



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