

THURSDAY, 4 MARCH 2021

TO: THE EXECUTIVE BOARD MEMBER FOR ENVIRONMENT

I HEREBY SUMMON YOU TO ATTEND A VIRTUAL MEETING OF THE **EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT** WHICH WILL BE HELD AT **2.00 PM**, ON **THURSDAY, 11TH MARCH, 2021** FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA.

Wendy Walters

CHIEF EXECUTIVE

Democratic Officer:	Kevin J Thomas
Telephone (direct line):	01267 224027
E-Mail:	kjthomas@carmarthenshire.gov.uk

Wendy Walters Prif Weithredwr, *Chief Executive*,
Neuadd y Sir, Caerfyrddin. SA31 1JP
County Hall, Carmarthen. SA31 1JP

A G E N D A

- 1. DECLARATION OF PERSONAL INTEREST**
- 2. OBJECTION TO PROPOSED RAISED PLATEAU AT FFAIRFACH** 3 - 14
- 3. OBJECTION TO PROPOSED ROADS HUMPS AT NANTGAREDIG** 15 - 26
- 4. RESOLUTION FOR SHARED USE PATH ALONG HEOL ELLI AND HEOL TROSTRE, LLANELLI** 27 - 34
- 5. DECISION RECORD - 27TH JANUARY, 2021** 35 - 36

Note:- The press and public are not entitled to attend the meeting. The decision record will be published normally within 3 working days.

Agenda Item 2

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

11TH MARCH 2021

Executive Board Member:	Portfolio:
Cllr. H Evans	Environment

Objection to proposed Raised Plateau at Ffairfach

Recommendations / key decisions required:

That the Executive Board Member for Environment:

- i Determine the objection.
- ii Agree to proceed to implementation.
- iii Inform the objector accordingly.

Reasons:

To provide a raised plateau to support the planned extension of an existing 20mh speed limit on the A476 at Ffairfach.

<p>Directorate: Environment</p> <p>Name of Head of Service:</p> <p>Name of Head of Service:</p> <p>S G Pilliner</p> <p>Report Author:</p> <p>Mike Jacob</p>	<p>Designation</p> <p>Head of Highways & Transport</p> <p>Traffic & Road Safety Manager</p>	<p>Tel No.</p> <p>01267 228150</p> <p>E Mail Address:</p> <p>sgpilliner@carmarthenshire.gov.uk</p>
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Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD MEMBER

The following section will be completed by the Democratic Services Officer in attendance at the meeting

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted subject to the amendment(s) and reason(s) specified:	
Reason(s) why the Officer's recommendation was not adopted:	

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT
11 MARCH 2021

Objection to proposed Raised Plateau at Ffairfach

1. Purpose

This report is to determine the objection received to the proposed implementation of a raised plateau to support the extension of the existing 20mph Speed Limit. Full details of the proposals can be viewed in **Appendix 1 (Scheme Plan)**. The purpose of the scheme is to introduce a raised plateau to reduce traffic speeds in support of extending the existing 20mph Speed Limit on the approach to planned traffic signals at Ffairfach Square. It will also enhance road safety on a heavily walked route to a secondary school (Bro Dinefwr).

2. Consultation

All statutory stakeholders have been consulted and do not object to the scheme.

3. Objections:

During the publication stage to the wider public only one objection was received. The objection letter is as shown in **Appendix 2** and is summarised in **Appendix 3** along with officer comments and recommendations.

In brief, the objection is explained below: -

A476 Heol Myrddin, Ffairfach - Introduce a raised plateau on the A476 in support of a planned extension of an existing 20mph Speed Limit.

The objector states that they consider that the plateau will provide no realistic reduction in traffic speed and will only cause a major nuisance to them and their neighbours.

4.Recommendation:

To note the objection and proceed with the implementation of the raised plateau in the interests of road safety.

Recommendations

That the Executive Board Member for Environment

- 1. Determine the objection**
- 2. Implement the proposals as described in Appendix 3**
- 3. Inform the objector accordingly.**

Detailed report attached: No

Attached: -

Appendix 1 - Scheme Plan

Appendix 2 - Objection letter

Appendix 3 - Objection and comments

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: S. G. Pilliner - Head of Transportation and Highways

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
NONE	YES	YES	NONE	YES	NONE	NONE

1. Legal

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999.

2. Finance

All associated costs will be borne by a Welsh Government Grant

3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

CONSULTATIONS

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

Signed: S. G. Pilliner - Head of Transportation and Highways

1. Scrutiny Committee

N/A

2. Local Member(s)

Cllr Edward Thomas supports the proposals

3. Community / Town Council

The Community Council has no objection.

4. Relevant Partners

Roads Policing Unit and GoSafe
Strongly support proposals

Mid and West Wales Fire and Rescue Service
NHS Wales Ambulance Service
Carmarthenshire Disability Partnership.

No objections received.

5. Staff Side Representatives and other Organisations

Road Haulage Association,
Freight Transport Association.
Bus Operators

No objections received.

**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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CARMS C.C.

15 FEB 2021

PRIF WEITHREDWR
CHIEF EXECUTIVE

16 Heol Myrddin
Ffairfach
Llandeilo
Carmarthenshire
SA19 6PD
07840056224
Tegrees@hotmail.co.uk

Head of administration and law,

I write to you in relation to file reference HTTR-1615 and the proposal to construct speed humps on the A476 Heol Myrddin, Ffairfach.

My objections rise from the placement of the single speed hump outside of my property at 16 Heol Myrddin, there is a speed hump located at the end of Heol Myrddin which has encourage drivers to slow down for a longer period in order to negotiate the hump, this is also assisted by the junction after the hump working in conjunction with the distance between the locations and providing an effective solution.

Based on the above information the hump at location outside 16 Heol Myrddin will provide no realistic reduction in speed and only cause a major noise nuisance to myself and my neighbours as vehicles brake heavily immediately before the hump if they brake at all, this coupled with large goods vehicles utilising the road and the noise created by their trailers over the hump. Transport research laboratory suggests that in addition to noise, vibration levels can be as much as four times greater than the acceptable level leading to possible structural and environmental issues in the vicinity of the hump.

Further studies prove that there is also an increase in atmospheric pollution.

Report no 482 from the Transport research laboratory reports a 59% increase in CO, 50% increase in Hydro carbons arising from the speeding up and slowing down of traffic, this is also backed by studies from the Imperial college London.

I respectfully request that you reconsider the proposal at location outside 16 Heol Myrddin and look at alternative options in the vicinity.

Submitted for your consideration

David T Rees.



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Appendix 3 Comments and responses

Comments	Response
<p>Ref 1.</p> <p>Raised Plateau at Ffairfach</p> <p>The Objector considers that the raised plateau will provide no realistic reduction in traffic speed and will only cause a major nuisance to them and their neighbours.</p> <p>The Objector also quotes TRL Report 482 which suggest a 59% increase in CO and 50% in Hydrocarbons arising from speeding up and slowing down of traffic, in addition noise and vibration levels.</p>	<p>Response:</p> <p>Scheme description: It is proposed to provide a 75mm high raised plateau on the A476 Heol Myrddin, Ffairfach to reduce traffic speeds in support of extending the existing 20mph Speed Limit on the approach to planned traffic signals at Ffairfach Square. It will also enhance road safety on a heavily walked route to a secondary school (Bro Dinefwr).</p> <p>Mitigation: The raised plateau has been provided to slow traffic speeds in support of a 20mph speed limit extension and positioned at a point which will reduce the acceleration between Ffairfach Square and an existing plateau which is some 90metres west of this proposed raised plateau. The 20mph speed limit will also provide lower and smoother driving speed practices, these coupled will mitigate much of the current acceleration and braking from/to Ffairfach Square.</p> <p>TRL Report 482 which was published in 2001, also states, ‘even though traffic calming generally increases emissions per vehicle it is very unlikely that it would result in poor air quality. Furthermore, the improving performance of emission control technology means that, in future, breaches of standards would be even less likely to occur as a result of traffic calming.</p> <p>A raised plateau of the same type was positioned some time ago a short distance away (90metres) and no complaints have been received regarding an increase in noise.</p> <p>Sources of vibration such as through vehicle engine and exhaust noise will generate perceptible vibrations within an adjacent structure without causing any structural damage.</p>

Appendix 3 Comments and responses

Comments	Response
	<p>Predicted minimum distance (metres) between road humps and dwellings to avoid vibration exposure is outlined in Table 4.4 of LTN 01/07 and in this should be 3metres (worst case scenario) to avoid any risk of minor damage. The Objector's property is approximately 13metres away from the proposed plateau.</p> <p>The raised plateau is expected to reduce mean speeds by up to 8mph (Table 4.3 LTN 01/07).</p> <p>The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.</p> <p>Recommendation: To note the objection and proceed with implementation of the raised plateau in the interest of road safety.</p>

Agenda Item 3

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

11TH MARCH 2021

Executive Board Member:	Portfolio:
Cllr. H Evans	Environment

Objection to proposed Roads Humps at Nantgaredig

Recommendations / key decisions required:

That the Executive Board Member for Environment:

- i Determine the objection.
- ii Agree to proceed to implementation.
- iii Inform the objector accordingly.

Reasons:

To provide road humps to support the implementation of a 20mh speed limit outside Nantgaredig Primary School

Directorate: Environment Name of Head of Service: Name of Head of Service: S G Pilliner Report Author: Mike Jacob	Designation Head of Highways & Transport Traffic & Road Safety Manager	Tel No. 01267 228150 E Mail Address: sgpilliner@carmarthenshire.gov.uk
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Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD MEMBER

The following section will be completed by the Democratic Services Officer in attendance at the meeting

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted subject to the amendment(s) and reason(s) specified:	
Reason(s) why the Officer's recommendation was not adopted:	

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT
11 MARCH 2021

Objection to proposed Roads Humps at Nantgaredig

1. Purpose

This report is to determine the objection received to the proposed implementation of road humps outside Nantgaredig Primary School to support a proposed 20mph Speed Limit. Full details of the proposals can be viewed in **Appendix 1 (Road Hump Plan)**. The purpose of the scheme is to introduce road humps to reduce traffic speeds in support of a planned 20mph Speed Limit and enhance road safety outside a Primary School.

2. Consultation

All statutory stakeholders have been consulted and do not object to the scheme.

3. Objections:

During the publication stage to the wider public only one objection was received. This objection is summarised in **Appendix 3** along with officer comments and recommendations.

In brief, the objection is explained below: -

B4310 Nantgaredig - Introduce a round top hump and raised plateau on the B4310 outside Nantgaredig Primary School in support of a planned 20mph Speed Limit.

The objector states that they would prefer to see further changes to the school access and that they consider road humps would not provide as much benefit as a new access to the school.

4.Recommendation:

To proceed with the implementation of the road humps in support of the 20mph Speed Limit and the interest of road safety.

Recommendations

That the Executive Board Member for Environment

- 1. Determine the objection**
- 2. Implement the proposals as described in Appendix 3**
- 3. Inform the objector accordingly.**

Detailed report attached: No

Attached: -

Appendix 1 – Road Hump Plan

Appendix 2 - Objection letter

Appendix 3 - Objection and comments

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: S. G. Pilliner - Head of Transportation and Highways

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
NONE	YES	YES	NONE	YES	NONE	NONE

1. Legal

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999

2. Finance

All associated costs will be borne by a Welsh Government Grant

3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

CONSULTATIONS

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

Signed: S. G. Pilliner - Head of Transportation and Highways

1. Scrutiny Committee

N/A

2. Local Member(s)

Cllr Mansel Charles has no objection to the proposals

3. Community / Town Council

The Community Council strongly support the introduction of a road safety scheme

4. Relevant Partners

Roads Policing Unit and GoSafe
Strongly support proposals

Mid and West Wales Fire and Rescue Service
NHS Wales Ambulance Service
Carmarthenshire Disability Partnership.

No objections received.

5. Staff Side Representatives and other Organisations

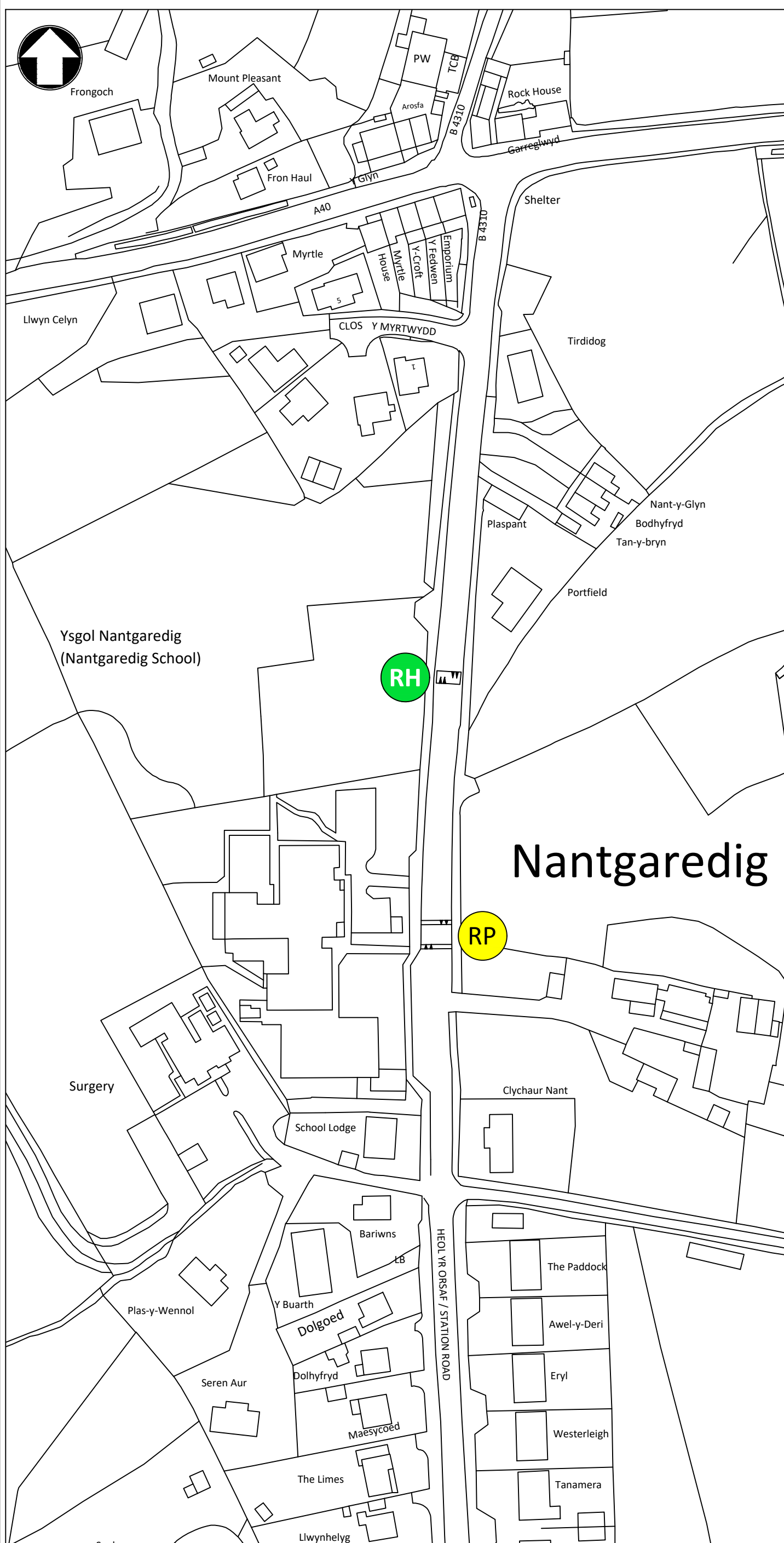
Road Haulage Association.
Freight Transport Association.
Bus Operators

No objections received.

**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



RP - RAISED PLATEAU



Normally full width of the road with a minimum 6 metre flat top to cater for easier movement of long vehicles.

RH - ROUND TOP HUMPS



Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 65-100mm.

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD

Status: CONSULTATION ISSUED FOR THE PURPOSE SHOWN ONLY

Stephen G Pilliner
 Pennaeth Trafnidiaeth a Pheirianneg, Adran Amgylchedd, Bloc 1, Parc Myrddin, Waun Dew, Caerfyrddin, Sir Caerfyrddin SA31 1HQ
 Head of Highways & Transport Environment, Department, Block 1, Parc Myrddin, Richmond Terrace, Carmarthen, Carmarthenshire SA31 1HQ

Project: **PROPOSED 20mph SPEED LIMIT IN NANTGAREDIG**

Title: **PROPOSED VERTICAL MEASURES**

Made By	Date	Checked	Date	Authorised	Date
SNG	09/10/20	VP	12/10/20	RAH	12/10/20

Scale: 1/1250	Project no.: 80/0040/492
	Page 21
	VM01
	Revision: -

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Head of Administration and Law
Carmarthenshire County Council
County Hall
Carmarthenshire
SA32 1JP

Your reference – **HTTR 1615**
Date - 3rd February 2021

Dear Sir/Madam,

Proposed Traffic Calming Measures outside Nantgaredig Primary School, (B4310) Station Road

I would like to raise an **objection** to the proposed speed humps outside Nantgaredig Primary School and outside the property named Portfield on the B4310 (Station Road).

I have two children who attend the school and I'm not aware of any accident reports that would warrant these measures, which I feel are the result of the recent signage giving priority to those leaving the school yard onto the B4310. I find this very difficult to understand as the priority should be for those leaving the B4310 into the school. Is there a valid and sensible reason for these proposals?

The main consideration in my view would be to improve the existing access into the school yard, as currently there is only one way in/out (joint pedestrian and vehicular) and the walls forming the existing access do provide very limited visibility off the B4310 into the yard and vice versa.

May I suggest this is given the consideration it deserves (instead of speed humps) to implement a safer separate way in and out (at the same location), with the visibility improved to users of this access. There will be a need to extend the 'zig-zags' to prevent parking along the areas either side of the access too which will also be beneficial and compliment such a proposal.

I fully appreciate that the costs associated with the speed humps compared with a new access arrangement will be significantly different. However, I don't consider that the speed humps will provide as much benefit as a new and safer access arrangement and only be a 'sticking plaster' to the situation which may have instigated the speed humps proposal.

I appreciate your due consideration of my views above to assist with your final decision regarding this proposal.

Yours faithfully



Gary Purnell

Ty Heulog
Station Road
Nantgaredig
Carmarthen
SA32 7LQ

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Appendix 3 Comments and responses

Comments	Response
<p>Ref 1.</p> <p>Roads Humps at Nantgaredig</p> <p>The objector states that they would prefer to see further changes to the school access and that they consider road humps would not provide as much benefit as a new access to the school.</p>	<p>Response:</p> <p>Scheme description: The purpose of the scheme is to introduce a round top hump and raised plateau to reduce traffic speeds in support of a planned 20mph Speed Limit and enhance road safety outside a Primary School.</p> <p>Mitigation: The scheme is a Welsh Government grant funded scheme for the specific introduction of road safety related 20mph speed limits and supporting measures outside schools.</p> <p>The scheme is being proposed, not as result of amendments to the school entrance but because of long-standing concerns and requests, by the local community, Community Council, County Cllr, school and the Police/GoSafe to introduce a scheme to reduce speeds outside the school and improve road safety.</p> <p>The County Council, alongside the Police and GoSafe have been working together for many years to try address the concerns, through enforcement and speed initiative days with school, however, concerns remain, and the Grant has now given us the opportunity to address the concerns in question.</p> <p>The road hump and raised plateau is expected to reduce mean speeds by up to 8mph (Table 4.3 LTN 01/07).</p> <p>The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.</p>

Appendix 3 Comments and responses

Comments	Response
	<p>Recommendation: Note the objection but to proceed with the implementation of the road humps in support of the 20mph Speed Limit and in the interest of road safety.</p>

Agenda Item 4

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

11TH MARCH 2021

Executive Board Member:	Portfolio:
Cllr. H Evans	Environment

Resolution for Shared Use Path along Heol Elli and Heol Trostre, Llanelli

Recommendations / key decisions required:

That the Executive Board Member for Environment makes a resolution to convert the existing footway to a Cycle Track with a pedestrian right of way.

Reasons:

It is necessary that clear evidence is shown i.e. resolution, that the Authority has exercised its powers under the Highways Act 1980 Section 66(4) and 65(1).

Directorate: Environment Name of Head of Service: Name of Head of Service: S G Pilliner Report Author: Mike Jacob	Designation Head of Highways & Transport Traffic & Road Safety Manager	Tel No. 01267 228150 E Mail Address: sgpilliner@carmarthenshire.gov.uk
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Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD MEMBER

The following section will be completed by the Democratic Services Officer in attendance at the meeting

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted subject to the amendment(s) and reason(s) specified:	
Reason(s) why the Officer's recommendation was not adopted:	

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT
11 MARCH 2021

Resolution for Shared Use Path along Heol Elli and Heol Trostre, Llanelli

1. Purpose

It is proposed to convert the existing footway adjacent to Heol Elli and Heol Trostre Llanelli to a shared use facility for both cyclists and pedestrians.

The proposals will form a wider Welsh Government grant funded road safety and active travel scheme for the area in question which will aim to encourage the increase in walking and cycling by improving existing paths and enhancing road safety especially for those travelling to local schools.

The procedure to convert a footway to a cycle track involves removing the footway under Section 66(4) of the Highways Act 1980 and constructing a new cycle track with a right of way on foot under Section 65(1) of the Act.

The footway will be widened to a minimum of 2.0metres and have general width of 2.5 - 3.0metres where necessary in anticipation of the proposed conversion.

The new facility will be classed as a cycle track; however, it will have pedestrian right way, hence the term 'shared use'.

2. Consultation

All statutory stakeholders have been consulted, including properties fronting the path and do not object to the scheme.

3. Monitoring and Evaluation

The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.

4. Recommendation:

To proceed with the resolution to convert the remaining footway to a cycle track with pedestrian right of way.

Recommendations

That the Executive Board Member for Environment

1. Make the necessary resolution

Detailed report attached: No

Attached: -

Appendix 1 – Shared Use Path Extents

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: S. G. Pilliner - Head of Transportation and Highways

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
NONE	YES	YES	NONE	YES	NONE	NONE

1. Legal

Exercise its powers under the Highways Act 1980 Section 66(4) and 65(1).

2. Finance

All associated costs will be borne by a Welsh Government Grant

3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

CONSULTATIONS

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

Signed: S. G. Pilliner - Head of Transportation and Highways

1. Scrutiny Committee

N/A

2. Local Member(s)

Cllr Eryl Morgan and Cllr Jeff Edmunds have no objection to the proposals

3. Community / Town Council

Llanelli Town Council – *No Objections received*

4. Relevant Partners

Roads Policing Unit and GoSafe
No objections received

Mid and West Wales Fire and Rescue Service
NHS Wales Ambulance Service
Carmarthenshire Disability Partnership.

No objections received.

5. Staff Side Representatives and other Organisations

Road Haulage Association,
Freight Transport Association.
Bus Operators

No objections received.

**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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EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

WEDNESDAY, 27 January 2021

PRESENT: Councillor: H.A.L. Evans (Executive Board Member).

The following officers were in attendance:

N. Skinner, Transport Strategy and Infrastructure Manager

K. Thomas, Democratic Services Officer

Virtual Meeting - 10.00 - 10.10 am

1. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

2. DECISION RECORD 20TH OCTOBER 2020

RESOLVED that the decision record of the meeting of the Executive Board Member for Environment held on the 20th October 2020 be signed as a correct record.

3. STOPPING UP OF PUBLIC HIGHWAY ADJACENT TO TROED Y BRYN, ALLTWALIS

The Executive Board Member considered a report on proposals to stop up a redundant length of the public highway adjacent to Troed Y Bryn, Alltwalis, as shown on the plan accompanying the report. It was noted that, if approved, the portion of highway being 'stopped up' would revert to the control of the adjoining landowner for legal registration. Whilst the cost of making the stopping up Order would be borne by the County Council, it would benefit from the removal of future maintenance costs and public liabilities.

RESOLVED that the Head of Administration and Law be instructed to process the stopping up of a redundant length of public highway adjacent to Troed Y Bryn, Alltwallis under Section 116 of the Highways Act 1980.

EXECUTIVE BOARD MEMBER

DATE

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