



## **Carmarthenshire County Council**

### **Environment Act 1995**

### **Local Air Quality Management**

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

(March 2018)

**Llandeilo AQMA Action Planning Group**

**Contents****Page**

1.0 Purpose of the Report	3
2.0 Phase 1 – Outstanding options from Phase 1	4
3.0 Phase 1 – Outstanding Interventions	5
3.1 Proposal C1 and C4	5
3.2 Proposal 21	7
3.3 Proposal 8	8
3.4 Proposal 9	8
4.0 Pre-Action Plan Interventions	9
4.1 Llandeilo Train Station Improvements	10

## References

Appendix 1 – Llandeilo AQMA Action Plan – Phase 1

## **1.0 Purpose of the Report**

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

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

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

## **2.0 Phase 1 – Outstanding Intervention Options**

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

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

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

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

**C1** – Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.

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

### **3.0 Phase 1 – Outstanding Interventions Feasibility**

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

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

#### **3.1 Proposals C1 and C4**

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

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

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



Figure 1 – Road Network

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

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

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

### 3.2 Proposal 21 – publicise alternative routes

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

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

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

### 3.3 Proposal 8 – promote cycling and walking to school

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

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

### 3.4 Proposal 9 – Promote car sharing to work/school

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

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



## 4.0 Pre-Action Plan Intervention

### 4.1 Llandeilo Train Station Improvements

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

Report Year	All Passenger Numbers (Access/Exit)	
	End of previous	End of reported
2009 / 10	13760	13656
2010 / 11	13656	14518
2011 / 12	14518	15338
2012 / 13	15338	16368
2013 / 14	16368	15786
2014 / 15	15786	17386
2015 / 16	17386	17562
2016 / 2017	17562	18764

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

## References

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

Carmarthenshire County Council – Llandeilo AQMA Action Plan

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

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

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

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

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

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

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

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

Proposal No.	Proposal Description	Predicted Reduction in NO <sub>2</sub> (µg/m <sup>3</sup> )	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><b>Phase 1 – Options assessment and implementation (where possible) within 2 years (review after first year)</b></p>					

