



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

Contents**Page**

1.0 Purpose of the Review	3
2.0 Phase 1 – Interventions Assessed in first review	4
3.0 Phase 1 – Interventions Assessed in second review	5
3.1 Proposal 3b & 3d	5
3.2 Proposal C2	5
3.3 Proposal C3	5
3.4 Proposal 8 & 9	7
3.5 Proposal 21	7
3.6 Proposal 22	7
3.7 Proposal C4	9
3.8 Proposal C1	9
4.0 Pre-Action Plan Interventions	10
4.1 Llandeilo Train Station Improvements	10
Table 1 – Crescent Road Car Park Utilisation	6
Table 2 – Traffic/NO ₂ Assessment – Rhosmaen Street, Llandeilo	8
Table 3 – Llandeilo ‘All Passenger’ Data	10

References

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

1.0 Purpose of the Review

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

2.0 Phase 1 - Interventions Assessed in first review

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

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

3.0 Phase 1 – Interventions Assessed in second year

3.1 Proposals 3b and 3d

Assess and reduce parking provision along sections of Rhosmaen Street.

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

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

3.2 Proposal C2

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

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

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

3.3 Proposal C3

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

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

Table 1 below provides the annual data.

Table 1 – Crescent Road Car Park Utilisation

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

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

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

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

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

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

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

3.4 Proposal 8 & 9

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

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

3.5 Proposal 21

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

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

3.6 Proposal 22

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

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

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

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

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

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

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

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

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

3.7 Proposal C4

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

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

3.8 Proposal C1

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

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

4.0 Pre-Action Plan Intervention

4.1 Llandeilo Train Station Improvements

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

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

Table 3 – Llandeilo 'All Passenger' data

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

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

References

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

Carmarthenshire County Council – Llandeilo AQMA Action Plan

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

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

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

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

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

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

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

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

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

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

Appendix 2 – Rhosmaen Street & Bridge Street Traffic Orders

OFFERYNNAU STATUDOL
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") yr ystyr a roddir yn rheolad 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 dan Cymru.
(2) O.S. 2000/1786.

mae i "disg barcio" ("parking disc") yr ystyr a roddir yn rheolad 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 ddnperir 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 Schedule 1, 1999/672 and 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, llwytho na dadlwytho ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 2.

Gwahardd Aros o ddydd Llun i ddydd Sadwrn rhwng 08:00 o'r gloch a 18:00 o'r gloch 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 llwytho neu ddadlwytho ar unrhyw un o ochrau'r darnau o'r gefnffordd a bennir yn Atodlen 6 ar unrhyw adeg ac eithrio rhwng 04:00 o'r gloch a 07:30 o'r gloch, a rhwng 10:00 o'r gloch a 15:00 o'r gloch, ar unrhyw ddiwrnod.

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

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

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

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

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

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

Esemptiadau

12. (1) Ni fydd dim yn erthyglau 3, 4, 5, 6, 7, 8, 9, 10 nac 11 yn ei 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 atgywstrlo, yn y darnau hynny o'r gefnffordd neu mewn tir cyfagos, unrhyw garthffos neu unrhyw brif bibell, unrhyw bibell neu unrhyw gyfarpar ar gyfer cyflenwi nwy, dŵr neu drydan neu unrhyw linell delectraffig fel y'i diffinnir yn Neddff Cyfathrebiadau 2003(4);
 - (d) y cerbyd, os na ellir ei ddefnyddio'n hwylus at y dibenion hynny ar unrhyw ffordd arall, i gael ei ddefnyddio yng ngwasanaeth awdurdod lleol neu awdurdod dŵr yn unol â phwerau neu ddyletswyddau statudol;
 - (e) y cerbyd i gymryd petrol, olew, dŵr neu aer o unrhyw garej ar y darnau hynny o'r gefnffordd neu'n gyfagos iddynt; neu
 - (f) y cerbyd i gael ei ddefnyddio at ddibenion y frigad 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) (Amrywion 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 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.