

Document Pack



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FRIDAY, 4 JANUARY 2019

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, COUNTY HALL, CARMARTHEN** AT **10.00 AM** ON **MONDAY, 14TH JANUARY, 2019** FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA.

Mark James CBE

CHIEF EXECUTIVE



PLEASE RECYCLE

Democratic Officer:	Janine Owen
Telephone (Direct Line):	01267 224030
E-Mail:	JanineOwen@carmarthenshire.gov.uk
Ref:	AD016-001



YOUR COUNCIL **doitonline**
www.carmarthenshire.gov.wales

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14 MEMBERS

PLAID CYMRU GROUP – 8 MEMBERS

- | | | |
|----|------------|--------------------------------|
| 1. | Councillor | Karen Davies |
| 2. | Councillor | Mansel Charles |
| 3. | Councillor | Jeanette Gilasbey |
| 4. | Councillor | Dorian Phillips |
| 5. | Councillor | Susan Phillips |
| 6. | Councillor | Alan Speake |
| 7. | Councillor | Dai Thomas |
| 8. | Councillor | Aled Vaughan Owen (Vice Chair) |

LABOUR GROUP – 4 MEMBERS

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

INDEPENDENT GROUP – 2 MEMBERS

- | | | |
|----|------------|---------------|
| 1. | Councillor | Arwel Davies |
| 2. | Councillor | Joseph Davies |

AGENDA

1. APOLOGIES FOR ABSENCE
2. DECLARATIONS OF PERSONAL INTEREST INCLUDING ANY PARTY WHIPS ISSUED IN RELATION TO ANY AGENDA ITEM.
3. PUBLIC QUESTIONS (NONE RECEIVED)
4. TASK & FINISH GROUP FINAL REPORT 2017/18 5 - 44
'Review the maintenance provision of Highway Hedgerows and Verges'
5. AMENITY GRASS CUTTING 45 - 48
6. UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT AREAS IN CARMARTHENSHIRE 49 - 164
7. REVENUE AND CAPITAL BUDGET MONITORING REPORT 2018/19 165 - 184
8. FORTHCOMING ITEMS 185 - 186
9. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 16TH NOVEMBER 2018 187 - 194

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ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE TASK & FINISH GROUP FINAL REPORT 2017/18:

“Review the maintenance provision of Highway Hedgerows and Verges”

To consider and comment on the following issues:

That consideration be given to the Environmental and Public Protection Scrutiny Committee Task and Finish Group’s recommendations, which are outlined within the executive summary and the attached full report.

Reasons:

- At its meeting on 17th November 2017, the Environmental & Public Protection Scrutiny Committee agreed to establish a task and finish group to review the maintenance provision of the highway hedges and verges.
- The Task and Finish Group presented the final report to the Environmental & Public Protection Scrutiny Committee on 18th May 2018. It was resolved to refer the report to the Executive Board for its consideration.
- In accordance with the Constitution – Part 4.5-Scrutiny Procedure Rules, following the Executive Board Members informal discussion, the Chair of the Task and Finish Group agreed to refer the comments raised to the Task and Finish group for further consideration.
- The Task and Finish Group have amended the report to provide further clarification following the comments raised by the Executive Board Members.
- In response to a referral from Council on 12th September 2018 (minute 8.3 refers), the Task and Finish Group have included a section on late-cut verges and subsequently included an additional recommendation (2c).
- The recommendations contained within the report have been formulated by the Group following the consideration of a range of evidence over a series of meetings held between January and November 2018.

Relevant scrutiny committee consulted: YES

Scrutiny Committee and date: Environmental & Public Protection – 14th January 2019

To be referred to the Executive Board for decision: YES

Executive Board Member Portfolio Holder: Cllr. Hazel Evans (Environment)

Chair of the Task & Finish Group: Councillor John James	Designations: Chair of the Environmental & Public Protection Scrutiny Committee	Tel Nos. / E-Mail Addresses: 01267 224028 JohnJames@carmarthenshire.gov.uk
Report Author: Janine Owen	Democratic Services Officer	01267 224030 JanineOwen@carmarthenshire.gov.uk

EXECUTIVE SUMMARY

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2018

Environmental & Public Protection Scrutiny Committee Task & Finish Group Final Report 2017/18:

“Review the maintenance provision of Highway Hedgerows and Verges”

1.0 Review Background

The Environmental and Public Protection Scrutiny Committee has a key role to play in monitoring services, development of key policies and strategies, as well as identifying areas for improvement or development.

At its meeting on 17th November 2017, the Environmental & Public Protection Scrutiny Committee agreed to establish a task and finish group to research the maintenance provision of highway hedgerows and verges.

2.0 Objectives and Scope

The Group agreed that its main objective for the review would be to:

- To review the current provision for the maintenance of highway hedgerows and verges and if appropriate make recommendations for service change.

The Group agreed that the main aims of the review would include:

- The current maintenance provision and programme for County roads. Including the nature, timing and equipment used for cuts.
- Information on the current maintenance provision and programme for Trunk roads.
- The balance between in house and external services and procurement of those services.
- The number of staff carrying out the service.
- The number of times roadside hedges and verges are cut with particular focus on hedges around junctions.
- How much contact demand the Council receives about this issue and the request for services process for hedge cutting demands from the public. To include both requests to cut and not to cut.
- The budget allocation and the impact of any changes to the provision.
- Consider landowner responsibilities and enforcement powers of the Council.
- Consider the environmental impact including biodiversity.

3.0 Corporate / community objectives and well-being objectives

The Group agreed that this review would contribute to achieving the following corporate / community objectives and well-being objectives and outcomes:-

County Council's Corporate Strategy 2015-20:

- People who live, work and visit Carmarthenshire are safe and feel safer
- Carmarthenshire's communities and environment are sustainable
- Carmarthenshire has a stronger and more prosperous economy

The outcomes of this review would also directly link to the following Carmarthenshire County Council Well-being objectives:-

In a Healthy & Safe Environment:-

- Objective 12 - Looking after the environment now and for the future
- Objective 13 - Improving the highway and transport infrastructure and connectivity

4.0 Approach

A total of 8 meetings were held between January 2018 and November 2018, during which the Group considered evidence and information from a wide variety of sources. The sessions were designed to provide the Group with the relevant information, context and background to the topic.

The Task and Finish Group's membership was as follows:

- Cllr. John James (Chair)
- Cllr. Alun Davies
- Cllr. Andrew James
- Cllr. Penny Edwards
- Cllr. Jeanette Gilasbey
- Cllr. Dorian Phillips

The Democratic Services Unit based in the Chief Executive's Department, provided research and general support to the Group.

The following officers provided specialist advice and support during the Group's review:

- Richard Waters, Highways and Transport Manager
- Darren King, Highway Services Manager
- Dan John, Environmental Services Manager
- Nicolas French, Grounds and Cleansing Manager
- Rosie Carmichael, Rural Conservation Manager
- Isabel Macho, Biodiversity Officer

5.0 Recommendations

The Group recommends that:

1. That the County Council's Environment Directorate should largely continue with its current provision for maintaining rural highway verges but considers adopting greater flexibility to:
 - a) facilitate further environmental enhancement for biodiversity, such as late or biennial cutting of selected areas, or other appropriate management provision;
 - b) consider the early cutting of minor roads in instances where the safety of main roads is not compromised.
2. That the County Council's Environment Directorate raise public understanding of highway verges as important areas for care, maintenance and habitat by:
 - a) providing a Carmarthenshire County Council guide to highlight the roles and responsibilities of the highway authority and adjacent landowners.
 - b) programming targeted campaigns to discourage the littering of verges and promote public awareness of highway verges and hedges as valuable natural habitat.
 - c) including clear information on the Council website with specific regard to the conservation and management of roadside verges.
3. That the County Council seeks to safeguard the highway maintenance budget as far as possible to ensure the safety of the travelling public, reduce future liability and protect key habitats.
4. That the County Council's Environment Directorate promotes opportunities to encourage local farmers/contractors to tender for work and engage with potential bidders to explain the tendering process.
5. That the County Council's Environment Directorate work collaboratively with Town and Community Councils to promote a more proactive role in managing and maintaining verges, hedges and landscaped areas, equally in both urban and rural areas.

DETAILED REPORT ATTACHED?

YES

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
YES	NONE	NONE	NONE	NONE	NONE	NONE

1. Policy, Crime & Disorder and Equalities

Key strategic policies have been considered throughout the review. This review contributes towards achieving the corporate / community objectives and well-being objectives and outcomes as follows:

- People who live, work and visit Carmarthenshire are safe and feel safer
- Carmarthenshire's communities and environment are sustainable
- Carmarthenshire has a stronger and more prosperous economy

The outcomes of this review also directly link to the following Carmarthenshire County Council Well-being objectives:-

In a Healthy & Safe Environment:-

- Objective 12 - Looking after the environment now and for the future
- Objective 13 - Improving the highway and transport infrastructure and connectivity

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 – Officers from the Environment Directorate have contributed to and supported the work of the Task & Finish Group.

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
Task & Finish Group Planning and Scoping Document – E&PP Scrutiny Committee (17th November 2017)	Draft Planning and Scoping Document / Minutes: http://democracy.carmarthenshire.gov.wales/ieListDocuments.aspx?CId=134&MId=1005&Ver=4
County Council's Corporate Strategy 2015-2020	http://www.carmarthenshire.gov.wales/home/council-democracy/consultation-performance/well-being-objectives-2017-18/#.Ws4iMuaosjY
Carmarthenshire County Council Well-being objectives	http://www.carmarthenshire.gov.wales/home/council-democracy/consultation-performance/well-being-objectives-2017-18/#.Ws4iMuaosjY

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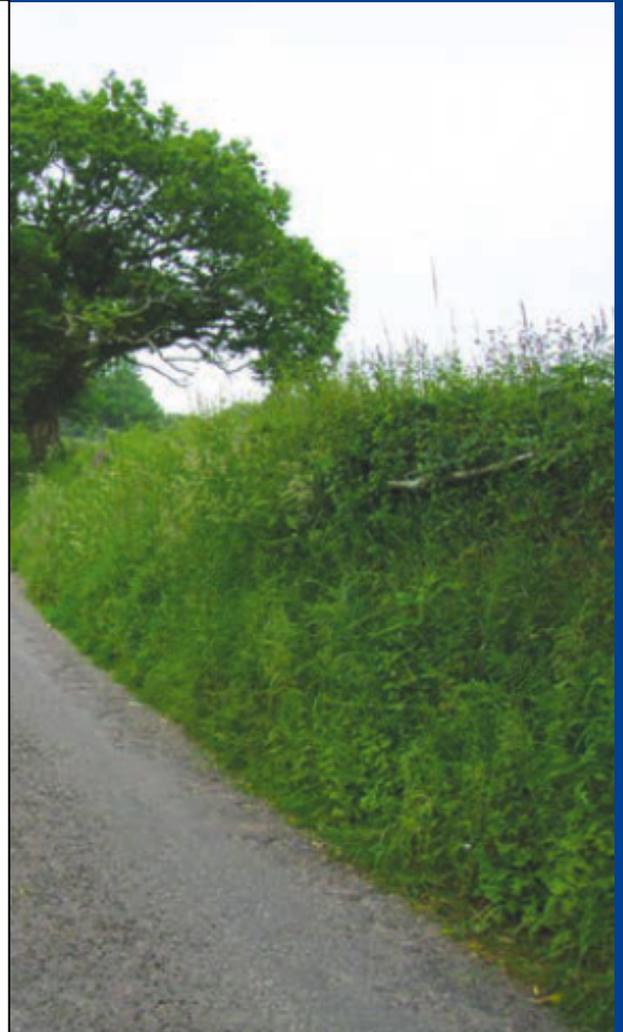
Scrutiny

in Carmarthenshire

Environmental & Public Protection Scrutiny Committee

Task & Finish Review 2017/18 Report

A review of the maintenance provision of highway hedgerows and verges



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Members of the Task and Finish Group



**Cllr. John James
(Chair)**
Burry Port
Labour



Cllr. Alun Davies
Saron
Plaid Cymru



Cllr. Andrew James
Llangadog
Plaid Cymru



Cllr. Penny Edwards
Hengoed
Labour



**Cllr. Jeanette
Gilasbey**
Kidwelly
Plaid Cymru



Cllr. Dorian Phillips
Llanboidy
Plaid Cymru

Chair's Foreword

I am pleased to present the final report of the Task and Finish Group which has been reviewing the maintenance provision of highway hedgerows and verges.

We are lucky to be surrounded by such natural beauty here in Carmarthenshire, however, safety is paramount and it is necessary to maintain and manage the growth of our verges by providing an efficient and timely service.

This review has provided us as group members with an opportunity learn more about the maintenance provision of verges, who is responsible, timing, conservation and other issues which impacts upon our budgets and resources. Of particular importance has been the opportunity to consider the legislation and policies that impact on traffic management, conservation and cleansing, the demand to maintain hedgerows and verges as well as cleansing litter from carriageways.

During the review it was clear that the manner in which the highway verges are maintained is contrary to common perception, not all hedgerows and verges are the Council's responsibility and the Council does not have a duty to make the verges aesthetically pleasing. It was therefore important for us as a Group to understand the current rationale of the maintenance and manage public perception through education.

Finally, I would like to thank officers from the Highways, Waste and Conservation Departments within the Environment Directorate for their advice and support, as well as to the members of the task and finish group for their contribution to the review.

Cllr. John James
Chair of the Task and Finish Group

1.0 The Task & Finish Review

1.1 Objectives and Scope

The Environmental & Public Protection Scrutiny Committee has a key role to play in monitoring services, development of key policies and strategies, as well as identifying areas for improvement or development.

At its meeting on 17th November 2017, the Environmental & Public Protection Scrutiny Committee agreed to establish a task and finish group to review the current maintenance provision of highway hedgerows and verges.

Following its first meeting, the Group agreed that its main objective for the review would be to:

- To review the current provision for the maintenance of highway hedgerows and verges and if appropriate make recommendations for service change.

The Group agreed that the main aims of the review would include:

- The current maintenance provision and programme for County roads. Including the nature, timing and equipment used for cuts.
- Information on the current maintenance provision and programme for Trunk roads.
- The balance between in house and external services and procurement of those services.
- The number of staff carrying out the service.
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- How much contact demand the Council receives about this issue and the request for services process for hedge cutting demands from the public. To include both requests to cut and not to cut.
- The budget allocation and the impact of any changes to the provision.
- Consider landowner responsibilities and enforcement powers of the Council.
- Consider the environmental impact including biodiversity.

1.2 Corporate / community objectives and well- being objectives

The Group agreed that this review would contribute to achieving the following corporate / community objectives and well- being objectives and outcomes:-

County Council's Corporate Strategy 2015-20:

- People who live, work and visit Carmarthenshire are safe and feel safer
- Carmarthenshire's communities and environment are sustainable
- Carmarthenshire has a stronger and more prosperous economy

The outcomes of this review would also directly link to the following Carmarthenshire County Council Well-being objectives:-

In a Healthy & Safe Environment:-

- Objective 12 -
Looking after the environment now and for the future
- Objective 13 -
Improving the highway and transport infrastructure and connectivity

1.3 Approach

The Task and Finish Group's membership was as follows:

- Cllr. John James (Chair)
- Cllr. Alun Davies
- Cllr. Andrew James
- Cllr. Penny Edwards
- Cllr. Jeanette Gilasbey
- Cllr. Dorian Phillips

The Democratic Services Unit based in the Chief Executive's Department, provided research and general support to the Group.

The following officers provided specialist advice and support during the Group's review:

- Richard Waters, Highways and Transport Manager
- Darren King, Highway Services Manager
- Dan John, Environmental Services Manager
- Nicolas French, Grounds and Cleansing Manager
- Isabel Macho, Biodiversity Officer
- Rosie Carmichael, Rural Conservation Manager

Initially, it was planned that that the review would be completed in 4 meetings between January 2018 and April 2018. However, during this time additional requests/referrals had been received extending the review timeline to 8 meetings up to November 2018 (see Appendix A). The Group considered evidence and information from a variety of sources. Each session was designed to provide the Group with the relevant information, context and background to the topic.

As part of the research, the task group interviewed the following local contractors to ascertain their views on their experience of being a local contractor and the tendering process.

1. Mr Brian Jones, Llangadog;
2. Mr Danny Williams, Llandovery;
3. Mr Elwyn Davies, Llangadog.

2.0 Key Findings

2.1 Environment

Carmarthenshire has the second largest highway network in Wales covering over 3,500km of roads and providing vital links within and between towns, communities and businesses. Much of our highway network is rural in nature and forms a key part of our countryside landscape.

Our rural roads typically tend to be bounded by grass verges and more often than not, hedges either side of the road.



As the Highway Authority, Carmarthenshire County Council manages these roads and the areas which fall within the boundary of the highway. We also ensure that features that are not within the highway boundary do not pose a risk to the travelling public and we have statutory powers under the Highways Act 1980 to safeguard the travelling public and their right of access.

Part of our duty includes the maintenance of the grass verges which abut our roads and we have in place a maintenance regime for this. Our key aim in this maintenance is to ensure:

- a) Road safety is maintained, which particularly includes ensuring forward visibility at junctions and on bends;
- b) Pedestrians have the opportunity to safely step off the road onto the verge where there are no footways;
- c) Unwanted species do not establish in the verge;
- d) Vegetation does not obstruct the travelling public, which can be a particular issue on the narrower rural lanes and for pedestrians and cyclists.

Highway budgets have been under pressure, like all public sector budgets, and there is an ever increasing need to look at how aims can be achieved whilst providing best value for money.

Environmental considerations are also a key factor on how rural roads are managed, this is achieved by working closely with conservation colleagues to ensure the Council complies with their duty to maintain and enhance biodiversity on road verges.

Work is also undertaken with adjacent landowners to ensure that all matters which have an impact on the highway and the public's right of access are dealt with in a reasonable manner.

2.2 Current Practice for Rural Roads

The current rural road verge maintenance ensures that one swathe cut, which is 1 metre wide, is undertaken at least once per year. For safety purposes this is normally increased at bends to ensure forward visibility, and at junctions where wider visibility splays are cut. If there is a necessity, bends and junctions may be cut more than once a year.

The timing of the verge mowing is critically important and vegetation growth is closely monitored to cut at the optimum time. The cutting programme generally runs between beginning of June and the end of September. Any verge areas containing wild flowers will be left uncut until after flowering and seeds have been shed, the exact date depends on local conditions.

Cutting such an extensive network is expensive and has a significant budgetary impact. If the verges are cut too early in the season then a second cut may be necessary. If the verges are cut too late that visibility in particular may be compromised.



The grass verges are cut by tractor and flail to leave grass at a standing height of no more than 50mm. On the higher risk roads traffic management is also a consideration and techniques such as 'Stop & Go' may be required to safeguard the operation.

Non-native invasive weeds, such as Japanese Knotweed, Giant Hogweed and Himalayan Balsam on highway verges are treated through a routine cyclic weed spraying programme with treatment continuing until the problem vegetation has been eradicated. Such species growing on private land is the responsibility of the landowner and further guidance on this is available on the County Council website.

2.3 Current Practice for Urban Roads

The regime for managing verges in urban areas is distinctly different to the rural roads in terms of the aims of the service and the methodology for maintenance. Historically one of the main drivers for urban verge maintenance has been the aesthetic value of having neatly cut grassed areas. From an operational highway perspective our key aims are based on safety and access rather than the amenity value which might be derived.

Grass verges in the urban areas are normally cut with ride-on mowers and the traffic management requirements are less onerous.



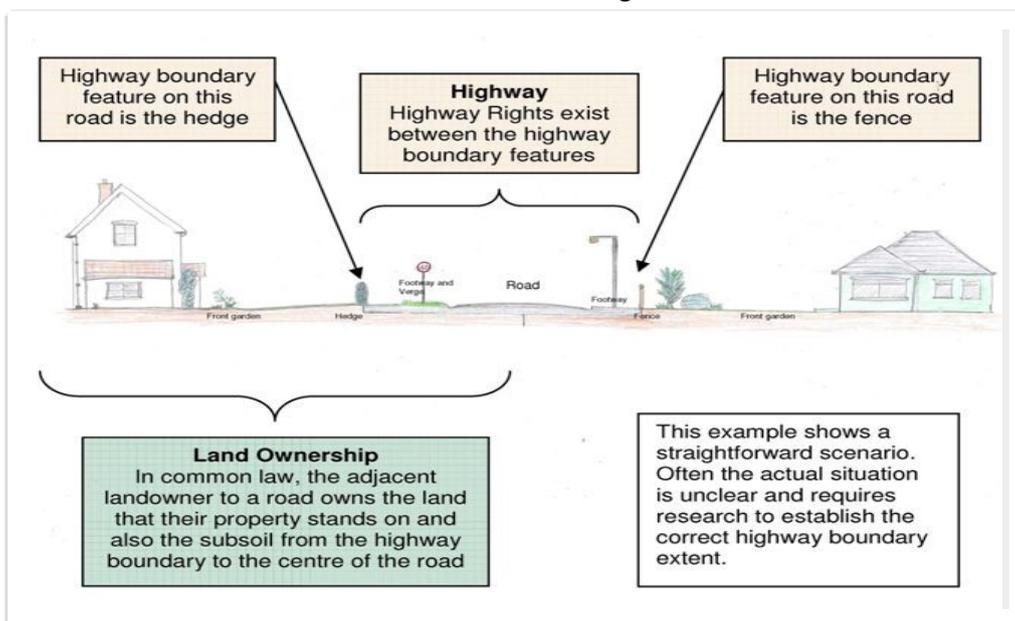
2.4 Highway Boundaries and Responsibilities

There is often a lack of clarity regarding the extents of the highway boundary and responsibilities for areas within and adjacent to the boundary. There are broad assumptions made to help provide some clarity in this respect but it should always be borne in mind that these are only assumptions and each case may need to be investigated

The general assumptions we work to are that the highway boundary extends to:-

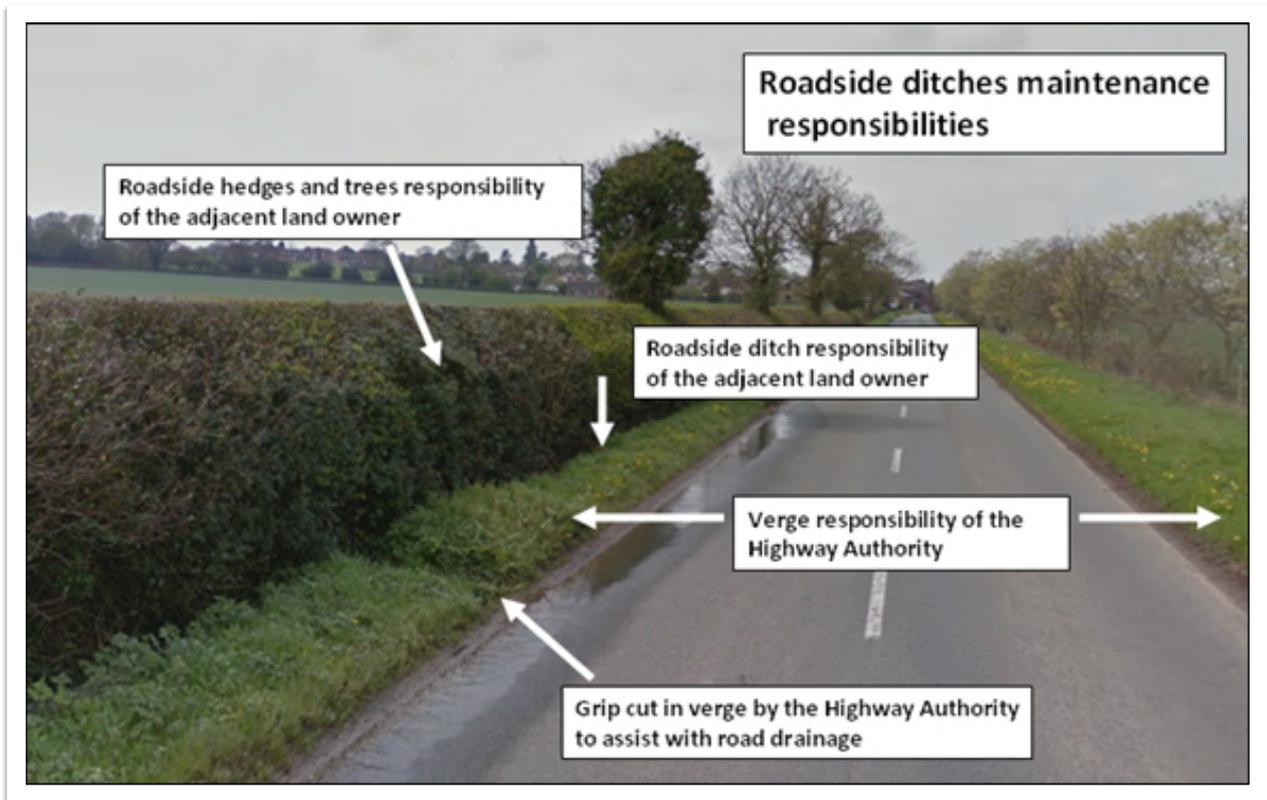
- the centerline of an adjacent hedge
- roadside from the shoulder of an adjacent ditch
- hedge and ditch will be owned by, and be the responsibility of adjacent landowner

This is shown below in the cross-section of an average road.



Highway authorities will not usually claim to own the land over under the highway. Often the adjacent landowner may claim to own up to the centreline of the highway, however there are overriding highway rights over the land which take precedence and the highway authority has a duty in terms of maintaining and safeguarding such rights. The depth of the highway is considered to be that which is necessary for highway purposes.

In the urban areas the extents of the highway tend to be clearer, however, in the rural areas the boundary is not always so obvious. Based on the assumptions above the picture below provides an illustration of who is generally responsible for which section of highway and who is normally responsible for the maintenance of the verges, hedges and drainage.



(source Staffordshire County Council)

The Task and Finish group felt that the general public in the main were unaware who was responsible for the maintenance and the perception was that the Council were responsible for the maintenance of all sections, including roadside hedges.

Primarily, the Group recognised that should the public perception be improved and landowners were made more aware of their responsibilities this could impact positively on the Authority by seeing a reduction in complaints and less cost to the Authority by having to act less on safety issues of hedges of landowners.

In addition, it is important to highlight that the responsibility of adjacent road side hedges has rested with the Landowner for many years and has not changed.

2.5 Budget

Under current budgetary arrangements, work conducted by the County Council with regards the protection, preservation and enhancement of highways trees, verges and landscaping comes from the overall Highways Maintenance budget.

There is a constant pressure in maintaining good safety and efficiency standards that match public expectations which creates a tension on the service to operate within resource constraints which has to be managed.

One single full cut of the rural highway verges currently costs approximately £200k in contractor costs and £75k in County Council costs which covers the provision of traffic management. In addition, safety cuts are made on an ad hoc measured basis as circumstances dictate which puts further pressure on a limited budget. The necessity to correctly time the verge cut in response to the particular growth rates that each season brings places additional pressures on officers.

For overriding safety reasons the County Council sometimes has to cut back adjacent hedges which would be the responsibility of the adjacent landowner. This is normally carried out on a reactive basis but the cumulative cost is in the region of £30k a year.

In order to assist budget management, strategies are currently developed on a risk based approach which directs resources where they are most needed.

Trunk roads are managed through a separate contract with specification tailored to high risk roads. The South Wales Trunk Road Agency (SWTRA) set specifications which are managed by the Council on an agency basis. The Councils role covers contract award, supervision and management. Traffic management costs are recovered from SWTRA.

The amenity grass cutting is subject to a separate contract. The recent competitive tendering exercise had resulted in a decrease in costs, this coupled with the intended reduction in the frequency of cuts and careful management would relieve some of the budget pressures. However, the Group acknowledged that following the decrease in the number of cuts any further reductions in budget would have a significant impact on the ability to continue to provide the service.

A comparison of other authority verge cutting regimes suggests that Carmarthenshire's regime is broadly in line with other authorities although, whilst some are cutting with higher frequencies many authorities were in the process of reviewing their maintenance operations.

The Task and Finish Group recognised that other Highway Authorities work with Town and Community Councils to carry out amenity grass cutting. The Group acknowledged the benefits of working collaboratively with Town and Community Councils and were enthusiastic for Carmarthenshire Council to embrace this way of working.



2.6 Resources

Carmarthenshire has a large road network to manage and sub-contracts all verge cutting through a competitive tendering process. The current contract was awarded in January 2017 (2 years) with an option to extend. The next tender is due to be advertised at the end of 2018 in readiness for 2019 and maybe through a joint procurement with Pembrokeshire County Council. A Tender includes cutting specification, cutting duration and traffic management requirements.

Some areas within Carmarthenshire receive few applications from contractors, which offers little competition and options.

Given the extensive nature of the rural road network the County has been divided into 20 'Beat' areas. This makes the areas more manageable and allows smaller local contractors to tender for work. A map of the beats is shown in Appendix B. Contractors tender a rate on a meterage basis with set conditions in place such as cutting times, insurances etc.

The Group gave recognition that 'local' contractors are more knowledgeable with regard to the local traffic conditions and tended to take extra pride in their work.

Contractors are required to cut along different classifications of roads and after interviewing a contractor the group received a clear message that drivers would not be comfortable cutting some main roads without being accompanied by enhanced traffic management. However minor roads in the more rural area are more manageable independently.

Whilst the Highways team regularly reviews the maintenance programme to prioritise resources, from a Contractors perspective there seemed to be a discrepancy with regard to how the cuts were prioritised during the 10-week cutting period, after the initial safety cuts for example, the first 5-6 weeks could be used to cut the smaller rural roads with a particular focus on the tourist areas.

The work carried out by contractors are supervised by a team of 10 Highway Inspectors who each cover two Beats (Appendix B). Inspectors are responsible for monitoring the contractor, carrying out spot checks, dealing with public enquires and authorising payments to sub-contractors.

The table below provides the road classifications:-

Description	Letter
Major Roads	A and B roads
Minor Roads	C and Unclassified roads



2.7 Litter and cleansing

The Council's Street Cleansing Service is responsible for the cleansing of adopted highway areas across the County and remove rubbish attributed to fly tipping across approximately 3,500 km of carriageway throughout Carmarthenshire.

The Environmental Protection Act 1990 imposes duties under section 89 to the Local Authority as a 'duty body' to keep specified land clear of litter and refuse and to keep clean public highways for which they are responsible.

The Council complies with the Code of Practice, developed through the Environmental Protection Act 1990 and seeks to encourage bodies to maintain their land within acceptable cleanliness standards. The emphasis of which is on the consistent and appropriate management of an area to keep it clean, not on the frequency of cleaning.

The codes sets out graded and zoning systems with set recovery times for restoring expected standards.

During cleansing operations the Council must consider the following:-

- Must work in accordance with Health and Safety guidelines, Risk Assessments and Safe Systems in order to undertake cleansing of highways. This means organising appropriate traffic management arrangements which allows litter picking to take place in a safe environment.
- Link with the Highways Department and external contractors to provide the Enhanced Traffic Management service which currently costs approximately £650 per day.

The increase in litter problems emanating from fast food/service station outlets is having an increased strain on resources and whilst having a detrimental impact on the environment. In order to improve the general litter problem, the Cleansing Service's approach for "Improving Local Environmental Quality" is through 'Education, Engagement and Enforcement'.

- Education and awareness is extensively used in Carmarthenshire to reduce littering and this is factored into the work being undertaken with schools and the development of lesson plans for waste management.
- Engagement with community bodies and commercial sector
- Enforcement underpins this approach through Fixed Penalty Notices and prosecutions for environmental infractions.



Joined-up working creates efficient and effective processes and this is currently applied by the Cleansing and Highway teams working together by organising a litter picking immediately prior to when verge mowing/remedial works are undertaken when-ever possible. This way of working is particularly beneficial on dual carriageways.

2.8 Drainage

Good drainage is essential to a well maintained highway. Standing water on the highway can present a road safety concern, be a nuisance to road users and can accelerate the deterioration of the fabric of the carriageway. In urban areas a system of road gulleys and interconnecting carrier pipes are often in place. In rural areas there is often a greater reliance on roadside ditches, channels and connections to local watercourses to dissipate surface water off the highway.

Roadside ditches are normally the responsibility of the adjacent landowner even though the highway may drain into them. The adjacent landowner will usually have a common law duty to maintain these ditches.



The grips (or channels) through the verge into the ditch will be the responsibility of the County Council and there are cyclical maintenance programmes in place to ensure that these are kept in working order.

Adjacent landowners should ensure that surface water is not discharged onto the highway and if highway drainage is affecting adjacent land then the County Council's Highways Department should be contacted.

2.9 Conservation and Biodiversity

Roadside verges and hedges have significant landscape value, both as aesthetic and historic features in the landscape. They contribute to the character to the county. Verges also support a rich and varied range of habitats for a variety of wildlife, providing food and shelter whilst providing an important foraging habitat for pollinators. Surprisingly, verges contain 700 species and 45% of the total flora of the UK.¹ They act as important wildlife corridors throughout the county.

In order to comply with the Environment (Wales) Act 2016 through its Biodiversity and Resilient Ecosystem Duty set out in section 6 of the Act, Carmarthenshire County Council as a public body is required review its plans, policies and working methods, across all directorates, to ensure that is fulfilling this new duty, namely to maintain and enhance biodiversity and to promote ecosystem resilience.

The Council's Forward Plan for the Environment (Wales) Act 2016 for 2017-2019 demonstrates a commitment to conservation in relation to verge cutting and within the transport and highways plans/policies in key actions 6 and 7 respectively.

The Group noted that verges along "new" roads were largely seeded and/or naturally regenerated, however, whilst wild flowers seed mixes can be aesthetically pleasing, they should be used with caution. These seed mixes can be expensive and often contain seeds from flowers that are not native to the area, which may not thrive here or have a detrimental effect on local plant populations. In the rural environment it would be better to conserve and enhance the existing native flowering plants.

¹ Plantlife, The Good Verge Guide, A different approach to managing our waysides and verges

As the local Highways Authority, the County Council is obliged to ensure that maintenance of the highways grass verges complies with its statutory duties. In addition to achieving good safety standards, the Department of Transport's Code of Practice states that "...verges should be managed with specialist advice, in accordance with the principles of a Biodiversity Action Plan to meet legal obligations, support conservation and add landscape value." ²



The Welsh Government Action Plan for Pollinators (2013) has an outcome to provide diverse and connected flower-rich habitats to support our pollinators. An action within the plan states: 'Review Local Authority management of roadside verges, parks and public green spaces'.

The County Council, through this Task and Finish Group and other work, is contributing to this outcome.

Whilst the Council has a duty to comply with the above legislation and be aware of the national policy, it is also important that all contributors are aware and committed. At the start of the season highways officers and conservation officers work closely with sub-contractors and provide information sheets and maps. Below is an extract of the Carmarthenshire County Council Ecological Advice Note 11 – Managing Road Verges for safety and biodiversity guidance for contractors which is provided to all contractors at the start of the season. The full document is attached in Appendix C.

Carmarthenshire County Council
- ECOLOGICAL ADVICE NOTE 11

ROAD VERGES

**MANAGING ROAD VERGES FOR SAFETY AND BIODIVERSITY
GUIDANCE FOR CONTRACTORS – PLEASE READ AND TAKE NOTE**

?

Please be mindful of the wildlife (biodiversity) value of roadside verges when cutting them and make sure that, where H&S allows, they are managed appropriately. This is consistent with the Council's duty to take positive steps to enhance biodiversity as set out in the Environment Act (Wales).

The way in which verges are cut will affect their value for wildlife (biodiversity), and positive steps can be taken to enhance this:

1. **Start date of cutting and cutting plan.**
 - Start cutting as late as possible in the season, and if your beat covers low and high areas, cut the roads at lower altitude first, finishing with the roads verges on the higher land.
 - Outside settlements, apart from junctions and bends, cut vegetation within one swathe width of the carriageway edge.
NB. A uniform cut across the entire verge or hedgebank is not the objective – the vegetation that is left is a valuable habitat for wildlife and a valuable seed source.
 - Where possible do not cut flowering plants, and plants which have yet to flower.



² R15.8 Nature Conservation and Biodiversity – Well maintained Highways, Code of Practice for Highway Maintenance Management

Conservation officers together with the Highways Officers and contractors programme the timing of verge cutting which is crucial in order to allow flowers grow to the pollination stage and enable tall flowers to provide shelter for smaller insect life. Inevitably due to the extent of verges that have to be managed, each year some verges will be cut earlier than is optimal for the flowering plants, but it is hoped that this is balanced out over the years. The Conservation Section works with Highways to consider issues as they arise.

2.10 Late-cut verges

Throughout Carmarthenshire approximately 70 late-cut verges had been selected to be left intentionally uncut to maintain flower-rich habitats and allow plants to flower and set seeds these are mapped and are cut later in the season.

Late-cut verges are managed by liaising with contractors to programme a delay in cutting identified specific late-cut verges, whilst also ensuring safety is maintained. At the start of each cutting season all contractors receive a document 'Managing Road Verges for Safety and biodiversity Guidance for Contractors' as shown in Appendix C which would be signed by the each Contractor to confirm that the guidance had been read and understood.

It is advised that cutting these verges intentionally late is the best method to managing and promoting their conservation interest. The Task and Finish group acknowledged that the monitoring of subsequent growth was necessary to determine success, future maintenance needs, biodiversity enhancement and public perception.

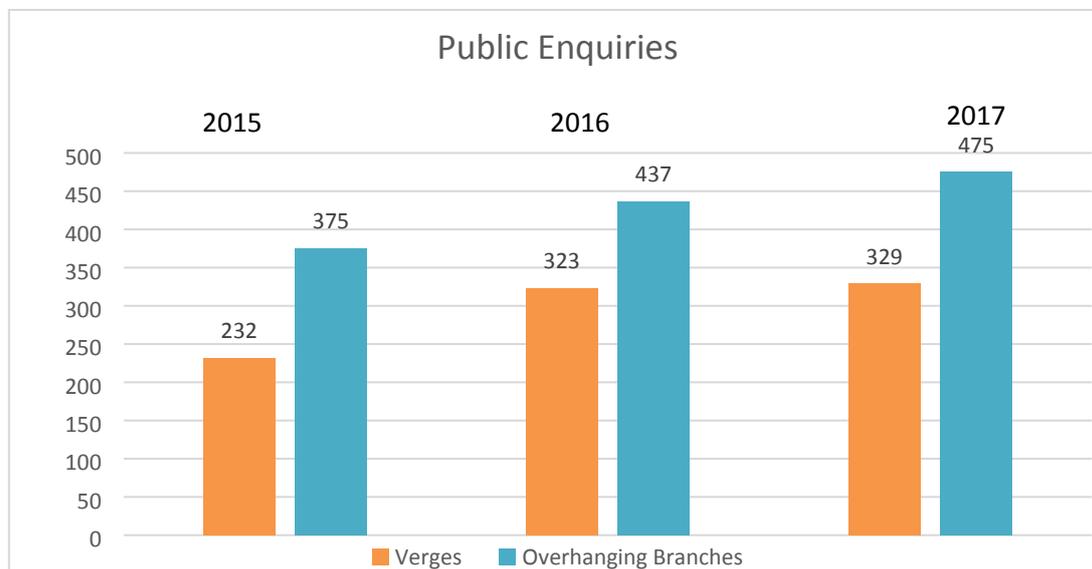
In order to promote and raise awareness, the late-cut verges had been previously indicated by utilising posts and signs, but unfortunately in time posts disappeared or got damaged.

Where the Council is cutting areas of amenity grass less frequently in order to promote biodiversity, signs are displayed to inform the public of this approach. However the Task and Finish Group identified that the most cost-effective method to promote late-cut verges would be to utilise the Council website.

The Conservation Section is distributing guidance to all larger Town and Community Councils on the management of the land they manage and biodiversity (Appendix E)

2.11 Public concerns

The Councils Highway Inspectors respond to public enquires and organise work as necessary. The graph below shows a rising trend in public enquires which include support both for and against cutting.



Enquires relating to hedges are normally raised with the adjacent landowner who will usually own and be responsible for the hedge. In cases where the landowner is unable to be traced, hedges may need to be cut by the County Council for overriding safety reasons.

The graph demonstrates that the majority of public concerns received are regarding overhanging branches, however, the County Council, as Highway Authority, has powers under the Highways Act 1980 to serve notice on the adjacent landowner to have overhanging vegetation cut back. This legal route is avoided where possible to prevent legal costs being incurred and to maintain good working relationships with landowners.

In the first instance, and in normal circumstances the Highway Inspector for the area would write to the landowner to request that the vegetation is cut back within 14 days. If this is not successful then the formal route is pursued whereby the Highway Authority can undertake the works necessary and recover our costs.

3.0 Conclusions

Following the review, the Task and Finish Group trust that the Council currently undertakes a thorough and effective job in ensuring that our highways are kept safe for those who use them.

The Group appreciates the benefits that come from developing and maintaining a safe and efficient highways network must somehow be reconciled with the benefits that come from maintaining and enhancing a sustainable natural environment and heritage.

However, it can be said that we need to acknowledge and be more aware of the significance of our actions that is taken now for our future generations and the need to factor this in to future planning and development policies.

Currently, it seems that the general public perceive that all roadside hedges are the Council's responsibility, which in turn could be the main reason why the Council has experienced a rise in public enquiries year on year over the last 3 years. In order to alleviate some of the issues experienced by both the Council and the Contractor, the Group suggests that:

- There is a clear rationale to the current regime for maintaining rural highway verges but needs greater flexibility to facilitate further environmental enhancement for biodiversity.
- There are common misconceptions regarding duties and responsibilities for hedges, verges, ditches and grips which would benefit from clarification, potentially through the publication of an information brochure.
- There are opportunities to be investigated to encourage local farmers and contractors to tender for contract work.
- Greater availability of guidance and support for local farmers and contractors in relation to bid for works would be beneficial to the local economy and encourage a greater consistency of cutting throughout the County.
- The verge maintenance regime should consider greater flexibility to allow the early cutting of lower class roads in instances where the safety of higher class roads is not compromised.
- Opportunities to work collaboratively with Town and Community Councils should be investigated further, particularly with respect to urban highway verges and amenity grass cutting.
- Whilst litter remains a challenge, the Council could promote a clear message to drivers to take their litter home.

The highway verge maintenance regime, in common with many areas of Council activity, is under significant financial pressure which has to be balanced with ensuring the safety of the travelling public and our environmental obligations.

In light of the information from Contractors, the Group acknowledged the importance of maintaining and strengthening good communication and robust links between the area highway teams and contractors.

The Group ascertained that this review had discovered a clear need to increase public knowledge with regard to the management and maintenance of verges and in order to be consistent with s.6 Biodiversity Duty placed on Local Authorities under the Environment (Wales) Act 2016 information on biodiversity and conservation and late-cut verges should be included. In order for this to be achieved the Group felt it was important to improve the transfer of information/knowledge from the Council to Community Councils and the public was necessary.

Whilst the Group welcomed the distribution of information and guidance as shown in Appendix E to the larger Town and Community Councils, the Group felt strongly that all Community Councils would benefit from receiving this information.

The Group acknowledge the challenges of balancing commitments to maintaining road safety whilst also promoting conservation goals with a limited budget and reviewed examples of current practice in other authority areas.

4.0 Recommendations

Task and finish group have researched the current maintenance provision for highway verges and as a result propose that the Executive Board approve the following recommendations:-

Recommendation One

That the County Council's Environment Directorate should largely continue with its current provision for maintaining rural highway verges but considers adopting greater flexibility to:

- a) facilitate further environmental enhancement for biodiversity, such as late or biennial cutting of selected areas, or other appropriate management provision;
- b) consider the early cutting of minor roads in instances where the safety of main roads is not compromised.

Recommendation Two

That the County Council's Environment Directorate raise public understanding of highway verges as important areas for care, maintenance and habitat by:

- a) providing a Carmarthenshire County Council guide to highlight the roles and responsibilities of the highway authority and adjacent landowners.
- b) programming targeted campaigns to discourage the littering of verges and promote public awareness of highway verges and hedges as valuable natural habitat.
- c) including clear information on the Council website with specific regard to the conservation and management of roadside verges.

Recommendation Three

That the County Council seeks to safeguard the highway maintenance budget as far as possible to ensure the safety of the travelling public, reduce future liability and protect key habitats.

Recommendation Four

That the County Council's Environment Directorate promotes opportunities to encourage local farmers/contractors to tender for work and engage with potential bidders to explain the tendering process.

Recommendation Five

That the County Council's Environment Directorate work collaboratively with Town and Community Councils to promote a more proactive role in managing and maintaining verges, hedges and landscaped areas, equally in both urban and rural areas.

In order to monitor the progress of the recommendations, an action plan will be devised and managed through the in house developed Performance Information Monitoring System. A progress report will be monitored by the Environmental and Protection Scrutiny Committee.

The outcomes of the recommendations will also be reported to the Executive Board and Council within the Corporate Strategy Performance Monitoring Report.

5.0 Bibliography / References

Reference	Link
Plantlife, The Good Verge Guide, June 2016. Page 4.	http://www.plantlife.org.uk/application/files/4614/8232/2916/Road_verge_guide_17_6.pdf
Code of Practice for Highway Maintenance Management Well maintained Highways, R15.8 Nature Conservation and Biodiversity. Page 248	http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=C7214A5B-66E1-4994-AA7FBAC360DC5CC7
WG Pollinator Action Plan (2013)	https://www.biodiversitywales.org.uk/Wales-Action-Plan-for-Pollinators
Environmental Protection Act 1990	http://law.gov.wales/environment/waste/environmental-protection-act-1990?lang=en#/environment/waste/environmental-protection-act-1990?tab=overview&lang=en
Carmarthenshire County Council Well-being objectives	http://www.carmarthenshire.gov.wales/home/council-democracy/consultation-performance/well-being-objectives-2017-18/#.Ws4iMuaosjY
County Council's Corporate Strategy 2015-2020	http://www.carmarthenshire.gov.wales/home/council-democracy/strategies-and-plans/corporate-strategy/

(Ctrl+Click to follow the hyperlinks and read the documents)

6.0 Appendices

Appendix A - Task & Finish Group meetings and attendance

Appendix B - Map of the Carmarthenshire County Council County Gang Beats

Appendix C - Managing Road Verges for Safety and biodiversity Guidance for Contractors

Appendix D – Leaflet – Adjacent Landowners and the Public Highway
(Draft, subject to be endorsed by the NFU (Cymru), Farmers Union of Wales and Countryside Landowners Association (CLA).

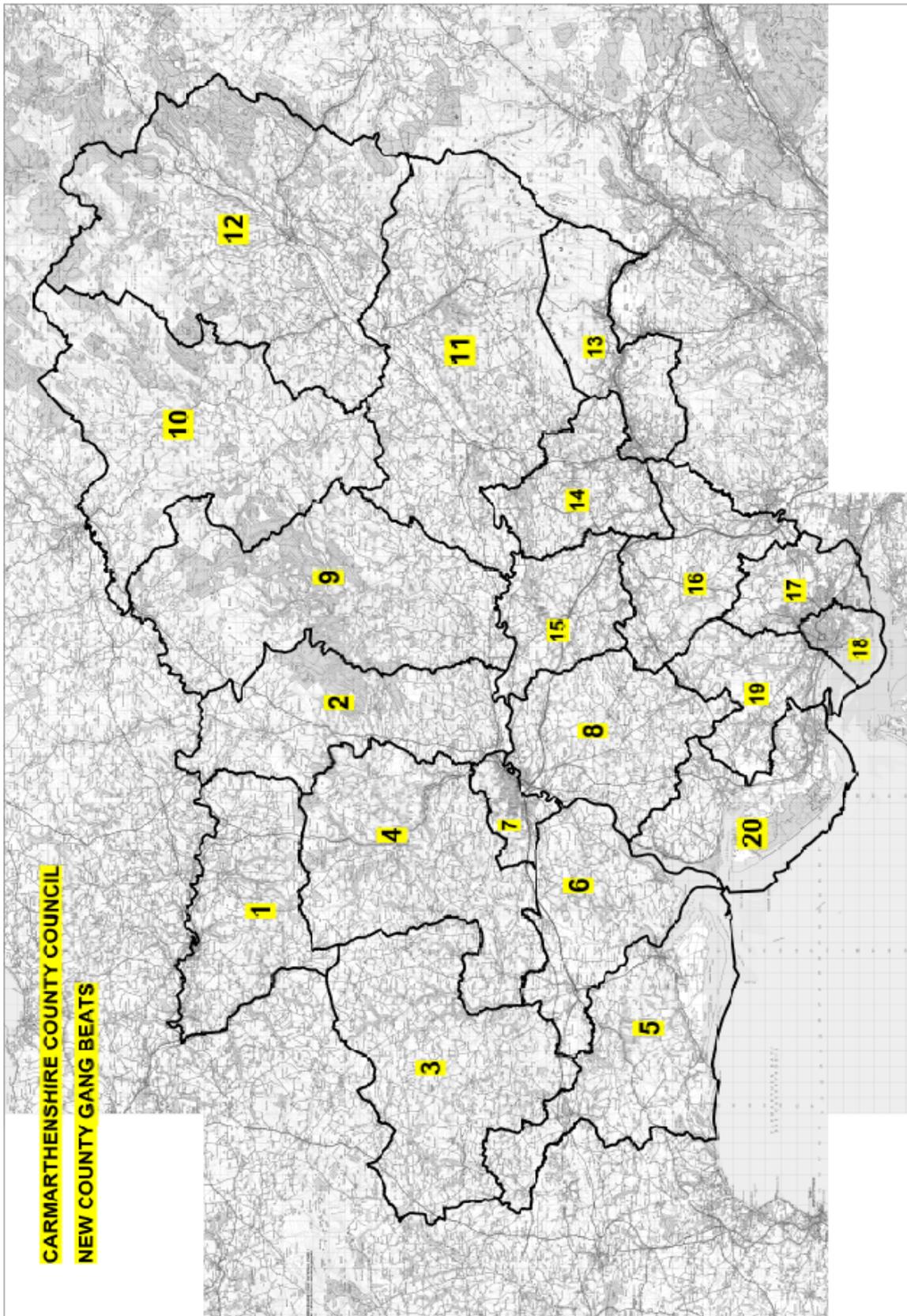
Appendix E – Environmental Guidance for Community Councils when Managing your Land

Appendix A – Task & Finish Group meetings and attendance

Meeting	Councillors Present	Officers Present
Tuesday, 9th January 2018 10:00am Committee Room 1 3 Spilman Street Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Richard Waters Darren King Janine Owen
Monday, 12th January 2018 11:00am Committee Room 1 3 Spilman Street Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Richard Waters Darren King Isabel Macho Rosie Carmichael Dan John Nicholas French Janine Owen
Tuesday, 6th March 2018 10:00am Committee Room 1 3 Spilman Street Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Richard Waters Darren King Janine Owen
Wednesday, 18 th April 2018 12:00pm Democratic Services Committee Room County Hall, Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Janine Owen
Monday, 23 rd April 2018 10:00am Democratic Services Committee Room County Hall, Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Richard Waters Darren King Janine Owen
Monday, 10 th September 2018 10:00am Committee Room 1, 3 Spilman Street, Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. Andrew James Cllr. John James Cllr. Dorian Phillips	Richard Waters Janine Owen
Monday, 12 th October 2018 10:00am Committee Room 2, 3 Spilman Street, Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. John James Cllr. Dorian Phillips	Isabel Macho Rosie Carmichael Janine Owen
Monday, 12 th November 2018 2:00pm Committee Room 1, 3 Spilman Street, Carmarthen	Cllr. Penny Edwards Cllr. Jeanette Gilasbey Cllr. John James Cllr. Dorian Phillips	Richard Waters Janine Owen

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Appendix B - Map of the Carmarthenshire County Council County Gang Beats



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**MANAGING ROAD VERGES FOR SAFETY AND BIODIVERSITY
GUIDANCE FOR CONTRACTORS – PLEASE READ AND TAKE NOTE**



Please be mindful of the wildlife (biodiversity) value of roadside verges when cutting them and make sure that, where H&S allows, they are managed appropriately. This is consistent with the Council's duty to take positive steps to enhance biodiversity as set out in the Environment Act (Wales).

The way in which verges are cut will affect their value for wildlife (biodiversity), and positive steps can be taken to enhance this:

1. Start date of cutting and cutting plan.

- Start cutting as late as possible in the season, and if your beat covers low and high areas, cut the roads at lower altitude first, finishing with the roads verges on the higher land.
- Outside settlements, apart from junctions and bends, cut vegetation within one swathe width of the carriageway edge. NB. A uniform cut across the entire verge or hedgebank is not the objective – the vegetation that is left is a valuable habitat for wildlife and a valuable seed source.
- Where possible do not cut flowering plants, and plants which have yet to flower.



2. Consider the nature of the vegetation you are cutting.

- Where the verge is heavily shaded and vegetation growth is sparse avoid cutting, or cut light and high.
- Avoid scalping the vegetation on steep banks, and leaving them bare and exposed, for example cutting mossy banks will only damage the vegetation and may result in erosion of the bank and slippage onto the road.
- Consider carefully the need to cut the heather and bilberry vegetation on the higher land, e.g. Rhos Llangeller area. If you feel it needs to be cut, make this a high light cut, as late in the season as possible. Ideally for nature conservation, such areas should only be cut every 3 or more years.



Woodland Verge



Upland Verge

3. Verges and associated habitats - hedgerows and ditches

- Wherever possible avoid cutting the woody plants in hedgerows as part of the verge maintenance, this is important if we are to avoid disturbing nesting birds. Where woody growth has to be cut for H&S reasons only cut this year's soft growth.
- Leave un-cut some vegetation on the banks of ditches, particularly where this includes flowering plants or plants which have not yet flowered.



Invasive species

Japanese Knotweed and Himalayan balsam

DO NOT to cut any areas of Japanese Knotweed that you may come across. Notify the Highway Inspectors so that they can arrange for a CCC gang to treat with herbicide.



Himalayan Balsam



Japanese Knotweed

Japanese knotweed and Himalayan Balsam are included on Schedule 9 of the Wildlife and Countryside Act where it is an offence to plant or otherwise allow either plant to grow in the wild. Cutting these species could cause the knotweed's rhizome or the seeds of the balsam to spread via machinery or equipment.

For more information contact:

The Conservation Section –

Isabel Macho – 01558 825390; IMacho@carmarthenshire.gov.uk

or Rosie Carmichael – 01267 228727; RACarmichael@carmarthenshire.gov.uk

Adjacent Landowners and the Public Highway



Carmarthenshire is a predominantly rural area where agriculture plays a key role in supporting the local economy. As the second largest County in Wales we have an extensive highway network which stretches over 3500km of roads with much of the network providing important access linking rural market towns, villages and settlements.

Working in partnership with landowners, and particularly the farming community, is vital to ensure we all play our part in maintaining a safe and accessible highway network and that we safeguard important habitats.

This brochure helps to explain the roles and responsibilities of both the Highway Authority, Carmarthenshire County Council, and adjacent land owners on a range of related issues including road safety, roadside hedges and trees, highway verges, roadside ditches and grips, mud on the highway and Public Rights of Way.

Working Safely on the Highway

Anyone working or travelling on the public highway has a duty of care to ensure they do not endanger other road users. Specific advice on working on the highway is available from the Department for Transport's Safety at Street Works and Road Works and Chapter 8 of the Traffic Signs Manual which are available online.



General Areas of Responsibility

A general indication of responsibilities is indicated on the diagram below although there may be some exceptions to this in particular cases.



Habitats and verges provide valuable habitat and the Environmental (Wales) Act 2016 places management duties on the highway authority and landowners.

Highway Verges

Carmarthenshire County Council are normally responsible for the grassed areas of verge at the side of roads. We have in place a schedule of verge cutting over the summer months which is designed to maintain road safety, ensure visibility, provide areas for pedestrians to step off the carriageway if there are no footways and to stop unwanted species establishing.

Our verge maintenance has also been developed to safeguard important areas of habitat with some areas cut early or later in the season to allow native species to flourish.

Hedges and Trees

Hedges and boundary trees are the responsibility of the adjacent landowner. If trees or hedges are not properly managed they can interfere with road safety, particularly at junctions or bends where they can compromise essential visibility.

Even light growth can cause problems for pedestrians and cyclists. Care must be taken to avoid hedge cutting during the bird nesting season unless there is an overriding safety concern.

Any arisings from hedge cutting should be removed to avoid endangering road users and in particular cyclists and animals. Care should also be taken to avoid damage to any grips or ditches and arisings should not be allowed to block drainage channels.

The Highways Act empowers the County Council to serve notice on landowners to cut back hedges or overhanging trees and costs may be recovered if necessary, but we would prefer to avoid this course of action and work with landowners wherever possible. Any felling of trees should be agreed with Natural Resources Wales.

Roadside Ditches and Channels

Good drainage is essential to the highway particularly in rural areas where there is a greater reliance on ditches to carry surface water. Roadside ditches are normally the responsibility of the adjacent landowner even though the highway may drain into them and there is a common law duty on the adjacent landowner to maintain them.

Grips (channels) through the verge from the road to the ditch will be a County Council responsibility and we have programmes in place to inspect and maintain these but their performance can be compromised if the ditch they drain into lack proper maintenance.

Adjacent landowners should ensure that surface water is not discharged onto the highway and if highway drainage is affecting adjacent land please contact our highways department.

Mud on the Highway

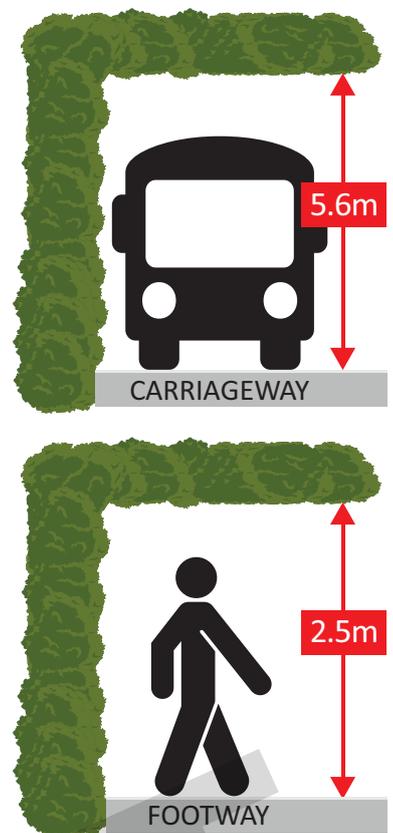
Mud and muck deposited on the highway can cause accidents, block drains and gulleys, and be a nuisance to other road users. It is an offence under the Highways Act 1980 to deposit mud or muck onto the highway and precautions should be taken to ensure that this does not happen.

Where mud is tracked onto the highway it should be cleaned off as soon as possible and warning signs put in place until the road is clean (remember warning signs do not in themselves prevent liability for accidents that occur). This also applies where animals use the highway. If necessary the County Council will take steps to clean highways and recover our costs under the Highways Act 1980.

Public Rights of Way (PROW)

Footpaths, bridleways and byways are also public highways and our PROW team keep records of these (2400 kms) and have a duty to assert and protect the public's right to their use. Landowners should ensure that PROW are not obstructed, are free from encroaching and overhanging vegetation and are clear of growing crops.

Landowners also have a responsibility to maintain stiles and gates on footpaths and bridleways in a safe and acceptable condition for walkers and riders.





We hope that this information helps to clarify responsibilities and whilst it has been endorsed by Carmarthenshire County Council, NFU Cymru, Farmers Union of Wales and the Country side landowners association it is not a definitive guide of responsibility.

Further information can be found at:



www.carmarthenshire.gov.wales



www.naturalresources.wales

Can your green space be better - *for people and wildlife?*

Did you know that:

- Good quality green space can affect how people feel - it can increase physical recreation and enable children to interact with nature.*
- A study shows that everyday contact with nature is beneficial for healthy ageing in older people.*
- By taking action to benefit wildlife - pollinators or hedgehogs, birds or bats, you can also enhance areas so that they provide higher quality green space for local people.



Hedgerows & trees



Hedgerows are vitally important as they provide food and shelter to many species, including those that need particular help such as dormice and bank voles which use hedges to move around. They are also important habitats for nesting birds.

- Can you lay the hedge to improve the structure?
- Is there an opportunity to plant/restore a hedgerow - especially if it connects existing habitats?
- Manage your hedgerows in the winter months when the woody growth is dormant. All work during the bird nesting season (March to August) should be avoided.
- Allowing your hedges to grow for 2-3 years before cutting will provide a plentiful supply of berries for birds over the winter. Berries usually form on 2-year old wood, so aim to cut less than half your hedges each year.
- Can you plant more trees? If grassy areas are not regularly used then why not try something else - it could save money in the long run.
- If you have to fell a tree, replace it with two or a small group!

Grassland



*Research shows that abundance of both flowers and flower-visiting insects increases significantly with reduced mowing, helping pollinators.** Why not experiment and vary the mowing regime in different areas and see what works best for pollinators - and people!*

- The easiest thing you can do is identify and enhance existing areas that have the capacity to provide a food source and shelter for pollinators. This is often the most cost-effective way as well.
- Can you cut some areas less often and cut higher to allow more plants to flower? Grass will grow at a different rate depending on the weather during the growing season but why not delay your first cut until mid-April and then mow to every 5-8 weeks and see what happens? Use signs to explain why you are doing this. Setting the mower blade at a minimum of 50-60mm should allow low-growing species like daisies, clover and selfheal to flower. They can keep their heads below the mower or have time to spring up and flower again.
- Can you collect up the mowings? This will help encourage more flowering plants in the grass. If your mowing machine cannot collect then for smaller areas can local volunteers help rake it up and create a habitat pile or compost heap?

- Are there some areas of grassland where you can let the grass grow long and manage like a hay meadow? Here you would ideally cut the grass in late summer and remove the cut material, helping to make the grassland more flowery. Are there local contractors who could undertake this work or perhaps a local farmer could cut and bale it for the use of the hay?
- In some areas you might wish to sow seed mixes that benefit pollinators. Choose these areas carefully. It might be better to manage the habitat that is there already, to encourage the flowers that are already within it. Also choose your seed mix carefully - ensure that the seed or plants that you are introducing are native and preferably from a local source.



*<https://publichealthmatters.blog.gov.uk/2016/11/09/green-space-mental-wellbeing-and-sustainable-communities/>
 **<http://sro.sussex.ac.uk/53372/>

Formal areas



You may well have formal areas that you wish to maintain but there are still opportunities to help biodiversity here.

- If you have formal areas of planting, flower beds/containers or hanging baskets, select a proportion of plants from pollinator-friendly species of shrubs, annual or perennial plants to provide food for pollinators from spring to autumn.
- Pesticides are harmful to pollinators and other invertebrates that help sustain our natural environment and are the food for other wildlife.
- You might use herbicides to control weeds and grass. Apart from invasive species is their use really necessary? Could you save money by using less?
- Peat usage - there are viable peat-free composts that, if used, will help save our important peat habitats.

Other



There are a myriad of opportunities to take positive action. You and your communities know your sites - however small the area there are always options.

- Do you know what wildlife lives in or uses your park - are there any important/protected species? If so, how can you enhance the site for them?
- For biodiversity projects 'tidiness' is not a priority, sometimes just leaving a small area go wild can be beneficial.
- Create habitat piles - dead wood and piles of leaves are good for a range of species!
- Are there opportunities to erect bat and bird boxes or to build a bug hotel?
- Invasive species - It is illegal to allow Japanese knotwood or Himalayan balsam to spread - can you take action to tackle them?
- Why not become a 'Bee Friendly' community and make Wales a pollinator-friendly country by taking action as part of Welsh Government's scheme?

Useful links

Here is a small selection of guidance / advice that may be useful to you when managing your land:

- Healthy for Bees: Healthy for People - Managing the grounds of public buildings for pollinators. Natural Resources Wales. <https://naturalresources.wales/about-us/news-and-events/blog/public-places-natural-spaces/?lang=en>
- Creating healthier places and spaces for our present and future generations: <http://www.wales.nhs.uk/sitesplus/documents/888/Creating%20healthier%20places%20spaces.pdf>
- Wales Action Plan for Pollinators: <https://www.biodiversitywales.org.uk/Wales-Action-for-Pollinators>
- Become Bee Friendly - a brand new initiative aimed at communities including Town and Community Councils that want to make Wales a 'pollinator-friendly' country. <https://www.biodiversitywales.org.uk/Wales-Action-for-Pollinators>
- Learning to Rethink Parks - report from an HLF and NESTA programme to test new ways of managing public parks. More details at: <http://www.nesta.org.uk/project/rethinking-parks>
- Buglife. Managing Urban Areas for Pollinators. This includes advice for public parks but they have a range of advice on their site: <https://www.buglife.org.uk/sites/default/files/managing%20urban%20areas%20for%20pollinators.pdf>
- WCVA - Making Space for Nature: <https://www.wcva.org.uk/what-we-do/invest-in-nature-cymru/ms4n?seq.lang=en-GB>



We can help!

The Council has a range of guidance on protected species that we can provide and the Conservation Section would be happy to work with you to look at the management of the park that you manage and care for.

For more information contact:

Biodiversity Officer **01558 825390**
Biodiversity@carmarthenshire.gov.uk



"Access to, and engagement with, this natural environment is associated with positive health outcomes, including improved physical and mental health, and reduced risk of cardiovascular disease and other chronic conditions".

Creating Healthier Places and Spaces for our Future Generations. Public Health Wales 2018



ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

AMENITY GRASS CUTTING

To consider and comment on the following issues:

Information provided within the presentation on amenity grass cutting.

Reasons:

At its meeting on 29th June 2018 (minute 6 refers), the Environmental and Public Protection Scrutiny Committee during consideration of the revenue and capital budget monitoring report a discussed the provision of amenity grass cutting. Following the discussion, it was suggested that a presentation to the Committee providing information and clarity in respect of the amenity grass cutting provision would be beneficial.

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

Executive Board Member Portfolio Holders: Cllr. H.A.L. Evans (Environment)

Directorate: Communities	Designations:	Tel Nos. / E-Mail Addresses:
Name of Head of Service: Stephen Pilliner	Head of Highways and Transportation	01267 228150 SGPilliner@carmarthenshire.gov.uk
Report Author: Richard Waters	Highways and Transportation Manager	01267 RWaters@carmarthenshire.gov.uk

EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

AMENITY GRASS CUTTING

At its meeting on 29th June 2018 (minute 6 refers) the Environmental and Public Protection Scrutiny Committee during consideration of the revenue and capital budget monitoring report a discussion regarding amenity grass cutting ensued. Following the discussion, it was suggested that a presentation to the Committee providing information and clarity in respect of the amenity grass cutting provision would be beneficial.

In order to provide clarity, a presentation will be provided to members which will include an overview of the amenity grass cutting operation in our urban areas.

DETAILED REPORT ATTACHED?

NO

Presentation to be delivered on the day

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: Stephen G. Pilliner Head of Highways and Transportation

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: Stephen G. Pilliner Head of Highways and Transportation

1. Local Member(s) – N/A
2. Community / Town Councils – 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 LISTED BELOW.

Title of Document	File Ref No. / Locations that the papers are available for public inspection
Minutes of the Environment and Public Protection Committee – 29 th June 2018	http://democracy.carmarthenshire.gov.wales/ieListDocuments.aspx?CId=134&MId=1091&Ver=4

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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY, 2019

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 Areas 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: Jonathan Morgan Report Author: Sue Watts</p>	<p>Designations: Acting Head of Homes and Safer Communities Environmental Protection Manager</p>	<p>Tel Nos. 01267 228960 JMorgan@carmarthenshire.gov.uk 01267 228929 sewatts@carmarthenshire.gov.uk</p>
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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

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 town of Llandeilo and areas of Carmarthen and Llanelli have experienced increasing levels of NO₂, to the extent that the air quality objective for NO₂ has been breached. Welsh Government required the Council to carry out a Detailed Assessment of Air Quality to ascertain the extent and level of exceedance of the Air Quality Objective. This was completed and confirmed that Air Quality Management Areas should be designated.
- 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 Phase 1 was completed and reported upon during 2016, 2017 and 2018 respectively. The reports are attached as Appendices 1, 2 and 3.

- 2.3 The measured NO₂ levels for 2016, 2017 and 2018 to date are attached as Appendices 4, 5 and 6 respectively. 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 phase 2 of 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 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 was subject to an 8 week formal public consultation period. Responses received as part of the consultation were incorporated into the “Carmarthen and Llanelli Action Plan” report, which is attached as Appendix 8.
- 3.2 Work has commenced to implement the measures that have been identified, although it is recognised that not all of the measures will be possible to progress with. Monitoring of Air Quality in the area is continuing.
- 3.3 As part of the Action Planning process, we are working with a primary school within the Carmarthen area to monitor and assess Air Quality within the school grounds over a 12 month period. This will conclude at the end of December, and the findings will be reported during 2019. Officers have visited the school and have spoken to children as part of a lesson on Air Quality and the wider Environment. We have also put the school in touch with voluntary organisations that promote walking to school, in an aim to encourage less journeys to school by car.
- 3.4 We will continue to work with colleagues at Swansea University in the monitoring and interpretation of Air Quality figures at specified locations, with the aim of informing Action Planning work.

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 9. The Action Planning Group developed an Action Plan for the area which identifies measures to be implemented to improve Air Quality. The Action Plan was subject to an 8 week formal public consultation period. Responses received as part of the consultation were incorporated into the “Carmarthen and Llanelli Action Plan” report, which is attached as Appendix 8.
- 4.2 Work has commenced to implement the measures that have been identified, although it is recognised that not all of the measures will be possible to progress with. Monitoring of Air Quality in the area is continuing.

- 4.3 Arrangements will be made to discuss proposals for monitoring Air Quality within the school grounds of a primary school in Llanelli during 2019. This will be a mirror of the project highlighted in 3.3 above, and it is intended that discussions will take place in early 2019.
- 4.4 We will continue to work with colleagues at Swansea University in the monitoring and interpretation of Air Quality figures at specified locations, with the aim of informing Action Planning work.

**DETAILED REPORT
ATTACHED?**

Yes –

- Appendix 1 – 2015 Llandeilo AQMA Action Plan First Review
- Appendix 2 – 2016 Llandeilo AQMA Action Plan Second Year Review
- Appendix 3 – 2017 Llandeilo AQMA Action Plan Outstanding Options
- Appendix 4 – Measured NO2 Levels for 2016
- Appendix 5 – Measured NO2 Levels for 2017
- Appendix 6 – Measured NO2 levels for 2018 to date
- Appendix 7 – Carmarthen AQMA Order & Boundary Map
- Appendix 8 – 2017 Carmarthen and Llanelli AQMA's Action Plan Report
- Appendix 9 – 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: Jonathan Morgan

Acting 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: Jonathan Morgan

Acting 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

Title of Document	File Ref No.	Locations that the papers are available for public inspection
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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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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
CYMRU2017 Rhif (Cy.)
TRAFFIG FFYRDD, CYMRU

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

Gwnaed 17 Mawrth 2017
Yn dod i rym 17 Mawrth 2017

Mae Gweinidogion Cymru, sef yr awdurdod traffig ar gyfer Cefnffordd Aberstew - Manchester (yr A483) (y cyfeirir ati yma wedi hyn fel "y gefnffordd"), drwy arfer y pwerau a roddir iddynt 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 ymgynghori 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") yrstyr a roddir yn rheol 2 o Reolliadau Personau Anabl (Bathodynau ar gyfer Cerbydau Modur) (Cymru) 2000(2);

(1) 1984 c.27; diwygiwyd 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 rhinwedd erbyl 2 o O.S. 1999/672 ac Atodlen 1 iddi, a pharagraff 30 o Atodlen 11 i Ddeddf Llywodraeth Cymru 2006, mae'r pwerau hyn yn arferadwy bullach gan Weindogion Cymru a'r Cymru.
(2) O.S. 2000/1786.

mae i "disg barcio" ("parking disc") yrstyr a roddir yn rheol 8(5) o Reolliadau Gorchymyn Traffig Awdurdodau Lleol (Esempladau ar gyfer Personau Anabl) (Cymru) 2000(a).

(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 ddisg yn cael ei arddangos 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 ddisg yn cael ei arddangos 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 at erthygl neu Atodlen a rhif yn gyfeiriad at yr erthygl neu'r Atodlen sy'n dwyn y rhif hwnnw yn y Gorchymyn hwn.

Gwaharddiadau a Chyfyngiadau

Gwahardd aros ar unrhyw adeg

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

(3) O.S. 2000/1785.

WELSH STATUTORY
INSTRUMENTS2017 No. (W.)
ROAD TRAFFIC, WALES

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

Made 17 March 2017
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 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(5) of the Local Authorities (Traffic Orders (Exemptions for Disabled Persons) (Wales) Regulations 2000(a).

(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 gorfodi sifil, beri na chaniatáu i unrhyw gerbyd aros, llywytho 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 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

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 gorfodi sifil, beri na chaniatáu 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.

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

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 gorfodi sifil, beri na chaniatáu 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 gorfodi sifil, beri na chaniatáu 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 gorfodi sifil, beri

na chaniatáu i unrhyw gerbyd lwytho 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 gorfodi sifil, beri na chaniatáu i unrhyw gerbyd lwytho 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 gorfodi sifil, beri na chaniatáu i unrhyw gerbyd aros, llywytho 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 gorfodi sifil, beri na chaniatáu i unrhyw gerbyd aros, llywytho 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 gwyneud yn anghyfreithlon i beri neu i ganiatáu 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 atgodi:-

- (a) person i fynd i mewn i gerbyd, neu i ddod allan ohono;
- (b) nwyddau 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 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

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 hours 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 draffig;
 - (iii) cynnal a chadw, gwella neu ailadeiladu'r darnau hynny o'r ffordd; neu
 - (iv) gosod, codi, addasu neu atgywairio, 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 Nedd F 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 ddytleswyddau 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 dân, 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 amser pryd y dechreuodd y cyfnod aros) 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 Dadlwytho) 1990(s) a Gorchymyn Cefnffordd yr A483 (Stryd Rhosmaen a Heol y Bont, Llandeilo, Sir Gaerfyrddin) (Amrywioi 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(s) 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

N. Ley

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

N. Ley

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 dadlwytho 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 137 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 37 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 137 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 37 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 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 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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Carmarthenshire County Council

Environment Act 1995

Local Air Quality Management

2016 Llandeilo AQMA Action Plan Feasibility Assessment for Outstanding Phase 1 Options

(March 2018)

Llandeilo AQMA Action Planning Group

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References

Appendix 1 – Llandeilo AQMA Action Plan – Phase 1

1.0 Purpose of the Report

This Report details the feasibility assessments that were performed on the remaining outstanding interventions proposal options from Phase 1 of the Llandeilo Action Plan.

The proposals were generated from the Public Consultation that was carried out as part of the work to formulate the Action Plan. It was made clear in the Action Plan Report, which was written to support the Action Plan, that there was no guarantee that any proposed interventions would be implemented, they were all subject to assessment to determine their feasibility and likely success.

The outstanding options have been subject to initial screening however a more detailed assessment of the practicalities and feasibility of them is required. The outstanding options are listed in Section 2.0 below.

2.0 Phase 1 – Outstanding Intervention Options

All options other than those listed below have either been implemented or not progressed further. Reasons have been outlined in Carmarthenshire's Progress Reports of 2017 and 2016.

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.

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.

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

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.

C4 – Assess feasibility of a six month trial of HGV diversion away from the town (except for deliveries).

3.0 Phase 1 – Outstanding Interventions Feasibility

Options C1 and C4 are very similar in nature and would both require a similar range of assessment criteria for determining their feasibility, therefore it would make sense to look at the two proposals together.

Option 21 has similarities to C1 and C4 but would require some different considerations so will be dealt with separately. Likewise, options 8 and 9 are sufficiently different to warrant their own assessments.

3.1 Proposals C1 and C4

These two proposals effectively require the re-routing of some, or the majority, of HGV vehicles on to alternative routes that do not pass through the town of Llandeilo. It must be remembered that the A483 that passes through Llandeilo is part of the main trunk route between Manchester and Swansea.

As the road through Llandeilo is a trunk route it falls under the responsibility of the South Wales Trunk Road Agent (SWTRA) who maintain and operate the route on behalf of Welsh Government. As such, SWTRA would have the responsibility for the re-routing of any vehicles off of the route. In doing so, they could only reasonably require re-routed vehicles to use alternative trunk routes. To achieve this requires a number of steps and which result in a range of ramifications which are discussed later.

However, to provide an idea of what the re-routing would require, Figure 1 below shows the road network for the area with Llandeilo in the top right corner and the route effectively from north to south travelling through the town. The only available alternative 'trunk' route would require a diversion (if travelling from the north) to right just before Llandeilo on to the A40. Travelling west to the town of Carmarthen but using the eastern bypass to negotiate down to the A48 before heading east along the A48 as far as junction 49 of the M4 motorway.



Figure 1 – Road Network

This diversion route is approximately 30 miles and would take about an hour to travel depending on road and traffic conditions. The extra mileage, compared to the north-south A483 route would be approximately 18 miles extra.

A meeting was held to discuss these proposals with South Wales Trunk Roads Agency in January 2018, and, it is clear that these options would result in unfavourable consequential affects, namely, but not limited to:

- The imposition of a weight restriction on the bridge located to the south of Rhosmaen Street, or the diversion of HGVs would require a Traffic Order from Welsh Government. It is highly likely that such an order would receive very strong opposition from hauliers and others, due to the significant additional fuel, time and other associated costs involved in the additional 36 miles associated with a return journey. This distance would be for those hauliers already travelling from the M4 motorway;
- There are known hauliers that already exist on the A483 to the south of Llandeilo. For these, the additional mileage to travel in the opposite direction to joining the alternative route would be significant;
- Enforcement – the imposition of a Traffic Order would need significant enforcement if it were to succeed. It is not clear that the required resources would be available for this;
- In line with the principles of the Wellbeing of Future Generations (Wales) Act 2015, the additional mileage required for these options could not be considered a sustainable and environmentally conscious option;
- Displacement – the alternative route would displace HGV's onto other roads, thereby increasing noise and pollution in existing villages and hamlets along the diversion;
- Logistics of deliveries being made to the Town of Llandeilo – the imposition of a weight restriction and / or a HGV diversion would not facilitate deliveries;
- The weight restriction and / or diversion would have a negative impact on bus services, which in turn may have an impact on social mobility.

3.2 Proposal 21 – publicise alternative routes

Many of the issues highlighted in 3.1 above apply to this proposal also, however, it would relate to all vehicles. As this would not be a traffic order related measure, the publication of alternative routes would be in an informative / advisory capacity. There are currently very few suitable alternative routes allowing for the circumvention of Rhosmaen Street, Llandeilo. The temporary closure of the road in 2013 highlighted

this and displacing vehicles on the narrow roadways only moved the air quality and noise issues elsewhere. Using alternative routes also impacted negatively on the road infrastructure, which is not designed or capable of dealing with the additional amount of traffic.

It is an unrealistic view that road traffic would use any of the currently available routes on a voluntary basis, and those that did would result in a negligible positive impact on Air Quality.

3.3 Proposal 8 – promote cycling and walking to school

There is no Active Travel plan for the Town of Llandeilo, however, the Towy Valley Cycle Path is a future development that will very much facilitate cycling as a viable mode of transport. It will, however be another 18 – 24 months before delivery of this phase commences.

There have been no suitable developments in the area that could provide a mechanism for safe routes to school, but if an opportunity arises where facilities can be put in place (such as improved lighting / footpaths etc) they will be explored. Links with a school in the area have been forged, and officers have attended the school to discuss opportunities for walking / cycling to school. Projects such as the Living Streets campaign have been highlighted to the school. To date there seems to have been little appetite to significantly change school transport related behaviours in the area, and there is certainly no indication that improvements to Air Quality have been achieved due to this so far.

3.4 Proposal 9 – Promote car sharing to work/school

Car sharing is primarily publicised by Carmarthenshire County Council by signposting to the Share Cymru website. There are no known specific schemes for the Town of Llandeilo.

The table on p9 demonstrates increased usage of the Train Station at Llandeilo, but it is not known if those passenger numbers are commuting to/from work/school, and if so, whether car sharing features on part of their onward journey. It is therefore difficult to attribute any impact on Air Quality from this measure.

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
2016 / 2017	17562	18764

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

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)

Carmarthenshire County Council – 2015 Llandeilo Action Plan Second Review (2017)

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>

<https://sharecymru.carbonheroes.com/ShareCymru.aspx>

<https://www.carmarthenshire.gov.wales/home/business/development-and-investment/tywi-valley-path/#.W9HGGemQyUk>

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

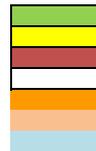
					<p>Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of 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>					

Llandeilo AQMA

Llandeilo AQMA & Action Planning - NO2 Passive Tube Result Calendar Year 2016 Annual Mean
Nitrogen Dioxide levels (ugm-3)

Site	Site Ref	Nitrogen Dioxide levels (ugm-3)												Raw Data		Adj fact	Data Post Bias	Over 40ug/m3	
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Count Blank	Count +				Annual Mean
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	21.00	0.77	16.17	FALSE
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	31.68	0.77	24.40	FALSE
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	32.35	0.77	24.91	FALSE
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	32.33	0.77	24.89	FALSE
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	41.88	0.77	32.24	FALSE
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	45.95	0.77	35.38	FALSE
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	46.99	0.77	36.18	FALSE
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	43.68	0.77	33.63	FALSE
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	52.08	0.77	40.10	OVER
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	56.68	0.77	43.64	OVER
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	59.03	0.77	45.46	OVER
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	52.43	0.77	40.37	OVER
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	51.17	0.77	39.40	FALSE
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	15.41	0.77	11.87	FALSE
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	34.73	0.77	26.74	FALSE
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	46.80	0.77	36.04	FALSE
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	30.36	0.77	23.38	FALSE
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	46.96	0.77	36.16	FALSE
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	24.96	0.77	19.22	FALSE
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	12.68	0.77	9.76	FALSE
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	23.47	0.77	18.07	FALSE
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	19.32	0.77	14.88	FALSE
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	20.01	0.77	15.41	FALSE
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	45.55	0.77	35.07	FALSE

- Suspect Result
- No Sample available
- Road works
- Tubes not yet set up
- Hanging basket
- Black cap split
- Dirty tube inside



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Appendix 5

Llandeilo AQMA

Llandeilo AQMA & Action Planning - NO2 Passive Tube Result Calendar Year 2017 Annual Mean

Site	Site Ref	Nitrogen Dioxide levels (ugm-3)												Raw Data					
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Count Blank	Count +	Annual Mean	Adj fact	Data Post Bias	Over 40ug/m3
North roundabout (No 8 Rhosmaen Street (North)	FA/01	32.3	24.1	20.4	15.3	16.7	15.7	13.4	14.7	17.6	19.6	27.7	17.9	0	12	19.62	0.77	15.10	FALSE
Rhosmaen Street (No 69)	DA/15	47.0	34.2	35.9	29.1	31.4	25.9	24.3	24.0	27.4	33.1	47.2	33.4	0	12	32.74	0.77	25.21	FALSE
Rhosmaen Street (No 87)	DA/03	48.4	38.4	35.9	26.2	26.3	24.3	25.0	24.1	27.2	30.7	44.5	25.7	0	12	31.39	0.77	24.17	FALSE
Llandeilo - Rhosmaen Street	DA/01	46.3	37.6	39.5	28.0		25.9	24.0	24.6	28.1	33.7	41.8	30.5	1	11	32.73	0.77	25.20	FALSE
Rhosmaen Street (Evans Butchers)	Carm/013	56.5	48.7	51.5	38.5	24.9	39.1	35.1	34.7	41.7	49.3	61.2	44.1	0	12	43.78	0.77	33.71	FALSE
Rhosmaen Street (Evans Butchers)	DA/05A	58.8	52.2	49.8	32.3	31.9	34.8	35.5	35.9	37.8	39.1	57.5	43.6	0	12	42.43	0.77	32.67	FALSE
Rhosmaen Street (Evans Butchers)	DA/05B	61.7	52.8	53.2	36.3	46.3	39.6	38.1	38.5	42.4	46.3	55.4	42.4	0	12	46.08	0.77	35.48	FALSE
Rhosmaen Street (Evans Butchers)	DA/05C	63.6	54.9	51.7	41.3	45.0	37.0	35.0	34.8	41.3	45.7	58.6	45.6	0	12	46.21	0.77	35.58	FALSE
Rhosmaen Street (Castle Hotel)	DA/07	66.5	62.0	57.2	47.6	46.5	43.5	39.9	37.3	44.4	46.4	66.9	44.2	0	12	50.20	0.77	38.65	FALSE
Llandeilo - Rhosmaen Street (2)	Carm/083	72.0	63.6	49.3	43.4	46.5	37.9	40.1	41.5	47.5	51.6	73.2	48.3	0	12	51.24	0.77	39.46	FALSE
Rhosmaen Street (No 123)	DA/09	77.4	59.8	61.8	36.6	57.0	40.5	44.7	46.1	47.2	53.4	77.0	53.4	0	12	54.58	0.77	42.02	OVER
Rhosmaen Street (No 133)(Craft Shop)	DA/10	70.0	55.4	60.2	44.8	49.8	37.9	36.5	38.2	47.0	48.4	65.9	51.7	0	12	50.48	0.77	38.87	FALSE
Rhosmaen Street (No 74)(Style)	DA/11	62.4	50.6	56.2	48.8	42.8	42.0	42.6	41.9	41.3	51.5	70.1	47.6	0	12	49.82	0.77	38.36	FALSE
Stryd Y Brenin (Travel House)	DA/12	44.6	68.6	45.0	26.8		24.3	22.1	24.5	26.1	46.8	64.1		2	10	39.29	0.77	30.25	FALSE
Rhosmaen Street (Park Area)	DA/13	60.9	54.7	51.3	44.0	32.5	46.1	38.2	27.8	44.3	32.7	60.3	49.5	0	12	45.19	0.77	34.80	FALSE
Rhosmaen Street (Bin post by Bus stop)	DA/14	47.7	34.9	32.8	24.7	26.2	23.8	21.5	23.5	31.3	31.5		29.8	1	11	29.79	0.77	22.94	FALSE
Bridge Street (South)	DA/16	51.1	46.6	44.7	47.1	35.6	37.7	35.3	34.9	41.0	45.5	63.9	37.5	0	12	43.41	0.77	33.42	FALSE
South roundabout (No 40 Towy Terrace)	FA/03	34.5	27.8	28.2	22.7	21.1	18.2	18.1	17.6	20.2	24.8	36.9	26.9	0	12	24.75	0.77	19.06	FALSE
Heol Bethlehem (Opp School)	FA/07	19.3	14.6	12.2	9.9	9.0	7.4	7.2	6.8	9.6	10.6	16.3	11.6	0	12	11.21	0.77	8.63	FALSE
10 Heol Myrddin, Ffairfach	FA/06	35.1		25.6	22.9	20.6	13.7	15.7	16.5	18.5		30.6	23.1	2	10	22.23	0.77	17.12	FALSE
Ffairfach Chapel	FA/04	27.9	25.1	21.5	15.0	13.1	18.4	12.3	12.2	16.4	18.8	23.1	18.3	0	12	18.51	0.77	14.25	FALSE
Cennen Road (No 43)(Old Creamery)	FA/05	32.7	26.0	23.2	14.8	16.6	16.3	14.6	15.2	17.8	22.5	27.5	18.7	0	12	20.49	0.77	15.78	FALSE
Evans Butcher (Average) (WAQF)	DA/05	61.4	53.3	51.6	36.6	41.1	37.1	36.2	36.4	40.5	43.7	57.2	43.9	0	12	44.92	0.77	34.59	FALSE

- 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



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Appendix 6

Llandeilo AQMA

Llandeilo AQMA & Action Planning - NO2 Passive Tube Result Calendar Year 2018 Annual Mean

Site	Site Ref	Nitrogen Dioxide levels (ugm-3)												Raw Data					
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Count Blank	Count +	Annual Mean	Adj fact	Data Post Bias	Over 40ug/m3
North roundabout (No 8 Rhosmaen Street)	FA/01	18.1	20.2	22.9	18.2	18.4	16.0	17.3	15	20.4	20.3			0	12	15.57	0.77	11.99	FALSE
Rhosmaen Street (North)	DA/15	32.0	32.5		30.8	29.3	25.1	27.3	24.6	29.8	31.3			1	11	23.88	0.77	18.39	FALSE
Rhosmaen Street (No 69)	DA/01	33.3	33.4	33.1	29.0	27.6	34.0	26.3	23.3	30.1	29.9			0	12	25.00	0.77	19.25	FALSE
Rhosmaen Street (No 87)	DA/03	36.0	34.6	34.9	32.0	28.5	24.3	25.9	25.4	29.1	27.5			0	12	24.85	0.77	19.13	FALSE
Llandeilo - Rhosmaen Street	Carm/013	49.3	46.1	38.4	33.9	36.6	30.2	38.6	37.6	43.2	43.4			0	12	33.11	0.77	25.49	FALSE
Rhosmaen Street (Evans Butchers)	DA/05A	45.9	47.7	48.5	40.4	42.9	39.0	39.4	34.1	40.1	44.5			0	12	35.21	0.77	27.11	FALSE
Rhosmaen Street (Evans Butchers)	DA/05B	48.6	51.2	55.2	45.2	47.4	38.7	37.1	37.2	42.0	47.0			0	12	37.47	0.77	28.85	FALSE
Rhosmaen Street (Evans Butchers)	DA/05C	48.1	50.7	53.4	48.3	43.4	42.4	41.6	41.3	45.9	43.3			0	12	38.20	0.77	29.41	FALSE
Rhosmaen Street (Castle Hotel)	DA/07	50.9	52.9	53.4	50.9	48.7	47.4	45.5	41.1	45.7	49.3			0	12	40.48	0.77	31.17	FALSE
Llandeilo - Rhosmaen Street (2)	Carm/083	53.6	51.4	65.7	39.3	56.3	55.3	48.0	38.7	48.3	58.3			0	12	42.91	0.77	33.04	FALSE
Rhosmaen Street (No 123)	DA/09	56.7	60.4	62.8				50.4	39.2	48.0	58.7			3	9	41.80	0.77	32.19	FALSE
Rhosmaen Street (No 133)(Craft Shop)	DA/10	52.3	60.2			54.5	47.8	48.8	38.5	47.0	56.3			2	10	40.54	0.77	31.22	FALSE
Rhosmaen Street (No 74)(Style)	DA/11	49.7	53.5	50.5	46.8	46.9	42.4	44.1	42.8	47.0	42.4			0	12	38.84	0.77	29.91	FALSE
Stryd Y Brenin (Travel House)	DA/12		35.9	32.8	26.5	23.1	17.2	23.9	24.1	30.1	27.5			1	11	21.92	0.77	16.88	FALSE
Rhosmaen Street (Park Area)	DA/13	40.6	44.2	48.8	47.0	46.0	40.7	42.8	39.8	39.2	46.7			0	12	36.32	0.77	27.96	FALSE
Rhosmaen Street (Bin post by Bus stop)	DA/14	30.9	31.8		25.2	27.7	23.1	26.9	26.5	30.4	32.5			1	11	23.18	0.77	17.85	FALSE
Bridge Street (South)	DA/16	49.6	46.2	39.5	39.2	39.1	36.5	37.5	34.6		43.5			1	11	33.24	0.77	25.60	FALSE
Evans Butcher (Average) (WAQF)	DA/05	47.5	49.9	52.4	44.6	44.6	40.0	39.4	37.5	42.7	44.9			0	12	36.96	0.77	28.46	FALSE

- 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 
- Water in tube 
- Rhosmaen Street traffic orders (2017) 

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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 [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.

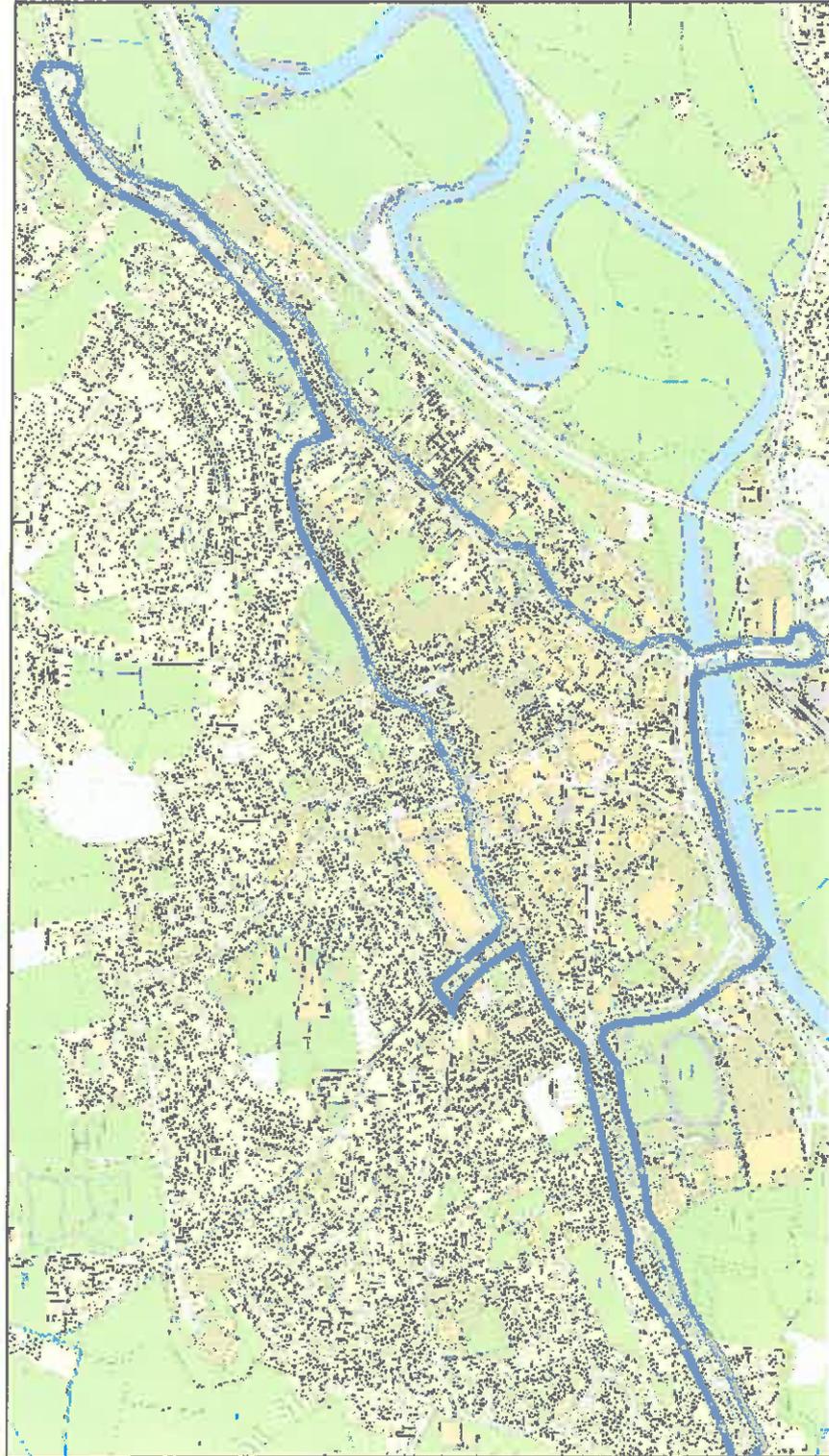
This Order shall remain in force until it is varied or revoked by a subsequent order.

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

 **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

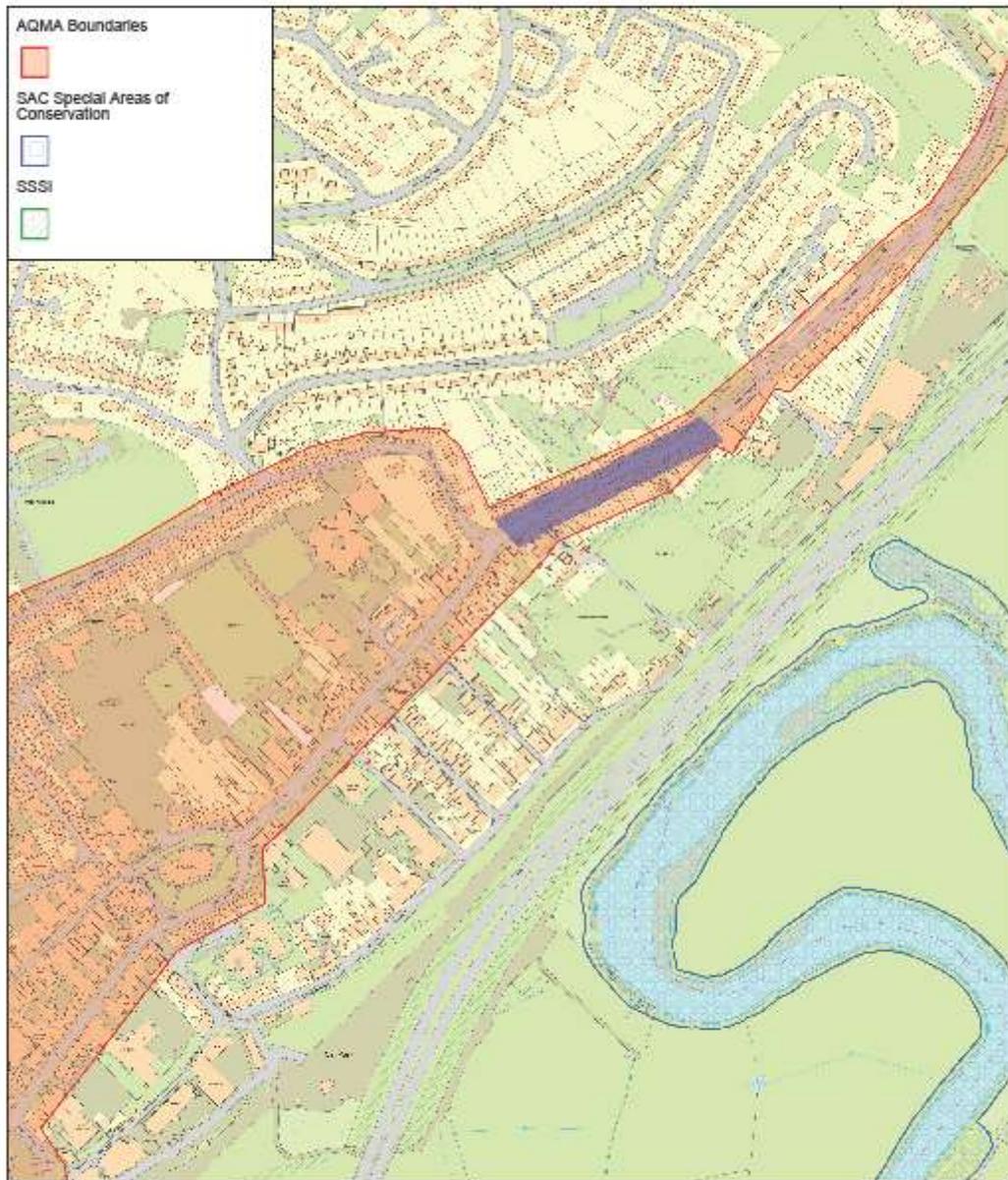
The AQMA boundary map areas for Carmarthen and Llanelli cover a much wider area than the actual areas of exceedance. This is because any interventions aimed at improving the area of exceedance may simply move the problem, or the means to make any improvement requires action over a far greater area than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

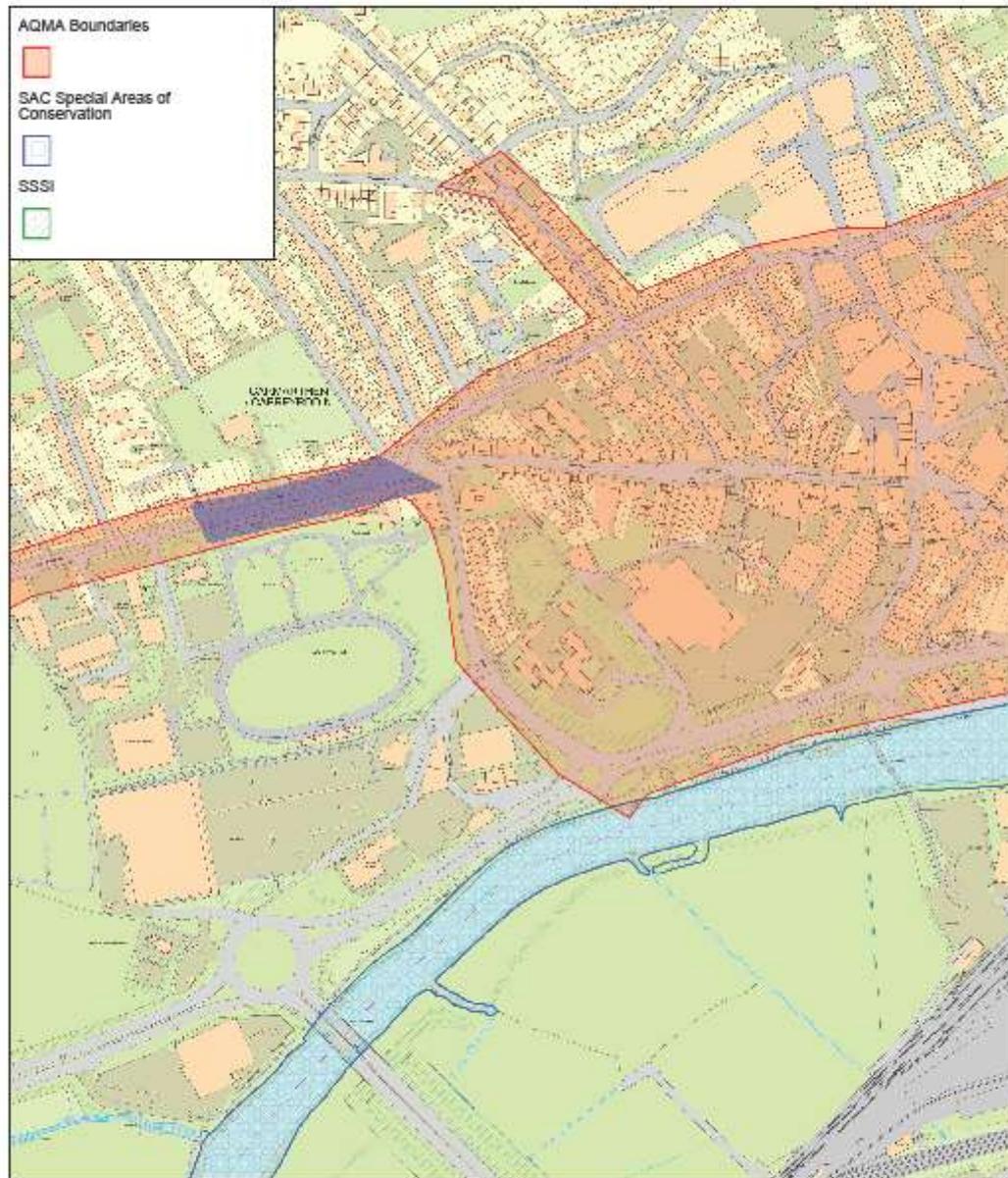
Dyddiad
Date
20/07/2017

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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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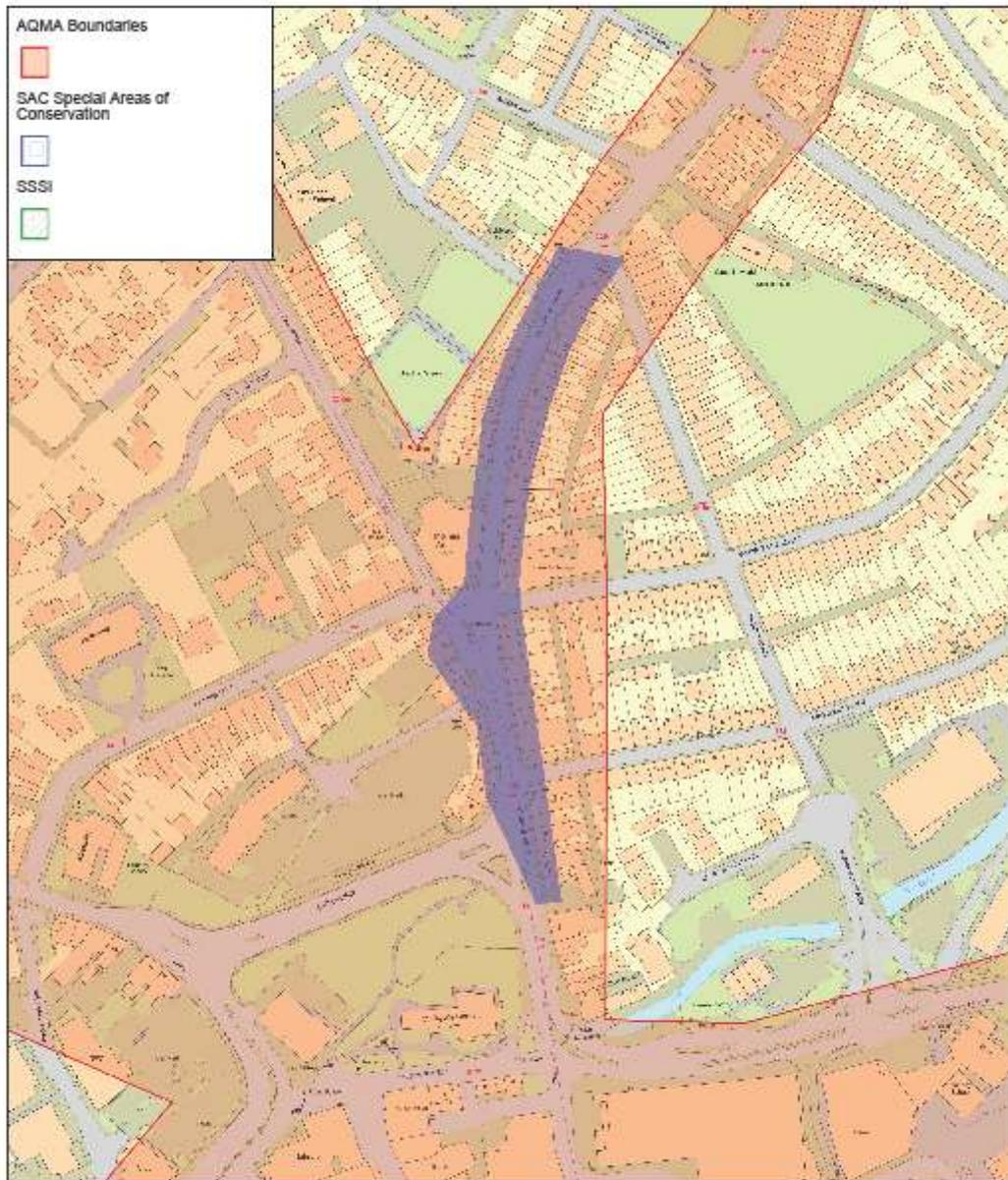
The hot spot areas identified by the blue shaded sections on the maps in Figures 1a and 1b above are small geographical areas with various constraints (such as narrow pavements and buildings close to the highway) that greatly restrict any significant interventions that would contribute towards achieving 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



Llanelli AQMA Hot Spot



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.

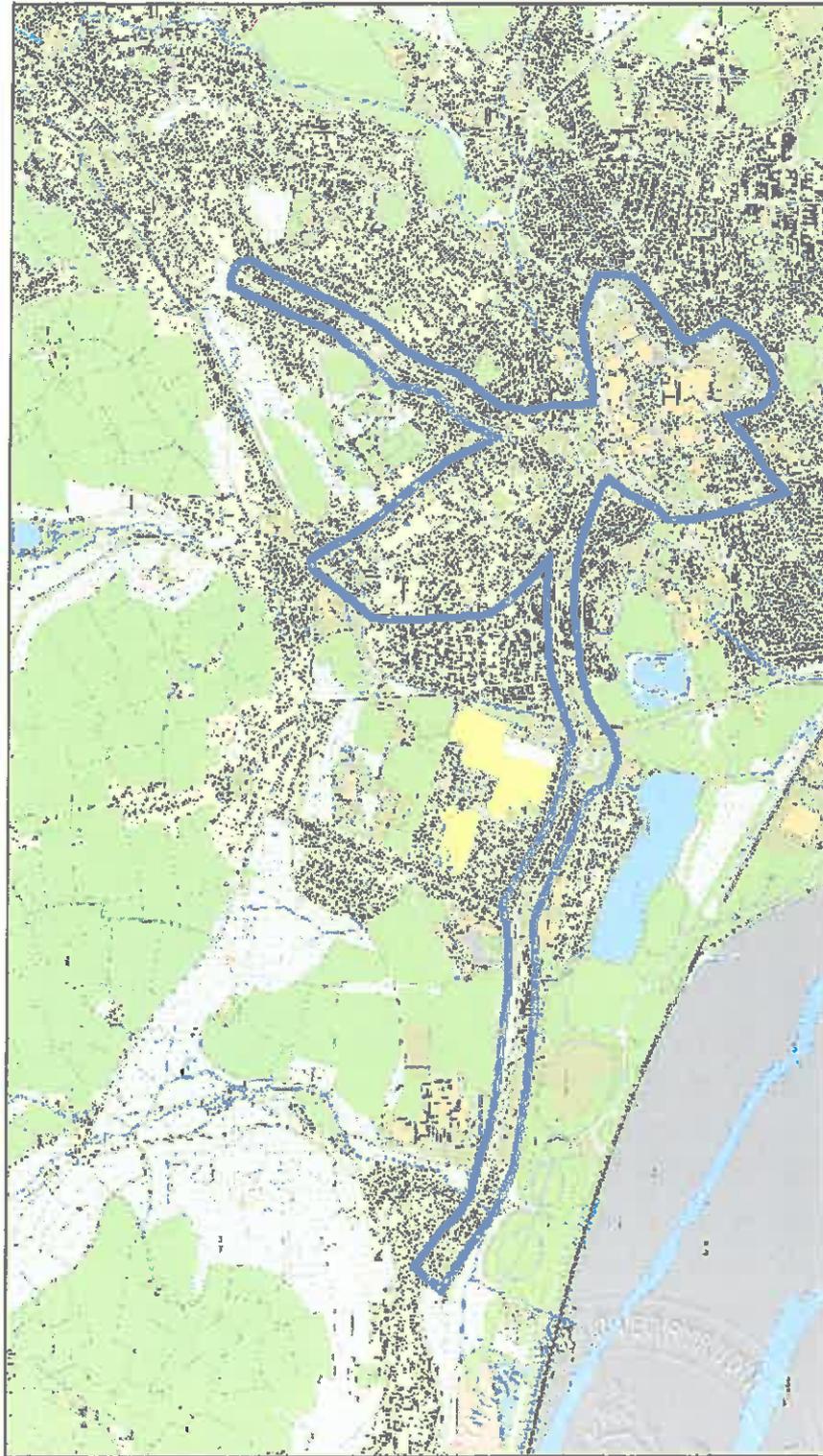
This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (Wales) Regulations 2000.

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

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Graddfa Scale 1:15000
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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

REVENUE AND CAPITAL BUDGET MONITORING REPORT 2018/19

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 2018 in respect of 2018/19.

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)

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

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2019

REVENUE AND CAPITAL BUDGET MONITORING REPORT 2018/19

The Financial monitoring Report is presented as follows:

Revenue Budgets

Appendix A

Summary position for the Environment and Public Protection Scrutiny Committee. Services within the Environment & Public Protection Scrutiny remit are forecasting a £511k 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 £16,717k compared with a working net budget of £16,820k giving a **-£103k** variance. The variance will be incorporated into future years' budgets.

Appendix E

Details a full list of schemes.

Savings Report

Appendix F

The Savings Monitoring Report and

- Appendix F(i) – Savings Proposals NOT on target
- Appendix F(ii) – Savings proposals ON target

DETAILED REPORT ATTACHED?

YES –

The above Appendices are 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

Finance

Revenue – Overall, the Environment, Public Protection and Community Safety services are projecting to be over the approved budget by £511k.

Capital – The capital programme shows a net variance of -£103k against the 2018/19 approved budget.

Savings Report - The expectation is that at year end £96k of Managerial savings put forward for 2018-19 will not have been delivered however Policy savings are projected to be on target.

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
2018/19 Budget	Corporate Services Department, County Hall, Carmarthen

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Environmental & Public Protection Scrutiny Report

Budget Monitoring as at 31st October 2018 - Summary

Division	Working Budget				Forecasted				October 18 Forecasted Variance for Year £'000	August 18 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		
Buisness Support & Performance	45	-102	146	89	53	-92	146	108	19	18
Waste & Environmental Services	23,690	-4,407	1,384	20,666	23,981	-4,545	1,384	20,820	154	178
Highways & Transportation	50,994	-31,901	9,129	28,223	53,512	-34,053	9,129	28,588	366	223
Property	39,686	-36,415	-1,648	1,624	41,170	-37,902	-1,648	1,620	-4	-60
Public Protection	3,081	-835	588	2,834	3,072	-825	588	2,835	0	-0
Community Safety Service	65	0	9	75	42	0	9	52	-23	-9
Corporate Standby Efficiency	0	0	0	0	0	0	0	0	0	177
GRAND TOTAL	117,561	-73,659	9,609	53,511	121,831	-77,417	9,609	54,023	511	526

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2018 - Main Variances

Page 170

Division	Working Budget		Forecasted		October 2018	Notes	August 2018
	Expenditure	Income	Expenditure	Income	Forecasted Variance for Year		Forecasted Variance for Year
	£'000	£'000	£'000	£'000	£'000		£'000
Waste & Environmental Services							
Cleansing Service	2,293	-83	2,373	-83	80	Service reviews have commenced to look at ways of reducing costs within the cleansing service	79
Green Waste Collection	86	0	283	-157	40	The green waste collection service is not yet self-financing	38
Closed Landfill Sites	230	0	239	0	10	IWEC pumps failed Dec17 which resulted in a leachate outbreak, NRW involved. Needed to overpump leachate from lagoons into raising mains - 2 sets of pumps used to lower level of lagoon so that CCTV investigation could commence and vavles fitted and blockages removed to reinstate IWEC pumps - To be completed Dec18	42
Highways & Transportation							
Car Parks	2,136	-3,577	1,894	-2,973	362	Unachievable income target as the income target is increased every year but parking fees have not been increased.	299
Nant y Ci Park & Ride	77	-32	96	-32	18	Provision for Winter Maintenance charges as per 17/18 costs	16
Bridge Maintenance	764	0	751	-5	-18	Variance due to 'Highways structures Inspector' post being vacant - filled Nov18	-18
Street Works and Highway Adoptions	408	-350	446	-422	-34	Vacant posts - street works inspector (filled Nov 18), Technician & licensing Officer (to be filled by Dec18)	-45
Highway Maintenance	12,176	-4,895	12,970	-5,644	45	Reallocation of corporate standby efficiency	0
Property							
Carbon Reduction Programme	277	0	242	0	-35	Reduction in Carbon Reduction Programme payments due to Energy Efficiency Initiatives	0
Property Maintenance Operational	23,438	-25,247	25,059	-26,780	88	Reallocation of corporate standby efficiency	0
Strategic Asset Management Business Unit	707	-4	686	-6	-22	Vacant post	-29
Industrial Premises	481	-1,396	373	-1,316	-29	Based on very high occupancy levels which may be subject to variation	-29
Public Protection							
Air Pollution	121	-33	118	-18	13	Potential underachievement of income	12
Corporate Standby Efficiency	0	0	0	0	0		177
Other Variances					-6		-17
Grand Total					511		526

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2018 - Detail Monitoring

Division	Working Budget				Forecasted				October 2018 Forecasted Variance for Year £'000	Notes	August 2018 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	75	0	11	86	79	0	11	89	4		4
Business Support	-138	-35	176	3	-138	-35	176	3	-0		-1
Operational Training	51	-67	16	0	39	-48	16	7	7		8
Departmental - Core	58	0	-58	0	67	0	-58	8	8		4
Departmental - Policy	-1	0	1	-0	-1	0	1	-0	-0		2
Rechargable Works	0	0	0	0	9	-9	0	0	0		0
Business Support & Performance Total	45	-102	146	89	54	-92	146	108	19		18
Waste & Environmental Services											
Waste & Environmental Services Unit	-11	0	4	-7	-2	-0	4	2	9		9
Sustainable Drainage Approval Bodies	0	0	0	0	36	-27	0	9	9	Three people now in post and assumed income for next quarter	0
Flood Defence & Land Drainage	514	-2	16	528	518	-5	16	528	-0		0
WG-Flood & Coastal Erosion Risk Management Revenue Grant	65	-65	0	0	65	-65	0	0	0		0
Environmental Enforcement	539	-25	53	567	534	-18	53	568	2		4
Ammanford Cemetery	25	-8	0	17	22	-7	0	15	-2		0
Child Burial & Cremation Grant Scheme	0	0	0	0	2	-2	0	-0	-0		0
Public Conveniences	558	-12	62	609	564	-16	62	610	2		0
Bus Shelters	0	0	0	0	0	0	0	0	0		0
Cleansing Service	2,293	-83	81	2,291	2,373	-83	81	2,371	80	Service reviews have commenced to look at ways of reducing costs within the cleansing service	79
Waste Services	15,367	-1,702	865	14,530	15,316	-1,651	865	14,530	-0		0
Green Waste Collection	86	0	1	88	283	-157	1	127	40	The green waste collection service is not yet self-financing	38
ESD Revenue grant - Local Env Quality	67	-32	1	36	70	-32	1	39	4		4
Grounds Maintenance Service	3,794	-2,478	130	1,447	3,798	-2,481	130	1,447	0		0
Urban Parks	84	-1	157	241	83	0	157	241	-0		0
Closed Landfill Sites	230	0	8	238	239	0	8	248	10	IWEC pumps failed Dec17 which resulted in a leachate outbreak, NRW involved. Needed to overpump leachate from lagoons into raising mains - 2 sets of pumps used to lower level of lagoon so that CCTV investigation could commence and vavles fitted and blockages removed to reinstate IWEC pumps - To be completed Dec18	42
Coastal Protection	79	0	5	84	79	0	5	84	-0		0
Waste & Environmental Services Total	23,690	-4,407	1,384	20,666	23,981	-4,545	1,384	20,820	154		179
Highways & Transportation											
Departmental - Transport	4	0	-12	-8	5	-1	-12	-8	0		0
Departmental Pooled Vehicles	0	0	6	6	-0	0	6	6	-0		0
Engineering Sub-Contractors	0	0	0	0	8	-8	0	0	0		0
Civil Design	954	-1,442	115	-373	996	-1,492	115	-381	-8		-16
Transport Strategic Planning	297	0	55	352	296	-0	55	351	-1		-1
Fleet Management	6,208	-7,736	1,691	163	6,321	-7,849	1,691	163	0		0
Passenger Transport	4,153	-2,551	137	1,738	4,942	-3,340	137	1,739	1		0

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2018 - Detail Monitoring

Division	Working Budget				Forecasted				October 2018 Forecasted Variance for Year £'000	Notes	August 2018 Forecasted Variance for Year £'000
	Expenditure	Income	Net non- controllable	Net	Expenditure	Income	Net non- controllable	Net			
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000			
School Transport	10,676	-1,084	135	9,727	10,631	-1,038	135	9,727	-0		0
LINC - Local Integrated Network Collaboration	770	-769	24	24	756	-756	24	24	0		0
Spark & Drive	11	-11	0	0	12	-12	0	-0	-0		0
Traffic Management	517	-39	63	540	570	-92	63	540	-0		0
Car Parks	2,136	-3,577	158	-1,283	1,894	-2,973	158	-922	362	Unachievable income target as the income target is increased every year but parking fees have not been increased.	299
Nant y Ci Park & Ride	77	-32	1	46	96	-32	1	65	18	Provision for Winter Maintenance charges as per 17/18 costs	16
Tour of Britain - Environment	0	0	0	0	4	0	0	4	4		0
Road Safety Revenue Grant	136	-134	0	2	136	-134	0	2	0		0
Road Safety	176	0	31	207	176	-4	31	204	-3		-1
School Crossing Patrols	147	0	32	179	150	0	32	181	3		1
Bridge Maintenance	764	0	31	795	751	-5	31	777	-18	Variance due to 'Highways structures Inspector' post being vacant - filled Nov18	-18
Remedial Earthworks	310	0	6	316	317	-7	6	316	0		0
Street Works and Highway Adoptions	408	-350	38	97	446	-422	38	62	-34	Vacant posts - street works inspector (filled Nov 18), Technician & licensing Officer (to be filled by Dec18)	-45
Technical Surveys	325	0	26	351	324	0	26	351	-0		1
Highway Maintenance	12,176	-4,895	518	7,799	12,970	-5,644	518	7,844	45	Reallocation of corporate standby efficiency	0
Capital Charges	0	0	5,928	5,928	0	0	5,928	5,928	0		0
Western Area Works Partnership	8,119	-8,111	66	74	8,123	-8,115	66	74	-0		0
Highway Lighting	2,326	-1,156	65	1,234	3,297	-2,123	65	1,238	4		0
Public Rights Of Way	303	-12	17	309	293	-8	17	303	-6		-14
Highways & Transportation Total	50,994	-31,901	9,129	28,223	53,512	-34,053	9,129	28,588	366		223
Property											
Renewable Energy Fund	0	0	0	0	55	-55	0	0	0		0
Carbon Reduction Programme	277	0	0	277	242	0	0	242	-35	Reduction in Carbon Reduction Programme payments due to Energy Efficiency Initiatives	0
Property Maintenance Operational	23,438	-25,247	463	-1,345	25,059	-26,780	463	-1,258	88	Reallocation of corporate standby efficiency	0
Property Maintenance Business Unit	1,894	-1,659	-492	-256	2,095	-1,860	-492	-256	0		0
Strategic Asset Management Business Unit	707	-4	-733	-30	686	-6	-733	-53	-22	Vacant post	-29
Property Maintenance - Notional Allocation	2,512	0	12	2,524	2,516	-4	12	2,524	-0		-4
Mechanical and Electrical Schools SLA	327	-327	0	0	369	-369	0	-0	-0		0
Pumping Stations	40	0	0	40	39	0	0	39	-1		-2
Property Design - Business Unit	2,634	-2,927	234	-59	2,053	-2,346	234	-59	0		0
Design Framework	0	0	0	0	385	-385	0	-0	-0		0
Building Cleaning	3,902	-3,605	386	683	3,824	-3,527	386	683	-0		0
Operational Depots	303	0	58	362	302	0	58	360	-2		-2
Administrative Buildings	3,041	-660	-2,459	-78	3,043	-670	-2,459	-86	-8		-5
Commercial Properties	1	-66	66	1	0	-65	66	1	0		-3
Industrial Premises	481	-1,396	416	-498	373	-1,316	416	-527	-29	Based on very high occupancy levels which may be subject to variation	-29

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2018 - Detail Monitoring

Division	Working Budget				Forecasted				October 2018	Notes	August 2018
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Forecasted Variance for Year £'000		Forecasted Variance for Year £'000
County Farms	71	-322	394	143	71	-322	394	143	-0		0
Livestock Markets	57	-201	4	-139	58	-197	4	-134	5		14
Property Total	39,686	-36,415	-1,648	1,624	41,170	-37,902	-1,648	1,620	-4		-60

Environmental & Public Protection Scrutiny Report
Budget Monitoring as at 31st October 2018 - Detail Monitoring

Division	Working Budget				Forecasted				October 2018	Notes	August 2018
	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Expenditure £'000	Income £'000	Net non- controllable £'000	Net £'000	Forecasted Variance for Year £'000		Forecasted Variance for Year £'000
Public Protection											
PP Management support	99	-8	132	223	99	-8	132	223	-0		-0
PP Business Support unit	146	0	4	151	141	0	4	145	-6		-6
Public Health	268	-12	29	286	263	-8	29	285	-1		-4
Noise Control	205	0	8	213	206	-2	8	212	-1		-2
Air Pollution	121	-33	6	93	118	-18	6	106	13	Potential underachievement of income	12
Other Pollution	26	0	3	29	25	0	3	28	-1		-0
Water - Drinking Quality	44	-4	3	42	47	-6	3	44	1		-1
Dog Wardens	94	-27	29	96	93	-23	29	100	4		4
Public Health Services Management	104	-106	79	77	105	-109	79	74	-3		-5
Food Safety & Communicable Diseases	471	-38	23	457	466	-40	23	449	-8		-0
Occupational Health	128	-2	8	134	128	-1	8	135	1		1
Stray Horses	5	0	0	5	6	0	0	6	1		1
Animal Welfare	76	-78	7	5	78	-79	7	5	0		0
Diseases Of Animals	46	-38	3	11	46	-42	3	6	-5		-5
Animal Safety	141	0	36	177	144	-0	36	180	3		3
Licensing	332	-315	95	112	327	-317	95	104	-7		-7
Trading Standards Services Management	115	-37	85	163	125	-38	85	173	9		9
Metrology	118	-13	6	111	117	-9	6	114	3		3
Food & Agricultural Standards & Licensing	88	0	6	94	87	0	6	93	-1		-1
Civil Law	220	0	13	232	220	-1	13	232	-0		-0
Fair Trading	140	-62	8	85	139	-64	8	83	-2		-2
Safety	67	-9	3	60	66	-11	3	58	-2		-2
Financial Investigator	28	-52	3	-21	26	-51	3	-21	0		-0
Public Protection Total	3,081	-835	588	2,834	3,072	-825	588	2,835	0		-0
Community Safety Service											
CCTV	35	0	1	36	12	0	1	13	-23		-9
Community Safety-Revenue	30	0	9	39	30	0	9	39	-0		-0
Community Safety Service Total	65	0	9	75	42	0	9	52	-23		-9
Corporate Standby Efficiency	0	0	0	0	0	0	0	0	0		177
TOTAL FOR ENVIRONMENTAL AND PUBLIC PROTECTION	117,561	-73,659	9,609	53,511	121,831	-77,418	9,609	54,023	511		527

Capital Programme 2018/19

Capital Budget Monitoring - Report for October 2018 - Main Variances

	Working Budget			Forecasted			Variance for Year £'000	Comment
	Expenditure £'000	Income £'000	Net £'000	Expenditure £'000	Income £'000	Net £'000		
DEPARTMENT/SCHEMES								
ENVIRONMENT	21,215	-4,395	16,820	21,246	-4,529	16,717	-103	
Murray Street Car Park, Llanelli	257	0	257	190	0	190	-67	Expenditure profile being planned in accordance with whole of life care plan. Funding required for future year maintenance.
Other Projects with Minor Variances	20,958	-4,395	16,563	21,056	-4,529	16,527	-36	

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2018-19 Savings Monitoring Report
Environment and Public Protection Scrutiny Committee
14th January 2019

1 Summary position as at : 30th October 2018 £96 k variance from delivery target

	2018-19 Savings monitoring		
	2018-19	2018-19	2018-19
	Target	Delivered	Variance
	£'000	£'000	£'000
Communities (Public Protection)	61	61	0
Environment (Excluding Planning)	1,393	1,297	96
	1,454	1,358	96

2 Analysis of delivery against target for managerial and policy decisions:

Managerial £96 k Off delivery target
Policy £0 k ahead of target

	MANAGERIAL			POLICY		
	2018-19	2018-19	2018-19	2018-19	2018-19	2018-19
	Target	Delivered	Variance	Target	Delivered	Variance
	£'000	£'000	£'000	£'000	£'000	£'000
Communities(Public Protection)	61	61	0	0	0	0
Environment(excluding Planning)	1,283	1,187	96	110	110	0
	1,344	1,248	96	110	110	0

3 AppendixF(i) : Savings proposals not on target

AppendixF(ii) : Savings proposals on target (for information)

Department	Scrutiny Indicator	2017-18 Budget £'000	FACT FILE	'2018-19 Proposed	'2018-19 Delivered	'2018-19 Variance	EFFICIENCY DESCRIPTION	REASON FOR VARIANCE
				£'000	£'000	£'000		
Managerial - off Target								
Environment								
Business Support and Performance								
Operational compliance training	Environment & PP	604	The Policy and Performance Division provides support and advice to all sections of the Department by providing a variety of financial, administrative, democratic, business support and performance management services.	15	7	8	To generate external income through the provision of Operational compliance training.	It is currently predicted that the increased income target will not be achievable.
Business Support review	Environment & PP		A review of business support within the department is currently ongoing with a view to streamlining processes and functions.	100	47	53	Efficiencies generated as a result of the implementation of the Business support review recommendations.	No further posts identified. Vacant posts within the current structure and officers not at the top-of-grade have masked this efficiency shortfall.
Total Business Support and Performance division				115	54	61		
Highways & Transport								
Highways & Transport division	Environment & PP	divisional budget	The Highways and Transportation services merged into a single division in August 2016. This will provide an opportunity to reduce areas of duplication.	35	0	35	Divisional review to be undertaken following the departmental re-alignment with a view to rationalising service provision.	No posts identified to date. Currently working on re-alignment of divisional structure. Efficiency shortfall covered by underspends within the division.
Total Highways & Transport division				35	0	35		
Environment Total				150	54	96		

Department	Scrutiny Indicator	2017-18 Budget	FACT FILE	'2018-19 Proposed	'2018-19 Delivered	'2018-19 Variance	EFFICIENCY DESCRIPTION
		£'000		£'000	£'000	£'000	

Managerial - on Target

Communities(Public protection)

Business & Consumer Affairs

Business & Consumer affairs - financial investigator	Environment & PP	632	Trading Standards enforce around 40 Acts of Parliament and over 1,000 associated regulations, which impact on all aspects of life, from the safety of children's toys, to the honesty of property descriptions when buying a home. It is responsible for ensuring that sales are carried out within the law. Trading Standards list a number of local handypersons and gardeners on the Registered Traders Scheme.	25	25	0	Additional income due as part of enforcing the Proceeds of Crime Act 2002 in relation to criminal confiscation and cash seizures.
Increase in fees / reduction in sampling budget	Environment & PP	632		10	10	0	Income from checkatrade services. Income from financial literacy products. Reduction in sampling budgets and increase in fees.

Environmental Protection

Reduction in sampling	Environment & PP	428	Environmental protection are responsible for monitoring, by means of sampling, the shellfish beds in the Burry Inlet and Three Rivers for commercial gathering. The beds are controlled by the Natural Resources Wales for the former and Welsh Government for the latter. There is a legal requirement on the Local Authority to establish and monitor the classification of the beds to ensure that the shellfish is within a 'safe' limit (bacterial and toxin) for processing and consumption. In addition to this, the section also take food samples to routinely check that businesses are producing 'safe' foods. A single food team is being established across environmental health and trading standards which will lead to organisational efficiencies over time. Following demand from members and the public we have re-introduced pest treatments. As officers have to visit to investigate possible infestation, it makes sense to offer immediate treatments. This service will be run on a full cost recovery basis.	10	10	0	Reduction in food and other sampling costs across public protection services. Potential reduction in staffing costs following the establishment of a single food team in Environmental Protection.
Pest control	Environment & PP	75	Since the removal of the pest control service, the Public Health team have continued to give advice on pest control including means of elimination and removal of sources and harbourage. As a result of feedback on recurring pest problems in Council Home occupants, these visits have recently also include treatments for rats and mice in addition to providing advice. This will improve the health and wellbeing of the tenants	10	10	0	Increased income from pest control services
Primary authority / services income	Environment & PP	1,396	Primary Authority enables businesses to form a legal partnership with one local authority, which then provides assured and tailored advice on complying with relevant food safety, standards and health and safety that other local regulators must respect. There is a charge associated with the partnership.	6	6	0	Agreement with businesses to charge for advice from local authority
Total Homes and Safer Communities				61	61	0	

Environment

Waste & Environmental Services

Waste Treatment	Environment & PP	6,226	Targeted campaigns to reduce waste and increase the awareness and use of all recycling schemes/initiatives. It is anticipated that this will result in the diversion of waste from the residual waste stream to the recycling waste stream, thereby realising savings due to the differential in the treatment costs as set out.	70	70	0	Year One: Diversion from Residual Waste to Food Recycling @ 550t - gate fee saving = £26k Diversion from Residual Waste to Blue Bag Recycling @ 550t increase - gate fee saving = £18k Diversion from Residual Waste to Green/Garden Waste Recycling @ 375t increase - gate fee saving = £26k Year Two: By undertaking waste minimisation activities realising an overall reduction in Residual Waste by 500t saving = £53k Further diversion of food waste @ 500t - gate fee saving = £24k Further diversion into Blue Bag Recycling @ 350t - saving = £11k Further diversion to Green/Garden Waste @ 175t - saving = £12k
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Department	Scrutiny Indicator	2017-18 Budget	FACT FILE	'2018-19 Proposed	'2018-19 Delivered	'2018-19 Variance	EFFICIENCY DESCRIPTION
		£'000		£'000	£'000	£'000	
Used landfill Sites	Environment & PP	231	We currently manage the ongoing aftercare at two former refuse landfill sites - Nantycaws (Phase 1) in Carmarthen and Wern Ddu in Ammanford. This includes dealing with leachate from the landfill sites and ensuring the adequacy and functionality of the infrastructure, including drainage systems.	30	30	0	Negotiation of reduced licensing fees and reduced effluent disposal costs will realise savings.
Enforcement	Environment & PP	551	The Environmental Enforcement section is responsible for providing enforcement activity in relation to environmental crime. This includes matters relating to dog fouling, litter, fly tipping, waste carrier offences, domestic and business waste offences, abandoned vehicles, anti-social behaviour for example graffiti, highways offences and skips and scaffolding. Enforcement is effected by means of formal notices, fixed penalty fines and prosecutions.	11	11	0	Review, procure and tender the abandoned vehicle service collaboratively working with Fleet Management. Review current pool and lease car arrangements with the aim of reducing the number. Abandoned Vehicle Saving - £7,175 Removal of Lease Car Saving - £4,000
Flood Defence and Coastal	Environment & PP	335	Overall management and delivery of arrangements to ensure the integrity of assets associated with mitigating risks associated with flooding and coastal erosion.	30	30	0	Reduction in minor improvement works programme - this can be accommodated since investment over previous years has addressed main flooding issues. Funding will continue to be required to maintain assets and to upgrade defective culverts.
Communications expenditure reduction	Environment & PP		This budget is allocated to raise awareness and education of the waste services operating to Carmarthenshire residents. Promoting the kerbside dry recycle and food waste service, home composting, bring sites and household waste recycling centres. Advising on methods of re use and waste minimisation. Information in various formats have been used to encourage participation in various schemes in order to assist with the overall objective of meeting our recycling targets.	30	30	0	By bringing more focus to specific messages and target audiences, following the corporate vision of channel shift and taking advantages of the changes within the communication method medium, we can further enhance communication at a reduced cost. Social media and website based data provision can be used further as a method of focussed communication. Developing and enhancing relationships with established volunteer community groups and non-government organisation and linking in on their social media platforms to expand on capturing our target audience will reduce the requirement/ frequency of using traditional communication methods. Cutting back on printed materials and streamlining information leaflets will also reduce print re
Grounds - Plant rationalisation	Environment & PP	1,364	The Grounds Maintenance Section incorporates the direct responsibility of managing and maintaining parks and playgrounds, inland water areas and a large number of public open spaces within Carmarthenshire. It also maintains grounds for many other departments of the County Council such as Social Care and Housing, Cultural Services, Education and many individual schools. The Section also has numerous external clients such as Town and Community Councils and private sports clubs.	18	18	0	Review of Fleet Replacement Programme - due to the success of the Community Asset Transfer programme and resulting rationalisation of plant, some items of plant due for renewal within the Fleet Renewal Programme can be disposed of instead of replaced.
Grounds - management of open water facilities - B line provision	Environment & PP	as above	The Grounds Unit is responsible for some inland water areas. Part of this responsibility is to ensure that where buoyancy aid type safety equipment (floatation B-Lines) are installed, that these are maintained and are fit for purpose. Installation and equipment type depends on the specific risk assessment that is undertaken on each site.	7.5	7.5	0	The buoyancy aid B Lines that are installed often get damaged or stolen. There is an ongoing cost to replace these items. We will source a different product that meets our requirements for a reduced cost.
Asset Transfers - Parks	Environment & PP	as above	Transfer of Parks, Playgrounds and Amenity areas to Town Councils, Community Councils or Sports organisations.	141	141	0	Reduction in maintenance costs following the transfer of assets to Town/Community Councils or sports organisations.
Review of Divisional structures	Environment & PP	divisional budget		30	30	0	Divisional review to be undertaken following the departmental re-alignment with a view to rationalising service provision.
PCs and Cemetery	Environment & PP	514	Operation and maintenance of Public Conveniences and Ammanford Cemetery facility..	10	10	0	Review of general expenditure budgets
Total Waste & Environmental Services				377.5	377.5	0	
Highways & Transport							
General - Public & School Transport	Environment & PP	8,681	The County Council provides financial support to enable the provision of socially necessary bus and community transport services where the commercial sector does not provide. Over 1.07 million passenger journeys are supported each year. The bus network covers 13,658 kms every day. 55% of the overall network is subsidised to sustain access for communities. The Authority also provides school and college transport for 8,258 pupils/students who are eligible for assistance. Circa 3.07 million passenger journeys per annum are undertaken on the school/college network of services.	150	150	0	Supply chain efficiencies across transport networks. We will continually review routes to ensure the most efficient routing and loading of vehicles is achieved. Demand will also be managed in accordance with the Authority's statutory obligations and policy on provision. Routes will also be subject to competition.

Department	Scrutiny Indicator	2017-18 Budget	FACT FILE	'2018-19 Proposed	'2018-19 Delivered	'2018-19 Variance	EFFICIENCY DESCRIPTION
		£'000		£'000	£'000	£'000	
Highway Lighting	Environment & PP	1,267	The County Council provides and maintains Street Lighting to help facilitate the safe movement of goods and people. There are over 19,700 columns across the highway network with a further 800 units located on industrial estates and car parks. The street lighting network is currently being modernised via a 3 year investment plan. LED lamps are replacing the previous Sodium lamps.	107	107	0	Saving in energy consumption arising from investment in LED lighting and installation of timers for part night illumination. WG invest 2 Save funding has been approved. Proposal is to reduce operating costs without turning lights off. Delivery programme is underway.
Highways	Environment & PP	8,047	The County Council maintains 3,371 km of highway in Carmarthenshire. It is the second largest length of highway network in Wales. The Authority has a statutory duty to maintain the network to a safe standard to facilitate the safe movement of goods and people. Over fifty five percent of the Gross Expenditure relates to supplies and services.	292	292	0	Improving the efficiency across the supply chain from supplies and services, programme management and works delivery.
Civil Design	Environment & PP	-432		80	80	0	Reconfigure Design to increase income
Total Highways & Transport division				629	629	0	
Property							
Admin Buildings	Environment & PP	2,426	Energy, rates, telephone and cleaning costs for Administrative Office buildings including St David's Park	121	121	0	Savings on the running costs of the Council's office accommodation following vacation and subsequent sale or rental(In 18/19 this was as a consequence of agile working).
Industrial Premises	Environment & PP	-922	Rental income and costs of managing the Council's 400 industrial units, which provide business accommodation supporting 2,000 jobs in the County	5	5	0	Above-inflation increase in income target
Total Property division				126	126	0	
ENVIRONMENT				1,133	1,133	0	

Department	Scrutiny Indicator	2017-18 Budget	FACT FILE	'2018-19 Proposed	'2018-19 Delivered	'2018-19 Variance	EFFICIENCY DESCRIPTION
		£'000		£'000	£'000	£'000	
Policy - on Target							
Environment							
Waste & Environmental Services							
Clinical Waste Collections	Environ-ment & PP	221	<p>The collection of hygiene waste is currently undertaken by a third party contractor. The contract comes to an end in November 2018. Hygiene waste includes the following types of waste:</p> <p>Items used to dispose of urine, faeces and other bodily secretions or excretions including: Disposable bed pans Bed pan liners Incontinence pads Stoma bags Urine containers This type of waste can be placed in black bags.</p>	54	54	0	This waste is suitable for collection as part of our residual black bag waste collection service. The proposal is to terminate the current contract and co-collect with our domestic waste at the kerbside. There will be a loss of recycling to the extent of approximately 0.25%.
Age Cymru	Environ-ment & PP	20	<p>Since 2011 the Authority has had a service level agreement in place with Age Cymru to assist with access to recycling facilities in the County. The main focus was to provide recycling information and assist with glass collection from the domestic residency to a nearby recycling centre by age cymru volunteers.</p>	11	11	0	Our Contact Centre and Customer Service centre have all the information required to fully inform residents of their requirements either by face to face, telephone or leaflets and electronic methods of communication. We also have community recycling advisors who would be able to visit if the resident could not use the aforementioned facilities. This element of the SLA is fully covered in house. In respect of the glass recycling we have recycling facilities at over 150 recycling centres across the county and many are located at supermarket locations where residents carry out their daily/ weekly grocery shop and would allow for residents or their carers/ aids to take one or two items on frequent basis allowing for ease of disposal. The service currently has 52 clients and currently operating at approx.£350/client.
Grounds - at Town Hall	Environ-ment & PP	20	<p>At Town Hall Grounds in Llanelli successional bedding has always been planted i.e. Spring Bedding and Summer Bedding.</p>	10	10	0	We propose to cease with the supply and planting of Spring Bedding, leaving the bed fallow. Non planting of spring bedding will result in colourful flower displays through the summer months only.
Total Waste & Environmental Services division				75	75	0	
Highways & Transport							
Searches	Environ-ment & PP	0	<p>The Strategic Planning and Infrastructure unit processes local land searches to identify the status of land in terms of designation and any potential highway implications, maintaining records of highways schemes and new requests for infrastructure.</p>	10	10	0	Searches charges
Highways	Environ-ment & PP	8,047	<p>The County Council maintains 3,371 km of highway in Carmarthenshire. It is the second largest length of highway network in Wales. More than 6,000km of grass verges throughout Carmarthenshire are cut every year. The council has a statutory duty to maintain the highway in a safe condition for motorists and pedestrians. Generally one cut is carried out a year, however, a second cut may be needed in some areas in early September, depending on weather and growing conditions throughout the season.</p>	25	25	0	Reduction in frequency of verge mowing
Total Highways & Transport division				35	35	0	
Environment Total				110	110	0	

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

14TH JANUARY 2018

FORTHCOMING ITEMS for next meeting to be held on 22nd February 2019

In order to ensure effective Scrutiny, Members need to be clear as to the purpose of requesting specific information and the outcome they are hoping to achieve as a consequence of examining a report. Limiting the number of agenda items may help to keep meetings focused and easier to manage.

Proposed Agenda Item	Background	Reason for report
LED Conversion Project update	The Authority has undertaken a project to introduce LED Lighting.	This item will enable the Committee to consider and comment upon on the progress on the LED project.
Highway Footway and Road Safety Investment Programme Update	The Highway and Footway programme is prioritised in accordance with resources available.	This item will enable the Committee to consider and comment upon the progress made on the Highway Footway and Road Safety Investment Programme in 2018/19.
Environmental Enforcement Team Activity Update	The remit of the Environmental Enforcement remit is quite wide and varied, but is governed by process within legislative frameworks.	To provide information to Scrutiny Members about the type of activities that Environmental Enforcement undertake in the course of their duty.
Budget Monitoring 2018/19	This item enables members to undertake their monitoring role of the Environment Department, Public Protection Services and Community Safety Team's revenue and capital budgets.	To enable the committee to undertake its monitoring role of the budgets which fall within its remit

Items circulated to the Committee under separate cover since the last meeting held on 10th December 2018

No items have been circulated to members of the Environmental and Public Scrutiny Committee for information since the last meeting.

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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

16 NOVEMBER 2018

PRESENT: Councillor J.D. James (Chair)

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

Also in attendance:

Councillor T. Evans – Substitute for Councillor D. Thomas;
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:

S. Pilliner, Head of Transportation & Highways;
J. Morgan, Acting Head of Homes & Safer Communities;
S.E. Watts, Environmental Protection Manager;
R. James, Group Accountant;
C. Ferguson, Countryside Access Officer;
J. Owen, Democratic Services Officer.

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

1. APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor D. Thomas.

2. DECLARATIONS OF PERSONAL INTEREST INCLUDING ANY PARTY WHIPS ISSUED IN RELATION TO ANY AGENDA ITEM.

Councillors	Minute Item	Nature of Interest
A. James; A. Davies; T. Evans; J.A. Davies; B.D.J. Phillips	4 – Management of Motorised Traffic on Public Rights of Way	Owns land in which a public right of way crosses

There were no declarations of prohibited party whips.

3. PUBLIC QUESTIONS (NONE RECEIVED)

The Chair advised that no public questions had been received.

4. MANAGEMENT OF MOTORISED TRAFFIC ON PUBLIC RIGHTS OF WAY

(NOTE: Councillors A. James, A. Davies, T. Evans, J.A. Davies and B.D.J. Phillips had earlier declared a personal interest in this agenda item but remained seated throughout the consideration of this item.)

The Committee at its meeting held on the 29th June, 2018, gave consideration to a Scrutiny Topic Suggestion received from Myddfai Community Council (Minute 11 Refers) in which the Committee duly accepted and requested a report to be submitted for consideration.

In accordance with that recommendation, the Committee received a report on the Management of Motorised Traffic on Public Rights of Way which outlined how the Council's Countryside Access team currently manage the use of the County's Public Rights of Way (PRoW) network by Motorised Vehicles.

The Committee noted that the suggested topic submitted by Myddfai Community Council was requested following regular reports of unlawful use of footpaths and bridleways by motorbikes and 4x4's in the Myddfai area. The Community Council had anticipated that methods of monitoring and control of the issue raised could come from a review of the subject.

The report highlighted the problem of unlawful use of the PRoW network in the County by motorised vehicles and the actions taken by the Authority in order to prevent it.

The following queries were raised during consideration of the report:-

- It was asked, who would be liable in the event of an accident on a PRoW? The Countryside Access Officer explained that in the case of Byways Open to all traffic the Authority would be liable if it was proved that the accident occurred due to a surface defect. However, in the case of Bridleways and Footpaths there is often shared responsibility for the surface as these PRoWs often follow existing farm tracks, in these circumstances the initial claim would normally be received by the Authority who may, depending on the cause of the accident, then refer to the landowner for their public liability insurance to manage.
- In response to a query regarding the legal width of a PRoW, the Countryside Access Officer stated that occasionally PRoW widths are recorded in the Definitive Statement, providing a legal record of individual PRoW widths, however, this is often not the case. If there is no available legal record the physical habitual width is identified and used to define route width. If no physical boundaries or features exist to define habitual width, all available historical mapping and written records are reviewed in order to establish the legal width of a PRoW.
- It was asked, if farmers could request for a temporary closure of a PRoW during the lambing period? The Countryside Access Officer explained that there is no provision under the available legislation to close PRoWs for the purposes of lambing. Typically, the farmers would manage the lambing period by using appropriate fencing and signage. Furthermore, upon request the Authority may be able to contribute by providing signage to farmers obtained from the National Farmers Union.

- Following a comment raised regarding the difficulties of policing and convicting persons on a PRow, a query was raised regarding the use of CCTV. The Countryside Access Officer stated that whilst the Local Authority would not be able to install CCTV on private land, there were allowances for landowners to install their own CCTV. However, it was advised that landowners contact the Authority to obtain the most current legal advice prior to installing any CCTV system.
- It was asked, how would a landowner know if there was a PRow crossing their land? The Countryside Access Officer explained that the Definitive Map and Statement (DMS) is held in the office of the Countryside Access team. The DMS is the conclusive legal record of all PRow in the County and any landowner can contact the Countryside Access team and they would be able to clarify the alignment and status of any PRow affecting their land.
- In response to a further query regarding insurance and liability, the Countryside Access Officer clarified that the Authority has statutory maintenance responsibilities in respect of the surface of PRows, occasionally shared as previously explained. All PRow furniture e.g. stiles and gates, from a legal stance are the responsibility of the landowner with the Authority having an obligation to contribute 25% towards the cost of furniture maintenance. Until recently, with more resources and the availability of external funding the Authority has largely covered the cost of furniture installations on behalf of the landowner. This has helped to open up the network, maintain good relationships with landowners and ensured good quality, accessible furniture is installed. With the changes to available resources this is unlikely to continue and the Authority may have to adhere to their statutory maintenance responsibilities only.
- In response to a query, the Countryside Access Officer stated that a Public Right of Way is the legal term that encompasses footpaths, bridleways, byways open to all traffic (BOAT) and restricted byways. Furthermore, whilst the term 'Green Lane's is commonly used as a descriptive term, in legal terms it did not exist.
- In response to a concern raised regarding the lack of funding to manage PRow's, the Head of Transportation & Highways explained that the Authority could only lobby the Welsh Government for its own areas of responsibility and similarly, if there was an issue with private land, the individual landowner would be responsible for seeking any additional funding by writing to the Welsh Government.

UNANIMOUSLY RESOLVED that the report on the Management of Motorised Traffic on Public of Rights of Way be noted.

5. ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE ANNUAL REPORT 2017/18

The Committee received an Annual Report for its work during the 2017/18 municipal year which had been prepared in accordance with Article 6.2 of the County Council's Constitution. The report provided an overview of the work programme and the key issues considered by the Committee. It also detailed the development sessions held for members as well as their attendance at committee meetings.

The Chair informed the Committee that the final report would include a tribute to the Committee's Vice Chair, Cllr. Alun Davies, who after a period of illness had passed away earlier this year. Alun gave valuable contribution to the Committee and would be missed by all.

The Chair took the opportunity to extend his thanks to Councillor Hazel Evans, Executive Board Member for Environment and Councillor Philip Hughes, Executive Board Member for Public Protection for their support throughout the year.

The Executive Board Member for Environment expressed her appreciation to all members of the Committee for their commitment and hard work as demonstrated throughout the Annual Report.

UNANIMOUSLY RESOLVED that the report be received.

6. SERVICE DELIVERY PLAN 2018/19 - ENVIRONMENTAL PROTECTION

The Committee received a report which included the Environmental Protection Services Delivery Plan for 2018/19. The Plan outlined the Council's service aims and objectives providing links to the corporate objectives and plans. Appended to the report was an Executive Summary of the plan.

The Plan provided the scope and demands of the Environmental Protection Services and illustrated the demands and challenges on the service and how these would be positively addressed in 2018/19.

The Committee noted that the Environmental Protection Section was required by the Food Standards Agency and the Health and Safety Executive to produce an annual Service Delivery Plan.

The following questions/issues were raised on the report:-

- In response to a query raised in relation to the monitoring of premises who have been successful in obtaining a 5 star rating, the Environmental Protection Manager explained that the current monitoring process required each business with a 5 star hygiene rating to complete a questionnaire every 3 years as these are low risk premises. In addition, low risk premises could be subject to an inspection following receipt of a complaint or any other reason which may determine a re-visit.

- Reference was made to the food rating inspection programme table for 2017/18 on page 13 of the plan. An explanation of the categories A-E within the table was requested. The Environmental Protection Manager explained that premises liable for food safety inspections were risk assessed and that the risk assessment category shown in the table dictated the frequency and level of inspection they receive. It was explained that category A included businesses with the lowest food hygiene rating which would require a visit every 6 months, leading up to Category E with the highest food hygiene rating which only required a visit every 3 years.
- Reference was made to the rise in the number of reports of fly tipping, as demonstrated in the graph on page 28 of the plan. It was asked if the increase was attributed to the closure of recycling centres thus causing an increase in public complaints. The Environmental Protection Manager explained that the number of complaints recorded in the graph were fly tipping cases reported on private land only. In addition, whilst currently there was no evidence to suggest that the closure of the recycling centres coincide with the increase, this will be monitored as more evidence is gathered.
- Reference was made to the Air Quality Management Area (AQMA) set out on page 23 of the plan. It was asked, if working with local Eco-school co-ordinators in AQMA's was the best method to raise awareness of poor air quality. The Environmental Protection Manager explained that the intention was to work towards educating children which in turn would inform the parents. Other initiatives were in place including links with the charity 'Walkstreets' which by using a mobile app and a points scoring system could raise money for the school. This was currently in place in Johnstown primary school.

The Head of Transportation and Highways added that through education and working with schools in order to encourage behavioural change, together with the National Policy to improve travel plans it was hoped that the aim to improve air quality for the future would be achieved.

The Executive Board Member for Environment stated that with the assistance of the Council's Road Safety team, schools were encouraged to launch a 'walking bus', which provided a safe means for children to travel to school whilst reducing the number of vehicles at the school gates which pose a safety and environmental problem. All Councillors were encouraged to consider this option for the schools within their areas.

UNANIMOUSLY RESOLVED TO RECOMMEND TO THE EXECUTIVE BOARD that the Service Delivery Plan – Environmental Protection 2018/19 be approved.

7. REVENUE & CAPITAL BUDGET MONITORING REPORT 2018/19

The Committee considered the Revenue and Capital Budget Monitoring Report as at 31st August in respect of the 2018/19 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 £307k overspend.

Whereas, the main variances on capital schemes showed a forecasted net spend of £16,368k compared with a working net budget of £16,470k giving a £-102k variance.

The following issues were raised during consideration of the report:-

- Reference was made to the forecasted variance for car parks and the comment: 'unachievable income targets as the income target is increased every year but parking fees have not been increased.' The Executive Board Member for Environment confirmed that car parking charges had not increased for the last 4 years. It was commented that it was difficult to understand the logic in raising the income targets whilst the car parking charges had not been increased.
- In response to a query relating to free car parking incentives, the Executive Board Member for Environment stated that the 180k received from Welsh Government had enabled the Council to undertake a trial period of free car parking during off-peak times on particular days, in an attempt to shift the pattern of the daily standard footfall. Furthermore, it was hoped that the incentive of free car parking would encourage more people to shop in the area. A review would take place following the completion of the trial period at the end of January 2019.

It was asked how the free car parking incentives were being promoted? The Executive Board Member for Environment stated that promotion would include regular press releases throughout the trial period, advertising in newspapers, notices in car parks and information would be provided on the Council website and social media. The Executive Board Member for Environment encouraged all Councillors to help publicise free car parking by sharing the Council's social media and promote by word of mouth.

UNANIMOUSLY RESOLVED that the report be received.

8. ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE ACTIONS UPDATE

The Committee received a report detailing the progress achieved in relation to actions, requests or referrals emerging from meetings since 18th May 2018.

RESOLVED that the report be received.

9. FORTHCOMING ITEMS

The Committee received the forthcoming items for the next meeting scheduled to take place on 10th December 2018.

Reference was made to the recent work of the Task and Finish review on the maintenance provision of highway hedgerows and verges. In view of the information gained in respect of conservation and biodiversity, it was deemed that a seminar on conservation and biodiversity would be beneficial for all members.

The Executive Board Member for Public Protection, as Biodiversity Champion, emphasised the importance of conservation and biodiversity and agreed that a member seminar would be informative and educational.

UNANIMOUSLY RESOLVED:

9.1 that the list of forthcoming items for the meeting of the Committee to be held on the 10th December, 2018 be received;

9.2 that a member seminar on conservation and biodiversity be arranged.

10. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 1ST OCTOBER 2018

RESOLVED that the minutes of the Environment and Public Protection Scrutiny Committee held on the 1st October, 2018 be signed as a correct record.

CHAIR

DATE

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