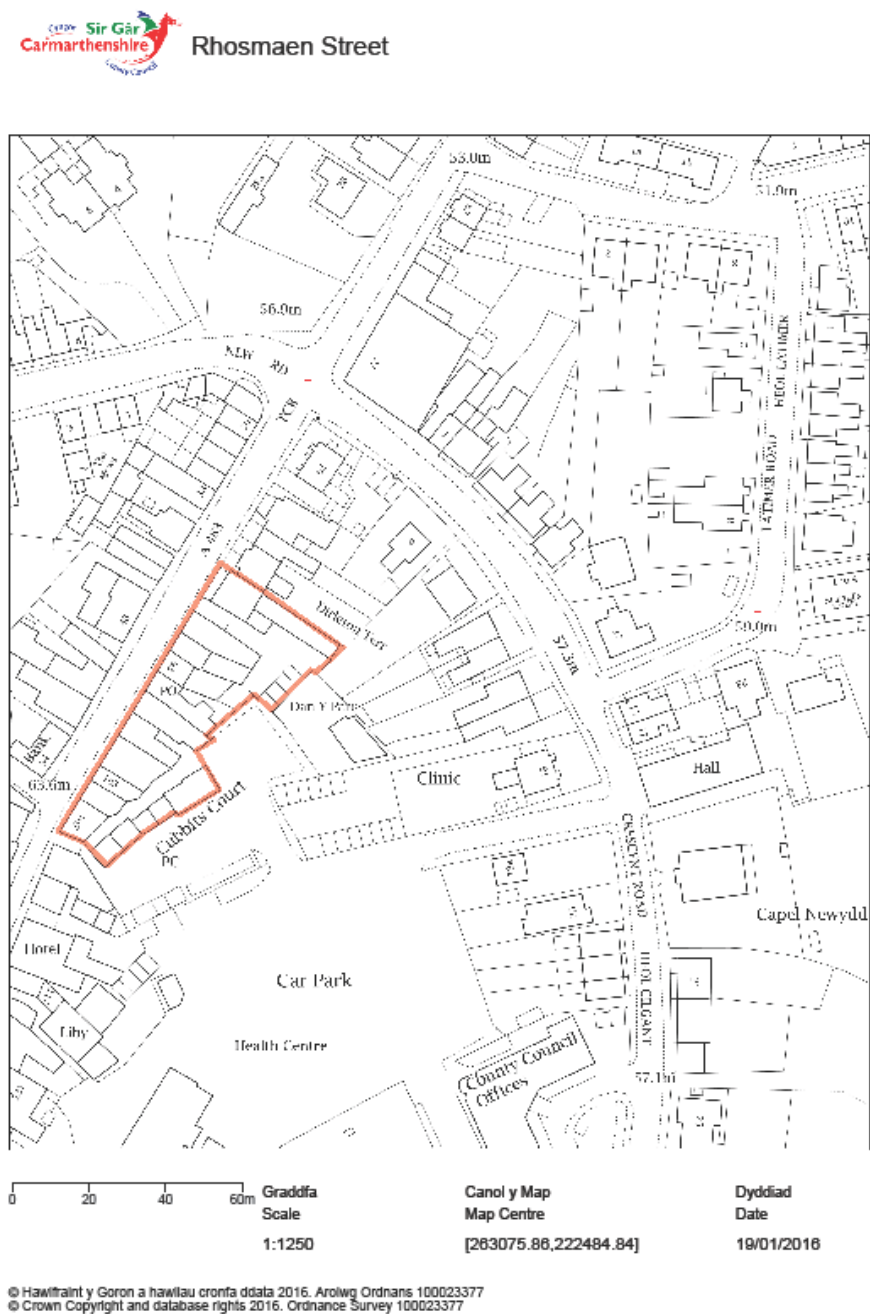


Figure 1 – Map detailing potential premises for service delivery at rear



Photo 7 Proposal 7 – Service delivery to rear of premises on Rhosmaen Street (1)



Photo 8 Proposal 7 – Service delivery to rear of premises on Rhosmaen Street (2)

2.8 Proposal 11

Improve parking issues on the street with additional or more frequent enforcement.

Enhanced parking enforcement work has been carried out since 2013 and continues to be the case. Data relating to this work is being gathered and will be analysed to identify what outputs have been achieved. It is unlikely that any direct correlation to an improvement in air quality would be identified.



Photo 9 Proposal 11 – Enhanced Parking Enforcement

2.9 Proposal 20

Identify if bus stops along the street can be improved to allow free flow of traffic.

The current locations of the two bus stops serving the main shopping area of the town have been assessed to determine whether they are in the most suitable locations. Consideration has been given to congestion impact, road safety, user access and ease of use for bus operating companies/drivers.

The bus stop to the north end of Rhosmaen Street (photograph below) is some 30 – 40 meters north of the parking and loading bays. This section of the highway is relatively wide in comparison to the rest of the high street and affords good visibility for pedestrians and road users alike. Although congestion can readily be created with a bus positioned at the stop bay it would be for a limited period of time for allowing passengers to get on or off the vehicle. Assuming there are no vehicles parked inappropriately at this location, it is ideal for bus operators and drivers. It is not considered that there are any other locations within the north of the high street area more suitable for the bus stop to be located.



Photo 10 Proposal 20 – Bus Stop (Rhosmaen Street) (north)

With regard to the south of Rhosmaen Street the bus stop is located outside of St Teilo's Church, as shown in the photograph below. It nestles between the two allocated parking bay areas effectively meaning that it does not generally directly cause congestion. This is assuming there is no inappropriate parking at the time the buses arrive. Visibility is not as good at this location, although the parking bays either side do afford some protection in terms of road safety. This stop requires more careful manoeuvre to gain access and egress. There are no alternative locations north of this point and the next available location south would be down towards the bridge or even on the other side of the bridge. Therefore it is again considered this location to be the most appropriate. No further action is deemed possible at this time.



Photo 11a Proposal 20 – Bus Stop (Rhosmaen Street) (south)



Photo 11b Proposal 20 – Bus Stop (Rhosmaen Street) (south)

3.0 Phase 1 – Interventions Yet To Be Assessed

3.1 Proposal 8

Promote cycling and walking to school more. Provide incentives such as free cycle helmets if children cycle to school more than 75 times in a year.

Still to be considered.

Need to work with Press and Communications Office / schools

3.2 Proposal 9

Promote car sharing to work/school. Website has been set up for the rural heartland north of Llandeilo for people commuting to Swansea/Llanelli/Carmarthen etc.

Still to be considered.

Need to work with Press and Communications Office / schools

3.3 Proposal 21

Publicise alternative routes (possibly through road haulage associations) to destinations north of Llandeilo so that vehicles can avoid the town.

Still to be considered.

3.4 Proposal 22

Identify peak use of the road e.g. school run, mart days and markets – then target improvements / restrictions / alternative routes during these times.

Need to look at traffic data and local weekly events.

Still to be considered.

3.5 Proposal C4

Assess feasibility of a six month trial of HGV diversion away from town (except for deliveries).

Liaise with WG/SWTRA.

Still to be considered.

3.6 Proposal C1

Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.

Liaise with WG/SWTRA.

Still to be considered.

4.0 Pre-Action Plan Intervention

4.1 Llandeilo Train Station Improvements

Improvements to Llandeilo train station had already been identified for implementation prior to the issue of the Llandeilo Action Plan. The station car park was re-surfaced and parking spaces marked out. It is unknown how many spaces were available prior to the re-surfacing but there are now 25 spaces in total. There are an additional estimated 25 'unofficial' parking spaces on land adjacent to the boundary fence of the LBS Builders depot located near the train station.



Photo 12 – Llandeilo Train Station Car Park

The train station usage data has been reviewed and the 'All Passenger Numbers' figures from 2009/10 to 2014/15 are detailed below in Table 1.

Report Year	All Passenger Numbers (Access/Exit)	
	End of previous	End of reported
2009 / 10	13760	13656
2010 / 11	13656	14518
2011 / 12	14518	15338
2012 / 13	15338	16368
2013 / 14	16368	15786
2014 / 15	15786	17386

Table 1 – Llandeilo ‘All Passenger’ data

The data suggests that the passenger numbers for the station are gradually increasing over the years.

The Heart of Wales Line Forum are working towards making improvements for various station locations along the route in order to provide more benefits and opportunities for train travel. Various organisations are involved and it is hoped that the work will result in greater passenger numbers.

References

Air Quality management Areas: Turning Reviews Into Action (NSCA) – National Society for Clean Air and Environmental Protection

Carmarthenshire County Council – Llandeilo AQMA Action Plan

Local Air Quality Management Policy Guidance Wales LAQM PG 09(W) – Welsh Government (2009)

Local Air Quality Management Technical Guidance TG (09) – Defra (2009)

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Appendix 1 – Llandeilo AQMA Action Plan - Phase 1 (Short Timescale and Easy Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO ₂ (µg/m ³)	Estimated Cost	Lead	Consequential Effects
3a	Assess and reduce parking provision along Bridge Street if possible. [Gerwyn's Fruit & Veg]	1 - 2	£15K	WG / SWTRA	Possible –ve impact for Fruit & Veg shop. Residents may also complain about removal of parking provision. The removal of parking provision will result in a negative economic impact on local Business.
3b	Assess and reduce parking provision along Rhosmaen Street if possible. [St Teilo's Church].	1 - 2	£15K	WG / SWTRA	May cause issues for grounds maintenance vehicle parking in respect of Park/Church grounds/people visiting graves.
3c	Assess and reduce parking provision along Rhosmaen Street if possible. [Cawdor Hotel].	3 - 5	£15K	WG / SWTRA	May cause issues for hotel deliveries/taxi waiting area/guests dropping off luggage. The removal of parking provision will result in a negative economic impact on local Business.
3d	Assess and reduce parking provision along Rhosmaen Street if possible. [Opposite Principality Building Society].	1 - 2		WG / SWTRA	Could be +ve impact for keeping traffic flowing but issues for removal of disable parking/loading and short stay bays. The removal of parking provision will result in a negative economic impact on local Business.
C2	Review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on	?		WG / SWTRA CCC	+ve impact with improved use of on street parking. This is likely to move the issue of poor air quality elsewhere within the town of

	Rhosmaen Street and supplementing Crescent Road car park.				Llandeilo, and into residential areas. Also likely that people will continue to risk parking contraventions by parking on Rhosmaen Street, thereby making this option ineffective.
C3	Assess parking charges in the town to determine any benefits from reduction or removal of charges particularly to encourage more appropriate parking.	?		CCC	Limited potentials for air quality improvement. The car parking strategy helps to manage demand for highway space. If the reduction in car parking fees occurs, and results in the car parking facility being over-subscribed, this could lead to increased journeys being made within the Town as vehicles look (or wait) for spaces to become available. This would have a negative affect on Air Quality.
7	Look at possibility of service delivery to rear of business premises rather than along Rhosmaen Street.	3 - 4	Not known – feasibility study.	CCC	Should be +ve impact but limited number of businesses that may be able to adopt.
8	Promote cycling and walking to school more. Provide incentives such as free cycle helmets if children cycle to school more than 75 times in a year.	?	£15K	CCC	+ve impact, although road safety issues need to be taken in to account. The A483 Swansea to Manchester route is a Trunk Road that has a higher incidence of HGV's using it. Encouraging children to travel on or in close proximity to this route is likely to increase the risk of road traffic incidents occurring. Both schools in the area also have wide catchment

					areas, which means increased journey times, making walking or cycling to school unrealistic due to journey constraints.
9	Promote car sharing to work/school. Website has been set up for the rural heartland north of Llandeilo for people commuting to Swansea/Llanelli/Carmarthen etc.	?	Minimal publicity costs	CCC	+ve impact.
11	Improve parking issues on the street with additional or more frequent enforcement.	2 - 3	Cost neutral	CCC	+ve impact and will improve traffic flows.
20	Identify if bus stops along the street can be improved to allow free flow of traffic.	?	£5K	CCC with WG / SWTRA	Assessment of bus stop locations will already have been made, particularly from the road safety perspective. May be very limited options, if any.
21	Publicise alternative routes (possibly through haulage associations) to destinations north of Llandeilo so that vehicles can avoid the town.	?	£10K	CCC with WG / SWTRA	Road signage alerting for Rhosmaen Street road closure highlighted there was little if any reduction in vehicle numbers. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available to publicise as alternatives. Very likely that any alternative routes that are publicised would be uneconomical, both financially and in terms of travel times, and that they would

					therefore be ignored, making this option ineffective.
22	Identify peak use of the road e.g. school run, mart days and markets – then target improvements / restrictions / alternative routes during these times.	?	£5K	CCC with WG / SWTRA	Potential +ve impacts but may be logistically difficult to achieve.
C4	Assess feasibility of a six month trial of HGV diversion away from town (except for deliveries).	?		CCC with WG / SWTRA	Potential +ve impacts for AQ. Trial period would have to cover spring/summer or summer/autumn to determine effect on air quality with data then annualised to predict annual data. Problems with enforcement of the diversion may question the effectiveness of the trial. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective.
C1	Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.	Need to review traffic data and base prediction on % vehicles removed.		WG / SWTRA	Potential +ve impacts but may cause problems for business deliveries, additional business transport costs, sustainability concerns. The A483 Manchester to

					<p>Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective. Also problems with the enforcement of this option.</p>
<p>Phase 1 – Options assessment and implementation (where possible) within 2 years (review after first year)</p>					

Appendix 2 – Properties Assessed for Service Delivery

Property number on Rhosmaen Street	Access to rear Y / N	Deliveries to rear Y / N
83	N	N
85	N	N
87	Y	N
87a	N	N
89	Y	Y
91a	Y	Y
93	Y	Y
95	Y	Y
97	Y	Y
99	Y	Y
101	Y	Y
103	Y	Y
105	Y	Y
107	Y	Y

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Carmarthenshire County Council

Environment Act 1995

Local Air Quality Management

2016 Llandeilo AQMA Action Plan **Second Year Review**

(March 2017)

Llandeilo AQMA Action Planning Group

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References

- Appendix 1 – Llandeilo AQMA Action Plan – Phase 1
- Appendix 2 – Rhosmaen Street & Bridge Street Traffic Orders

1.0 Purpose of the Review

This Review is the second review of the Llandeilo Action Plan presenting the work carried out on the interventions that remained in Phase 1 of the Action Plan (Appendix 1) after the first year review. The review identifies whether any of the remaining Phase 1 intervention proposals can be, or have been, implemented. Each intervention option is dealt with and the methods used to assess viability are discussed. This Second Review document compliments the Action Plan Update Report that is submitted as part of the Local Air Quality Management annual reporting requirements. It should be noted that this is the second year of Phase 1 and year one interventions were reported in 2016.

2.0 Phase 1 - Interventions Assessed in first review

The proposals assessed in the first year review are listed below.

- 3a** - To assess and reduce parking provision along Bridge Street if possible (Gerwyn's Fruit and Veg).
- 3b** - To assess and reduce parking provision along Rhosmaen Street if possible (St Teilo's Church).
- 3c** - To assess and reduce parking provision along Rhosmaen Street if possible (Cawdor Hotel).
- 3d** - To assess and reduce parking provision along Rhosmaen Street if possible (opposite and south of Principality Building Society).
- C2** - To review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on Rhosmaen Street and supplementing Crescent Road car park.
- 7** - Look at the possibility of service delivery to the rear of premises rather than along Rhosmaen Street.
- 11** - Improve parking issues on the street with additional or more frequent enforcement.
- 20** - Identify if bus stops along the street can be improved to allow free flow of traffic.

3.0 Phase 1 – Interventions Assessed in second year

3.1 Proposals 3b and 3d

Assess and reduce parking provision along sections of Rhosmaen Street.

As part of the proposals to assess parking provision, last year the South Wales Trunk Road Agent reviewed parking and loading bay provisions along Rhosmaen Street and location of double yellow lines and waiting time restrictions. The review identified some improvements and traffic orders were drawn up to implement the changes. The changes resulting from the issue of the Orders came in to effect on the 17th March 2017. A copy of the Traffic Order and Plan are shown in Appendix 2.

Whilst initially it appeared that the changes had resulted in a reduction of NO₂ in a couple of locations it is too early to determine any actual impact from the changes made through the Traffic Order. Monitoring results will be reviewed at the end of 2017 to determine if there has been any perceivable change.

3.2 Proposal C2

Review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on Rhosmaen Street and supplementing Crescent Road car park.

The review was completed and traffic orders have been issued providing shared used of spaces. In addition, coaches now drop off and pick up in Crescent Road car park rather than along Rhosmaen Street which improves road safety and reduces congestion on the trunk road.

It is too early to determine any perceivable improvement from the implementation of this proposal.

3.3 Proposal C3

The assessment of car parking charges in the town to determine any benefits from reduction or removal of charges particularly to encourage more appropriate parking.

The car park data for Crescent Road has been analysed for the period 2010 to 2016 to ascertain whether there has been an increase in the use of the car park facilities. Table 1 below provides the annual data.

Table 1 – Crescent Road Car Park Utilisation

2010	2011	2012	2013	2014	2015	2016
103163	99228	105584	92092	109087	119054	114240

The most noticeable figure in the above table is the result for 2013 which is significantly lower than the other years. Further analysis of the data identified that that week's 1 through to 14 of the year 2013 were visibly lower in numbers than the comparative weeks in all other years, and for weeks 6 to 13 were all less than 1000 visits. There are only six other weekly totals in the whole assessment period that has a total of less than 1000 visits.

The cause of the low visits number at the start of 2013 is very likely to be related to the full road closure of Rhosmaen Street connected with the replacement of the main gas pipeline and property connections that took place between January and March 2013. Traffic was diverted during this period around Crescent Road and King George Street/New Road, resulting in significant congestion.

The figures show there has been a definite increased use of the car park with 2015 having the highest number of visitors. This would coincide with enhanced parking enforcement work that was carried out for the town.

In terms of assessing whether there is any merit in reducing or removing parking charges there are a number of considerations to take in to account. Revenue generated from car park fees are re-invested in the facilities with improved standards over the last few years. The revenue also helps to finance the parking enforcement function. A reduction or removal of fees reduces the finances available to maintain the car park facility and also risks delivery of the parking enforcement function. This function is delivered county wide and so could impact on other areas, particularly those associated with the two other Air Quality Management Areas in the county.

There is a need to strike a balance between ensuring sufficient finances to deliver the parking enforcement function, keep charges to a level that will not put off visitors and

ensuring that there is minimal negative impact on the local economy and air quality. A review of the car park charges across the county was assessed last year and reported through council. There was insufficient evidence or supporting data that would identify an improvement in air quality from the reduction or removal of parking charges within Llandeilo that could be submitted for assessment and review as part of the report for council.

3.4 Proposal 8 & 9

Promote cycling and walking to school more, and, Promote car sharing to work/school.

Work progressing with the Press and Communications Office to engage with social media and other means of advertising / highlighting the initiatives. We are looking at opportunities to merge the concepts with the 'General Air Quality Action Plan Interventions' that have been generated for the Carmarthen and Llanelli Draft Action Plans that are due for public consultation.

3.5 Proposal 21

Publicise alternative routes (possibly through road haulage associations) to destinations north of Llandeilo so that vehicles can avoid the town.

This is still under consideration although it may be closely linked to Proposals C4 and C1, below.

3.6 Proposal 22

Identify peak use of the road e.g. school run, mart days and markets – then target improvements / restrictions / alternative routes during these times.

In order to assess the peak use of the road through Llandeilo and how it may impact on air quality, a review of traffic count data and indicative air quality monitoring data was carried out. Data from a traffic count performed from Saturday 5th July to Friday 11th July 2014 was analysed along with NO₂ data from the same period.

Table 2 - Traffic / NO₂ Assessment – Rhosmaen Street, Llandeilo (05 – 11/07/2014)

Day	SAT	SUN	MON	TUE	WED	THU	FRI
2-way vehicle count	8625	8342	8531	8566	9399	7450	5962
All vehicle peak hour / count (NO ₂)	11.00 / 646 (4.1)	14.00 / 533 (0.0)	08.00 / 784 (34.2)	08.00 / 832 (30.8)	08.00 / 853 (21.8)	08.00 / 734 (47.7)	15.00 / 805 (8.1)
Cars peak hour/count (NO ₂)	11.00 / 598 (4.1)	12.00 / 463 (6.7)	08.00 / 673 (34.2)	08.00 / 729 (30.8)	08.00 / 736 (21.8)	08.00 / 650 (47.7)	16.00 / 725 (8.6)
LDV peak hour/count (NO ₂)	10.00 / 43 (3.7)	16.00 / 32 (0.0)	08.00 / 83 (34.2)	15.00 / 70 (48.0)	08.00 / 73 (21.8)	15.00 / 69 (38.4)	10.00 / 68 (4.8)
HDV peak hour/count (NO ₂)	09.00 / 25 (6.0)	14.00 / 20 (0.0)	10.00 / 30 (68.3)	10.00 / 36 (0.0)	08.00 / 41 (21.8)	15.00 / 34 (38.4)	09.00 / 42 (16.9)
Total HDV daily count	198	158	357	347	368	367	369
% HDV	2.3	1.9	4.2	4.1	3.9	4.9	6.2
Daily NO ₂ Avg (µg/m ³)	26.6	27.0	46.8	31.8	37.1	38.8	27.1

Figures in **bold** represent highest in each data set whilst those in *italics* represent the lowest.

Whilst it is difficult to determine any particular pattern with the data presented in the Table 2 above there some interesting comparisons. Wednesday experienced the highest two way vehicle count and also the highest all vehicle and car peak hour counts. Perhaps unsurprisingly the peak hour was between 08.00 and 09.00. In contrast Sunday experienced the lowest all vehicle and car peak hour counts, but for different times during the day.

The data for Friday provides some interesting results. For example it had the lowest two way vehicle count, which was not expected, but also had the highest HDV peak hour count, HDV total daily count and therefore highest percentage of HDV for the daily period. The expectation would be that the pollution levels would be similarly high, however the NO₂ levels throughout the day and the daily average are some of the lowest of the week. It is possible this may be due to the fact there were less vehicles on the road causing less congestion and that HDV generally managed to negotiate Rhosmaen Street without too much stop and start events. Free flowing traffic normally creates generally less pollution than congested traffic, particularly when gradients are involved, as is the case in Llandeilo.

Mart days are each Monday and the second Saturday of each month although it is known that the traffic count did not include the Saturday Mart day. The Monday did have the highest LDV count and peak hour HGV NO₂ result, along with the highest daily NO₂ average for the week. However, it is not possible to determine whether this was related to the fact it was a Mart day. It is worth noting that this day had the third highest HVG count of the week, which could be a significant contributory factor.

Any potential follow up work from this proposal is likely to be linked to proposals C4 and C1 below.

3.7 Proposal C4

Assess feasibility of a six month trial of HGV diversion away from town (except for deliveries).

Discussions starting with Welsh Government and the South Wales Trunk Roads Agent to determine the feasibility of the proposal.

3.8 Proposal C1

Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.

Discussions starting with Welsh Government and the South Wales Trunk Roads Agent to determine the feasibility of the proposal.

4.0 Pre-Action Plan Intervention

4.1 Llandeilo Train Station Improvements

The train station usage data has been reviewed and the 'All Passenger Numbers' figures from 2009/10 to 2015/16 are detailed below in Table 3.

Report Year	All Passenger Numbers (Access/Exit)	
	End of previous	End of reported
2009 / 10	13760	13656
2010 / 11	13656	14518
2011 / 12	14518	15338
2012 / 13	15338	16368
2013 / 14	16368	15786
2014 / 15	15786	17386
2015 / 16	17386	17562

Table 3 – Llandeilo 'All Passenger' data

The data suggests that the passenger numbers for the station are gradually increasing over the years.

The Heart of Wales Line Forum are working towards making improvements for various station locations along the route in order to provide more benefits and opportunities for train travel. Various organisations are involved and it is hoped that the work will result in greater passenger numbers.

References

Air Quality Management Areas: Turning Reviews Into Action (NSCA) – National Society for Clean Air and Environmental Protection

Carmarthenshire County Council – Llandeilo AQMA Action Plan

Carmarthenshire County Council – 2015 Llandeilo Action Plan First Review (2016)

Local Air Quality Management Policy Guidance Wales LAQM PG 09(W) – Welsh Government (2009)

Local Air Quality Management Technical Guidance TG (09) – Defra (2009)

<http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Appendix 1 – Llandeilo AQMA Action Plan - Phase 1 (Short Timescale and Easy Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO ₂ (µg/m ³)	Estimated Cost	Lead	Consequential Effects
3a	Assess and reduce parking provision along Bridge Street if possible. [Gerwyn's Fruit & Veg]	1 - 2	£15K	WG / SWTRA	Possible –ve impact for Fruit & Veg shop. Residents may also complain about removal of parking provision. The removal of parking provision will result in a negative economic impact on local Business.
3b	Assess and reduce parking provision along Rhosmaen Street if possible. [St Teilo's Church].	1 - 2	£15K	WG / SWTRA	May cause issues for grounds maintenance vehicle parking in respect of Park/Church grounds/people visiting graves.
3c	Assess and reduce parking provision along Rhosmaen Street if possible. [Cawdor Hotel].	3 - 5	£15K	WG / SWTRA	May cause issues for hotel deliveries/taxi waiting area/guests dropping off luggage. The removal of parking provision will result in a negative economic impact on local Business.
3d	Assess and reduce parking provision along Rhosmaen Street if possible. [Opposite Principality Building Society].	1 - 2		WG / SWTRA	Could be +ve impact for keeping traffic flowing but issues for removal of disable parking/loading and short stay bays. The removal of parking provision will result in a negative economic impact on local Business.
C2	Review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on	?		WG / SWTRA CCC	+ve impact with improved use of on street parking. This is likely to move the issue of poor air quality elsewhere within the town of

	Rhosmaen Street and supplementing Crescent Road car park.				Llandeilo, and into residential areas. Also likely that people will continue to risk parking contraventions by parking on Rhosmaen Street, thereby making this option ineffective.
C3	Assess parking charges in the town to determine any benefits from reduction or removal of charges particularly to encourage more appropriate parking.	?		CCC	Limited potentials for air quality improvement. The car parking strategy helps to manage demand for highway space. If the reduction in car parking fees occurs, and results in the car parking facility being over-subscribed, this could lead to increased journeys being made within the Town as vehicles look (or wait) for spaces to become available. This would have a negative affect on Air Quality.
7	Look at possibility of service delivery to rear of business premises rather than along Rhosmaen Street.	3 - 4	Not known – feasibility study.	CCC	Should be +ve impact but limited number of businesses that may be able to adopt.
8	Promote cycling and walking to school more. Provide incentives such as free cycle helmets if children cycle to school more than 75 times in a year.	?	£15K	CCC	+ve impact, although road safety issues need to be taken in to account. The A483 Swansea to Manchester route is a Trunk Road that has a higher incidence of HGV's using it. Encouraging children to travel on or in close proximity to this route is likely to increase the risk of road traffic incidents occurring. Both schools in the area also have wide catchment

					areas, which means increased journey times, making walking or cycling to school unrealistic due to journey constraints.
9	Promote car sharing to work/school. Website has been set up for the rural heartland north of Llandeilo for people commuting to Swansea/Llanelli/Carmarthen etc.	?	Minimal publicity costs	CCC	+ve impact.
11	Improve parking issues on the street with additional or more frequent enforcement.	2 - 3	Cost neutral	CCC	+ve impact and will improve traffic flows.
20	Identify if bus stops along the street can be improved to allow free flow of traffic.	?	£5K	CCC with WG / SWTRA	Assessment of bus stop locations will already have been made, particularly from the road safety perspective. May be very limited options, if any.
21	Publicise alternative routes (possibly through haulage associations) to destinations north of Llandeilo so that vehicles can avoid the town.	?	£10K	CCC with WG / SWTRA	Road signage alerting for Rhosmaen Street road closure highlighted there was little if any reduction in vehicle numbers. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available to publicise as alternatives. Very likely that any alternative routes that are publicised would be uneconomical, both financially and in terms of travel times, and that they would

					therefore be ignored, making this option ineffective.
22	Identify peak use of the road e.g. school run, mart days and markets – then target improvements / restrictions / alternative routes during these times.	?	£5K	CCC with WG / SWTRA	Potential +ve impacts but may be logistically difficult to achieve.
C4	Assess feasibility of a six month trial of HGV diversion away from town (except for deliveries).	?		CCC with WG / SWTRA	Potential +ve impacts for AQ. Trial period would have to cover spring/summer or summer/autumn to determine effect on air quality with data then annualised to predict annual data. Problems with enforcement of the diversion may question the effectiveness of the trial. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective.
C1	Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.	Need to review traffic data and base prediction on % vehicles removed.		WG / SWTRA	Potential +ve impacts but may cause problems for business deliveries, additional business transport costs, sustainability concerns. The A483 Manchester to

					<p>Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective. Also problems with the enforcement of this option.</p>
<p>Phase 1 – Options assessment and implementation (where possible) within 2 years (review after first year)</p>					

Appendix 2 – Rhosmaen Street & Bridge Street Traffic Orders

OFFERYNNAU STATUDOL
CYMRU

2017 Rhif (Cy.)
TRAFFIG FFYRDD, CYMRU

Gorchymyn Cefnffordd yr A483
(Stryd Rhosmaen a Heol y Bont,
Llandeilo, Sir Gaerfyrddin)
(Amrywiol Gyfyngiadau Aros)
2017

Gwnaed
Yn dod i rym 17 Mawrth 2017

Mae Gweinidogion Cymru, sef yr awdurdod traffig ar gyfer Cefnffordd Abertawe - Manchester (yr A483) (y cyfeirir ati yma wedi hyn fel "y gefnffordd"), drwy arfer y pwerau a roddir llydnt gan adranau 1(1), 2(1) a (2), 4(2) a 124 o Ddeddf Rheoleiddio Traffig Ffyrdd 1984(1) (y cyfeirir ati yma wedi hyn fel "Deddf 1984") a pharagraff 27 o Atodlen 9 iddi, ac ar ôl ymgryngori â Phrif Swyddog Heddlu Dyfed Powys, drwy hyn yn gwneud y Gorchymyn hwn.

Enwi, Dehongli a Chychwyn

1. Daw'r Gorchymyn hwn i rym ar 17 Mawrth 2017 a'i enw yw Gorchymyn Cefnffordd yr A483 (Stryd Rhosmaen a Heol y Bont, Llandeilo, Sir Gaerfyrddin) (Amrywiol Gyfyngiadau Aros) 2017.

2. (1) Yn y Gorchymyn hwn –

mae i "bathodyn person anabl" ("disabled person's badge") yr ystyr a roddir yn rheolau 2 o Reolliadau Personau Anabl (Bathodynau ar gyfer Cerbydau Modur) (Cymru) 2000(2);

(1) 1984 c.27: diwygwyd adranau 1(1), 2(1) a (2) gan adran 168 o Ddeddf Ffyrdd Newydd a Gwaith Stryd 1991 (p. 22) a pharagraffau 17 a 18 o Atodlen 8 iddi. Yn rhwngeddi arhif 2 o O.S. 1999/672 ac Atodlen 1 iddo, a pharagraff 30 o Atodlen 11 i Ddeddf Llywodraeth Cymru 2006, mae'r pwerau hyn yn urfuddwyd holltali gan Weindogion Cymru a ran Cymru.
(2) O.S. 2000/1786.

mae i "disg barcio" ("parking disc") yr ystyr a roddir yn rheolau 8(2) o Reolliadau Gorchymynion Traffig Awdurdodau Lleol (Esempladau ar gyfer Personau Anabl) (Cymru) 2000(3).

(2) At ddiben y Gorchymyn hwn bennir bod cerbyd yn arddangos:

(i) bathodyn person anabl yn y lle perthnasol:-

(a) yn achos cerbyd ac iddo banel deialau neu ddangosfwrdd, os yw'r bathodyn yn cael ei arddangos ar y panel deialau neu'r dangosfwrdd fel bod Rhan 1 o'r bathodyn yn eglur ac yn ddarlennadwy o'r tu allan i'r cerbyd; neu

(b) yn achos cerbyd nad oes iddo banel deialau neu ddangosfwrdd, os yw'r bathodyn yn cael ei arddangos mewn lle amlwg yn y cerbyd neu arno fel bod Rhan 1 o'r bathodyn yn eglur ac yn ddarlennadwy o'r tu allan i'r cerbyd; a

(ii) disg barcio yn y lle perthnasol:-

(a) yn achos cerbyd ac iddo banel deialau neu ddangosfwrdd, os yw'r disg yn cael ei harddangos ar y panel deialau neu'r dangosfwrdd fel bod y cyfnod o chwarter awr pan ddechreuodd y cyfnod aros yn eglur ac yn ddarlennadwy o'r tu allan i'r cerbyd; neu

(b) yn achos cerbyd nad oes iddo banel deialau neu ddangosfwrdd, os yw'r disg yn cael ei harddangos mewn lle amlwg yn y cerbyd neu arno fel bod y cyfnod o chwarter awr pan ddechreuodd y cyfnod aros yn eglur ac yn ddarlennadwy o'r tu allan i'r cerbyd.

(3) Mae unrhyw gyfeiriad yn y Gorchymyn hwn ac unrhyw Atodlen a rhif yn gyfeiriad at yr erthygl neu'r Atodlen sy'n dilyn y rhif hwn yn y Gorchymyn hwn.

Gwaharddiadau a Chyfyngiadau

Gwahardd aros ar unrhyw adeg

3. Ac eithrio fel a ddarperir yn erthygl 12, ni chafir neb, ac eithrio yn ôl cyfarwyddyd neu a chaniatâd ewnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorffodi sifil, beri na chaniatâd i unrhyw gerbyd aros ar ochrau'r damau o'r gefnffordd a bennir yn Atodlen 1.

(3) O.S. 2000/1785.

WELSH STATUTORY
INSTRUMENTS

2017 No. (W.)
ROAD TRAFFIC, WALES

The A483 Trunk Road (Rhosmaen
Street & Bridge Street,
Llandeilo, Carmarthenshire)
(Various Waiting Restrictions)
Order 2017

Made
Coming into force 17 March 2017

The Welsh Ministers, as traffic authority for the Swansea - Manchester Trunk Road (A483) (hereinafter referred to as "the trunk road"), in exercise of the powers conferred upon them by sections 1(1), 2(1) and (2), 4(2) and 124 of, and paragraph 27 of Schedule 9 to, the Road Traffic Regulation Act 1984(1) (hereinafter referred to as "the 1984 Act"), and after consultation with the Chief Officer of the Dyfed Powys Police, make this Order.

Title, Interpretation and Commencement

1. This Order comes into force on 17 March 2017 and its title is The A483 Trunk Road (Rhosmaen Street & Bridge Street, Llandeilo, Carmarthenshire) (Various Waiting Restrictions) Order 2017.

2. (1) In this Order –

"disabled person's badge" ("bathodyn person anabl") has the meaning given in regulation 2 of the Disabled Persons (Badges for Motor Vehicles) (Wales) Regulations 2000(2);

(1) 1984 c.27: sections 1(1), 2(1) and (2) were amended by the New Roads and Street Works Act 1991 (c.22), section 168 and Schedule 8, paragraphs 17 and 18. By virtue of S.I. 1999/672, article 2 and Schedule 1, and paragraph 30 of Schedule 11 to the Government of Wales Act 2006, these powers are now exercisable by the Welsh Ministers in relation to Wales.
(2) S.I. 2000/1786.

"parking disc" ("disg barcio") has the meaning given in regulation 8(2) of the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000(3).

(2) For the purpose of this Order a vehicle shall be regarded as displaying:

(i) a disabled person's badge in the relevant position if:-

(a) in the case of a vehicle fitted with a dashboard or fascia panel, the badge is exhibited thereon so that Part 1 of the badge is clearly legible from the outside of the vehicle; or

(b) in the case of a vehicle not fitted with a dashboard or fascia panel, the badge is exhibited in a conspicuous position in or on the vehicle so that Part 1 of the badge is clearly legible from outside the vehicle; and

(ii) a parking disc in the relevant position if:-

(a) in the case of a vehicle fitted with a dashboard or fascia panel the disc is exhibited thereon so that the quarter-hour period during which the period of waiting began is clearly legible from outside the vehicle; or

(b) in the case of a vehicle not fitted with a dashboard or fascia panel the disc is exhibited in a conspicuous position in or on the vehicle so that the quarter-hour period during which the period of waiting began is clearly legible from outside the vehicle.

(3) Any reference in this Order to a numbered article or Schedule is a reference to the article or Schedule bearing that number in this Order.

Prohibitions and Restrictions

Prohibition of waiting at any time

3. Except as provided in article 12, no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait on the sides of the lengths of the trunk road specified in Schedule 1.

(3) S.I. 2000/1785.

Gwahardd Aros, Llwytho a Dadlwytho ar unrhyw adeg

4. Ac eithrio fel a ddarperir yn erthygl 12(1)(a), (c), (d), (e), ac (f), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd aros, llwytho na dadlwytho ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 2.

Gwahardd Aros o ddydd Llun i ddydd Sadwrn rhwng 08:00 o'r gloch a 18:00 o'r gloch cychyngtu ar aros i 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul

5. Ac eithrio fel a ddarperir yn erthygl 12(1), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd aros ar ochr y darn o'r gefnffordd a bennir yn Atodlen 3 rhwng 08:00 o'r gloch a 18:00 o'r gloch o ddydd Llun i ddydd Sadwrn, ac am gyfnod sy'n fwy na 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul.

Cychyngtu ar aros i 30 munud mewn unrhyw gyfnod o 60 munud rhwng 09:00 o'r gloch a 18:00 o'r gloch o ddydd Llun i ddydd Sadwrn ac i 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul

6. Ac eithrio fel a ddarperir yn erthygl 12, ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd aros ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 4 am gyfnod sy'n fwy na 30 munud mewn unrhyw gyfnod o 60 munud rhwng 09:00 o'r gloch a 18:00 o'r gloch o ddydd Llun i ddydd Sadwrn, ac am gyfnod nad yw'n fwy na 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul.

Gwahardd aros ar unrhyw adeg (parcio i fathodynau glas yn unig)

7. Ac eithrio fel a ddarperir yn erthygl 12(1), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd, ac eithrio cerbyd sy'n arddangos bathodyn person anabl, aros ar ochr y darn o'r gefnffordd a bennir yn Atodlen 5 ar unrhyw adeg.

Llwytho a Dadlwytho yn Unig (04:00 o'r gloch – 07:30 o'r gloch a 10:00 o'r gloch – 15:00 o'r gloch)

8. Ac eithrio fel a ddarperir yn erthygl 12(1), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd llwytho neu ddadlwytho ar ochr y darn o'r gefnffordd a bennir yn Atodlen 7 ar unrhyw adeg ac eithrio rhwng 08:00 o'r gloch a 15:00 o'r gloch ar unrhyw ddiwrnod.

na chaniatâd i unrhyw gerbyd llwytho neu ddadlwytho ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 6 ar unrhyw adeg ac eithrio rhwng 04:00 o'r gloch a 07:30 o'r gloch, a rhwng 10:00 o'r gloch a 15:00 o'r gloch, ar unrhyw ddiwrnod.

Llwytho a Dadlwytho yn unig (08:00 o'r gloch – 15:00 o'r gloch)

9. Ac eithrio fel a ddarperir yn erthygl 12(1), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd llwytho neu ddadlwytho ar ochr y darn o'r gefnffordd a bennir yn Atodlen 7 ar unrhyw adeg ac eithrio rhwng 08:00 o'r gloch a 15:00 o'r gloch ar unrhyw ddiwrnod.

Gwahardd Aros, Llwytho a Dadlwytho (15:00 o'r gloch – 04:00 o'r gloch a 07:30 o'r gloch – 10:00 o'r gloch)

10. Ac eithrio fel a ddarperir yn erthygl 12(1)(a), (c), (d), (e), ac (f), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd aros, llwytho na dadlwytho ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 8 ar unrhyw adeg rhwng 15:00 o'r gloch a 04:00 o'r gloch, a rhwng 07:30 o'r gloch a 10:00 o'r gloch ar unrhyw ddiwrnod.

Gwahardd Aros, Llwytho a Dadlwytho (15:00 o'r gloch – 08:00 o'r gloch)

11. Ac eithrio fel a ddarperir yn erthygl 12(1)(a), (c), (d), (e), ac (f), ni chaffi neb, ac eithrio yn ôl cyfarwyddyd neu â chaniatâd cwnstabl heddlu, swyddog cymorth cymunedol yr heddlu neu swyddog gorfolodi sifil, berr na chaniatâd i unrhyw gerbyd aros, llwytho na dadlwytho ar ochr y darn o'r gefnffordd a bennir yn Atodlen 9 ar unrhyw adeg rhwng 15:00 o'r gloch a 08:00 o'r gloch ar unrhyw ddiwrnod.

Esemptiadau

12. (1) Ni fydd dim yn erthyglau 3, 4, 5, 6, 7, 8, 9, 10 nac 11 yn ei gweud yn anghyfreithlon i berr neu i ganiatâd i unrhyw gerbyd aros ar y darnau o'r gefnffordd nac ar ochrau'r gefnffordd y cyfeirir ati yn yr erthyglau hynny cyhyd ag sy'n angenrheidiol i atio:

- (a) person i fynd i mewn i gerbyd, neu i ddod allan ohono;
- (b) twyddau i gael eu llwytho ar y cerbyd neu eu dadlwytho ohono;
- (c) y cerbyd, os na ellir ei ddefnyddio'n hwylus at y diben hwnnw ar unrhyw ffordd arall, i gael ei ddefnyddio mewn cysylltiad ag unrhyw un neu

Prohibition of Waiting, Loading and Unloading at any time

4. Except as provided in article 12(1)(a), (c), (d), (e), and (f), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait, load or unload on any of the sides of the lengths of the trunk road specified in Schedule 2.

Prohibition of Waiting Monday to Saturday restricted to 2 hours in any period of 3 hours between 09:00 and 18:00 hours on Sunday

5. Except as provided in article 12(1), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait on the side of the length of the trunk road specified in Schedule 3 between 08:00 hours and 18:00 hours on Monday to Saturday, and for a period exceeding 2 hours in any period of 3 hours between 09:00 hours and 18:00 hours on Sunday.

Waiting restricted to 30 minutes in any period of 60 minutes between 09:00 and 18:00 hours Monday to Saturday and to 2 hours in any period of 3 hours between 09:00 and 18:00 hours on Sunday

6. Except as provided in article 12, no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait on any of the sides of the lengths of the trunk road specified in Schedule 4 for a period exceeding 30 minutes in any period of 60 minutes between 09:00 hours and 18:00 hours on Monday to Saturday, and for a period exceeding 2 hours in any period of 3 hours between 09:00 and 18:00 hours on Sunday.

Prohibition of waiting at any time (blue badge parking only)

7. Except as provided in article 12(1), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle, other than a vehicle displaying a disabled person's badge, to wait on the side of the length of the trunk road specified in Schedule 5 at any time.

Loading and Unloading Only (04:00 – 07:30 and 10:00–15:00 hours)

8. Except as provided in article 12(1), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit

any vehicle to load or unload on any of the sides of the lengths of the trunk road specified in Schedule 6 at any time other than between 04:00 hours and 07:30 hours, and between 10:00 hours and 15:00 hours, on any day.

Loading and Unloading only (08:00–15:00)

9. Except as provided in article 12(1), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to load or unload on the side of the length of the trunk road specified in Schedule 7 at any time other than between 08:00 hours and 15:00 hours on any day.

Prohibition of Waiting, Loading and Unloading (15:00–04:00 and 07:30–10:00 hours)

10. Except as provided in article 12(1)(a), (c), (d), (e) and (f), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait, load or unload on any of the sides of the lengths of the trunk road specified in Schedule 8 at any time between 15:00 hours and 04:00 hours, and between 07:30 hours and 10:00 hours, on any day.

Prohibition of Waiting, Loading and Unloading (15:00–08:00)

11. Except as provided in article 12(1)(a), (c), (d), (e) and (f), no person shall, except upon the direction or with the permission of a police constable, police community support officer or civil enforcement officer, cause or permit any vehicle to wait, load or unload on the side of the length of the trunk road specified in Schedule 9 at any time between 15:00 hours and 08:00 hours on any day.

Exemptions

12. (1) Nothing in articles 3, 4, 5, 6, 7, 8, 9, 10 and 11 shall render it unlawful to cause or permit any vehicle to wait in the lengths of the trunk road or on the sides of the trunk road referred to therein for so long as may be necessary to enable:-

- (a) a person to board or alight from a vehicle;
- (b) goods to be loaded on or unloaded from the vehicle;
- (c) the vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely:-

ragor o'r gweithrediadau a ganlyn, sef: -

- (i) gwaith adeiladu, gwaith diwydiannol neu waith dymchwel;
 - (ii) symud unrhyw rwystr i drafftig;
 - (iii) cynnal a chadw, gwella neu alladeiladu'r darnau hynny o'r ffordd; neu
 - (iv) gosod, codi, addasu neu atgyweirio, yn y darnau hynny o'r gefnffordd neu mewn tir cyfagos, unrhyw garthffos neu unrhyw brif bibell, unrhyw bibell neu unrhyw gyfarpar ar gyfer cyflenwi nwy, dŵr neu drydan neu unrhyw linell delectraffig fel y'i diffinnir yn Neddff Cyfathrebiadau 2003(4);
 - (d) y cerbyd, os na ellir ei ddefnyddio'n hwylus at y dibenion hynny ar unrhyw ffordd arall, i gael ei ddefnyddio yng ngwasanaeth awdurdod lleol neu awdurdod dŵr yn unol â phwerau neu ddyletswyddau statudol;
 - (e) y cerbyd i gymryd petrol, olew, dŵr neu aer o unrhyw garej ar y darnau hynny o'r gefnffordd neu'n gyfagos iddynt; neu
 - (f) y cerbyd i gael ei ddefnyddio at ddibenion y frigad dŵn, y gwasanaeth ambiwlans neu'r heddlu.
- (2) Ni fydd dim yn erthyglau 3 a 6 yn ei gwneud yn anghyfreithlon i beri neu i ganiatáu i gerbyd person anabl sy'n dangos yn y lle perthnasol fathodyn person anabl a disg barcio (y mae'r gyrrwr, neu berson arall sy'n gyfrifol am y cerbyd, wedi nodi arnynt yr aniser pryd y dechreuodd y cyfnod aros ar unrhyw un o ochrau'r darnau o'r gefnffordd y cyfeirir atynt yn yr erthyglau hynny am gyfnod nad yw'n fwy na 3 awr, sef cyfnod y bydd ysbaid o un awr o leiaf rhyngddo a chyfnod blaenorol o aros pan fu'r un cerbyd yn aros ar yr un diwrnod ar unrhyw un neu unrhyw rai o'r darnau hynny o'r gefnffordd.

Dirymiadau

13. Mae Gorchymyn Cefnffordd (yr A40) (Stryd Rhosmaen (Teras y Rheilffordd), Llandeilo, Dyfed) (Gwahardd Aros a Llwytho a Dadiwytho) 1990(e) a Gorchymyn Cefnffordd yr A483 (Stryd Rhosmaen a Heol y Bont, Llandeilo, Sir Gaerfyrddin) (Amrywio Cyfyngiadau Aros) 2009(e) drwy hyn wedi eu dirymu.

- (4) 2003 p.21.
- (5) O.S. 1990/53.
- (6) O.S. 2009/1702 (Cy.160).

- (i) building, industrial or demolition operations;
 - (ii) the removal of any obstruction to traffic;
 - (iii) the maintenance, improvement or reconstruction of the said lengths of road; or
 - (iv) the laying, erection, alteration, or repair in, or in land adjacent to, the said lengths of the trunk road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or any telegraphic line as defined in the Communications Act 2003(4);
- (d) the vehicle, if it cannot conveniently be used for such purposes in any other road, to be used in the service of a local authority or a water authority in pursuance of statutory powers or duties;
- (e) the vehicle to take petrol, oil, water or air from any garage situated on or adjacent to the said length of the trunk road; or
- (f) the vehicle to be used for fire brigade, ambulance or police purposes.

(2) Nothing in articles 3 and 6 shall render it unlawful to cause or permit a disabled person's vehicle which displays in the relevant position a disabled person's badge and a parking disc (on which the driver, or other person in charge of the vehicle, has marked the time at which the period of waiting began) to wait on any of the sides of the lengths of the trunk road referred to therein for a period not exceeding 3 hours, being a period separated by an interval of at least one hour from a previous period of waiting by the same vehicle on the same day on any of those lengths of the trunk road.

Revocations

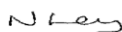
13. The Trunk Road (A40) (Rhosmaen Street (Railway Terrace), Llandeilo, Dyfed) (Prohibition of Waiting and Loading and Unloading) Order 1990(e) and The A483 Trunk Road (Rhosmaen Street & Bridge Street, Llandeilo, Carmarthenshire) (Various Waiting Restrictions) Order 2009(e) are hereby revoked.

- (4) 2003 e.21.
- (5) S.I. 1990/53.
- (6) S.I. 2009/1702 (W.160).

Llofnodwyd o dan awdurdod Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith, un o Weinidogion Cymru.

Dyddiedig

14 Mawrth 2017

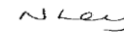


Nina Ley
Pennaeth yr Uned Fusnes, Rheoli'r Rhwydwaith
Llywodraeth Cymru

Signed under authority of the Cabinet Secretary for Economy and Infrastructure, one of the Welsh Ministers.

Dated

14 March 2017



Nina Ley
Head of Business Unit, Network Management
Welsh Government

YR ATODLENNI

ATODLEN 1 Gwahardd aros ar unrhyw adeg

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 87 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan hyd at bwynt 185 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 28 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Alan hyd at bwynt 22 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Heol Alan.

ATODLEN 2 Gwahardd aros, llwytho a dadiwytho ar unrhyw adeg

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 74 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan hyd at bwynt 25 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Lôn y Llan.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 3 metr i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty hyd at bwynt 38 o fetrau i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 3 metr i'r gogledd-ddwyrain o ganol ei chyffordd â Theras yr Abaty hyd at bwynt 142 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Theras yr Abaty.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 66 o

SCHEDULES

SCHEDULE 1 Prohibition of waiting at any time

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 87 metres south west of the centre of its junction with Church Street to a point 185 metres south west of the centre of its junction with Church Street.

That length of the eastern side of the trunk road known as Rhosmaen Street which extends from a point 28 metres south west of the centre of its junction with Alan Road to a point 22 metres north east of the centre of its junction with Alan Road.

SCHEDULE 2 Prohibition of waiting, loading and unloading at any time

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 74 metres south west of the centre of its junction with Church Street to a point 25 metres north east of the centre of its junction with Church Street.

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 3 metres south west of the centre of its junction with Abbey Terrace to a point 38 metres south west of the centre of its junction with Abbey Terrace.

That length of the eastern side of the trunk road known as Rhosmaen Street which extends from a point 3 metres north east of the centre of its junction with Abbey Terrace to a point 142 metres north east of the centre of its junction with Abbey Terrace.

That length of the eastern side of the trunk road known as Rhosmaen Street which extends from a

fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant hyd at bwynt 46 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Heol Cilgant.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 25 o fetrau i'r de-orllewin o ganolbwynt ei chyffordd â Heol y Garreg Las hyd at bwynt 43 o fetrau i'r gogledd o ganolbwynt ei chyffordd â Heol y Garreg Las.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 4 metr i'r gogledd o ganolbwynt ei chyffordd â Maes Mwyn hyd at bwynt 72 o fetrau i'r gogledd o ganolbwynt ei chyffordd â Maes Mwyn.

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 11 o fetrau i'r de-orllewin o ganol ei chyffordd â Stryd y Brenin hyd at bwynt 157 o fetrau i'r de-orllewin o ganol ei chyffordd â Stryd y Brenin.

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 3 metr i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd Caerfyrddin hyd at bwynt 23 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd Caerfyrddin.

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 57 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd Caerfyrddin hyd at bwynt 46 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Heol Newydd.

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 27 o fetrau i'r de-orllewin o ganolbwynt ei chyffordd â Heol y Garreg Las hyd at bwynt 40 o fetrau i'r gogledd o ganolbwynt ei chyffordd â Heol y Garreg Las.

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 4 metr i'r gogledd o ganolbwynt ei chyffordd â Maes Mwyn hyd at bwynt 23 o fetrau i'r gogledd o ganolbwynt ei chyffordd â Maes Mwyn.

ATODLEN 3

Gwahardd aros o ddydd Llun i ddydd Sadwrn rhwng 08:00 o'r gloch a 18:00 o'r gloch a chyfyngu ar aros i 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 38 o fetrau i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty hyd at bwynt 48 o fetrau i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty.

ATODLEN 4

Cyfyngu ar aros i 30 munud mewn unrhyw gyfnod o 60 munud rhwng 09:00 o'r gloch a 18:00 o'r gloch o ddydd Llun i ddydd Sadwrn ac i 2 awr mewn unrhyw gyfnod o 3 awr rhwng 09:00 o'r gloch a 18:00 o'r gloch ar ddydd Sul

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 25 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Lôn y Llan hyd at bwynt 43 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Lôn y Llan.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 48 o fetrau i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty hyd at bwynt 68 o fetrau i'r de-orllewin o ganol ei chyffordd â Theras yr Abaty.

ATODLEN 5

Gwahardd aros ar unrhyw adeg (parcio i fathodynau glas yn unig)

Y darn hwnnw o ochr ddwyreiniol y darn o'r gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 91 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant hyd at bwynt 112 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant.

ATODLEN 6

Llwytho a Dadlwytho yn Unig (04:00 o'r gloch – 07:30 o'r gloch a 10:00 o'r gloch – 15:00 o'r gloch)

Y darn hwnnw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 34 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd y Brenin hyd at bwynt 66 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd y Brenin.

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bont sy'n ymestyn o bwynt 74 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan hyd at bwynt 87 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan.

ATODLEN 7

Llwytho a Dadlwytho yn unig (08:00 o'r gloch – 15:00 o'r gloch)

Y darn hwnnw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 66 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant hyd at bwynt 91 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant.

ATODLEN 8

point 66 metres south west of the centre of its junction with Crescent Road to a point 46 metres north east of the centre of its junction with Crescent Road.

That length of the eastern side of the trunk road known as Rhosmaen Street from a point 25 metres south west of the centre point of its junction with Heol-y-Garreg-Las to a point 43 metres north of the centre point of its junction with Heol-y-Garreg-Las.

That length of the eastern side of the trunk road known as Rhosmaen Street from a point 4 metres north of the centre point of its junction with Blende Road to a point 72 metres north of the centre point of its junction with Blende Road.

That length of the western side of the trunk road known as Bridge Street which extends from a point 11 metres south west of the centre of its junction with King Street to a point 157 metres south west of the centre of its junction with King Street.

That length of the western side of the trunk road known as Rhosmaen Street which extends from a point 3 metres north east of the centre of its junction with Carmarthen Street to a point 23 metres north east of the centre of its junction with Carmarthen Street.

That length of the western side of the trunk road known as Rhosmaen Street which extends from a point 57 metres north east of the centre of its junction with Carmarthen Street to a point 46 metres north east of the centre of its junction with New Road.

That length of the western side of the trunk road known as Rhosmaen Street from a point 27 metres south west of the centre point of its junction with Heol-Y-Garreg-Las to a point 40 metres north of the centre point of its junction with Heol-y-Garreg-Las.

That length of the western side of the trunk road known as Rhosmaen Street from a point 4 metres north of the centre point of its junction with Blende Road to a point 23 metres north of the centre point of its junction with Blende Road.

SCHEDULE 3

Prohibition of Waiting Monday to Saturday between 08:00 and 18:00 hours and waiting restricted to 2 hours in any period of 3 hours between 09:00 and 18:00 hours on Sunday

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 38 metres south west of the centre of its junction with Abbey Terrace to a point 48 metres south west of the centre of its junction with Abbey Terrace.

SCHEDULE 4

Waiting restricted to 30 minutes in any period of 60 minutes between 09:00 and 18:00 hours Monday to Saturday and to 2 hours in any period of 3 hours between 09:00 and 18:00 hours on Sunday

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 25 metres north east of the centre of its junction with Church Street to a point 43 metres north east of the centre of its junction with Church Street.

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 48 metres south west of the centre of its junction with Abbey Terrace to a point 68 metres south west of the centre of its junction with Abbey Terrace.

SCHEDULE 5

Prohibition of waiting at any time (blue badge parking only)

That length of the eastern side of the length of the trunk road known as Rhosmaen Street which extends from a point 91 metres south west of the centre of its junction with Crescent Road to a point 112 metres south west of the centre of its junction with Crescent Road.

SCHEDULE 6

Loading and Unloading Only (04:00 – 07:30 and 10:00–15:00 hours)

That length of the western side of the trunk road known as Rhosmaen Street which extends from a point 34 metres north east of the centre of its junction with King Street to a point 66 metres north east of the centre of its junction with King Street.

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 74 metres south west of the centre of its junction with Church Street to a point 87 metres south west of the centre of its junction with Church Street.

SCHEDULE 7

Loading and Unloading only (08:00-15:00)

That length of the eastern side of the trunk road known as Rhosmaen Street which extends from a point 66 metres south west of the centre of its junction with Crescent Road to a point 91 metres south west of the centre of its junction with Crescent Road.

SCHEDULE 8

Gwahardd Aros, Llwytho a Dadlwytho (15:00 o'r gloch – 04:00 o'r gloch a 07:30 o'r gloch – 10:00 o'r gloch)

Y darn hwmw o ochr orllewinol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 34 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd y Brenin hyd at bwynt 66 o fetrau i'r gogledd-ddwyrain o ganol ei chyffordd â Stryd y Brenin.

Y darn hwmw o ochr ddwyreiniol y gefnffordd o'r enw Heol y Bonr sy'n ymestyn o bwynt 74 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan hyd at bwynt 87 o fetrau i'r de-orllewin o ganol ei chyffordd â Lôn y Llan.

ATODLEN 9

Gwahardd Aros, Llwytho a Dadlwytho (15:00 o'r gloch – 08:00 o'r gloch)

Y darn hwmw o ochr ddwyreiniol y gefnffordd o'r enw Stryd Rhosmaen sy'n ymestyn o bwynt 66 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant hyd at bwynt 91 o fetrau i'r de-orllewin o ganol ei chyffordd â Heol Cilgant.

Prohibition of Waiting, Loading and Unloading (15:00-04:00 and 07:30-10:00 hours)

That length of the western side of the trunk road known as Rhosmaen Street which extends from a point 34 metres north east of the centre of its junction with King Street to a point 66 metres north east of the centre of its junction with King Street.

That length of the eastern side of the trunk road known as Bridge Street which extends from a point 74 metres south west of the centre of its junction with Church Street to a point 87 metres south west of the centre of its junction with Church Street.

SCHEDULE 9

Prohibition of Waiting, Loading and Unloading (15:00-08:00)

That length of the eastern side of the trunk road known as Rhosmaen Street which extends from a point 66 metres south west of the centre of its junction with Crescent Road to a point 91 metres south west of the centre of its junction with Crescent Road.

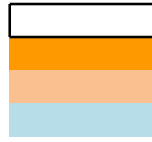
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Site	Site Ref	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Count Blank	Count +
North roundabout (No 8 Rhosmaen S	FA/01	20	21.9			17.2	18.1	15.9	17.4	18.7	24.1	25.4	31.3	2	10
Rhosmaen Street (North)	DA/15	24.6	35.4	31.8	29.4	30.2	27.5	24.7	25.1	30.2	37.4	39.6	44.3	0	12
Rhosmaen Street (No 69)	DA/01	31.2	38.1	32.6	30.3	30.3	26.3	24.6	24.5	28.3	37.0	43.8	41.2	0	12
Rhosmaen Street (No 87)	DA/03	35.0	33.4	34.4	26.8	32.8	25.1	28.1	25.8	31.3	34.4	40.4	40.4	0	12
Llandeilo - Rhosmaen Street	Carm/013	47.2	45.5	42.4	36.0	40.4	38.4	42.0	36.8	37.0	42.0	52.5	42.3	0	12
Rhosmaen Street (Evans Butchers)	DA/05A	45.9	50.0	49.2	39.3	40.6	44.6	36.7	39.0	43.9	56.4	57.4	48.4	0	12
Rhosmaen Street (Evans Butchers)	DA/05B	45.8	51.3	51.4	45.0	49.0	42.0	33.3	38.2	41.3	56.3	60.1	50.2	0	12
Rhosmaen Street (Evans Butchers)	DA/05C	44.4	44.9	45.8	29.7	43.3	40.2	34.3	36.7	41.9	52.2	58.4	52.3	0	12
Rhosmaen Street (Castle Hotel)	DA/07	51.9	53.6	53.1	49.5	48.4	49.3	43.3	45.8	50.0	55.7	61.9	62.5	0	12
Llandeilo - Rhosmaen Street (2)	Carm/083	52.6	59.8	57.3	54.7	53.8	53.0	39.9	43.5	51.1	66.0	76.0	72.4	0	12
Rhosmaen Street (No 123)	DA/09	53.4	57.0	62.8	54.5	59.0	58.1	43.1	43.4	54.9	71.8	77.5	72.9	0	12
Rhosmaen Street (No 133)(Craft Sho	DA/10	52.8	45.5	51.9	53.9	52.9	49.3	39.0	43.3	45.2	58.2	67.5	69.7	0	12
Rhosmaen Street (No 74)(Style)	DA/11	51.4	51.2	51.2	50.9	47.8	49.8	44.6	43.9	47.8	51.9	62.2	61.3	0	12
Carmarthen Street (The Wardrobe)	FA/02	17.8	15.9	16.5	14.3	13.2	10.4	18.4	11.0	12.5			24.1	2	10
Stryd Y Brenin (Travel House)	DA/12	39.8	37.4	26.9	26.6	27.0	21.8	26.0	25.2	29.4	42.9	37.3	76.5	0	12
Rhosmaen Street (Park Area)	DA/13	51.8	46.7	50.7	40.2	45.7	42.9	43.4	41.3	42.1	50.6	47.7	58.5	0	12
Rhosmaen Street (Bin post by Bus st	DA/14	29.4	30.8	31.1	23.3	25.6	27.5	27.5	26.4	26.9	34.0	40.7	41.1	0	12
Bridge Street (South)	DA/16	48.5	77.6	46.7	44.8	43.4	41.2	37.8	36.8	40.6	41.6	53.0	51.5	0	12
South roundabout (No 40 Towy Terra	FA/03	26.8	23.5	27.3	23.3	24.3	22.6	19.1	19.4	20.3	27.1	31.2	34.6	0	12
Heol Bethlehem (Opp School)	FA/07	15.4	15.0	13.8	13.2	12.1	9.8	8.7	8.2	11.0	12.9	16.5	15.5	0	12
10 Heol Myrddin, Ffairfach	FA/06			25.6	24.4	22.0	17.9	16.5	17.7	19.5	27.0	31.7	32.4	2	10
Ffairfach Chapel	FA/04	17	21.7	19.4	16.4	15.9	15.0	14.1	13.4	17.1	18.6		43.9	1	11
Cennen Road (No 43)(Old Creamery)	FA/05	17.5	22.4	18.0	16.9	18.0	15.0	17.7	17.7	19.3	22.8	23.0	31.8	0	12
Evans Butcher (Average) (WAQF)	DA/05	45.4	48.7	48.8	38.0	44.3	42.3	34.8	38.0	42.4	55.0	58.6	50.3	0	12

Suspect Result
No Sample available
Road works



Tubes not yet set up
Hanging basket
Black cap split
Dirty tube inside



I Mean

Raw Data			
Annual Mean	Adj fact	Data Post Bias	Over 40ug/m3
21.00	0.77	16.17	FALSE
31.68	0.77	24.40	FALSE
32.35	0.77	24.91	FALSE
32.33	0.77	24.89	FALSE
41.88	0.77	32.24	FALSE
45.95	0.77	35.38	FALSE
46.99	0.77	36.18	FALSE
43.68	0.77	33.63	FALSE
52.08	0.77	40.10	OVER
56.68	0.77	43.64	OVER
59.03	0.77	45.46	OVER
52.43	0.77	40.37	OVER
51.17	0.77	39.40	FALSE
15.41	0.77	11.87	FALSE
34.73	0.77	26.74	FALSE
46.80	0.77	36.04	FALSE
30.36	0.77	23.38	FALSE
46.96	0.77	36.16	FALSE
24.96	0.77	19.22	FALSE
12.68	0.77	9.76	FALSE
23.47	0.77	18.07	FALSE
19.32	0.77	14.88	FALSE
20.01	0.77	15.41	FALSE
45.55	0.77	35.07	FALSE

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Site	Site Ref	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
North roundabout (No 8 Rhosmaen S	FA/01	32.3	24.1	20.4	15.3	16.7	15.7	13.4	14.7
Rhosmaen Street (North)	DA/15	47.0	34.2	35.9	29.1	31.4	25.9	24.3	24.0
Rhosmaen Street (No 69)	DA/01	48.4	38.4	35.9	26.2	26.3	24.3	25.0	24.1
Rhosmaen Street (No 87)	DA/03	46.3	37.6	39.5	28.0		25.9	24.0	24.6
Llandeilo - Rhosmaen Street	Carm/013	56.5	48.7	51.5	38.5	24.9	39.1	35.1	34.7
Rhosmaen Street (Evans Butchers)	DA/05A	58.8	52.2	49.8	32.3	31.9	34.8	35.5	35.9
Rhosmaen Street (Evans Butchers)	DA/05B	61.7	52.8	53.2	36.3	46.3	39.6	38.1	38.5
Rhosmaen Street (Evans Butchers)	DA/05C	63.6	54.9	51.7	41.3	45.0	37.0	35.0	34.8
Rhosmaen Street (Castle Hotel)	DA/07	66.5	62.0	57.2	47.6	46.5	43.5	39.9	37.3
Llandeilo - Rhosmaen Street (2)	Carm/083	72.0	63.6	49.3	43.4	46.5	37.9	40.1	41.5
Rhosmaen Street (No 123)	DA/09	77.4	59.8	61.8	36.6	57.0	40.5	44.7	46.1
Rhosmaen Street (No 133)(Craft Sho	DA/10	70.0	55.4	60.2	44.8	49.8	37.9	36.5	38.2
Rhosmaen Street (No 74)(Style)	DA/11	62.4	50.6	56.2	48.8	42.8	42.0	42.6	41.9
Stryd Y Brenin (Travel House)	DA/12	44.6	68.6	45.0	26.8		24.3	22.1	24.5
Rhosmaen Street (Park Area)	DA/13	60.9	54.7	51.3	44.0	32.5	46.1	38.2	27.8
Rhosmaen Street (Bin post by Bus st	DA/14	47.7	34.9	32.8	24.7	26.2	23.8	21.5	23.5
Bridge Street (South)	DA/16	51.1	46.6	44.7	47.1	35.6	37.7	35.3	34.9
South roundabout (No 40 Towy Terra	FA/03	34.5	27.8	28.2	22.7	21.1	18.2	18.1	17.6
Heol Bethlehem (Opp School)	FA/07	19.3	14.6	12.2	9.9	9.0	7.4	7.2	6.8
10 Heol Myrddin, Ffairfach	FA/06	35.1		25.6	22.9	20.6	13.7	15.7	16.5
Ffairfach Chapel	FA/04	27.9	25.1	21.5	15.0	13.1	18.4	12.3	12.2
Cennen Road (No 43)(Old Creamery)	FA/05	32.7	26.0	23.2	14.8	16.6	16.3	14.6	15.2
Evans Butcher (Average) (WAQF)	DA/05	61.4	53.3	51.6	36.6	41.1	37.1	36.2	36.4

- Tube Missing
- Tube found on ground
- Flower basket above tube
- Roadworks/traffic lights
- Broken Tube / cap
- Foreign object in tube
- Tube site not yet set up



Rhosmaen Street traffic orders



Passive Tube Result Calendar Year 2017 Annual Mean

				Raw Data					
Sept	Oct	Nov	Dec	Count Blank	Count +	Annual Mean	Adj fact	Data Post Bias	Over 40ug/m3
17.6	19.6			0	12	15.82	0.78	12.34	FALSE
27.4	33.1			0	12	26.03	0.78	20.30	FALSE
27.2	30.7			0	12	25.54	0.78	19.92	FALSE
28.1	33.7			1	11	26.15	0.78	20.40	FALSE
41.7	49.3			0	12	35.00	0.78	27.30	FALSE
37.8	39.1			0	12	34.01	0.78	26.53	FALSE
42.4	46.3			0	12	37.93	0.78	29.59	FALSE
41.3	45.7			0	12	37.53	0.78	29.27	FALSE
44.4	46.4			0	12	40.94	0.78	31.93	FALSE
47.5	51.6			0	12	41.12	0.78	32.07	FALSE
47.2	53.4			0	12	43.71	0.78	34.09	FALSE
47.0	48.4			0	12	40.68	0.78	31.73	FALSE
41.3	51.5			0	12	40.01	0.78	31.21	FALSE
26.1	46.8			1	11	29.89	0.78	23.31	FALSE
44.3	32.7			0	12	36.04	0.78	28.11	FALSE
31.3	31.5			1	11	27.08	0.78	21.12	FALSE
41.0	45.5			0	12	34.96	0.78	27.27	FALSE
20.2	24.8			0	12	19.43	0.78	15.16	FALSE
9.6	10.6			0	12	8.88	0.78	6.93	FALSE
18.5				2	10	16.86	0.78	13.15	FALSE
16.4	18.8			0	12	15.06	0.78	11.75	FALSE
17.8	22.5			0	12	16.64	0.78	12.98	FALSE
40.5	43.7			0	12	36.49	0.78	28.46	FALSE



Environment Act 1995 Part IV Section 83(1)

Carmarthenshire County Council
AQMA Order

Carmarthenshire County Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited/referred to as the Carmarthenshire County Council Air Quality Management Area [Carmarthen 2016] and shall come into effect on 2nd August 2016

The area shown on the attached map within the blue boundary is to be designated as an air quality management area (the designated area). The designated area incorporates the Jobs Well Road junction on the B4312 in Johnstown and travels in an easterly direction up Monument Hill and down Picton Terrace to meet the St Catherine's Street roundabout. It continues along St Catherine's Street, spurring north up Water Street to the junction with Glannant Road and Pentrefelin Street, on to Barn Road and Francis Terrace and continuing to Richmond Terrace before bearing right along Old Oak Lane and reaching Old Oak roundabout. The boundary spurs east along Priory Street, through Abbey Mead and as far as Tanerdy roundabout on the A484, being the eastern extent of the AQMA. At Old Oak roundabout the boundary also spurs right along Priory Street and through Church Street, Spilman Street and on to the junction on the A484 below County Hall. The boundary travels south over Towy Bridge as far as the Towy Bridge roundabout, which is the southern extent of the AQMA. From the junction below County Hall the boundary travels west along Coracle Way and on to Morfa roundabout before heading north up Morfa Lane to meet up with St Catherine's Street roundabout and then heads west back to the Jobs Well Road junction completing the AQMA boundary.

This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (Wales) Regulations 2000.

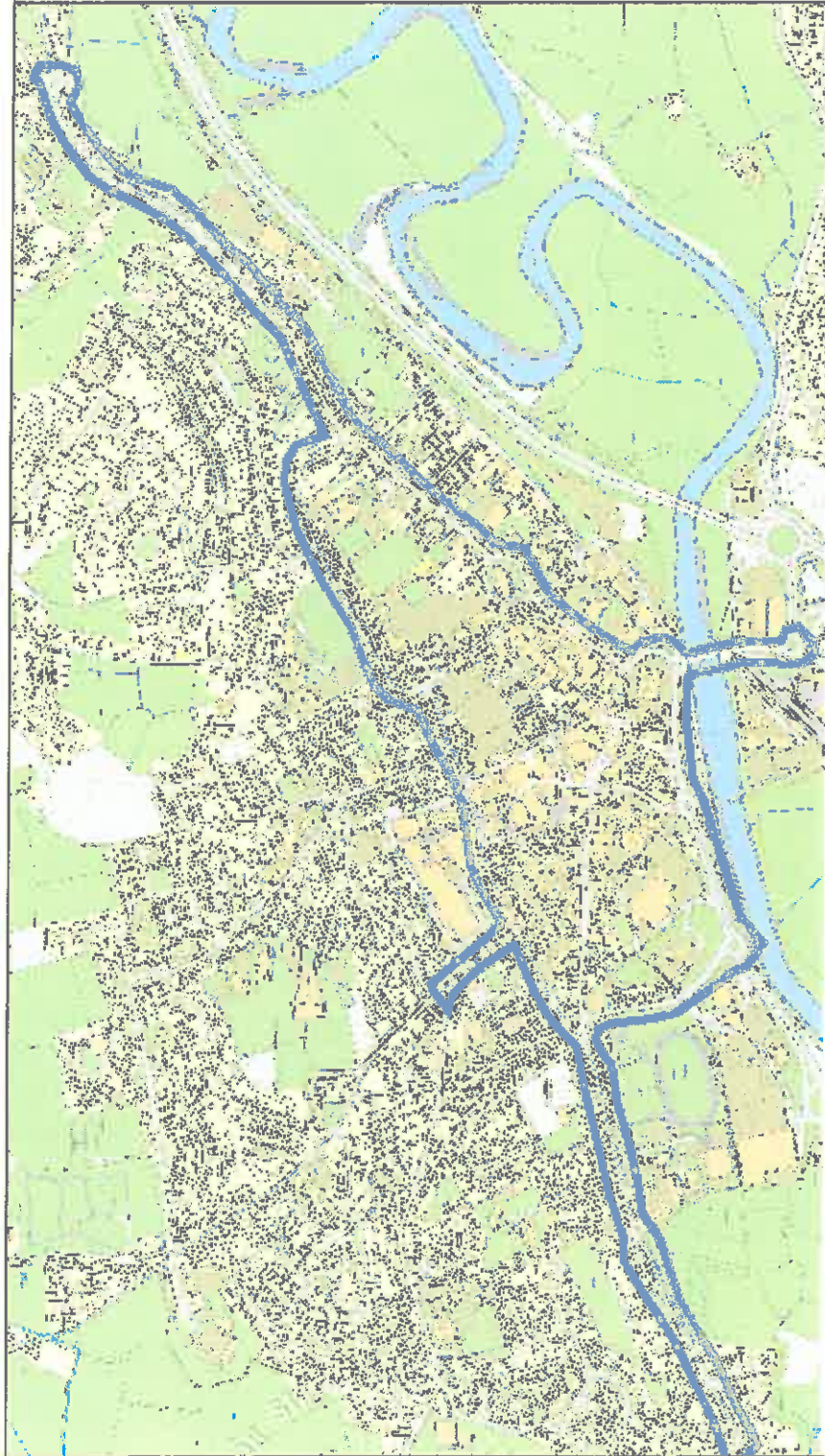
This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Carmarthenshire County Council was hereto affixed on 2nd August 2016 and signed in the presence of /on behalf of said Council

Linda Rees-Jones

LR-5

 Carmarthenshire Council
Carmarthen AQMA Boundary Map



0 100 200 300m

Grid UTM
Scale
1:10000

Canol y Map
Map Centre

[241252.7, 220376.9]

Dyddiad
Date

22/02/2016

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Carmarthenshire County Council

Environment Act 1995

Air Quality Management

2017 Carmarthen and Llanelli AQMA's Action Plan Report

(November 2017)

Action Planning Group

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1.0 Purpose of Report

This report presents a summary of the background work that has led to the formation of the Air Quality Action Plan for the towns of Carmarthen and Llanelli, along with a generic set of proposed actions that it is hoped will help to improve air quality generally. This work contributes to the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for Wales 2007 and the relevant Policy and Technical Guidance documents issued by Defra and Welsh Government. It should be noted that this work has taken due regard of the latest (2017) Policy and guidance updates issued by Welsh Government and the need to reduce air pollution in general and not just concentrating on trying to achieve the Air Quality Objective (AQO) in 'hot spot' areas.

Continued breaches of the AQO for nitrogen dioxide (NO₂) in the towns of Carmarthen and Llanelli led to Detailed Assessments (DA) being carried out during 2012 which unfortunately failed to identify the extent of the areas of exceedance. Therefore modified DA were performed in 2013 followed by Extended DA which then gave a clear indication of the problem areas and the extent of impacts on those areas. The results of the extensive monitoring confirmed the need to designate AQMA's in both towns. After wide consultation, and approval by full Council, the Orders for the AQMA's were signed and issued on the 2nd August 2016.

The Action Plan is a separate document, appended to this report, which has developed from the culmination of the work described in this report. The Action Plan is a 'live' document that will be subject to regular review.

2.0 Development of Draft Action Plan

The Action Plan Group consisted of members from the Llandeilo Action Plan Group along with colleagues from Forward Planning and Regeneration. The Group agreed that the Llandeilo Action Plan work would be progressed by the Group along with dealing with the Carmarthen and Llanelli work.

As the nature of the three AQMA's were slightly different it was acknowledged that membership of the Group may need to include other partners depending on Action Planning in each town and so it was agreed that co-opting members would remain flexible and could be initiated when required.

2.1 Action Planning Group Output

The AP Group performed a 'brain-storming' session to generate a list of potential interventions that may help improve air quality. The list was organised in those that were relevant for Carmarthen and those for Llanelli, and then a list that would be applicable for anywhere. Certain interventions were relevant for both towns. No form of screening was performed in respect of the proposed interventions, irrespective of how feasible or practicable they may be. All proposals will be subject to screening assessment and the outcome may mean that some will not be deliverable.

2.2 NO₂ Reduction

Historically there has been a requirement to identify the reduction needed in NO₂ to achieve the objective level of 40µg/m³, as an annual mean. However, latest guidance issued by Welsh Government this year goes further and places a requirement for us to look at reducing pollution levels wherever possible (and not only within designated AQMA's). Rather than fixating on achievement of the Air Quality Objective, the source apportionment work should be used to help inform potential interventions that may result in improvement across the AQMA's and beyond. Source apportionment is where the contribution of each polluting source (e.g. class of vehicle) is

estimated. Traffic counts have already been instigated that will assist with the source apportionment work, the results of which will feed in to the assessment of proposed interventions.

2.3 Areas of Concern

The AQMA boundary map areas for Carmarthen and Llanelli cover a much wider area than the actual areas of exceedance. This is because any interventions aimed at improving the area of exceedance may simply move the problem, or the means to make any improvement requires action over a far greater area than the actual area of exceedance itself.

Figures 1a, 1b and 2 below identify (in blue shading) the actual areas of exceedance for both towns.

Figure 1a – Carmarthen AQMA Area of Exceedence (East)



Carmarthen AQMA Hot Spot (East)



0 50 100 150m

Graddfa
Scale
1:5000

Canol y Map
Map Centre
[241809.9,220466.3]

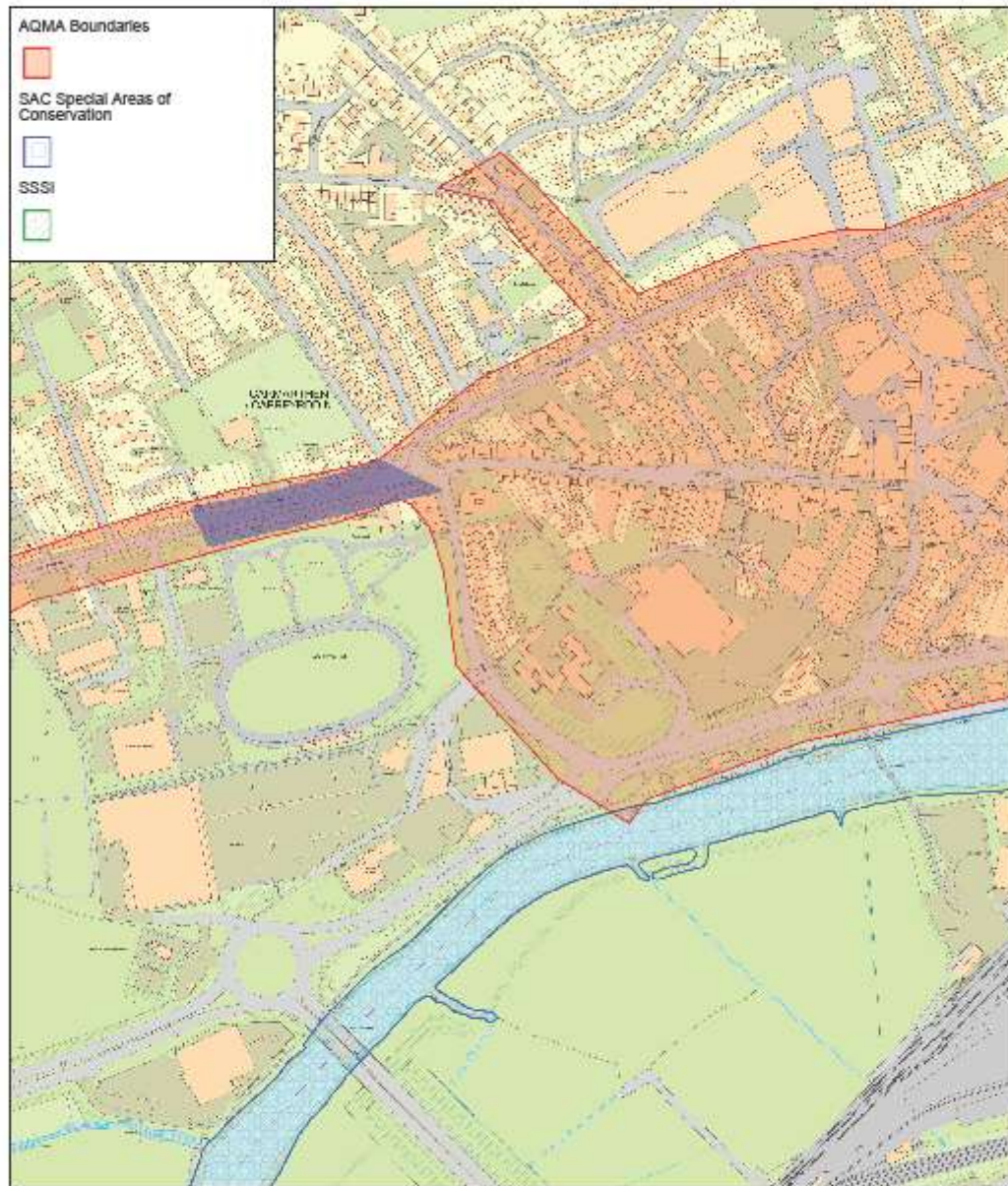
Dyddiad
Date
20/07/2017

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Figure 1b – Carmarthen AQMA Area of Exceedence (West)



Carmarthen AQMA Hot Spot (West)



0 50 100 150m

Graddfa
Scale
1:5000

Canol y Map
Map Centre
[240785.1, 219956.7]

Dyddiad
Date
20/07/2017

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The hot spot areas identified by the blue shaded sections on the maps in Figures 1a and 1b above are small geographical areas with various constraints (such as narrow pavements and buildings close to the highway) that greatly restrict any significant interventions that would contribute towards achieving NO₂ reductions of the scale required. Both lengths of road are gradients that have roundabouts at their lower section and pedestrian crossings at the higher end of road section. The use of alternative routes for a number of the journeys made along these road sections would help improve the situation.

The hot spot area identified by the blue shaded area on the map in Figure 2 below encompasses the bottom of Felinfoel Road meeting Thomas Street and the junction at Gelli Onn. This is a small geographical area with various constraints (such as narrow pavements and buildings close to the highway) along with being the main intersection junction for routes that cross the town from east to west and north to south. The use of alternative routes for a number of the journeys made along these road sections would help improve the situation, along with potentially altering the traffic light sequencing.

Figure 2 – Llanelli AQMA Area of Exceedence



0 20 40 60m

Graddfa
Scale
1:2500

Canol y Map
Map Centre
[250720.9,200729.2]

Dyddiad
Date
20/07/2017

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3.0 Draft Action Plan Public Consultation

A public consultation was launched on the 7th August 2017 in respect of the Draft Action Plan and continued until 29th September 2017. Table 1 below shows the list of consultees that were contacted directly in respect of the consultation. The consultation was advertised on the Council website along with notifications provided on social media.

Table 1

Carmarthen and Llanelli Draft Action Plan Consultee List
Welsh Government (Air Section)
Natural Resources Wales
South Wales Trunk Road Agents
Public Health Wales
Carmarthen Town Council
Carmarthen local Councillors
Llanelli Town Council
Llanelli local Councillors
Targeted members of public who have raised air quality concerns or shown interest

The website link to the draft Action Plan and supporting information was live for the duration of the consultation period and was monitored for 'traffic'. The details obtained from the site report identified that there had been 95 unique site visits with a total of 119 page visits. The average duration of time on the page was two minutes and 43 seconds.

There were a total of 11 formal responses to the consultation. These are summarised in Appendix 1.

4.0 Review and Monitoring

4.1 Review

The comments and suggestions received through the consultation have been assessed and, where possible, incorporated in to the Action Plan. The consultation exercise was valuable in teasing out suggestions that had not previously been considered.

The Action Planning Group will remain as an active working group that coordinates and oversees the implementation of the various Action Plan proposals. The data gathered from implementation will be documented and reviewed by the Group to ascertain the benefits gained from each proposal, along with assessing whether there have been negative impacts.

The Action Plans are deemed as 'live' documents that are likely to be subject to change over time and therefore should be reviewed on a regular basis. It is proposed that the review will be carried out as part of the annual reporting requirements to Welsh Government under the LAQM process.

4.2 Monitoring

It is proposed that a newly purchased automatic analyser will be used for action planning work and this will facilitate the use of 'trial periods' that can be used before full implementation of certain proposals. This means that should a trial period for a particular proposal come back with negative impacts, the proposal can either be modified or, if necessary, discounted before full implementation. This method has various benefits, and will indicate whether a particular proposal is likely to work. It will also ensure that public funds are allocated effectively, and are not wasted on fully implementing Action Plan proposals that would result in no improvement to air quality.

Our existing Nitrogen Dioxide Diffusion tube monitoring network will be maintained as this will provide longer term trends to be established without the need to keep the automatic analyser in situ for protracted periods of time.

5.0 Carmarthen and Llanelli Action Plan

The Action Plan has been split in to three sections relating to Carmarthen, Llanelli and then a section for general proposals. No form of screening has been applied at this stage to ensure nothing is discounted without a documented assessment having been performed to determine the feasibility of any proposed intervention. The Plan incorporates new proposed interventions as a result of the public consultation. No priorities have been assigned to the proposals at this stage, but this will be done as part of the Action Plan Group work.

The Action Plan is shown in Appendix 2.

References

- 2012 Carmarthen Detailed Assessment Report (December 2012) Carms CC
- 2012 Llanelli Detailed Assessment Report (December 2012) Carms CC
- 2014 Carmarthen Extended Detailed Assessment Report (February 2014) Carms CC
- 2014 Llanelli Extended Detailed Assessment Report (February 2014) Carms CC
- 2015 Carmarthen AQMA Boundary Consultation Review and Report (December 2015) Carms CC
- 2015 Llanelli AQMA Boundary Consultation Review and Report (December 2015) Carms CC
- 2016 Progress Report – Carms CC
- 2017 Llanelli and Carmarthen Draft Action Plan Report – Carms CC
- Local air quality management in Wales Policy Guidance (June 2017) Welsh Government

APPENDIX 1 – Public Consultation Responses

1)

Carmarthen area

C1 the current cycle routes in and around town are not used by 'serious' cyclists as they cannot maintain their speed compared to remaining on the road-- local folk probably do use them so cost of expanding the network will need to be considered against other CCC priorities

C6 many polluting buses have very few passengers at certain non-peak times and probably cause more pollution than the few cars that may not be driving into town-- electric buses would be a better solution with maybe smaller buses at off peak times.

C7. We walk down a polluted road (Priory St) very often into town. In principle is good but in practice might not improve health.

I have recently heard on the news that the elimination of speed bumps because of the almost stop start manner of driving / accelerating away would be an improvement to the Nation's air quality

C9. Not sure what bridge scheme is proposed here?

If the slow moving traffic on Lesneven bridge could be speeded up by some major roadworks to allow those travelling West not to be halted by the B & Q roundabout -- this should reduce pollution.

The Morrison main roundabout is a nightmare for travellers with a roundabout with many lanes to negotiate and also traffic lights-- why do we need a roundabout as well as traffic lights-- improved traffic flow here could ease pollution.

Table 3 Generic

A would this mean lorries or diesel vehicles would not be allowed to travel into certain areas of the town? If so this could help significantly.

B how would this differ from A? Unless there was a congestion charge?

G. How would this work? If one is in a queue caused by road works then nothing much that can be done unless there are diversion signs well ahead warning of roadworks

H 20 mph throughout the town can be very slow when traffic is flowing freely-- might be possible to restrict the 20 mph to certain times of the day
Dummy speed cameras could well help in this regard.

I. Cyclists and pedestrians are not always a good mix as we experienced lately walking into town via the Derwen route when a cyclist was right behind us with no warning (he had no bell).

N. Very early morning bin lorries can be a nuisance to householders but I do see that on certain routes it would be beneficial to reduce hold ups in the town --Priory Street and Spilman street.

Q. How would this be implemented?

S. Does this mean in certain parts of town?

2)

Improve signage.

Possibly improve signage pointing to the M4 at the top of Gelli Onn and anywhere on the ideal route to the M4.

M4 access.

I believe that the main reason cars and lorries still use Felinfoel Road is to access the M4 at Crosshands.

At times access via Llangennech is virtually impossible with queues extending back as far as the old RN buildings to enter the M4.

Personally this morning I travelled along the coast road to access the M4 at Penllergaer (Gorseinon).

I'm aware that this junction is the responsibility of the Highways Agency but perhaps Carmarthenshire Council can change the road markings to form a roundabout?

Extremely dangerous queues also form to exit the M4 here and on the A4138 (and perhaps cause drivers to travel to Crosshands?). This is obviously caused by the first traffic lights on the A4138. Perhaps a roundabout could be formed here?

M4 route changes.

(1) Aldi traffic lights.

I think that junction could be improved. It operates at a very slow speed and generally seems to confuse pedestrians. In particular pedestrians jump out in front of cars travelling towards the Parish Church! I've also seen people knocked over here.

All in all I prefer to avoid this junction.

(2) Dafen roundabout.

A very busy junction that doesn't seem to cause many delays but in this area some drivers seem to take this at high speed apparently to avoid delays. I avoid it for this reason.

Felinfoel Road bypass.

There seems to have been some changes made in the past with the view to constructing a new road from Sandy Bridge up through Pentrepoeth to re-join at Heol Buckley, Felinfoel. At Heol Buckley there seems to be a partially constructed road. I wouldn't really want to switch the pollution to Pentrepoeth valley but I thought I'd mention it.

3)

Apologies for the delay in getting back. Fine from my point of view. One further thing mentioned by a colleague here in relation to encouraging cycling was that there aren't facilities to securely store bikes in a lot of the buildings. The price on bikes these days people will want a secure location inside or outside.

4)

I took the opportunity over a few hours on Saturday to canvass or petition fellow residents along the length of Pembrey Road, those that were at home had no hesitation signing, but the general consensus of opinion was it would be of little use as the Council show little interest in positive change and there was a lack of political will to do something that would improve the quality of life of residents hence I copied in the various political representatives. Other issues which came up on the door step which you may wish to share with colleagues, are the width of pavements on the 'north side' of Pembrey Road pedestrians' are in very close proximity to passing lorries, vehicles travelling at high speed, especially in the evening hence a request for speed cameras and the continuing problem of indiscriminate parking by some in the 'north side' rear lane of Pembrey Road some felt whilst the single yellow lines were effective Mon-Friday the prohibition period does not cover the weekend which some irresponsible drivers take advantage of. It is hard to defend single yellow policy when those on the 'south side' of Pembrey Road enjoy double yellow lines in their rear lane but don't suffer from school run mothers blocking our lane whilst they take their children into Pentip School, or the fact the rear lane is used as a short cut by those living further up in the ward. On a lighter note one resident would like some greenery planted which isn't a bad idea if we could have some of the other issues resolved or the poor plants would struggle to grow! I trust this petition is taken seriously and informs the public consultation.

I live on Pembrey Road and the main pollutant without doubt, is heavy goods vehicles travelling both East and West using Pembrey Road/A 484 as an access route. There is an alternative coastal route these vehicles can use but they do not possibly because their sat nav's say otherwise. If they used the coastal route they would save on diesel and not add to traffic congestion within the town. The road itself suffers from heavy traffic damage and given the camber and poor surface water drainage due to too small diameter pipes running into the gulley's (another issue) dirty road spray hitting windows is another problem. The build-up of small carbon deposits on external window sills indicate heavy pollution. I would recommend a tonnage restriction along Pembrey road be included in the action plan, this is a cheap and very effective solution (with the exception of public transport). A speed restriction should also be considered along with speed cameras, vehicle's travel at great speed especially at night. Where heavy traffic pass outside my house the tarmac footpath is very narrow and pedestrians are in very close proximity to passing lorries - this is dangerous. There is no doubt our quality of life is suffering and I trust you can support my recommendation. It is not only residents and passers-by who would benefit but also the children of Pentip School

5)

I have read the above mentioned consultation document and in particular have a vested interest in the area of Sandy Road. I have lived in this area since 1974 and have now some serious concerns regarding the amount of traffic, the type of vehicles and the high pollution levels that are now attributed to this traffic.

I'm sure that you are aware that there are a number of schools and a college in this area which children and teenagers attend on a daily basis. Many of them walk to these establishments via the A484 others travel via bus or car.

Also from Sandy Road roundabout down to Pwll there are a number of garages selling cars, a petrol garage, a tyre garage and a bus depot, there are also a few others which I could mention. They all contribute to the high volume of traffic in some way or another.

This road is not only dangerous through the fumes and pollution that these vehicles spew out, but also due to the amount of traffic that use this road. The new Stradey Park housing estate is already adding pressure to this vastly congested road and it is only partly occupied. Denham Avenue is being used by bus companies and motorists to convey their clients and children to their respective schools which has made this road very dangerous. At the bottom of this road you have a roundabout which is totally unsuitable leading on to the A484, I have no doubt that sooner or later there will be a serious accident there or even worse, a fatality waiting to happen.

In Wales alone 2,000 deaths a year are believed to be caused by Air Pollution. In England, especially the London area, councils are being taken to court by members of the public regarding their medical conditions caused by this pollution. These include Asthma, Cancer and other respiratory ailments, I'm sure it is only a matter of time that this will also happen in Carmarthenshire unless you act soon to reduce these pollution levels.

I have noticed that whilst housing, schools and businesses have all been extended or increased in the Sandy area, over the years, the council have not put the relevant infrastructure in place to go with it.

I'm sure you are also aware over the last seventeen years or so relevant people have stated that a BY PASS was needed to be built as they could see what the future would bring. I would agree that there is no easy fix to this issue, however, a BY PASS is long overdue for this area, and will go a long way to solving some of these issues.

Can you pass these comments on please to the Action Plan Committee.

6)

The Table 3 has some excellent ideas.

I would like to see added: Ban children from being driven to school in private vehicles. They can walk, cycle or use the buses. (exceptions can be made for children with special needs)

C1. Improving the cycle routes will only work if the cyclists will use them. I notice that they are reluctant to use the cycle paths next to the roads and prefer to hold up the traffic creating more pollution.

C2. Media/advertising is probably not going to be enough to get vehicles onto the Carmarthen bypass. There are too many hold ups.

Is the biggest issue the through traffic on the A40? Why can't all these trucks that travel the length of the UK from ferry to ferry, [do not add to the local economy but do damage and clog up our roads], be obliged to use the railway which runs to most of our ports in Wales to the Chunnel.

Maybe we would not have to build any more expensive roads. It might even be financially worthwhile putting on subsidised trains. My family would love a better train service.

7)

I write in relation to the current consultation you have on the air quality issues in the Llanelli area. As a resident living in Park Howard Avenue, I regularly drive down Thomas Street and West End and experience the traffic jams that probably contribute to poor air quality in the area.

Driving down Thomas Street (less than half a mile) can take up to half an hour at times (such as during school runs etc.), and the main problem appears to be caused by people turning right into Old Road (alongside Thomas Arms). They have to wait to turn as there are cars driving up from town, this then causes a tailback up Thomas Street.

One suggestion could be the introduction of a roundabout where the current bus shelter is outside Jenkins, as this may aid with traffic flow. I think the problem will never be resolved properly as there are too many cars on the road, and whatever methods of control are adopted will only last so long.

An additional problem is caused by cars parking in areas they should not, such as outside the doctor surgery on Old Road alongside the Thomas Arms, whilst there are yellow lines present they are often ignored. This again causes blockages with traffic flow as cars travelling up and down Old Road cannot move freely.

Cars trying to pull out of Old Road onto Thomas Street (outside front of Thomas Arms) can sometimes have to wait long lengths of time given the volume of backed up traffic, all with idling engines contributing to air pollution. A roundabout as mentioned above may help with this situation.

In relation to the road leading from West End into town, I believe a major problem at this point is there is not enough room for traffic to filter left to drive up Gelli On. The traffic lights allowing traffic to drive straight on towards the library only turn green for a short period, and three or four cars later all traffic from West End is blocked again as they cannot filter left. Allowing the lights to stay green longer for traffic going straight could help.

Another problem that adds to the situation is cars parking along the main roads into the town centre. An example being cars parked along the side of New Road, whilst the road has been widened to try and keep 2 lanes, one bus or lorry driving along causes the road to be blocked with cars. This also causes cars to use side streets to try and avoid the road, such as Stradey Park Avenue and Mansel Street. Another example of this is Station Road, leading up to the Train Station gates from New Dock Road, and after the gates up to town. Cars parked along the road on the approach limits the road to one lane, causing tailbacks, and I have even witnessed cars having to stop on the tracks as cars cannot pass due to other cars parked opposite the Apple Tree Inn (this does have yellow lines but are often ignored).

Not sure if this information is of any help. If you would like any further information please let me know.

8)

The proposals and Action Plan were very much welcomed, please note the below comments/suggestions:

1. Park & Ride - proposals to improve the current situation were welcomed, particularly moving the current facility from Nantyci to a location closer to Carmarthen town and especially Glangwili Hospital. The current site at Dolgwili being used by Balfour Beatty/Western Power for the Brechfa Wind Farm power connection was suggested as appropriate and worthy of further consideration.
2. There is a real need for additional battery car charging points across the town, especially in view of recent national and international statements being made by governments and car manufacturers about reducing the number of petrol and diesel vehicles. This has been reported to the County Council previously by the Town Council's Environmental Working Group but there seems to have been no progress made.
3. Consider street bicycle hiring schemes similar to that operated in London and elsewhere ('Boris's Bikes')
4. Consider introducing free use of bicycles restored by young offenders serving community service sentences.
5. Consider the introduction of 'dummy' speed bumps whereby images are painted on road surfaces to give the appearance that speed bumps are in place.
6. Consider the routine/programmed pedestrianisation of certain designated streets at different days or times of the year to reduce motor vehicular traffic and to encourage people to walk or cycle.
7. Extend the operating hours of the Tesco Shopper's bus - at the moment it ends daily at 3.15pm which is considered to be too early.

C9 in your action plan refers to 'bridge schemes' - what exactly are these?

9)

Thank you for your email regarding the public consultation. I would be grateful if you could clarify a couple of issues for me.

It is stated in the Draft Action Plan Report that this work has taken due regard of the latest (2017) Policy and guidance updates issued by the Welsh Government and the need to reduce air pollution in general and not just concentrating on trying to achieve the Air Quality Objective (AQO) in "hot spot" areas.

The Annex A tables with the new Policy guidance discloses National air quality objectives for Particles (PM10 and PM2.5) (gravimetric). At the beginning of July, the front of our house was painted and it has been alarming to see how quickly a thick layer of what appears to be black soot has formed at the base of the front. Will the council be taking steps in the future to measure and monitor the levels of Particulate matter and will it be a consideration in respect of the Action Plan, since it clearly as well as the levels of nitrogen dioxide has an adverse effect on our health?

In response to a Freedom of Information request, there is a table found on the Welsh Government website issued by the Department of Environment and Sustainable Development, which provides the names and addresses of all primary and secondary schools in Wales located close to or within 150 metres of roads modelled as exceeding the nitrogen dioxide limit using the Pollution Climate Model 2015. It further states that this information has been compiled for Compliance Assessment reporting to the European Commission which does not include the requirement to assess air quality in or around schools. The information includes modelled predicted levels of NO2 at the roadside only. There are no schools within the Carmarthenshire area listed on the table.

Box 4.3 of the new Policy guidance states: "In working towards the well-being of future generations, Local Authorities should give special consideration to the long-term risks posed to babies and children by exposure to air pollution, whether in their homes, in their school or nursery, or travelling between the two." Old Road Community Primary School, as well as running alongside Old Road, is within 150 metres of Felinfoel Road. The children cross both roads on a daily basis during term time. Has any special consideration been given to the location of the school when drafting the Action Plan?

A traffic count has recently been carried out on Old Road and I would be grateful if you could send on to me the results of that count when they become available.

Any information or clarification that you can provide with regard to the above matters will be much appreciated.

Followed by

Thank you for your email. You have previously stated that the data obtained from the traffic count would help towards assessing Action Plan proposals and I was grateful for the opportunity to discuss with you last Friday the results that you were finally able to obtain for Old Road.

The traffic count carried out disclosed that during one week in July a total of 34,120

vehicles used Old Road of which 30,786 (90%) were northbound. The 5 day average is shown as 5343. One of the proposals in the draft Action Plan is that you assess the impact of closing the turning junction from Felinfoel Road to Old Road. As discussed, there is clearly a need for a further traffic count to determine how many vehicles are turning from Gelli Onn to travel northbound up Old Road to be able to assess the overall impact.

As stated in the Plan, the hot spot area encompasses the bottom of Felinfoel Road meeting Thomas Street and the junction at Gelli Onn. Old Road is not an arterial road or high-capacity urban road. It is a residential street, which has been used as a rat run as a direct consequence of the Gelli Onn redevelopment and the closure of Bridge Street in 2008. The figures from the latest traffic count are consistent with the figures disclosed in one that was carried out in May 2012, which showed that 36,963 vehicles used Old Road of which 33,026 (89%) travelled northbound.

The Council would have known, or should have known, that a consequence of the redevelopment of the Gelli Onn junction would have been the use of Old Road as a rat run and have been fully aware of the extent of the problem from the previous traffic counts. Yet no action was ever taken to monitor the levels of NO₂ in Old Road, notwithstanding its proximity to Felinfoel Road, until I requested that a diffusion tube be placed in the street after I met with you and Alun Rees at the start of this year.

The Policy Guidance issued by the Welsh Government in June of this year stated that local authorities should give special consideration to the long-term risks posed to children by exposure to air pollution, whether in their homes, in their school or travelling between the two, and I have previously raised the issue with you about Old Road Community Primary School being less than 150 metres from Felinfoel Road. The school is located alongside Old Road and the monthly readings since February of this year show for a residential street high levels of NO₂. There is an additional risk factor to the children from the failure of the vehicles using Old Road to adhere to speed restrictions, which is also disclosed by the traffic count. In 2015, it was reported in the Llanelli Star that 179 motorists had been caught speeding outside the school. The article appeared on 11 September 2015.

I would therefore ask that as part of the Action Plan that you would consider making the stretch of road from the bottom of Old Road at the Thomas Arms to the turning into the car park of the Llanelli Bowls as one-way to be used only by southbound traffic. That would prevent the continued use of Old Road as a rat run by the traffic turning from Felinfoel Road or coming up from Gelli Onn. Again, I can only stress that Old Road is not an arterial road or thoroughfare. It is a residential street and the benefits from restricting the northbound traffic, particularly from the point of view of the health and safety of the children as well as the residents of the street from the reductions in the levels of NO₂ and particulate matter, are clear.

You did state when we met that a new indicative air quality monitoring pad, an AQ mesh, is to be installed in Felinfoel Road to measure the particulate matter as well as the levels of NO₂. I would be grateful if you could let me know when that equipment is in place.

10)

Joint submission to Carmarthenshire County Council's Air Quality Action Plan Consultation

Llanelli has worryingly high levels of air pollution and, given that this is the cause of over 50,000 premature deaths (across the UK) each year, it is welcome that the Carmarthenshire Council is taking action to address it.

In the long term, exposure to air pollution harms both our heart and lungs and is particularly detrimental to children. In the short term, harmful levels of Nitrogen Dioxide – such as those identified around both Sandy Road and Felinfoel Road – compound breathing issues for those with pre-existing conditions and can trigger increased hospital admissions. On average, air pollution is estimated to cost our National Health Service upwards of £20billion a year.

However, whilst there are some welcome initiatives proposed in the strategy - such as a new 20 mph zone in the town centre, and measures to improve park and ride provision - the strategy as it stands is short-sighted and we ultimately believe the entire approach needs to be revisited.

Aside from the fact that, as an action plan, there are remarkably few actions (instead the strategy outlines areas of exploration needed before actions are taken), the primary issue is that the focus of the vast majority of initiatives set out remains on diverting traffic, rather than reducing it. This will achieve little but to kick the issue into the long grass, delaying the impact perhaps long enough that it becomes a future generation's problems, not ours. The interventions proposed won't tackle the problem, they will simply disseminate it – and whilst they might ensure no one neighbourhood's air breaches regulations, they'll achieve this by making everyone's air that little bit more harmful to breathe.

Promoting modal shift away from car travel is widely acknowledged as one of the most effective ways of reducing emissions and improving air quality. Two thirds of our car trips are less than five miles long, and one in ten car journeys are for distances of under a mile. With a number of small changes, these are journeys that are easily replaced by walking, cycling and public transport. The policy measures that would achieve this, however, are only listed under the section titled 'Generic Draft Air Quality Improvement Proposals', which are specific in neither their location nor their time of implementation.

Air Quality Strategies are intended to encourage local authorities to set out policy options that would improve air quality both today, and into the long term - as a means of not only providing direct benefits to public health, but to improve the quality of life for communities, and to help protect the environment. This action plan won't achieve this.

Specific responses to actions proposed:

Assess traffic light sequencing for Thomas Street /Gelli Onn junction	Assessing traffic light sequencing may help to reduce levels of idling traffic, but it won't reduce overall traffic volume.
Consider traffic survey for Llangennech / Dafen / Thomas Street to establish why that route is used.	A sensible suggestion, but it should be expanded to consider what alternative modes of transport (buses, walking, cycling) could help alleviate the problem, and how modal shift could be encouraged.
Considering using signage to alert drivers they are entering the AQMA (possibly suggest alternative routes).	If alternative modes of transport are not available, this will only (at best) divert traffic.
Utilise media resources to publicise the use of the Coast road to reduce traffic volumes travelling through the town unnecessarily.	Again, this will only divert traffic and will worsen air quality for communities in Glanymor and Llwynhendy. It also contradicts proposals for the Delta Lakes development to be part of a 'clean air zone'.
Assess the impact of introducing a 20mph speed limit in the town (greater use of bypass, improve road safety, less congestion, encourage walking, improve health).	20mph zones have been shown to increase levels of walking and cycling as pedestrians and cyclists feel safer navigating streets – as such, this should be encouraged. However, 20mph zones without other urban design interventions are unlikely to be effective - these interventions must be considered in tandem.
Review the Park and Ride provision for the town. Work with partners to assess delivery of a joint service for multiple sites.	Improving the park and ride provision could help reduce traffic volumes and should therefore be prioritised.
Assess the potential of re-opening Bridge Street.	Whilst this may induce better traffic flows, it will bring traffic pollution to the doorstep of Llanelly House and our library and may make these popular destinations less attractive to visitors.
Assess the potential for creating a bypass for Sandy Road.	Costing in the region of £40-£50m, this is by far the most expensive proposal made. And with a Southerly wind, would potentially have little impact (given that particulates would still be carried towards Sandy Road). More than this, evidence shows that if you build extra road capacity, it only incentivises people to use cars more often, further worsening air quality.

Assess the footpath/cycle path connectivity for the Sandy Road area.	A whole network of walking and cycling routes is needed across the constituency, not just one isolated area. And considerations need to be given to where road space can be reallocated.
Assess any impacts / opportunities from the Graig College development.	Without further detail on what the impacts / opportunities might be, it is difficult to comment on this proposal.
Assess any opportunities from the Wellbeing Village development (e.g. electric vehicle charging points etc).	Electric vehicles may reduce air pollution, but they are not a solution to tackling climate change. The electricity that powers these vehicles still needs to be produced, and all too often this is done through fossil fuels.
Assess potential impact from the development of Parc Howard	The proposals to introduce a two-storey car park must be revisited. Building more capacity to facilitate car use will only encourage more traffic to an area of town already struggling with poor air quality.
Assess impact of closing the turning junction from Felinfoel Road to Old Road.	
Review and assess HGV timings to businesses in and around the town centre.	Again, whilst this might improve air quality during peak journey times, it will do little to reduce overall pollution levels if the same volume of traffic remains.

11)

I have set out various sections that I feel are all equally important and vital to the control and reduction of poor air quality that is constant in Sandy Road and is progressively deteriorating to such an extent that only a By-Pass will effectively eliminate a situation where the Health Safety Standard set at 40 ug/m3 is constantly being breached.

(1) Sandy Road By-Pass

This has been described as the “**Missing Link**” for the A484 and because of the short-sightedness of Carmarthenshire County Council, has created “**a monster**” that even the best pollution prevention people will find impossible to eradicate.

A feasible route has been identified from the B4304 near to the “cycle bridge” to the Eisteddfod Fields Car Park and out onto the A484 at the existing roundabout adjacent to the Stradey Patio Centre at Coleg Sir Gar.

A fallacy has been created that the Millennium Commission would demand a return of its £30 million in grants if this route was adopted, nothing can be further from the truth as an officer for the Commission explained that if the Council presented a bona fide case, then the Commission would not want a penny in compensation. *(Letter available on request)*

Talking to a Professor of Pontypridd University, an eminent expert in the building of infrastructure in Wales estimated the cost at £6.5 million per mile and that is just about the distance needed to complete this improvement to the congestion and pollution sufferings of the people of Sandy Road.

Grants have to be forthcoming from the Welsh Assembly Government to facilitate this as **“Phase 1”** to complete this section of the **“Missing Link”** which inhibits free flow of commercial traffic harming the prospects of enhancing trade and employment over the only route, west out of Llanelli.

A Pwll By-Pass is not as urgent as one for Sandy Road with the only area of pollution concern being Bassett Terrace, the rest of Pwll does not contain a **“double terraced”** row of housing effect, but even this in Bassett Terrace is nowhere near as acute as Sandy Road.

Once the benefits of a Sandy Road By-Pass are realised then a phase 2 grant could in the future be sought.

(2) One way System to immediately reduce pollution buy 50%.

The construction of a 400 metre road extension at the west end of Sandpiper Road running behind Sandy Road and exiting at the Stradey Patio Centre roundabout would immediately reduction the poor air pollution at Sandy Road by 50%.

All westbound traffic would travel along Sandpiper Road and all eastbound traffic along Sandy Road, there would be objections, but when have the Council taken notice when they ignore the massive objections of the residents of Sandy Road.

There seems to be a NIMBY approach that is listened to over such pollution easing schemes as there will be in Section 4 below.

In the interim other measures to consider:-

(3) Impracticality of a Park & Ride System for Sandy Road.

The construction of a **“Park & Ride”** system or even a **“Car Sharing”** scheme to cut down on traffic flows would never work because there is no feasible area for cars to park and the blank refusal for people to get on board with it.

To build a **“Car Park”** between Burry Port and Pwll on slopping private land either side of the A484 would be both impractical and expensive to purchase (more beneficial to build the **“By-Pass”** phase 1)

To develop **“Car Parking”** on the existing Eisteddfod Fields and bus into Llanelli from there would be a total waste of time as motorists would not use it because the distance to town is minimal and the disruptive nature of the system would cause chaos and congestion at the Stradey Patio Centre

roundabout and the queuing for the buses would test the “**patience of a saint**”.

Sometime ago an idiotic suggestion coming out of Carmarthenshire County Council’s Highways Department was to cycle into town to reduce the traffic numbers using the then new section of the National Cycle Network from Burry Port to Llanelli.

If we had the reliable good weather of California all year round, people still would not consider it as cycling is a hobby/sport not a means of going to work over this distance, we are NOT Dutch.

How would, “**would be cyclist enthusiasts**” cope with cycling home in the dark (no lighting on the path at all) and pouring down with rain, enough said.

So coming back to the real world, our Summers are poor and other times of the year would be ridiculous to even consider cycling, let alone there are no cycle parking facilities in Llanelli whatsoever, more cost for no rewards.

(4) Stradey Park Avenue / Traveller’s Lane.

With the further development of the Stradey Park Development which will create added pressure to the Maes-y-Coed and Denham Avenue junctions with Sandy Road, it has to be a consideration to open up an entrance into the eastern part of the development site from Stradey Park Avenue or create a route into the development from Sandy Bridge Roundabout by widening the existing lane that runs parallel to the “**Traveller’s Caravan Site**”

Arguments on crossing the NCN (National Cycle Network) in this area must be weight up against the amount of cyclists that use the route (less than 30 an hour) and the easing slightly of the expected added pressure on Sandy Road and the Iscoed Housing Estate with the eastern development being completed.

This network route already has two barriers to stop cyclists from crossing the existing road and allows traffic to traverse into the Llanelli Wanderers Car Park anyway, so common sense must prevail.

It also should be considered to create a road link from the Llanelli Wanderers Car Park to the Llanelli Cricket Club to be used only at school opening and closing times (by school traffic only) as the pressure and danger at these times on Denham Avenue and consequently onto Iscoed Road, Maes-y-Coed and Sandy Road is horrendous.

It should be the responsibility of an employee of Ysgol Cymraig Ffwrnes to open and close the existing barrier promptly.

(5) Abuse of Sandy Road Lane at peak times.

Sandy Road lane (a private lane) is being used extensively as a “**rat run**” by impatient motorists during times of peak pressure and the volume and speeds of these vehicles is causing great concern to residents and their children.

The lane has a very poor surface, but this does not inhibit motorists from using and abusing it.

The last thing the residents, especially children expect is a speeding car coming down the lane at “breakneck speed” as a short cut to Ysgol Gyfun Stradey to avoid the traffic congestion as well as at other times of the day.

(6) Excessive Speeding up and down Maes-y-Coed.

Maes-y-Coed has a “**20 mph**” limit on it, but that does not register with motorists (mainly from the Stradey Park Development) from using it as a “**zero to sixty**” sprint challenge.

The off centre roundabout at its most northern most point causes danger from vehicles travelling in and easterly direction to it from Iscoed Road when many vehicles traverse straight over it as if it does not exist, and the situation will be exasperated even further with the completion of the East Section of the development.

Measures need to be implemented now to avert collisions, which will be added to by the new Co-op Store and the 3 new outlet shops soon to be opened.

Papering over the cracks and introducing a “**Cosmetic Exercise Response**” such as speed bumps to slow traffic down on a “trunk road – A Class” will only prolong a vehicles’ time spent in Sandy Road, increase idling whilst pumping out more pollution, or the introduction of “speed warning signs” which divert motorists concentration of what is happening on the road ahead simply isn’t on.

This is of a serious health concern on a problem that is not going to go away and is only going to get worse.

Please digest my concerns and produce the only feasible and sensible answer of a Sandy Road Phase 1 By-Pass.

APPENDIX 2 – Carmarthen and Llanelli Action Plan

Table 1 – Carmarthen Action Plan Proposals

Proposal No.	Proposal Description	Predicted Reduction in NO ₂ (µg/m ³)	Estimated Cost	Lead	Consequential Effects
C1	Improve cycle routes in and around the town.				
C2	Utilise media resources to publicise the use of the Carmarthen by-pass to reduce traffic volumes travelling through the town unnecessarily.				
C3	Work with the Local Health Board and other partners to assess car parking issues at Glangwili Hospital.				
C4	Consider using signage to alert drivers they are entering the AQMA (possibly suggest alternative routes).				
C5	Assess the positive / negative impacts of the Western Link once opened.				
C6	Review the Park & Ride provision for the town. Work with partners to assess delivery of a joint service for multiple sites.				
C7	Assess the impact of introducing a 20mph speed limit in the town. (greater use of by-pass, improve road safety, less congestion, encourage walking, improve health)(possibly part time 20mph limit)				
C8	Provide greater support for car sharing / dedicated car parks (possibly involve supermarkets)				

C9	Alleviate traffic congestion on Llansteffan Road/Johnstown with a bridge scheme.				
C10	Introduce electric/low emission buses, and smaller buses at off-peak times.				
C11	Assess feasibility of introducing bike hire scheme for the town.				
C12	Assess use of 'dummy' speed bumps painted on roads.				
C13	Assess part time pedestrianisation of various streets across the town.				
C14	Discuss extending operating hours of Tesco Shoppers bus with the company.				

Table 2 – Llanelli Initial Draft Action Plan Proposals

Proposal No.	Proposal Description	Predicted Reduction in NO ₂ (µg/m ³)	Estimated Cost	Lead	Consequential Effects
L1	Assess traffic light sequencing for Thomas Street/Gelli Onn junction.				
L2	Consider traffic survey for Llangennech / Dafen / Thomas Street to establish why that route is used.				
L3	Consider using signage to alert drivers they are entering the AQMA (possibly suggest alternative routes).				
L4	Utilise media resources to publicise the use of the Coast road to reduce traffic volumes travelling through the town unnecessarily.				
L5	Assess the impact of introducing a 20mph speed limit in the town. (greater use of by-pass, improve road safety, less congestion, encourage walking, improve health)(Possibly part time 20mph limit)				
L6	Review the Park & Ride provision for the town. Work with partners to assess delivery of a joint service for multiple sites.				
L7	Assess the potential of re-opening Bridge Street.				
L8	Assess the potential for creating a by-pass for Sandy Road.				
L9	Assess the footpath / cycle path connectivity for the Sandy Road area. (Pembrey Road footpath width).				
L10	Assess any impacts / opportunities from the Craig College development.				

L11	Assess any opportunities from the Wellbeing Village development (e.g. electric vehicle charging points etc.)				
L12	Assess potential impact from the development of Parc Howard.				
L13	Assess impact of closing the turning junction from Felinfoel Road to Old Road.				
L14	Review and assess HGV delivery timings to businesses in and around the town centre.				
L15	Review/improve signage to M4 (link to L3), identify preferred routes through town.				
L16	Assess parking issues in and around Pentip School.				
L17	Assess impact of weight and speed restriction on Pembrey Road.				
L18	Assess feasibility of creating roundabout at Felinfoel/Thomas Street/Old Road junction.				
L19	Assess feasibility of creating a one-way section of old Road between Thomas Arms and Bowls Club. (Link to L13)				

Table 3 – General Air Quality Improvement Proposals

Proposal No.	Proposal Description	Predicted Reduction in NO ₂ (µg/m ³)	Estimated Cost	Lead	Consequential Effects
A	Consider implications of introducing Low Emission Zones.				
B	Consider implications of introducing Congestion Zones.				
C	Consider implications of introducing Taxi Idling Ban.				
D	Consider implications of introducing Idling Ban outside of schools etc.				
E	Develop Supplementary Planning Guidance (e.g. provision of EV Charging points (– what criteria?).				
F	Engagement with SAT NAV providers to highlight AQMA's (possibly via Welsh Air Quality Forum).				
G	Set up messaging system that alerts of road works that may increase pollution levels over short periods.				
H	Introduce dummy speed cameras to aid traffic calming. (Possibly part time live on rotational basis?)				
I	Consider shared use footpaths. (with markings?)				
J	Advertise cycle paths.				
K	Advertise offices that have facilities for cyclists. (Increase number of offices/buildings providing cycle safe storage)				
L	Produce and distribute car stickers with				

	messages (e.g. – turn engine off when parked/idling, slow down, consider air quality, stay back from car in front).				
M	Check tourist route maps / websites for advised routes (avoid AQMA's where relevant)				
N	Review timings of bin collections & road sweeping				
O	Consider implications of making towns and villages vehicle free.				
P	Establish communications network with haulage contractors to improve service delivery and minimise impact on AQ.				
Q	Consider reward scheme for people who rarely use cars or for those that walk/cycle frequently.				
R	Look at potential for retrofitting buses / coaches to gas fuel.				
S	Consider removal of diesel engine vehicles.				
T	Enhance walking routes.				
U	Improve access to M4 through Llangennech area.				
V	Look for opportunities to introduce green infrastructure or urban planting schemes.				
W	Discuss with WG barriers / opportunities to transfer road freight from ferries to rail freight.				
X	Liaise with 'Car Club' facilitators for opportunities to introduce across the County.				

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Environment Act 1995 Part IV Section 83(1)

Carmarthenshire County Council
AQMA Order

Carmarthenshire County Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited/referred to as the Carmarthenshire County Council Air Quality Management Area [Llanelli 2016] and shall come into effect on 2nd August 2016

The area shown on the attached map within the blue boundary is to be designated as an air quality management area (the designated area). The designated area starts from the section of the A484 known as Bassett Terrace from the far west at the junction with Waun Eos Road travelling easterly through Sandy Road and incorporating Sandy Road roundabout, continues to follow an easterly direction along the A484 Pembrey Road before turning north up New Road as far as the mini roundabout in Furnace, and then travels back south along Old Road as far as the junction with Thomas Street on the A476. The boundary then travels north east along the A476 through Felinfoel Road and Panteg, as far as the mini roundabout joining Farmers Row. The boundary travels back south west along the A476 right down to Thomas Street bearing left along the A484 continuing on to the roundabout and bearing right following the A4214 along Stepney Place. The boundary continues along the series of mini roundabouts going through Upper Robinson Street and Murray Street before turning right at the junction with Station Road. The boundary continues along the A4214 through Church Street, Hall Street, West End on to Pembrey Road, again incorporating Sandy Road roundabout before travelling back west along Sandy Road and on through Bassett Terrace before completing the boundary at the far west junction with Waun Eos Road.

This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (Wales) Regulations 2000.

This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Carmarthenshire County Council was hereto affixed on 2nd August 2016 and signed in the presence of /on behalf of said Council

Linda Rees-Jones

 **Llanelli AQMA Boundary Map**



LR-J

0 200 400 600m
Graddfa Scale 1:15000
Cwm y Map [240808,201019.8]
Map Centre
Dyddiad Date 28/02/2016

© Hawliaith y Cwm y Map a hysbysu cronfa ddata 2016. Awdal Ordnans 100023377 © Crown Copyright and database rights 2016. Ordnance Survey 100023377

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

ENERGY CONSUMPTION IN THE COUNCIL'S NON-DOMESTIC BUILDINGS

To consider and comment on the following issues:

This report is submitted in response to the request from the Environmental and Public Protection Scrutiny Committee at its meeting on 17th November 2017 for a report on the Council's energy consumption.

Reasons:

For the Committee's Information

To be referred to the Executive Board / Council for decision: NO

EXECUTIVE BOARD MEMBER PORTFOLIO HOLDER: Cllr. Hazel Evans (Environment)

<p>Directorate: Environment</p>	<p>Designations: Head of Property</p>	<p>Tel Nos. E Mail Addresses: 01267 246244 JFearn@cararthenshire.gov.uk</p>
<p>Name of Head of Service: Jonathan Fearn</p>	<p>Sustainable Development Manager</p>	<p>01267 228351 JKDavies@cararthenshire.gov.uk</p>

EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

ENERGY CONSUMPTION IN THE COUNCIL'S NON-DOMESTIC BUILDINGS

This report is submitted for information in response to the request from the Environmental and Public Protection Scrutiny Committee at its meeting on 17th November 2017 for a report on the Council's energy consumption.

DETAILED REPORT ATTACHED?

YES

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Environmental and Public Protection Scrutiny Committee
15th January 2018

Energy Consumption in the Council's Non-domestic Buildings

Introduction

1. This report is submitted in response to the request from the Environmental and Public Protection scrutiny committee at its meeting on 17th November 2017 for a report on the Council's energy consumption.
2. The procurement of energy has become increasingly complex with prices volatile and linked to both national and global factors. In order to minimise risk, the Council procures its energy using Crown Commercial Services Framework Agreements, via the National Procurement Service (NPS), for the vast majority of supplies.
3. Under the NPS procurement arrangements, the larger users of electricity with mandatory 'half hourly' meters are supplied by EDF Energy. All other 'non half hourly' establishments were supplied by British Gas; however, the contract with British Gas was recently terminated, with electricity for all establishments to be supplied by EDF Energy (unfortunately, some establishments are experiencing a delay in this transfer due to outstanding billing issues). Gas is supplied by Corona Energy; oil by Certas Energy; and, liquefied petroleum gas (LPG) by Flogas.
4. The 'SystemsLink' energy management software system has recently been procured in order to achieve better monitoring of the Council's energy consumption; better management of billing (potentially via paperless systems); and to allow web-based access to individual sites.
5. Since 2010, the Council has been a participant under the mandatory UK-wide Carbon Reduction Commitment (CRC) Energy Efficiency Scheme. As a consequence, it is required to purchase non-refundable allowances for each qualifying tonne of carbon dioxide (CO₂) arising from its electricity and gas consumption. The Council paid £344,850 under this scheme based on its CO₂ emissions for 2016/17. Whilst the Council's emissions have continued to reduce, the level of 'tax' levied for each tonne of CO₂ emitted increases annually in order to further incentivise carbon reduction (£17.20 per tonne in 2016/17). The UK government has announced that the CRC Energy Efficiency Scheme will be abolished following the 2018/19 compliance year; however, this cost will not disappear as the Climate Change Levy will be raised to compensate.

Performance Measures

6. Energy consumed by the Council's non-domestic buildings in 2016/17:

Utility	kWh
Electricity ¹	22,118,500
Gas	36,256,286
LPG	1,442,987
Oil	6,303,594
Kerosene	612,368
Solid fuel ²	75,000
Total	66,808,735

7. The Council has consistently reduced its energy consumption and CO₂ emissions:

Key Measures of Success	2012/13	2013/14	2014/15	2015/16	2016/17	Progress: 2016/17 v 2015/16	
• Consumption (kWh) ³	77,252,930	74,614,632	72,821,595	68,452,917	66,808,735	Improved	2.4%
• CO₂ emissions (tonnes) ⁴	22,453	22,010	21,787	20,855	20,522	Improved	1.6%
• Cost (£) ⁵	£4,727,803	£4,745,312	£4,228,683	£4,440,880	£4,032,916	Improved	9.2%
• Renewable electricity generated (kWh) ⁶		207,698	229,652	280,742	670,401	Improved	138.8%

Notes:

- (1) All electricity procured via the NPS is from renewable energy sources.
- (2) Solid fuel (coal) is no longer used to heat any of the Council's non-domestic buildings.
- (3) Consumption data has been revised from the 66,883,735 kWh originally reported (this has correspondingly reduced CO₂ emissions).
- (4) This performance measure has applied the same carbon conversion factors year-on-year, and has not used recent carbon conversion factors for electricity that have reduced to reflect the increasing amount of electricity generated nationally from renewable energy sources.
- (5) There are on-going billing issues with one of the Council's electricity suppliers.
- (6) The Council has invested in solar photovoltaic (PV) systems and currently has a total installed capacity of 1.15 MWp on its non-domestic buildings.

Energy efficiency programmes

8. To-date, the Council has invested over £2 million in some 200 energy efficiency projects financed under the interest-free Salix invest-to-save programme. This investment is projected to save over £7+ million / 41,000 tonnes CO₂ over the lifetime of the installed technologies. One of these energy efficiency projects was the pool cover at Carmarthen Leisure Centre which became operational in September 2014 at a cost of £41,000 and resulted in savings of £24,268 in the first year (1.7 year payback). Pool covers have subsequently been installed at all the Council's wet sites.
This investment, coupled with the Council's on-going property rationalisation programme is producing financial and carbon savings in times of increasing utility prices.
9. We are currently participating in the Welsh Government supported Re:fit Cymru programme in order to identify energy, and water, efficiency opportunities in non-domestic buildings including schools. Once an initial comprehensive assessment has been completed, a potential programme(s) may be procured under an energy performance contract to deliver identified energy savings – these savings to be underwritten/guaranteed by the successful contractor. An initial expression of interest has been submitted under the Wales Funding Programme for £2 million to install conservation measures in 25-30 various corporate buildings. An invitation to tender is to be launched in March 2018, with an anticipated start in September 2018. Further phases may follow.

New build programme

10. The Council has a significant new build programme. All major new build projects incorporate renewable energy technologies where appropriate with solar PV installations incorporated into many recent Modernising Education Provision 21st Century school projects. In addition, and in order to minimise energy use from new buildings, a 'Fabric First' approach to energy efficiency is also being progressed and, where feasible, to achieve 'Passivhaus' certification.
11. The 'Passivhaus' Standard is a rigorous energy standard for buildings that provides a quality assurance for both energy and environmental performance. This involves designing buildings to meet the required performance standards and include: very high levels of insulation; extremely high performance windows with insulated frames; airtight building fabric; 'thermal bridge free' construction; and, a mechanical ventilation system with highly efficient heat recovery. 'Passivhaus' buildings have been shown to achieve a 75% reduction in space heating requirements, compared to standard practice for UK new build.
12. In September 2015, the Council successfully delivered the first 'Passivhaus' educational facility in Wales for the redevelopment of the former Burry Port Infant School site. Further schemes at the recently opened Ysgol Trimsaran and the currently under construction Ysgol Parc y Tywyn have been built to achieve the 'Passivhaus' Standard.

13. In addition, all non-domestic projects receiving an element of Welsh Government funding are required to achieve a BREEAM (Building Research Establishment's Environmental Assessment Method) rating of 'Excellent', a part of which is linked to designing buildings to achieve reductions in energy use and carbon emissions. A building achieving a BREEAM 'Excellent' rating is considered to be in the top 10% of UK new non-domestic buildings based on typical sustainability performance.

Opportunities for renewable energy

14. Various opportunities for carbon reduction and income generation associated with renewable energy on the Council's land have been explored. Whilst a range of potential projects has been identified, the prohibitive cost of connecting these to the National Grid has rendered them financially not viable; however, potential opportunities for ground mounted solar PV are actively being revisited under the Welsh Government's Green Growth Wales programme.
15. In April 2015, the Executive Board accepted a tender for an ambitious and innovative programme to install solar PV systems on the Council's housing and non-housing buildings. This was a no-cost community 'rent-a-roof' model with the option for the Council, and local community, to directly invest if desired. Unfortunately, subsequent UK Government announcements of major, immediate cuts to feed-in-tariff subsidies resulted in the programme for the Council's housing stock being abandoned in September 2015. Whilst a programme of solar PV installations on non-domestic buildings was completed, this was greatly reduced to the one originally proposed (due to the removal of a national pre-registration process to enable schemes to secure favourable feed-in-tariff rates, and compounded by severe local capacity issues on the National Grid).
16. Since 2015, whilst there has been a virtual demise in feed-in-tariff subsidies, the cost of solar PV systems has continued to decline, and battery technology has emerged as a potential mainstream application. Coupled with the rising cost of electricity it seems inevitable that there will be a viable solar solution – it appears to be just a question of when. We have continued to monitor the situation to assess whether the market has sufficiently stabilised to consider re-introducing a housing-based solar project. Over recent months the Council has received a number of unsolicited approaches from companies offering free solar PV installations across the housing stock. It was, therefore, considered timely to test the market by placing these approaches on a level playing-field to enable potential opportunities to be assessed. Accordingly, we are working with Local Partnerships (a joint venture between HM Treasury and the Local Government Association, formed in 2009 to help the public sector deliver local services and infrastructure) as part of Welsh Government's Green Growth Wales programme, and have recently undertaken a market testing exercise, via a Prior Information Notice in the Official Journal of the European Union (OJEU), to identify potential interested companies. The responses to this OJEU exercise are currently being evaluated and will be reported to Executive Board for consideration and to seek formal approval for a project, if viable, prior to pursuing an OJEU solar PV tender exercise.

Jonathan Fearn
Head of Property
December 2017

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15th JANUARY 2018

Environmental & Public Protection Scrutiny Committee Actions Update

To consider and comment on the following issues:

- To scrutinise the progress made in relation to actions, requests or referrals recorded during previous meetings of the Committee.

Reasons:

- To enable members to exercise their scrutiny role in relation to monitoring performance.

To be referred to the Executive Board for decision: **NO**

Executive Board Member Portfolio Holder: *NOT APPLICABLE*

<p>Directorate: Chief Executive's</p> <p>Name of Head of Service: Linda Rees-Jones</p> <p>Report Author: Janine Owen</p>	<p>Designations:</p> <p>Head of Administration & Law</p> <p>Democratic Services Officer</p>	<p>Tel Nos. / E-Mail Addresses:</p> <p>01267 224010 lrjones@carmarthenshire.gov.uk</p> <p>01267 224030 JanineOwen@carmarthenshire.gov.uk</p>
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EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15th JANUARY 2018

Environmental & Public Protection Scrutiny Committee Actions Update

During the course of a municipal year, several requests for additional information are made by the Committee in order to assist it in discharging its scrutiny role.

The attached report provides members of the Committee with an update on the progress made in relation to these requests.

DETAILED REPORT ATTACHED?

YES

IMPLICATIONS

<p>I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report.</p> <p>Signed: Linda Rees-Jones Head of Administration & Law</p>						
Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	NONE	NONE	NONE	NONE	NONE	NONE

CONSULTATIONS

<p>I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below:</p> <p>Signed: Linda Rees-Jones Head of Administration & Law</p>	
<p>1. Local Member(s) – N/A 2. Community / Town Council – N/A 3. Relevant Partners – N/A 4. Staff Side Representatives and other Organisations – N/A</p>	
<p>Section 100D Local Government Act, 1972 – Access to Information List of Background Papers used in the preparation of this report:</p> <p>THESE ARE DETAILED BELOW:</p>	
<p>Title of Document</p>	<p>File Ref No. / Locations that the papers are available for public inspection</p>
<p>Environmental & Public Protection Scrutiny Committee Reports and Minutes</p>	<p>Meetings from September 2015 onwards: http://democracy.carmarthenshire.gov.wales/ieListMeetings.aspx?CommitteeId=134</p>

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Environmental and Public Protection Scrutiny Committee Actions 2017-2018

Ref No	Meeting Date	Recommendation / Action / Referral	Description	Progress Update	Member / Officer	Status
E&PP 001-17/18	2nd October 2017	Action	Minute 5 - ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE ANNUAL REPORT 2016/17 Members were reassured that Officers would look into the examples that were raised in relation to the hedgerows not being cut following requests.	This matter will be considered as part of the Task and Finish Project.	Chair of E&PP S. Pilliner J. Owen	Completed - Scoping and Planning Document to be considered by the E&PP Scrutiny Committee 17th November 2017.
E&PP 002-17/18	2nd October 2017	Action	Minute 5 - ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE ANNUAL REPORT 2016/17 Officer to obtain more information from the Councillor	S Watts requested more information from Councillor D. Thomas by e-mail. No response.	S. Watts	In progress
E&PP 003-17/18	2nd October 2017	Action	Minute 7 - 2017/18 WELL-BEING OBJECTIVES PERFORMANCE MONITORING REPORT The Head of Transportation and Highways stated that the Council currently procure energy from green energy suppliers and that further information would be shared with the Committee in due course.	Cllr H.A.L. Evans to provide requested information to Members via e-mail. Requested information provided to Committee Members in pre-meeting followed by an e-mail - 17th November 2017. A detailed report requested see Ref no E&PP 011-17/18	S Pilliner J. Fearn K. Davies Cllr. H.A.L. Evans	Completed
E&PP 004-17/18	2nd October 2017	Action	Minute 9 - DRAFT - CARMARTHENSHIRE COUNTY COUNCIL'S ANNUAL REPORT FOR 2016/17 In response to request for an update on the plans for a cycle path from Whitland to Llanglydwen and a footpath between Login and Llanglydwen, the Head of Transportation and Highways stated that currently there were no County Council plans to develop this path. S. Pilliner to make enquiries and provide the Councillor with a response.	Awaiting further information	S. Pilliner	OUTSTANDING

Environmental and Public Protection Scrutiny Committee Actions 2017-2018

E&PP 005-17/18 Page 148	2nd October 2017	Action	Minute 9 - DRAFT - CARMARTHENSHIRE COUNTY COUNCIL'S ANNUAL REPORT FOR 2016/17 Reference page 28 of the report, table with year on year energy consumption, cost and CO2 emissions data. September data to be obtained and forwarded to the Committee	Cllr H.A.L. Evans to provide requested information to Members via e-mail. [linked to reference number E&PP003-17/18] Requested information provided to Committee Members in pre-meeting followed by an e-mail - 17th November 2017. A detailed report requested, see Ref no E&PP 011-17/18	S Pilliner J. Fearn K. Davies Cllr. H.A.L. Evans	Completed
E&PP 006-17/18	2nd October 2017	Recommendation	Minute 11 - NON-SUBMISSION REPORT. The Parking Strategy report be presented to the Committee in December 2017.	Following a meeting with S Pilliner and Consultants held on 7/11/17, it has been established that the work to finalise the draft strategy would not be ready until early January. Forward Work Plan to be updated to reflect the change.	S. Pilliner J. Owen	To be presented at the Committee Meeting on 3rd March 2018. Completed - FWP updated
E&PP 007-17/18	17th November 2017	Action	Minute 5 - ENVIRONMENTAL HEALTH AND LICENSING SERVICES ANNUAL REPORT 2016/17 In reference to the pollution provided on page 18 of the report, a suggestion was made that it would be beneficial to the Councillors and the public if a list of environmental permit holders were made available on the Council website. The Environmental Protection Manager agreed that this would be beneficial and would seek to publish a list onto the Council website.	Currently working closely with the web team to update the information on the website, the inclusion of permitted businesses will be included as part of the update.	S. Watts/ R. Staines	In progress
E&PP 008-17/18	17th November 2017	Action	Minute 5 - ENVIRONMENTAL HEALTH AND LICENSING SERVICES ANNUAL REPORT 2016/17 In light of the vision to increase community involvement, a query was raised as to how the Council was involving communities with regards to emergency planning. The Head of Waste and Environmental Services stated that he was unable to provide the Committee with any specific information on this matter today, however, he would liaise with the Civil Contingency Manager and inform Members accordingly.	Update note sent to all Scrutiny Committee members. Item completed on 28/11/17.	A. Williams	Completed

Environmental and Public Protection Scrutiny Committee Actions 2017-2018

E&PP 009-17/18	17th November 2017	Action	Minute 6 - HIGHWAYS NETWORK HIERARCHY It was asked if the Highways Network Hierarchy could include the protection of green lanes/tracks. The Head of Highways and Transportation acknowledged there were challenges with regard to green lanes but would provide feedback to the Principal Engineer (Network and Asset Management).	Update required	S. Pilliner	OUTSTANDING
E&PP 010-17/18	17th November 2017	Recommendation	Minute 8 - ENVIRONMENTAL & PUBLIC PROTECTION TASK & FINISH GROUP 2017/18 PLANNING AND SCOPING DOCUMENT - to endorse the project aims and scope of the Task and Finish Group; - that the membership of the Task and Finish Group be as follows:- • Councillor Alun Davies • Councillor Jeanette Gilasbey • Councillor Dorian Philips • Councillor Penny Edwards • Councillor John James • Councillor Andrew James	Task and Finish dates scheduled as follows:- 9th January 2018 (Meeting 1) 12th February 2018 (Meeting 2) 6th March 2018 (Meeting 3) 23rd April 2018 (Meeting 4)	Chair of E&PP J. Owen	Completed. Task and Finish Group Established
E&PP 011-17/18	17th November 2017	Recommendation	Minute 10 - FORTHCOMING ITEMS - a report on the Council's energy consumption to be brought to the Committee in January 2018 for consideration.	Report currently being developed	J. Fearn K. Davies Cllr. H.A.L.Evans	To be presented at the Committee Meeting on 15th January 2018.
E&PP 012-17/18	11th December 2017	Action	Minute 5 - FAIR AND SAFE COMMUNITIES GROUP ANNUAL REPORT 2016/17 ...Members raised concern that third sector organisations should be included on the Fair and Safe Communities Group. Chair of the Fair and Safe Communities Group agreed and would discuss this matter further with the Community Safety Manager.	The thematic group structure will be reviewed by the PSB as part of the establishment of the Well-Being Plan and delivery arrangements. Representation on groups will be considered as part of that review.	Cllr. C Campbell K.Thomas	In progress
E&PP 013-17/18	11th December 2017	Action	Minute 5 - FAIR AND SAFE COMMUNITIES GROUP ANNUAL REPORT 2016/17 {Re: the high number of ATV thefts} the Chair of the Fair and Safe Communities Group stated that some research would be undertaken and information would be forwarded onto Members.	Information will be forwarded to Committee Members as soon as information is obtained. In progress	Cllr. C Campbell K.Thomas	OUTSTANDING

Environmental and Public Protection Scrutiny Committee Actions 2017-2018

<p>E&PP 014-17/18</p> <p align="center" style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 150</p>	<p>11th December 2017</p>	<p>Action</p>	<p>Minute 5 - FAIR AND SAFE COMMUNITIES GROUP ANNUAL REPORT 2016/17 In pursuit to improve the ongoing dog fouling problem, it was suggested that it may be beneficial to carry out a media campaign in order to educate dog owners on what they can do to be a more responsible dog owner. The Head of Waste and Environmental Services stated that this matter had been publicised previously but agreed that a fresh campaign would be beneficial in raising the profile of the issue and provide information how dog owners can help improve the position.</p>	<p>To be arranged</p>	<p>A. Williams D. Hockenhull</p>	<p>OUTSTANDING</p>
<p>E&PP 015-17/18</p>	<p>11th December 2017</p>	<p>Recommendation</p>	<p>Minute 6 - REVENUE BUDGET STRATEGY CONSULTATION 2018/19 to 2020/21 RESOLVED: that the Charging Digests as set out in Appendix C of the report be endorsed.</p>	<p>No update required – due process.</p>	<p>C. Moore R. James</p>	<p>Completed.</p>

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

15th JANUARY 2018

<p>REFERRAL FROM POLICY AND RESOURCES SCRUTINY COMMITTEE- TOWY VALLEY CYCLE PATH EXPENDITURE</p>

To consider and comment on the following issues:

- To consider and respond to a referral from the Policy and Resources Scrutiny Committee in relation to the proposed Towy Valley Cycle path expenditure.

Reasons:

- To enable Committee members to exercise their scrutiny role.

To be referred to the Executive Board / Council for decision: NO

Executive Board Member Portfolio Holder(s):

Cllr. H.A.L. Evans (Environment) and Cllr. P.M. Hughes (Public Protection)

Directorate:	Designations:	Tel Nos. / E-Mail Addresses:
Chief Executive's		
Name of Head of Service: Linda Rees Jones	Head of Administration & Law	01267 224010 lrjones@carmarthenshire.gov.uk
Report Author: Janine Owen	Democratic Services Officer	01267 224030 JanineOwen@carmarthenshire.gov.uk



EXECUTIVE SUMMARY

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

15th JANUARY 2018

REFERRAL FROM POLICY AND RESOURCES SCRUTINY COMMITTEE- TOWY VALLEY CYCLE PATH EXPENDITURE

The Environmental and Public Protection Scrutiny Committee is requested to consider the following referral from the Policy and Resources Scrutiny Committee:

Agenda Item:

Corporate Asset Management Plan and Office Accommodation Strategy Update

Date: 6th December 2017

Issue: Request to scrutinise the expenditure for the proposed Towy Valley Cycle path.

At its meeting on the 6th December 2017, the Policy and Resources Scrutiny Committee considered the Corporate Asset Management Plan And Office Accommodation Strategy Update.

During consideration of the report a concern was raised in relation to the proposed £8m expenditure for the Towy Valley Cycle path. It was suggested that the Environment and Public Protection Scrutiny Committee would be the appropriate committee to scrutinise this expenditure.

The Policy and Resources Scrutiny Committee therefore resolved that:

“that the Environment and Public Protection Scrutiny Committee be requested to scrutinise expenditure on the proposed Towy Valley Cycle path.

DETAILED REPORT ATTACHED?	NO
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IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report.
Signed: Linda Rees Jones **Head of Administration & Law**

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	NONE	NONE	NONE	NONE	NONE	NONE

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below:
Signed: Linda Rees Jones **Head of Administration & Law**

- 1. Local Member(s) – N/A**
- 2. Community / Town Council – N/A**
- 3. Relevant Partners – N/A**
- 4. Staff Side Representatives and other Organisations – N/A**

Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:

THERE ARE NONE



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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

15TH JANUARY 2018

<p>FORTHCOMING ITEMS FOR NEXT MEETING 2ND MARCH 2018</p>

Discussion Topic	Background
Trading Standards Update	<p>A report to provide members with an update on the current position and the future services of Trading Standards.</p> <p>A representative from WLGA will be in attendance and will provide the Committee with an overview on the Trading Standards regulatory work.</p>
Quarter 3 – Performance Management Report for the Councils 2017/18 well-being objectives	This item will provide a report on the progress against the actions and measures in the 2017/18 Well-being Objectives delivery Plan relevant to the Committee’s remit, up to 31 st December 2017.
Budget Monitoring 2017/18	This standard quarterly item enables members to undertake their monitoring role of the Environment Department, Public Protection Services and Community Safety Team’s revenue and capital budgets.
Parking Strategy	This report will provided the Committee with a detailed review of the current Parking Strategy which commenced in May 2017.
Led conversion project update	This item will provide the Committee with an update on progress with regard to the installation of LED lighting and timers for part-night illumination across the county’s network.

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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

17TH NOVEMBER 2017

PRESENT: Councillor J.D. James (Chair)

Councillors:

A. Davies, J.A. Davies, P.M. Edwards, A.L. Fox, S.J.G. Gilasbey, T.M. Higgins,
A. James, T.A.J. Davies, A. Vaughan Owen, B.D.J. Phillips and J.S. Phillips.

Councillor K.V. Broom – Substitute for Councillor D.T. Thomas;
Councillor W.T. Evans – Substitute for Councillor A.D.T. Speake.

Also in attendance:

Councillor H.A.L. Evans, Executive Board Member for Environment;
Councillor P.M. Hughes, Executive Board Member for Public Protection.

The following Officers were in attendance:

R. Staines, Head of Housing and Public Protection
S. Pilliner, Head of Transportation & Highways
A. Williams, Head of Waste and Environmental Services
S.E. Watts, Environmental Protection Manager
D. King, Highway Services Manager
K. Thomas, Community Safety Manager
R. Waters, Highways and Transportation Services Manager
R. James, Group Accountant
J. Owen, Democratic Services Officer

Chamber, County Hall, Carmarthen – 10:00am - 11:20am

1. APOLOGIES FOR ABSENCE

The Chair welcomed Mr Gareth Lewis, Wales Audit Office to the meeting and informed the Committee that Mr Lewis was in attendance as an observer.

The Chair also welcomed Mr Richard Waters to the meeting and congratulated him on being appointed Highways and Transportation Services Manager.

Apologies for absence were received from Councillors A.D.T. Speake and D. Thomas.

2. DECLARATIONS OF PERSONAL INTEREST

Councillor	Minute Item(s)	Nature of Interest
K.V. Broom	5 – Environmental Health and Licensing Services Annual Report 2016/17; 8 – Environmental and Public Protection Task and Finish Group 2017/18 – Planning and Scoping Document	Her husband works for National Resources Wales
A. James	8 – Environmental and Public Protection Task and Finish Group 2017/18 – Planning and Scoping Document	Owens land in which a public footpath crosses
K.V. Broom	8 – Environmental and Public Protection Task and Finish Group 2017/18 – Planning and Scoping Document	Owens land in which a public footpath crosses
B.D.J.Phillips	8 – Environmental and Public Protection Task and Finish Group 2017/18 – Planning and Scoping Document	Owens land in which a public footpath crosses
J.A. Davies	8 – Environmental and Public Protection Task and Finish Group 2017/18 – Planning and Scoping Document	Owens land in which a public footpath crosses

3. DECLARATIONS OF PROHIBITED PARTY WHIPS

There were no declarations of prohibited party whips.

4. PUBLIC QUESTIONS (NONE RECEIVED)

The Chair advised that no public questions had been received.

5. ENVIRONMENTAL HEALTH AND LICENSING SERVICES ANNUAL REPORT 2016/17

The Committee considered an annual report outlining the roles and responsibilities of the Environmental Health and Licensing Service. The service encompassed food safety, communicable disease, health and safety, licensing, pollution (including air, land and noise), nuisances (including noise, odour, smoke etc), pest control advice and dog warden services. The work was predominantly statutory and illustrated the demands on the service and the challenges faced in 2016/17.

The following issues were discussed during consideration of the report:

It was asked if any funding was being received from WG in order to cover the costs of the additional responsibilities placed on the Council. The Environmental Protection Manager informed the Committee that the Council was not receiving any funding, however, teams were managing by reviewing and changing the way they work in order to provide meet expectations.

A query was raised as to why 2016/17 experienced a high volume of campylobacter cases and what was being done to reduce the number of cases in the future. The Head of Housing and Public Protection explained that number of cases in 2016/17 had reduced from peak number in 2014/15 and that this may have been as a result of campaigns to raise public awareness to report illnesses and that as the campaigns reduced, the numbers reported remained constant. The Head of Housing and Public Protection informed the Committee of the proactive work that would be undertaken in order to prevent cases of campylobacter. This would be done by working with the press and media team to educate the public in the safe storage of raw meat and particularly in the lead up to Christmas the safe storage and cooking of turkey. Furthermore, the Committee was informed that there were two teams working within food safety, one located in Trading Standards and the other in Environmental Health and that both teams have a considerable impact on protecting the public.

It was asked how robust the data collection of the infectious diseases was. The Environmental Protection Manager stated that the national information was supplied by Public Health Wales which would be scrutinised by the team to identify any trends and determine if there were any common links that would require further questioning.

In response to a query regarding the current position of shellfish sampling, the Environmental Protection Manager informed the Committee that during 2016/17, officers were requested to increase the sampling/monitoring regime in Three Rivers. This was as a result of Welsh Government proposing to open the beds for commercial gathering. However, as the section were not recompensed for the increase in activity the numbers and frequency of sampling was reduced from the original request through knowledge, experience and negotiation by officers to ensure that there was a reasonable, representative programme. Furthermore, Members were informed that since the Welsh Governments proposal it was decided not to open the beds for commercial shellfish gathering.

With regard to a query raised on the seriousness of illegal gathering of shellfish, the Environmental Protection Manager explained that policing the issue was difficult due to the geographical challenges and that the whilst a co-ordinated approach was being taken the work of various agencies continued to be hampered by the issue of continuity of evidence.

In reference to the pollution provided on page 18 of the report, a suggestion was made that it would be beneficial to the Councillors and the public if a list of environmental permit holders were made available on the Council website. The Environmental Protection Manager agreed that this would be beneficial and would seek to publish a list onto the Council website.

In light of the vision to increase community involvement, a query was raised as to how the Council was involving communities with regards to emergency planning. The Head of Waste and Environmental Services stated that he was unable to provide the Committee with any specific information on this matter today, however, he would liaise with the Civil Contingency Manager and inform Members accordingly.

Reference was made to the table containing the top 20 categories of Service Requests – Pollution set out on page 15 of the report. A concern was raised in relation to the high number within the ‘accumulation of refuse’ category and if this was an early indication of the impact of closing recycling centres. The Head of Waste and Environmental Services informed the Committee that this figure was largely to do with hoarding on private properties.

Furthermore, reassurance was provided that currently there were no issues arising from the closure of the Llangadog recycling centre, however this was being closely monitored.

The Head of Housing and Public Protection further added that it would be beneficial to provide the Committee with additional comparative data and trending information.

A concern was raised regarding the recent decision made by Executive Board held on 23rd October 2017 (Minute 13 refers) to cease the current bathing water monitoring programme which included the Burry Inlet location. The Head of Housing and Public Protection provided an explanation which informed the decision and stated that whilst the Authority had a responsibility to safeguard public health, bathing water sampling was not a statutory function. Furthermore, with regard to the Burry Inlet, due to the fact that high tides, periods of heavy rainfall and possible agriculture pollutants the water quality deteriorates in the Burry Inlet. Therefore, in order to protect public safety and health, it was decided to signpost the public to the approved bathing beaches in Pembrey and Pendine which are both sampled and have appropriate facilities.

Reference was made to page 17 of the report which contained a table providing the number of Dog Warden Enquiries. A comment was raised on the reducing trend of enquiries since 2013/14 where it was felt that the trend in enquiries should be increasing not decreasing. The Environmental Protection Manager stated that this figure related to stray dogs only and that the increased use of social media by the public to locate owners of stray dogs was proving very powerful which by-passes the need for dog warden intervention. Furthermore, microchipping in dogs, providing the chip was current and up to date was also successful.

The Head of Waste and Environmental Services added that the Public Space Protection Order (PSPO) was in place and that currently there were 4 teams of Enforcement Officers County wide who work closely with the police in the event of attacks involving dogs. Following an example provided by a Committee Member where a dog warden was required out of hours, it was asked what the current provision was for providing an out of hours dog warden service. The Environmental Protection Manager stated that currently there was no provision for a 24hour dog warden service due to the limited staffing capacity.

In response to a query raised regarding the location of scrap dealers within Carmarthenshire, the Environmental Protection Manager stated that she did not have the information available to hand but would provide the requested information to Councillors following the meeting.

UNANIMOUSLY RESOLVED that the report be noted.

6. HIGHWAYS NETWORK HIERARCHY

The Committee considered a report which provided an update on the proposed implementation of a functional hierarchy for highways infrastructure investment. The hierarchy would support an overall Highway Asset Management Plan that prioritises highway infrastructure investment through a risk based approach in accordance with the new updated National Codes of Practice – “Well Managed Highway Infrastructure.”

The Committee noted that the highway network contained over 3,500 kilometres of carriageway which facilitated the safe movement of goods and people. With a reducing resource base and an increase in traffic, prioritising where resources are spent was important to assist the authority to minimise risk, meet its statutory obligations and use a reducing resource base effectively.

The report proposed to define a network hierarchy based on the function of the carriageway/section of carriageway as set out in table 1 of the report.

The report outlined that the introduction of a highways network hierarchy would underpin and improve the management, prioritisation and service levels for highway maintenance and infrastructure investment and would support the Council’s Key outcomes from the Corporate Strategy 2015 /2020. In addition, the report identified that the network hierarchy would contribute towards the seven national goals of the Well-being of Future Generations (Wales) Act 2015 by developing new ways of working.

The following issues were discussed during consideration of the report:

It was commented, that Carmarthenshire had the 2nd largest amount of kilometres of highway in Wales and in response to a query raised, the Head of Highways and Transportation confirmed that whilst the revenue settlement paid due consideration to the size of the network within the County, the revenue settlement had been reduced significantly over a number of years.

Following a query on how the safety of roads in rural areas were prioritised, the Head of Highways and Transportation stated that as there was a finite budget the maintenance of rural roads was prioritised to ensure the highway was maintained in a safe condition..

It was asked if the Public Rights of Way budget formed part of the same budget as highways. The Head of Highways and Transportation clarified that the budget for the Public Rights of Way was separate from highways. Furthermore, a review was currently underway with regard to Public Rights of Way where a similar prioritisation model in regard to maintenance and grant funding was being considered.

A query was raised in relation to the additional wear and tear of rural roads and bridges caused by forestry haulage vehicles. The Highway Services Manager explained to the Committee and that a 3 year Memorandum of Understanding had recently been agreed and signed with the Forestry Commission and other local authorities to promote haulage routes in some forests which would minimise the impact of forestry haulage vehicles on minor local roads.

With regard to the Well Being of Future Generations (Wales) Act 2015 and the 5 ways of working, it was asked if the impact on climate change was considered as particularly when laying tarmac. The Head of Highways and Transportation confirmed that climate change was taken into consideration with regard to work on planning highways and winter maintenance. The Highway Services Manager explained to the Committee that tarmac had a life expectancy of around 20 years and that a heavy surface dressing programme was in place and that data from a number of driven computerised surveys would dictate a maintenance regime.

In relation to working collaboratively, it was asked how much work was undertaken with utility companies and was there any scope for improving integration. The Highway Services Manager informed the Committee that regular meetings currently took place with utility companies and that a forward work plan was shared to improve co-ordination.

It was asked if the Highways Network Hierarchy could include the protection of green lanes/tracks. The Head of Highways and Transportation acknowledged there were challenges with regard to green lanes especially given the reduction in available resources, but would provide feedback to the Principal Engineer (Network and Asset Management).

RESOLVED TO RECOMMEND TO THE EXECUTIVE BOARD that subject to the consideration of its comments the Highways Network Hierarchy report be approved.

7. REVENUE & CAPITAL BUDGET MONITORING REPORT 2017/18

The Committee considered the Revenue and Capital Budget Monitoring Report as at 31st August 2017 in relation to the 2017/18 financial year. The report provided members with budget monitoring information for the Environment Service, Public Protection Service and the Community Safety Service and considered the budgetary position. In summary, the revenue budget for the services within the Environment and Public Protection Scrutiny remit were forecasting a £127k overspend. Whereas, the main variances on capital schemes showed a forecasted net spend of £10,733k compared with a working net budget of £10,901k giving a £-168k variance.

UNANIMOUSLY RESOLVED that the report be received.

8. ENVIRONMENTAL & PUBLIC PROTECTION TASK & FINISH GROUP 2017/18 PLANNING AND SCOPING DOCUMENT

The Chair reminded the Committee that to date, Committee Members had considered a number of suggestions and agreed the project subject for the Task and Finish Group - "to review of the maintenance provision of highway hedges and verges". On behalf of the Chair, the Democratic Services Officer presented the planning and scoping document which included the aims and scope of the project.

The Committee noted that in the development of the Scoping document it had been established that by including the maintenance of cycle and footpaths would make the scope of the project too broad. Furthermore, the Environment Directorate were currently undertaking a piece of work that included the maintenance of cycle and footpaths which would be reported to the Committee in due course. The Democratic Services Officer further advised that the Committee could formulate an additional Task and Finish group to consider the maintenance of cycle and footpaths at a later date should they wish to do so.

The Committee also noted the timescale for completion which included four Task and Finish Group scheduled meetings with a view to present a final report to the Committee in May 2018.

In order to form a politically balanced Task and Finish Group, the Chair sought up to 6 nominations from the Committee.

It was therefore

UNANIMOUSLY RESOLVED:-

- 8.1 that the Task and Finish Scoping Document be received;**
- 8.2 to endorse the project aims and scope of the Task and Finish Group;**
- 8.3 that the membership of the Task and Finish Group be as follows:-**
 - **Councillor Alun Davies**
 - **Councillor Jeanette Gilasbey**
 - **Councillor Dorian Philips**
 - **Councillor Penny Edwards**
 - **Councillor John James**
 - **Councillor Andrew James**

9. EXPLANATION FOR NON-SUBMISSION OF SCRUTINY REPORT

The Committee noted the non-submission of the Fair and Safe Communities Annual Report 2016/17 and the Half Year Compliments and Complaints Report 2017.

Resolved that the non-submission of scrutiny reports be noted.

10. FORTHCOMING ITEMS

The Committee considered the list of forthcoming items for the meeting scheduled to take place on the 11th December 2017 and was afforded the opportunity to request for information to be placed in to the reports.

Reference was made to the last meeting of the Environment and Public Protection Committee held on 2nd October 2017 and in response to the information which was provided to Councillors in respect of the queries raised in Minute 7 and 9 respectively. It was requested that a more detailed report on the Council's Energy Consumption to be brought before Committee in January 2018 for their consideration.

Members noted the appended revised Environmental and Public Protection Scrutiny Committee Forward Work Plan and the Executive Board Forward Work Plan.

RESOLVED that:

- 10.1 the list of forthcoming items be received;**
- 10.2 the revised Environmental and Public Protection Forward Work Plan be noted;**
- 10.3 the Executive Board Forward Work Plan be noted;**
- 10.4 a report on the Council's energy consumption to be brought to the Committee in January 2018 for consideration.**

11. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 2ND OCTOBER 2017

RESOLVED that the minutes of the Environment and Public Protection Scrutiny Committee held on the 2nd October, 2017 be signed as a correct record.

CHAIR

DATE

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

11TH DECEMBER 2017

PRESENT: Councillor J.D. James (Chair)

Councillors:

J.A. Davies, P.M. Edwards, A.L. Fox, S.J.G. Gilasbey, T.M. Higgins, T.A.J. Davies, A. Vaughan Owen, B.D.J. Phillips, J.S. Phillips, D. Thomas and C.A. Campbell.

Councillor K.V. Broom – Substitute for Councillor A.D.T. Speake.

Also in attendance:

Councillor H.A.L. Evans – Executive Board Member for Environment;
Councillor C. Campbell, Chair of Fair and Safe Communities Group.

The following Officers were in attendance:

C. Moore, Director of Corporate Services;
S. Pilliner, Head of Transportation & Highways;
R. Staines, Head of Housing and Public Protection;
A. Williams, Head of Waste and Environmental Services;
R. Edmunds, Trading Standards Services Manager;
J. Edwards, Principal Business & Development Officer;
A. Howells, Business & Development Manager;
D.W. John, Waste Services Manager;
J. McEvoy, Road Safety & Traffic Manager;
K. Thomas, Community Safety Manager;
R. W. Waters, Highways and Transportation Manager;
R. James, Group Accountant;
J. Owen, Democratic Services Officer.

Chamber, 3 Spilman Street, Carmarthen – 10:00am - 11:30am

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors A. James, A.D.T. Speake and P.M. Hughes [Executive Board Member for Public Protection].

With regard to Agenda Item 5, Fair and Safe Communities Group Annual Report 2016/17, the Chair announced that he had received apologies from Chief Inspector Steve Thomas, Vice Chair of Fair and Safe Communities Group.

2. DECLARATIONS OF PERSONAL INTEREST

Councillor	Minute Item(s)	Nature of Interest
K.V. Broom	7 – Environment Departmental Business Plan 2018/19 - 2021	Her husband works for National Resources Wales

3. DECLARATIONS OF PROHIBITED PARTY WHIPS

There were no declarations of prohibited party whips.

4. PUBLIC QUESTIONS (NONE RECEIVED)

The Chair advised that no public questions had been received.

5. FAIR AND SAFE COMMUNITIES GROUP ANNUAL REPORT 2016/17

The Committee considered the Fair and Safe Communities Annual Report 2016/17 which was presented to Committee by Councillor Cefin Campbell, Chair of the Fair and Safe Communities Group. The report provided Members with the progress made by the Fair and Safe Communities group and its predecessor, the Community Safety Partnership, in tackling crime and disorder in 2016/17. The report also reviewed progress made against the Integrated Community Strategy.

The Committee was informed that the Group took pride in creating strong links with partners and working collaboratively in making communities safe places to live.

The Committee noted that the report included contributions from two of the group's 'Responsible Authorities' as statutory partners, the Fire and Rescue Service and Probation organisations. Furthermore, Governance arrangements for the Fair and Safe Communities group have been embedded within the Public Service Board Structure.

The Chair of the Fair and Safe Communities Group informed the Committee that the rise in crime levels could be attributed to the recent improvements in Police reporting processes. It was emphasised to the Committee that the Dyfed Powys Police force area remained one of the safest places to live with the lowest number of crime levels in England and Wales.

The following issues were discussed during consideration of the report:

In response to a query the Community Safety Manager stated that currently third sector were not represented on the Fair and Safe Communities Group, however, the group maintains strong links with third sector providers such as Age Concern Cymru and Women's Aid who are represented on a number of groups the Fair and Safe Communities group lead on. In light of this, Members raised concern that third sector organisations should be included on the group. The Chair of the Fair and Safe Communities Group agreed and would discuss this matter further with the Community Safety Manager.

A query was raised in relation the rise in the number of all-terrain vehicle (ATV) thefts. The Chair of the Fair and Safe Communities Group stated that the rise could be attributed to the recent developments that have been made in the way Police record crimes. It had been recognised there had been a spate in ATV thefts recently and the Chair of the Fair and Safe Communities Group stated that some research would be undertaken and information would be forwarded onto Members.

In response to a comment raised regarding the need for PACT (Police and Communities Together) meetings to work more collaboratively, the Chair of the Fair and Safe Communities Group stated that a review of the Public Service Board (PSB) structure was due to be carried out in early 2018 which would be an opportunity for PSB's to consider PACT meetings in order to provide communities with a stronger voice.

With reference to page 13 of the report, a comment was raised regarding the 29 fixed penalty tickets issued since the introduction of the PSPO's for dog fouling, it was felt that considering this matter was a significant problem in communities the number of fixed penalties issued seemed surprisingly low. The Head of Waste and Environmental Services stated that detecting dog fouling crime was quite difficult to detect and resource intensive due to the level of proof required. On the issue of allowing the Police service via its PCSOs to issue fines for dog fouling, The Head of Waste and Environmental Services said that the Environmental Enforcement Manager was currently looking into this possibility and had been working closely with the Police in order to reduce the problem. Due to this matter being resource intensive, Members were encouraged to report any dog fouling incidences that they witness with relevant information such as location, dates, times etc.

In addition to a further query, the Head of Waste and Environmental Services recognised that whilst other Local Authorities may carry out DNA testing in order to catch persistent offenders, the environment team had carried out some research into possibility of adopting this method. It was found that the difficulty with this approach was that because dog owners do not have to register their dogs, those irresponsible dog owners that fail to clean up after their dogs would be unlikely to register their ownership details and DNA testing as a basis of proof would become ineffective. In addition, the Head of Housing and Public Protection informed the Committee that Local Authorities were approaching the Welsh Government as they currently do not have the power to introduce mandatory dog registration schemes.

It was emphasised that the problem of dog fouling remained a significant issue within the communities of Carmarthenshire and that it was important to ensure that work was being done to reduce the ongoing problem.

In pursuit to improve the ongoing dog fouling problem, it was suggested that it may be beneficial to carry out a media campaign in order to educate dog owners on what they can do to be a more responsible dog owner. The Head of Waste and Environmental Services stated that this matter had been publicised previously but agreed that a fresh campaign would be beneficial in raising the profile of the issue and provide information how dog owners can help improve the position.

With reference to a comment raised at the last Committee meeting [minute 5 refers], it was emphasised that the current lack of provision for a 24 hour dog warden service needs to be reviewed. With respect to detection of dog fouling, where there is a known problem, The Head of Waste and Environmental Services stated that Environmental Enforcement resources could be targeted to problem areas if sufficient information was provided to justify concentrated action.

In response to a query raised regarding improving the accessibility of speed management data for local members, the Head of Highways and Transportation explained that speed monitoring data was considered at the Speed Management Group which included partner organisations such as Road Policing Units, Go Safe and the Fire and Rescue Service. The Road Safety & Traffic Manager added that the recording and access of speed monitoring data was currently being reviewed with a view to move to a digital mapping system which once established would allow for the data to be more readily available to multi-agencies and local members.

UNANIMOUSLY RESOLVED that the report be noted.

6. REVENUE BUDGET STRATEGY CONSULTATION 2018/19 to 2020/21

The Committee considered the Revenue Budget Strategy 2018/19 to 2020/21 (Appendix A) which had been endorsed by the Executive Board for consultation purposes at its meeting on 27th November 2017. The report provided Members with the current view of the Revenue Budget for 2018/2019 together with indicative figures for the 2019/20 and 2020/2021 financial years. The report was based on officers' projections of spending need and took into account the provisional settlement issued by the Welsh Government on 10th October 2017.

Members considered detailed budget information which was appended to the report as follows:

- **Appendix A** – Corporate Budget Strategy 2018/19 to 2020/21;
- **Appendix A(i)** – Efficiency summary for the Environment and Public Protection Services (none for the Community Safety Service);
- **Appendix A(ii)** – Growth Pressures summary for the Environment Service (none for the Public Protection and Community Safety Services);
- **Appendix B** – Budget extracts for the Environment, Public Protection and Community Safety Services;
- **Appendix C** – Charging Digest for the Environment, Public Protection and Community Safety Services.

The Director of Corporate Services advised that although the announced provisional settlement of -0.5% was significantly better than the anticipated -2%, however, this still meant the authority was required to identify efficiency savings for 2018/19 of £8.544m compared to the initial £12.527m and would continue to have a negative impact on the Council's resources.

With regard to the Environment Department the Committee noted that within the 2017/18 performance, based on the August 2017 monitoring, there had been an £533k overspend. The Director of Corporate Services highlighted that the over spend was primarily due to the non-achievement of car park income targets and a decrease in planning application income. Furthermore, the Committee noted that in the setting of the current financial year's budget, from a total sum of £2.515m allocated to services, £1.027m was allocated to Environment, a detailed breakdown of the budget extract was appended to the report in Appendix B.

In summary, the budget proposals would assume full delivery of the £25.6m identified savings. Furthermore, the budget proposals assumed a Council tax increase of 4.12% and that a 1% movement in council tax levels equated to +/- £820k.

The following issues were discussed during consideration of the report:

With reference to the Budget Extract (Appendix B of the report), a query was raised regarding the Animal Licence Movement Scheme and the possible duplication of work between the Local Authority and agencies such as DEFRA particularly since the introduction of Electronic Identification (EID). The Head of Housing and Public Protection recognised the potential duplication of work and acknowledged that this was an area where improvements could be made in conjunction with a number of agencies.

In response to a comment regarding pest control the Head of Housing and Public Protection informed the Committee that since the cessation of the pest control service, staff within the Public Health team provide advice to the public and have received specialist training and equipment to prevent vermin infiltration. The Authority offers a paid service to the public, which provides a variety of benefits including a better understanding of the sources of vermin avoiding reoccurring pest problems.

Reference was made to Appendix B of the report. A comment was raised regarding CCTV and that the Police and Crime Commissioner (PCC) was currently looking to re-instate the CCTV provision throughout Carmarthenshire. The Community Safety Manager confirmed that the PCC had pledged to improve the CCTV provision and that the initial work would be starting in Carmarthen. The Committee was informed that whilst the CCTV system would be managed by the Police, both the Community Safety Manager and the Community and Safeguarding Manager were working closely with Police colleagues in order to ensure a smooth transition.

In response to a query, the Community Safety Manager stated that currently there were a significant number of CCTV cameras which were out of action and that she was currently awaiting the results following a comprehensive review.

With reference to Appendix C, disappointment was expressed regarding the high cost of £370 for a car parking 12 month season ticket within Ammanford, it was further commented that the general idea of a season ticket was to provide a discount as an incentive. The Head of Highways and Transportation stated that the number of season ticket purchases had been reducing in recent years which was perceived as a positive step in order to provide more scope for general shoppers, helping to sustain turnover levels in car parking spaces on a daily basis.

RESOLVED:

- 6.1 that the 3 year Revenue Budget Consultation 2017/18 to 2019/20 be noted;**
- 6.2 that the Charging Digests as set out in Appendix C of the report be endorsed.**

7. ENVIRONMENT DEPARTMENTAL BUSINESS PLAN 2018/19 - 2021

[NOTE: Councillor K. Broom had earlier declared an interest in this item].

The Committee considered the Draft Environmental Departmental Business Plan 2018/19 - 2021 which outlined the priorities for the department and identified how the department supported the five ways of working and the goals of the Well-being of Future Generations (Wales) Act 2015. The report included extracts of the aspects relevant to the Environmental and Public Scrutiny Committee including the following elements:-

- Transport and Engineering
- Waste and Environmental Services
- Business Improvement

The following issues were discussed during consideration of the report:

Reference was made to the Key Performance set out in page 5 of the report. In response to a query regarding the percentage of municipal waste sent to landfill which was off target with a result of 15% against a target of 10%, the Head of Waste and Environmental Services clarified that even at the 15% performance figure, Carmarthenshire was still meeting its statutory target for landfill diversion and acknowledged that the 10% target was ambitious, given that there were difficulties across the industry for disposing of residual waste. Residual waste included all municipal waste that could not be recycled. Furthermore, in order to meet future targets and improve results, negotiations were currently taking place to obtain new residual waste outlets.

With reference to page 33 of the report, Sickness Absence, it was asked, if the high level of sickness absences reported was a cause for concern. The Highways and Transportation Manager stated that the department would be focusing on this matter and would be receiving regular monitoring reports. It was recognised that in general, Local Authorities were being requested to 'do more with less' which would inevitably have a detrimental impact upon resources. Management were currently working closely with Human Resources to assist in improving staff well-being.

RESOLVED to receive the Draft Environment Departmental Business plan 2018/19-2021.

8. COMMUNITIES DEPARTMENTAL DRAFT BUSINESS PLAN 2018/19 - 2021

The Committee considered the Communities Departmental Business Plan 2018/19 – 2021 which provided Members with comprehensive overview of the Communities Departmental progress. It was noted that whilst the plan enveloped the whole of the Departments' priorities, the Committee's role was to scrutinise the Public Protection elements set out in pages 24 and 25 of the report.

RESOLVED that the Communities Departmental Business Plan 2018/19 – 2021 be received.

9. CHIEF EXECUTIVES DEPARTMENTAL BUSINESS PLAN 2018/19 - 2021

The Committee considered the Report on the Chief Executive's Departmental Business Plan 2018/19 - 2021. The report contained extracts of the aspects relevant to the Environment & Public Protection Scrutiny Committee in relation to Community Safety.

RESOLVED that the Chief Executives Departmental Business Plan 2018/19 – 2021 be received.

10. EXPLANATION FOR NON-SUBMISSION OF SCRUTINY REPORT

The Committee noted the non-submission of the 5 year Capital Budget Consultation which would be considered by the Policy and Resources Scrutiny Committee.

Resolved that the non-submission of scrutiny report be noted.

11. FORTHCOMING ITEMS

The Committee considered the list of forthcoming items for the meeting scheduled to take place on the 15th January 2018 and was afforded the opportunity to request for information to be placed in to the reports.

Clarification was sought on the green waste report. The Head of Waste and Environmental Services clarified that the report would be an overview of the first season of operation of the green/garden waste scheme, which was based on a bin collection system. No other type of receptacle was offered, other than where bins would not be suitable from an operational perspective. The Committee was informed that the Green Waste report due to be presented in January would provide Members with more information on the proposals for next season.

In response to an additional query, the Head of Waste and Environmental Services stated that green waste bags had ceased and would not be re-introduced.

RESOLVED that the list of forthcoming items be received.

CHAIR

DATE

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