

Document Pack



Mark James LLM, DPA, DCA
Prif Weithredwr,
Chief Executive,
Neuadd y Sir, Caerfyrddin. SA31 1JP
County Hall, Carmarthen. SA31 1JP

THURSDAY, 19 MAY 2016

I HEREBY SUMMON YOU TO ATTEND A MEETING OF THE **EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR TECHNICAL SERVICES** WHICH WILL BE HELD IN **ROOM 65, COUNTY HALL, CARMARTHEN**, AT **10.00 AM**, ON **THURSDAY, 26TH MAY, 2016** FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA

Mark James

CHIEF EXECUTIVE



PLEASE RECYCLE

Democratic Officer:	Martin S. Davies
Telephone (direct line):	01267 224059
Fax:	(01267) 224911
E-Mail:	MSDavies@carmarthenshire.gov.uk
Ref:	AD016-001

AGENDA

1. DECLARATIONS OF PERSONAL INTEREST.
2. TO SIGN AS A CORRECT RECORD THE DECISION RECORD OF THE MEETING HELD ON THE 1ST MARCH 2016. 3 - 4
3. OBJECTIONS TO PROPOSED INTRODUCTION OF A ONE WAY TRAFFIC ORDER AT GILBERT CRESCENT AND PROSPECT PLACE, LLANELLI. 5 - 22
4. OBJECTIONS TO PROPOSED INTRODUCTION OF PARKING CHARGES IN THE LEISURE CENTRE CAR PARK, LLANELLI. 23 - 44
5. OBJECTIONS TO A ONE WAY TRAFFIC RESTRICTION ON NORTH PARADE AND THE AVENUE, CARMARTHEN. 45 - 56
6. LLANELLI SHOPMOBILITY. 57 - 60
7. CARMARTHEN SHOPMOBILITY. 61 - 64

**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR
TECHNICAL SERVICES**

Tuesday, 1 March 2016

PRESENT: Councillor H.A.L. Evans – Executive Board Member for Technical Services

The following Officers were in attendance:

B. Jenkins, Strategy and Implementation Manager
J. McEvoy, Road Safety & Traffic Manager
S. Pilliner, Head of Transport & Engineering
K. Thomas, Democratic Services Officer

Room 65, County Hall, Carmarthen - 10.30 - 11.00 am

1. DECLARATIONS OF PERSONAL INTEREST

No declarations of personal interest were made.

2. WELSH GOVERNMENT TRANSPORT RELATED GRANTS 2016-17

The Executive Board Member considered a report detailing bids which had been submitted to the Welsh Government, by the 29th January 2016 deadline, for Transport Related Grants for the 2016-17 financial year for schemes under the following funding areas:-

- Local Transport Fund
- Road Safety (Revenue and Capital)
- Safe Routes in the Communities

The Executive Board Member was advised that the bid had been submitted to ensure the successful delivery of key economic projects, as detailed in the Council's Local Transport Plan and Road Safety Strategy, with the submitted bids having included support for economic development and to help to facilitate the safe movement of goods and people.

RESOLVED that the bids submitted to the Welsh Government for Transport Related Grants for the 2016-17 financial year, as detailed in the report, be endorsed.

3. OBJECTIONS TO THE PROPOSED ROAD HUMP ON THE A485 AT NEW INN

The Executive Board member considered a report on proposals to construct a road hump on the A485 at the northern entry to the village of New Inn, as a means of slowing down traffic as it entered the village. It was reported that, previously, the location had been provided with various warning signs, a Vehicle Activated Sign and been the subject of enforcement by both the Dyfed Powys Police and GoSafe (Safety Camera Partnership) in an attempt to reduce speeding. However, despite those measures, speeding remained to be an issue and the only satisfactory measure to reduce those speeds was considered to be the installation of the road hump.

The Executive Board Member was advised that following advertising of the proposal one objection had been received, as detailed in Appendix 2 to the report together with the officer responses to the objections raised. It was recommended that the objection be noted, but that the Council proceed with the installation of the road hump to reduce the speed of traffic through New Inn.

RESOLVED that the objection received to the proposed installation of a road hump on the A485 at the northern entrance to the village of New Inn be noted, but that the Council proceed with the proposal in the interest of road safety and reducing traffic speeds

4. DECISION RECORD - 27TH NOVEMBER, 2015

RESOLVED that the Decision Record of the meeting held on the 27th November, 2015 be signed as a correct record.

CHAIR

DATE

EXECUTIVE BOARD MEMBER DECISION

26TH MAY 2016

Executive Board Member:	Portfolio:
Cllr. H Evans	Technical Services

OBJECTIONS TO PROPOSED INTRODUCTION OF A ONE WAY TRAFFIC ORDER AT GILBERT CRESCENT AND PROSPECT PLACE, LLANELLI

Recommendations / key decisions required:

That the Executive Board Member for Technical Services

- i. determine the objections
- ii. implement the traffic regulation order as described in Appendix 1
- iii. inform the objectors accordingly.

Reasons:

It is proposed to introduce a one way system at Gilbert Crescent and Prospect Place, Llanelli, which will complement the existing one way systems in the surrounding area and reduce traffic conflict along these streets.

The County Council considers the measures to be desirable in the interest of road safety.

Directorate Environment Name of Head of Service: S G Pilliner Report Author: J McEvoy	Designation Head of Transport & Engineering Road Safety & Traffic 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 DECISION
26TH MAY 2016

Objections to Proposed Introduction of a One Way Traffic Order at Gilbert Crescent and Prospect Place, Llanelli

Prospect Place, between its junction with Toft Place and Gilbert Road, is narrow for traffic movement in both directions and there is a high potential for vehicular conflict and vehicles mounting the pavement.

The Council's Traffic Management section have received reports from local residents and the local elected Member of the County Council about visual evidence of vehicles (travelling eastbound) mounting the pavement in order to allow vehicles coming from the opposite direction to pass.

The section of Prospect Place between its junction with Gilbert Road and Thomas Street is a one way system.

Gilbert Crescent, between its junction with Gilbert Road and Hedley Terrace, would benefit from the introduction of a one way system in the following ways: -

To facilitate the provision of orderly on-street parking on that part of Gilbert Crescent between Gilbert Road and Hedley Terrace

To provide a circuitous route along Gilbert Crescent, from its junction with Thomas Street, along the existing one way system (up to its junction with Gilbert Road), to join with Hedley Terrace.

Appendix 1 provides a description of the proposed one way system along Gilbert Crescent and Prospect Place.

Appendix 2 provides a schematic plan of the proposed one way system.

Objections and comments

The Statutory consultees' have been consulted on the proposals and have offered no objection thereto.

Following the publication of the draft parking regulation orders in the local press, one objection and one submission have been received in relation to these proposals, as detailed in Appendix 3 (Ref. 1 and Ref. 2) to the report.

The Executive Board Member is requested to consider approving the proposal to introduce a one way system along Gilbert Crescent and Prospect Place, Llanelli.

Recommendations:

That the Executive Board Member for Technical Services

- i. Determine the objections
- ii. Implement the traffic regulation order as described in Appendix 1
- iii. Inform the objectors accordingly

DETAILED REPORT ATTACHED ?

NO

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 Transport & Engineering

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

2. Legal

The provision of regulated one way traffic system requires the making of a new traffic regulation order.

Proposed traffic regulation orders must be formally published by the Council's Head of Administration and Law.

Traffic Regulation Orders are introduced by the Council's Head of Administration and Law.

3. Finance

All associated costs will be borne by the County Council' Traffic Management revenue budget.

CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

1. Scrutiny Committee – N/A

2. Local Member(s) - Councillor Bill Thomas and Cllr Jan Williams have been consulted and have no objection.

3. Community / Town Council – Llanelli Town Council have no objection

4. Relevant Partners - The following statutory consultees were consulted:-

Chief Fire Officer, Regional Ambulance Officer, Freight Transport Association, Road Haulage

Association, Dyfed Powys Roads Policing Unit

No objections were raised.

5. Staff Side Representatives and other Organisations - None

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THERE ARE NONE

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PUBLIC NOTICE
THE COUNTY OF CARMARTHENSHIRE
(GILBERT CRESCENT AND PROSPECT PLACE, LLANELLI)
(ONE WAY TRAFFIC) ORDER 2015

NOTICE is hereby given that the Carmarthenshire County Council propose, to make an Order under sections 1(1) and 2(1) to (3) of the Road Traffic Regulation Act 1984 (“the Act”) as amended by Schedule 8 of the New Roads and Street Works Act 1991.

The effect of The Order will be that no person shall cause any vehicle to proceed in the length of road specified in Column 1 of the Schedule to this Notice in a direction other than that specified in relation to that road in Column 2 of the said Schedule.

Full details of the proposal are contained in the draft Order which, together with a map showing the road affected and a statement of the Council’s reasons for proposing to make the Order, may be examined at the offices of Carmarthenshire County Council, County Hall, Carmarthen, and at the Customer Services Centre, Tŷ Elwyn, Llanelli during normal office hours.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the Head of Administration and Law County Hall, Carmarthen. SA311JP by the 30th day of October, 2015.

DATED the 7th October, 2015



Reference: RWJ/HTTR-1332
Direct Line: (01267) 224074
e-mail address: rwjones@sirgar.gov.uk

MARK JAMES
Chief Executive
County Hall
CARMARTHEN

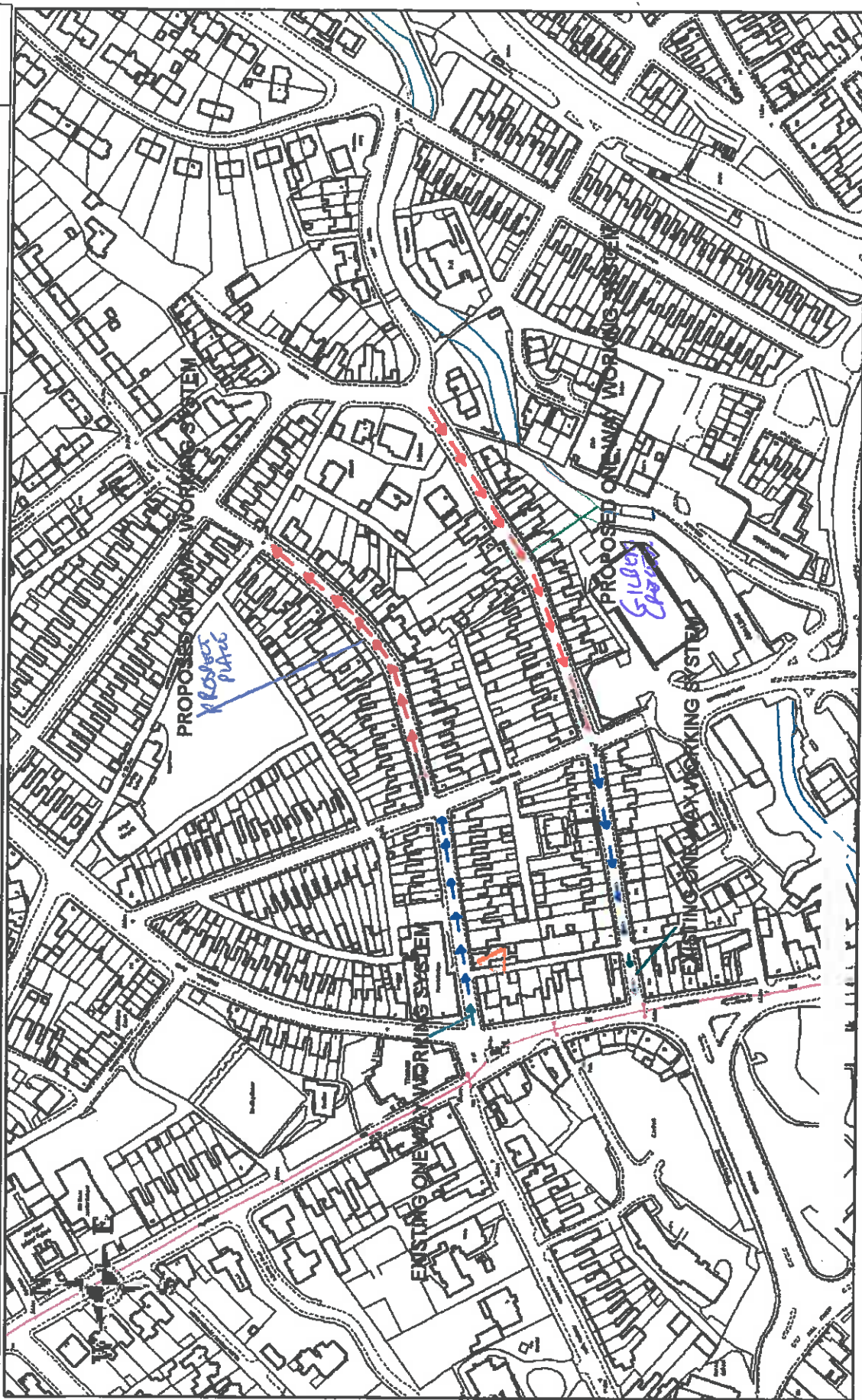
SCHEDULE
ONE WAY TRAFFIC


Name of Road	Direction of Flow	Length Affected
Gilbert Crescent, Llanelli	From West to East	From its junction with Gilbert Road to its junction with Hedley Terrace, a total distance of 183 metres.
Prospect Place, Llanelli	From East to West	From its junction with Toft Place to its junction with Gilbert Road, a total distance of 176 metres.

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 Existing one way working	 Proposed one way working
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GILBERT CRESCENT AND PROSPECT PLACE, LLANELLI



	© Hawfrainn y Goron a hawliau cronfa ddata 2014 Ardwg Orlainans 100023377 © Crown copyright and database rights 2014 Ordnance Survey 100023377
Scale 1:7500 Centre = 250885 E 200744 N	Date 28/7/2015

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Appendix 3 Comments and responses

Ref.	Comments	Response
Ref. 1	<p>Gilbert Crescent, Llanelli:</p> <p>(i) "I would like object to proposed plans for turning GILBERT CRESCENT completely one way traffic."</p> <p>(ii) "regarding the proposed one way traffic my objections as follows ,the main problem in gilbert crescent is illegal driving and parking on the pavement which stops fire engines from getting through the street ,my other objection is that with the changes it will divert traffic to thomas street which is already heavily congested and polluted at rush hour with nitrogen oxide and carbon monoxide ,also coming from the other direction prospect place corner with gilbert road is a choke point as is gilbert road with all the illegal parking on the pavement and this plan will also cause an increase in traffic capel newydd lane being used as a rat run ,if the council want to re design the road layout in gilbert crescent ,it needs a deal the main problem parking on pavements and double yellow lines are thus required ,could you also include wales and west fire brigade view concerning the proposed changes ,If you like to discuss this matter please do not hesitate to contact me"</p> <p>(iii) "Could please clarify the council official policy regarding the highway code and traffic law ,the council want a oneway system in gilbert crescent ,if this scheme is adopted it will be an offence the drive against the follow of traffic ,what your policy towards driving on the pavement and parking on the pavement that is also a traffic offence and a problem in gilbert crescent ,the council a policy seems to me seems to address one problem and ignore the other,could I please ask for your professional opinion which is the most risk to pedestrians parking on pavement and driving on pavement or the present 2 way traffic system ,Its seems the council is only interested in certain percieved traffic problems and to ignore others."</p>	<p>Response:</p> <p>(ii) The Mid and West Wales Fire and Rescue Service were consulted about the proposals to introduce a one way system on Gilbert Crescent.</p> <p>With regards to concerns raised about displacement of traffic due to the introduction, the impact of introducing a one way system on Gilbert Terrace (northerly direction) and Prospect Place (westerly direction) is considered to be minimal. Traffic flows measured on each street between the 8th and 14th March are indicated in Appendix 4 and Appendix 5.</p> <p>Gilbert Crescent – Appendix 4 Average daily traffic flow (over 7 days) Northbound - 293 vehicles Southbound – 190 vehicles The proposed direction of the one way system on Gilbert Crescent is northbound. The traffic survey data (as per survey undertaken during one week in March '16), indicates that approx. 190 vehicles would be displaced by the introduction of a one way system on Gilbert Crescent.</p> <p>Prospect Place - Appendix 5 Average daily traffic flow (over 7 days) Westbound - 677 vehicles Eastbound – 176 vehicles The proposed direction of the one way system on Prospect Place is west bound. The traffic survey data (as per survey undertaken during one week in March '16), indicates that approx. 176 vehicles would be displaced.</p> <p>Should a one way system be introduced on Gilbert Crescent and Prospect Place, as per the advertised traffic order, the local elected Members have indicated their desire for a system of on-street parking restrictions to be introduced to prohibit parking on pavements.</p> <p>(iii) Driving offences related to contravening a one way system or driving on a pavement</p>

Appendix 3 Comments and responses

Ref.	Comments	Response
	<p>(iv) "1 the two access points 1 from felinfoel road ,a very congested road due to closure of bridge street also pospect place is a very narrow street which if often blocked by cars parking on the pavements and increased nox and co pollution on felinfoel road 2 fire engines will still not be able to get down the street due to cars parked on the pavements that was the reason for making it oneway 5 years ago 3 capel newydd lane will be used as a rat run 4 cost to tax payers 5 increased vehicle speed caused by oneway traffic 6 due to proposed road layout change it will cause mishaps due vehicle trevelling in the wrong direction 7 this scheme championed by the council and not the residents"</p>	<p>are classed as moving traffic offences. Moving traffic offences are criminal in nature and may be enforced only by the Police. A penalty notice issued for a moving traffic offence maybe challenged at a Magistrates court. Parking legislation on the other hand is decriminalised. A penalty notice issued for a parking related offence (on parking restrictions governed by a traffic order) maybe challenged at a specialist adjudication hearing. Parking penalties are issued by licensed Civil Enforcement Officers employed by the County Council. Parking on a pavement is classed as a moving traffic offence (obstructing the highway) unless there are marked / signed parking restrictions in force. If the parking restrictions are marked / signed, the offending vehicle(s) may be issued with a penalty change notice by a Civil Enforcement Officer. The proposal to introduce a one way system on a section of Gilbert Crescent is intended as a natural extension of the current one way system on this street (from its jct with the A 476 Thomas Street to its junction with Gilbert Rd) with the intended benefits of channelising traffic movements one way thus facilitating safer on-street parking, the safe and expeditious movement of traffic on the carriageway and reducing the potential for vehicles to mount the pavement.</p> <p>(iv)</p> <ol style="list-style-type: none"> (1) The introduction of a one way system would reduce traffic conflict along the street. With regards to the likely effects of extending the one way system upon traffic levels on Felinfoel Rd / Thomas Street, please refer to response given in (ii) above. (2) The Mid and West Wales Fire and Rescue Service were consulted about the proposals to introduce a one way system on Gilbert Crescent. No objection was made. (3) With regards to the likely impact of the proposed order on traffic levels on Capel Newydd Lane, please refer to response given in (ii) above. (4) All associated costs will be borne by the County Council's Traffic Management revenue budget. (5) It is intended that the introduction of a one way system will lead to improved on-street parking management. Community concerns about speeding will be referred to the multi agency Speed Management Group in accordance with the Council's Speed Management Strategy. The 85%ile speed along Gilbert Crescent is 21.7mph, as per a speed

Appendix 3 Comments and responses

Ref.	Comments	Response
		<p>survey undertaken in March '16, Appendix 4 refers. The 85thile speed along Prospect Place is 22.8mph, as per a sped survey undertaken in March '16, Appendix 5 refers.</p> <p>(6) Reports about the mis-use of one way systems are referred to the Roads Policing Unit. The Police are the only agency that enforce one way systems. The one way system will be signed and marked in accordance with the Traffic Signs Regulations.</p> <p>(7) It is intended that the extension of the one way system on Gilbert Crescent and Prospect Place will complement the existing one way systems in the surrounding area, and reduce traffic conflict along these streets. The County Council considers the measures to be desirable in the interest of road safety.</p> <p>Recommendation: Implement the traffic regulation orders as described in Appendix 1.</p>
Ref. 2	<p>Prospect Place, Llanelli</p> <p>“re: proposed Prospect Place, Llanelli, one way. I live at ... Prospect Place, Llanelli and was wondering which side of my drive the new one way system would start. If you have a choice I would be very grateful if it could start on the west side of my entrance. Also I would be grateful if you would consider placing a small 'blister' onto the pavement near the junction. At the moment some cars coming down from Hedley Terrace whiz round the corner on the wrong side and I feel this will get worse if the one way system is adopted. I am certainly not opposing the proposal”</p>	<p>Response:</p> <p>The Traffic Order schedule (refer to Appendix 1 of this report) indicates that the proposed one way system along Prospect Place, running east to west, starts at its junction with Toft Place, a distance of 176m from its junction with Gilbert Road.</p> <p>The gateway to the proposed one way system (the junction with Toft Place) is located to the east of the entrance of the property referred in the submission from Prospect Place.</p> <p>Recommendation: Notify the property occupier that the gateway of the proposed one way system on Prospect Place is located to the east of the property entrance, in accordance with the traffic order, thus ensuring the orderly movement of traffic at the junction of Toft Place with Prospect Place.</p>

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3085- Carmarthen Batch 13 - March'16																			
MARCH 2016																			
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)		110%(PSL) + 2 (SL1)		DfT PSL+15 (SL2)		Mean Speed	85%ile Speed	95%ile Speed	
										>PSL	>PSL%	>SL1	>SL1%	>SL2	>SL2%				
28	Gilbert Crescent, Llanelli	51.686395, -4.1577048	Northbound	17 March 2016	23 March 2016	30	2050	312	293	12	1	2	0.1	0	0.0	18	21.9	24.8	
			Southbound	17 March 2016	23 March 2016		1329	206	190	10	1	2	0.2	0	0.0	17.1	21.5	24.2	
			Two-Way	17 March 2016	23 March 2016		3379	518	483	22	1	4	0.1	0	0.0	18	21.7	24.6	

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3085- Carmarthen Batch 13 - March'16																					
MARCH 2016																					
Site	Location	Lat / Long	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Posted Speed Limit (PSL)	>PSL	>PSL%	110%(PSL) + 2 (SL1)	>SL1	>SL1%	DfT PSL+15 (SL2)	>SL2	>SL2%	Mean Speed	85%ile Speed	95%ile Speed
26	Prospect Place, Llanelli	51.685552, -4.1570715	Eastbound	08 March 2016	14 March 2016	30	1233	188	176	5	0	0	0.0	0	0.0	20	22.8	24.8			
			Westbound	08 March 2016	14 March 2016		4740	747	677	20	0	4	0.1	0	0.0	19.7	22.8	25.1			
			Two-Way	08 March 2016	14 March 2016		5973	935	853	25	0	4	0.1	0	0.0	20	22.8	25.1			

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EXECUTIVE BOARD MEMBER DECISION

26TH MAY 2016

Executive Board Member:	Portfolio:
Cllr. H Evans	Technical Services

OBJECTIONS TO PROPOSED INTRODUCTION OF PARKING CHARGES IN THE LEISURE CENTRE CAR PARK, LLANELLI

Recommendations / key decisions required:

That the Executive Board Member for Technical Services:

- i. Determine the objections
- ii. Implement the regulation order as described in Appendix 1
- iii. That all objectors be informed accordingly.

Reasons:

1. Leisure Centre users have difficulty finding a parking space. The car park is also used by people not using the Leisure Centre such as businesses and commuters. Parking charges are proposed to regulate the use of this car park. Under the proposals, parking would remain free for the first two hours for the benefit of Leisure Centre users.
2. To regulate the use of the coach parking area and the disabled persons parking bays in the car park.
3. To manage traffic movements and parking more effectively in the car park.

Directorate Environment Name of Head of Service: S G Pilliner Report Author: J McEvoy	Designation Head of Transport & Engineering Road Safety & Traffic 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 DECISION
26TH MAY 2016

**Consider Objections to proposed Introduction of Parking Charges in
The Leisure Centre Car Park, Llanelli**

Purpose

The report sets out details of the proposed Order to introduce parking charges at the Llanelli Leisure Centre. Two objections to the advertised Order have been received and need to be considered.

The reports requests that the Executive Board Member considers the objections and to confirm the making of the variation (No. 3) to the legal document setting out the regulations governing the County Council's Off-Street town centre car parks (the Off-Street Parking Places Order).

THE COUNTY OF CARMARTHENSHIRE (OFF STREET PARKING PLACES)
LLANELLI LEISURE CENTRE
CONSOLIDATION (VARIATION NO 3) ORDER 2015

Proposals

The detailed proposals are set out in Appendix One and Appendix Two and are summarised below:

Appendix 1 provides a description of the proposed parking charges for the Leisure Centre car park, Llanelli.

Appendix 2 provides details of the parking area boundary outline affected by the proposed order.

Background

The County Council's Executive Board approved the introduction of charging for the use of the Llanelli Leisure Centre on the 28th September 2015. The Order has been published to invite objections. Two objections have been received.

Reasons

The current arrangements for free parking undermine the function of the car park which is to service the Leisure Centre.

Leisure Centre users currently have great difficulty finding a parking space at the site. The car park is used by people not using the Leisure Centre. It is proposed that charges for parking are introduced to regulate the use of this car park. Under the proposals, parking would remain free for the first two hours for the benefit of Leisure Centre users.

The Order will also regulate the use of the coach parking area and the disabled persons parking bays in the car park.

To manage traffic movements and parking more effectively in the car park.

Equalities Act 2010

The car parking charging proposals for the Llanelli Leisure Centre have been subject to an Equalities Impact Assessment in accordance with equalities legislation. The Equality Act defines discrimination as less favourable treatment because of a protected characteristic. The protected characteristic under the Equality Act 2010 are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

Consultation

The County of Carmarthenshire (Off Street Parking Places) Llanelli Leisure Centre Consolidation (Variation No. 3) Order 2015 was published in the Llanelli Star on 18th November 2015.

The Statutory Consultees were notified of the proposed order on the 18 November 2015.

Objections and comments

Two objections have been received. A breakdown of the objections and officers comments are listed in Appendix 3 of the report.

Recommendations:

That the Executive Board Member for Technical Services:

- I. Determine the objections.
- II. Implement the regulation order as described in Appendix 1.
- III. That all objectors be informed accordingly.

DETAILED REPORT ATTACHED ?	NO
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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 Transport & Engineering

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

An Equality Impact Assessment has been undertaken for the proposals to introduce parking charges in the car park within the grounds of the Llanelli Leisure Centre. Mitigation measures were introduced in 2014 at the time of the introduction of parking charges (town centre) on Sundays and for disabled blue badge holders. The mitigation measures are considered appropriate for the Leisure Centre Car Park.

2. Legal

The proposals to introduce car park charging in the Llanelli Leisure Centre will require appropriate changes to the off-street parking places regulation Order.

3. Finance

The introduction of charging for the use of the Llanelli Leisure Centre was approved by County Council's Executive Board on the 28th September 2015.

“14.6 that charges be introduced at the Llanelli Leisure Centre car park to encourage non centre users to park at more appropriate locations and appropriate dispensations for leisure centre users be accommodated within the charging system;”

<http://democracy.carmarthenshire.gov.wales/mgAi.aspx?ID=912>

The forecast annual income from introducing parking charges in the Leisure Centre car park is £15k.

6. Physical Assets

The car park tariff board signs will need to be updated to reflect the revised off-street parking charging regime for the car park. Pay and display repeater signage will need to be installed. The parking bay markings will need to be refreshed. The forecast cost of this work is £5k.

Three new parking machines will need to be installed to issue parking tickets and store coinage. The estimate cost of purchasing and installing three new parking machines is £18k. There will be an ongoing maintenance costs associated with these machines along with secure cash collection costs. The forecast machine maintenance and cash collection costs are forecast to be £2k per annum.

CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

1. Scrutiny Committee – N/A

2. Local Member(s) - Cllr John P Jenkins – objection received, please refer to Appendix 3 of the report.

3. Community / Town Council – Llanelli Town Council – objection received, please refer to Appendix 3 of the report.

4. Relevant Partners - The following statutory consultees were consulted: -

Chief Fire Officer, Regional Ambulance Officer, Freight Transport Association, Road Haulage Association, Dyfed Powys Police Roads Policing Unit, First Cymru Ltd, Gwynne Price Coaches.

No objections were raised.

5. Staff Side Representatives and other Organisations - None.

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Integrated Parking Strategy for Carmarthenshire		http://www.carmarthenshire.gov.wales/media/615744/IntegratedCarParkingStrategy.pdf
Executive Board Report – Llanelli Car Parks 28 th September 2015		http://democracy.carmarthenshire.gov.wales/documents/g81/Public%20reports%20pack%2028th-Sep-2015%2010.00%20Executive%20Board.pdf?T=10

HYSBYSIAD CYHOEDDUS

GORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (MANNAU PARCIO ODDI AR Y STRYD) CANOLFAN HAMDDEN LLANELLI (AMRYWIAD RHIF 3) 2015

HYSBYSIR trwy hyn fod Cyngor Sir Caerfyrddin yn bwriadu gwneud Gorchymyn dan Adran 35(1) a (3) a than Ran IV o Atodlen 9 i Ddeddf Rheoli Traffig Ffyrdd 1984 ("y Ddeddf") fel y'i diwygiwyd gan Ddeddf Parcio 1989 a Deddf Rheoleiddio Traffig Ffyrdd 2004.

Effaith y Gorchymyn fydd newid Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Mannau Parcio Oddi ar y Stryd) 20014 (sydd yn gweithredu system ar gyfer cymryd camau gorfodi yn sgil dad-droseddoli troseddau o ran parcio cerbydau ac o ran defnyddio manau parcio mewn manau parcio dynodedig oddi ar y stryd yn Sir Gaerfyrddin fel y disgrifiwyd yn y Gorchymyn, ac sydd hefyd yn awdurdodi swyddogion parcio i roi hysbysiadau ynghylch talu dirwyon o ran y troseddau hynny).

Bydd y diwygiad hwn yn golygu y bydd y manau parcio hyn a nodir a disgrifir yn Rhan I o'r Atodlen yn rhwym wrth ddarpariaethau Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Mannau Parcio Oddi ar y Stryd) 20014 (fel ei diwygiwyd) ac yn ddarostyngedig i'r taliadau penodedig yn Rhan II o'r Atodlen i'r hysbysiad hwn.

Ceir manylion llawn am y cynigion hyn yn y Gorchymyn drafft a gall copi ohono ynghyd â map sy'n dangos y manau parcio, a datganiad am resymau'r Cyngor dros fwriadu gwneud y Gorchymyn, gael eu harchwilio yng Nghanolfan Gwasanaethau Cwsmeriaid y Cyngor yn Nhŷ Elwyn, Llanelli, yn ystod oriau arferol y swyddfa.

Os ydych am wrthwynebu'r Gorchymyn arfaethedig dylech gyflwyno eich rhesymau dros wrthwynebu ar ffurf llythyr a'i anfon at y Pennaeth Gweinyddiaeth a'r Gyfraith, Neuadd y Sir, Caerfyrddin, SA81 1JP erbyn yr 11fed o Rhagfyr, 2015.

DYDDIEDIG yr 18fed o Dachwedd, 2015

Cyfeirnod y Ffeil: RWJ/HTTR-1334

Llinell uniongyrchol: (01267) 224074

e-bost: rwjones@sirgar.gov.uk

**MARK JAMES
Y Prif Weithredwr
Neuadd y Sir,
CAERFYRDDIN**

RHAN I
ATODLEN
Maes Parcio Canolfan Hamdden, Llanelli
Yr Oriau Codi Tâl: 8 a.m. – 6 p.m.
Y Dyddiau Codi Tâl yw Bob Dydd

Y Lleoliad	Disgrifiad	Dosbarth y Cerbydau	Lle yn union y caiff y cerbydau aros	Y Cyfnod Aros Hwyaf
<p>Maes Parcio Canolfan Hamdden Llanelli</p> <p>15 o lefydd parcio i bobl anabl.</p> <p>119 o lefydd safonol.</p>	<p>Parc y Bobl sy'n ffinio â'r ochr ogleddol.</p> <p>Cil-y-parc sy'n ffinio â'r ochr ddwyreiniol.</p> <p>Heol yr Hen Gastell sy'n ffinio â'r ochr ddeheuol.</p> <p>Canolfan Selwyn Samuel sy'n ffinio â'r ochr orllewinol.</p>	<p>Cerbyd nad yw'n pwysu mwy na 3.5 tonnall fetrig yn ei gryswth; Cerbyd sy'n llai na 2 fetr (6 throedfedd 8 modfedd) o uchder; Cerbyd a grëwyd i gludo dim mwy nag 8 teithiwr ac eithrio'r gyrrwr.</p>	<p>O fewn lle a ddynodwyd, yn gyfan gwbl o fewn y lleoedd parcio a ddynodwyd ac nid mewn lle y nodwyd ei fod wedi ei gadw ar gyfer math arbennig o ddefnyddiwr.</p>	<p>Pob awr Drwy'r dydd.</p>
<p>Maes Parcio Coetis / Bysiau Canolfan Hamdden Llanelli</p>	<p>Pwll Nofio'r Jiwbilî sy'n ffinio â'r ochr ogleddol.</p> <p>Eiddo ym mhen blaen Cil-y-parc sy'n ffinio â'r ochr ddwyreiniol.</p> <p>Y Clwb ym mhen blaen Heol yr Hen Gastell sy'n ffinio â'r ochr ddeheuol.</p> <p>Canolfan Selwyn Samuel sy'n ffinio â'r ochr orllewinol.</p>	<p>Cerbydau Gwasanaeth Cyhoeddus fel y'u diffinnir yn Adran 1 o Ddeddf Cerbydau Teithwyr 1981.</p> <p>Coets fel y'i diffinnir yn Adran 3 o Reoliadau Cerbydau'r Ffordd (Gwneuthuriad a Defnydd) 1986.</p> <p>Bws fel y'i diffinnir yn Rheoliadau a Chyfarwyddiadau Cyffredinol Arwyddion Traffig 2002.</p>	<p>O fewn lle a ddynodwyd, yn gyfan gwbl o fewn y lleoedd parcio a ddynodwyd ac nid mewn lle y nodwyd ei fod wedi ei gadw ar gyfer math arbennig o ddefnyddiwr.</p>	<p>3 Awr Ni fydd tâl.</p>

RHAN II
ATODLEN TALIADAU
Maes Parcio Canolfan Hamdden, Llanelli
Bob Dydd: 8.00 a.m. – 6.00 p.m.

Tâl am y dydd	Mannau Parcio Bob Dydd: 8.00 a.m. - 6.00 p.m.
Parcio am ddim hyd at 2 awr	-
Hyd at 3 awr	£1.80
Hyd at 4 awr	£2.00
Drwy'r Dydd	£2.20
Tocyn Tymor 3 Mis	£137.50
Tocyn tymor 6 Mis	£275
Tocyn Tymor 12 Mis	£550

PUBLIC NOTICE
THE COUNTY OF CARMARTHENSHIRE (OFF STREET PARKING PLACES)
LLANELLI LEISURE CENTRE
CONSOLIDATION (VARIATION NO 3) ORDER 2015

NOTICE is hereby given that the Carmarthenshire County Council propose to make an Order under Sections 35(1) and (3) of Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") as amended and by the Road Traffic Regulation Act 2004

The effect of the Order will be to amend The County of Carmarthenshire (off Street Parking Places) Consolidation Order 2014 (which implements a system of parking enforcement consequent upon decriminalisation of offences relating to the parking of vehicles and the use of parking places in designated off street parking places in the County of Carmarthen as described in the Order an which also empowers parking attendants to issue penalty charge notices in respect of those offences)

The consequence of the amendment will make the parking places specified and described in part 1 of the Schedule subject to the provisions of The County of Carmarthenshire (Off Street Parking Places) Consolidation Order 2014 (as amended) and will be subject to the Charges specified in Part II of the Schedule to this Notice.

Full details of these proposals are contained in the draft Order together with a map showing the parking places and a statement of the Council's reasons for proposing to make the Order, may be examined at the Council's Customer Service Centre at Tŷ Elwyn, Llanelli during normal office hours.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to The Head of Administration and Law, County Hall, Carmarthen. SA31 1JP by the 11th December, 2015.

DATED the 18th November, 2015
File Reference: RWJ/HTTR-1334
Direct Line: (01267) 224074
email: rwjones@sirgar.gov.uk

MARK JAMES
Chief Executive
County Hall,
CARMARTHEN

**PART 1
SCHEDULE**

Availability of parking places: All hours All days

Charging Hours: 8.00 a.m. to 6.00 p.m

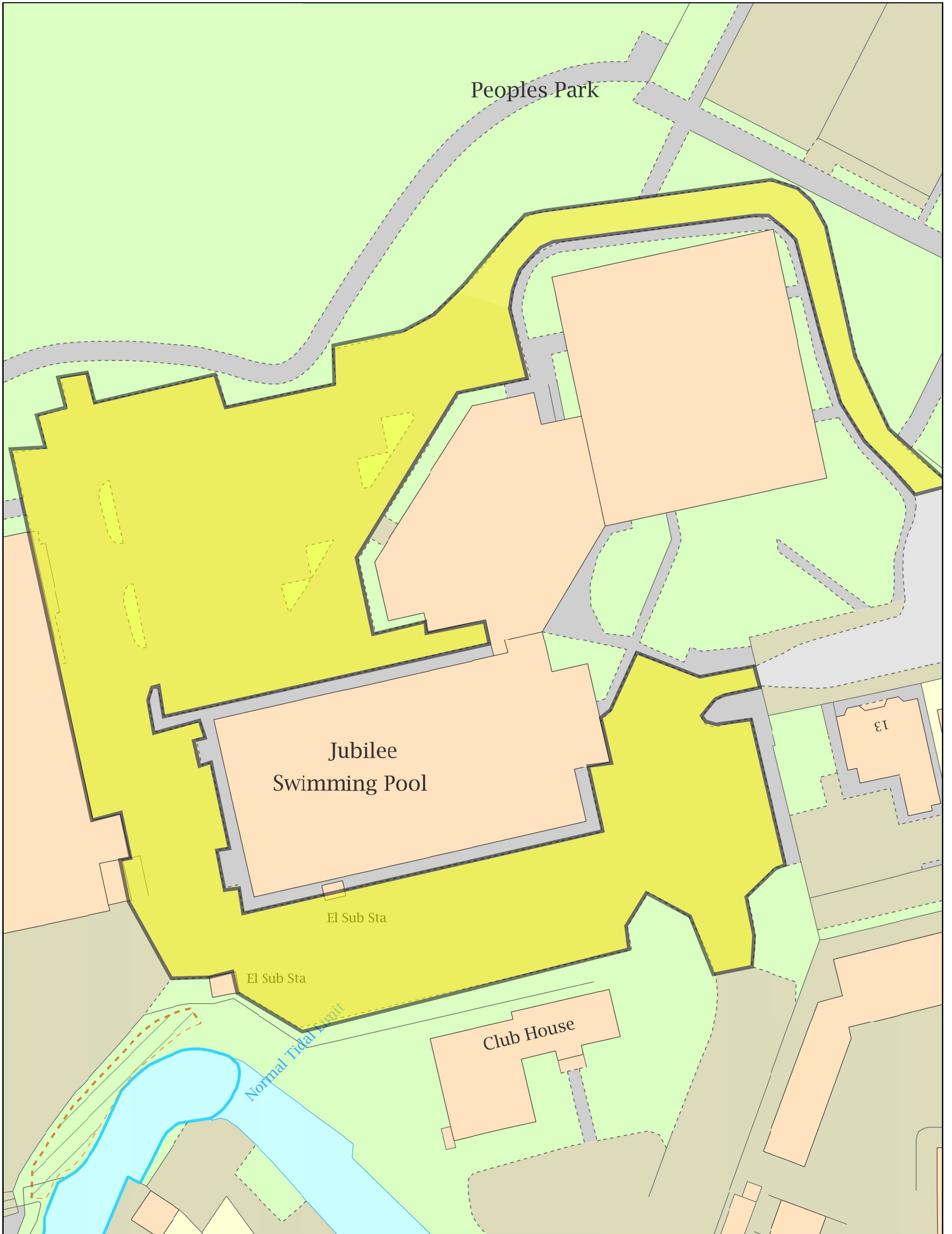
Charging Days: All Days

Location	Description	Classes of Vehicle	Position in Which Vehicles May Wait	Maximum Period of Waiting
Llanelli Leisure Centre Car Park 15 Disabled bays. 119 Standard bays.	Bounded on the North by People's Park. Bounded on the East by Park Crescent. Bounded on the South by Old Castle Road. Bounded on the West by The Selwyn Samuel Centre.	Vehicles not exceeding 3.5 tonnes gross vehicle weight; Vehicles less than 2 metres (6feet 8 inches) high; Vehicles constructed solely for carriage of not more than 8 passengers exclusive of the driver.	Parked within a marked bay, Wholly within marked bays and not in a bay indicated as being reserved for a specific class of user.	All Hours All Day
Llanelli Leisure Centre Coach / Bus Park	Bounded on the North by Jubilee Swimming Pool Section. Bounded on the East by properties fronting Park Crescent. Bounded on the South by the Clubhouse fronting Old Castle Road. Bounded on the West by The Selwyn Samuel Centre.	Public Service Vehicles as defined in Section 1 of the Public Passenger Vehicles Act 1981 Coach as defined in Section 3 of the Road Vehicle (construction and use) Regulations 1986. Bus as defined in Traffic Signs Regulations and General Directions 2002.	Parked within a marked bay, Wholly within marked bays and not in a bay indicated as being reserved for a specific class of user.	3 Hours No Charge

PART II

SCHEDULE OF CHARGES
Llanelli Leisure Centre Car Park
All Days: 8.00 a.m. to 6.00 p.m.

Daily Charges	Parking Places All Days: 8.00 a.m. to 6.00 p.m.
First 2 Hours Free	-
Up to 3 hours	£1.80
Up to 4 hours	£2.00
All Day	£2.20
3 Month Season Ticket	£137.50
6 Month Season Ticket	£275
12 Month Season Ticket	£550



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Appendix 3 Comments and responses

Ref.	Comments	Response
Ref. 1	<p>Llanelli Town Council</p> <p>“Llanelli Town Council wishes to object to the Proposed Order as currently drafted. Part II of the Schedule to the Notice proposes that the first 2 hours parking will be free of charge but the Town Council feels that this will inconvenience a number of Leisure Centre (and Selwyn Samuel Centre) users as it will not allow sufficient time to pay, change, participate in activity, shower, change and possibly use the catering facilities. The Town Council suggests that the first 3 hours parking are free of charge. This matter was discussed at length with County Council officers some time ago and it was the Town Council's understanding that the consensus then was in favour of 3 hour free parking. Another matter that was discussed then was the impact on the portion of the car park that is leased to the Town Council and used by visitors to the Selwyn Samuel Centre. At the time the solution proposed by the County Council was for the "County Council to pay for the installation and maintenance / repair of an automatic barrier system and bollards to provide secure access to the car park area adjoining the Selwyn Samuel Centre". The barrier may not be necessary but the Town Council requests that the County Council works with the Town Council to identify and implement solutions to any problems that arise as a result of changes to the parking arrangements in the Leisure Centre car park. I trust this clarifies the reasons for the Town Council's objection.”</p>	<p>Response:</p> <p>(i) The reason for proposing the introduction of charges in the Leisure Centre car park is to encourage non Leisure Centre users to park at more appropriate locations near the town centre, and to improve access to parking (within the grounds of the Leisure Centre) for users of the Leisure Centre . The setting of a 2 hour free parking dispensation (on arrival) for all patrons to the car park is considered a reasonable adjustment to enable users of the leisure centre to continue to access the services and will assist in the management of the parking facility serving the centre. Setting the free parking dispensation at 2 hours is considered a reasonable adjustment when balancing the free parking needs of patrons of the Leisure Centre and Selwyn Samuel Centre whilst deterring non users of the Leisure Centre / Selwyn Samuel Centre from using the car park.</p> <p>(ii) The County Council will work with Llanelli Town Council to consider viable options to manage access to the car park area, serving the Selwyn Samuel centre, and adjoining (and accessed from) the Leisure Centre car park.</p> <p>Recommendation: Implement the regulation order as described in Appendix 1.</p>
Ref. 2	<p>Cllr. John P Jenkins, Elli Ward</p> <p>“Regarding the consultation for the proposed parking order to regulate parking charges at Llanelli Leisure Centre; could I as the Local Elected Member formally object to just one section of the proposals, namely the proposal for 2 hours free parking before the</p>	<p>Response:</p> <p>Please refer to Point (i) [Ref 1.] above.</p> <p>Recommendation:</p>

Appendix 3 Comments and responses

Ref.	Comments	Response
	<p>charges commence.</p> <p>During the formulation of the proposals it was pointed out that 2 hours would impinge upon the patrons of the Selwyn Samuel bowls Centre but a compromise of 3 hours would be more than sufficient for patrons of the bowls (and the leisure centre in general) but have no detrimental impact upon the purpose of the charging regime (i.e. to deter long stay commuters/non-leisure centre patrons).</p> <p>If the 2 hours free parking can be changed to three hours then I would withdraw my objection.”</p>	<p>Implement the regulation order as described in Appendix 1.</p>

Carmarthenshire County Council

Assessing Impact

Contact Name	John McEvoy	Title	Mr						
Service area	Parking	Department	TS/T&E						
Name of the activity / proposal									
Introduce off street car parking charges in the Leisure Centre car park									
Description of proposal	Policy	Procedure	Decision				Function		
Please detail the proposal and its main objectives	Car park charges apply to all motorists who stop in an off street town centre parking area controlled by pay and display operators. Disabled blue badge holders are exempt from paying to park in these areas for the first three hours stay.								
	Age	Disability	Gender	Sex	Marriage & Civil Partnership	Sexual Orientation	Race – including ethnic or national	Religion or belief – including lack of belief	Welsh language
Is the activity/proposal relevant to the public specific duties relating to each equality strand? (Tick as appropriate)		✓						✓	
Should the activity / proposal eliminate discrimination and eliminate harassment in relation to:									
Should the activity / proposal promote equality of opportunity in relation to:		The proposal would require blue badge holders to pay the same as everyone else.						Sunday charges would apply.	

<u>Potential impact</u>	
<p>What do we know about the potential POSITIVE IMPACT of the activity / proposal on the following protected characteristics? (Also, please consider the potential impact on the Welsh language) Briefly describe the nature of the impact.</p>	
Age	
Disability	Yes. See (A) below
Gender reassignment	
Marriage & Civil partnership	
Sex	
Sexual Orientation	
Race	
Religion or belief	
Welsh language	
<p>Could the activity or proposal have an ADVERSE / NEGATIVE impact on the following groups? (Please provide further information)</p>	
Age	
Disability	Yes
Gender reassignment	
Marriage & Civil partnership	
Sex	
Sexual Orientation	
Race	
Religion or belief	Yes
Welsh language	
<p>What improvements could be made to ensure that these impacts are addressed? Set a new tariff structure for disabled persons (blue badge holders). Identify free parking facilities in the town centre on Sundays.</p>	
<p><u>Consultation</u></p> <p>Have you consulted with any of the protected groups or their representative bodies? If so please give details. What was the outcome?</p>	
Description of consultation	<p>A meeting was held in 2014 between the Council's Executive Board Member for Technical Services and clergy leaders to consider mitigation measures in relation to proposals to introduce Sunday parking charges.</p> <p>Consult with the Carmarthenshire Disability Coalition Group (CDCG) in May 2014.</p>
Outcome of consultation	<p>Inform the CDCG of proposals to introduce charges for disabled (blue badge holders) persons, as part of the statutory process to introduce</p>

	<p>a new consolidation (Off-Street Parking Places) (Pay and Display) order for Carmarthenshire.</p> <p>Introduce car parking charging exemptions on Sundays in Llanelli.</p>
<p>Information and Monitoring</p> <p>What other information (e.g. reports, surveys, user monitoring or information from other sources) do you have to inform your decision?</p> <p>Disabled badge holder may take longer to achieve certain tasks than non disabled persons. A flat rate time based charge would have a disproportionate and discriminatory effect on disabled people. In effect a disabled person would pay more to park than a non-disabled person to use a pay and display car park.</p>	
<p>Procurement</p> <p>Following collation of evidence for this assessment, are there any procurement implications to the activity, proposal or service?</p> <p>Answer: No</p>	
<p>Please take the findings of this assessment into your procurement plan. Contact the Corporate Procurement Unit for further advice.</p>	
<p>Human Resources</p> <p>Following collation of evidence for this assessment, are there any Human Resources implications to the activity, proposal or service?</p> <p>Answer: No</p>	
<p>Mitigation</p> <p>If adverse impact has been identified, what can be done to mitigate that impact?</p>	
<p>Please detail steps to be taken to mitigate any adverse impact</p>	<ol style="list-style-type: none"> 1. All patrons to the Leisure Centre car park will receive an allowance of up to 2 hours free parking on arrival in the car park. Patrons would be required to pay to park if they intend to stay longer than 2 hours. 2. Set a tariff structure for disabled persons. Disabled (Blue) badge holders will receive an allowance of 1 hour free parking, once a pay and display ticket has been purchased. This reflects the additional time needed by Blue Badge holders to get into and out of their vehicle, unload and load equipment such as wheelchairs or other medical equipment, pay and display and exit the car park to conduct their business. 3. The following parking charging exemptions apply on Sundays in Llanelli: - <ol style="list-style-type: none"> a. Vauxhall and Church Street car park's - charges will apply from 12.00 to 18.00 only. b. Edgar Street car park - no charges apply. c. Controlled residents parking zone (incl those in proximity to the Leisure Centre) do not operate on

	Sundays.	
Describe any actions taken to maximise the opportunity to maximise equality, i.e. changes to the activity / proposal, regulation, guidance, communication, monitoring or review		
Have there been any changes to the activity / proposal as a result of conducting this EqIA?		
The duty specifically requires the Authority to have due regard to the results of the Equality Impact Assessments. Having considered the potential or actual impact on protected groups what is the next step for this activity / proposal?		
No major change (your assessment demonstrates that the policy is robust. The evidence shows no potential for discrimination)		
Adjust the policy (you will take steps to remove barriers, to better advance equality or foster good relations)	✓	
Continue the policy (you will adopt or continue, despite potential for adverse impact. You must note justification in this case)		
Stop and remove the policy (if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the policy altogether)		
<u>Context</u>		
Is this proposal part of a wider plan which would place it in context? Yes		
Details of context of the proposal	Introduce new parking charges (off street)	
<u>Monitoring</u>		
Please outline your plans to monitor the ongoing impact on the affected group(s)?		
<ol style="list-style-type: none"> 1. Monitor issue of penalty charge notices for mis-use. 2. Liaise with the Council's Senior Sports and Leisure Manager to monitor whether the charges impact on the level of usage of the Leisure Centre. 3. Liaise with Llanelli Town Council to monitor whether the charges impact on the level of usage of the Selwyn Samuel Centre. 		
<u>Other information</u>		
Is there anything else which ought to be recorded?		
The proposed charges have been published in the local press. Statutory consultees have also been notified of the proposed parking charges.		
Date of completion	29.12.15	
Review date		

Thank you for completing this assessment.

For further information regarding Assessing Impact, please contact

Corporate Policy Team

Chief Executive's Department

01267 22(4914) / (4676)

equalities@carmarthenshire.gov.uk

Please send a copy of the assessment to the above e-mail address upon completion.

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EXECUTIVE BOARD MEMBER DECISION

26TH MAY 2016

Executive Board Member:	Portfolio:
Cllr. H Evans	Technical Services

OBJECTIONS TO A ONE WAY TRAFFIC RESTRICTION ON NORTH PARADE AND THE AVENUE, CARMARTHEN.

To consider objections from statutory consultees in relation to the making of a permanent Traffic Regulation Order needed to introduce a one way traffic restriction on North Parade and The Avenue, Carmarthen.

Recommendations / key decisions required:

That the objections are noted, but that the Traffic Regulation order is advertised, in the interests of creating a new vehicular access onto North Parade and thereby facilitating the restoration and viable future use of the historic listed former Infirmary building situated in a prominent position within Carmarthen.

Reasons:

In order to introduce a one way traffic restriction in a south easterly direction on the whole length of North Parade and to introduce a one way traffic restriction in a north westerly direction on the whole length of The Avenue.

In the interest of creating a new vehicular access to facilitate the conversion of the listed former infirmary site, located on the north-western side of North Parade, and, in the interest of creating a circuitous traffic flow system along North Parade and The Avenue.

Directorate Environment Name of Head of Service: S G Pilliner Report Author: J McEvoy	Designation Head of Transport & Engineering Road Safety & Traffic 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 DECISION
26TH MAY 2016

OBJECTIONS TO A ONE WAY TRAFFIC RESTRICTION ON NORTH PARADE AND THE AVENUE, CARMARTHEN.

Traffic is required to be restricted to one way on North Parade to facilitate the opening of a new vehicular entrance on North Parade to serve the off-street car park to the rear of Hafan Tywi.

Under a condition of the planning approval to redevelop the former listed Infirmary building (Planning Ref. W/25480), the existing vehicular access for the car park for the existing residential units at Hafan Tywi onto Priory Street will be closed. It is proposed to create an alternative vehicular access onto North Parade for the existing car park for Hafan Tywi.

North Parade is a narrow street. There is a scheme of controlled residential parking bays along the eastern side of the street. Oncoming vehicles can only pass each other approx. mid point along North Parade, where there is a sufficient break in the residential parking bays to accommodate two way traffic flow.

The off street car park, bounded on the south by Hafan Tywi and to the north by the listed former Infirmary building, is located to the north west of North Parade. At the point on North Parade where it is intended to create a new vehicular access to this car park, the width of the carriageway is limited to one lane. Traffic movements on North Parade are required therefore to be restricted to one direction in order to facilitate the creation of a new vehicular access to this car park – i.e. to achieve the necessary vehicular turning area and driver sightlines required for the access.

A Traffic Regulation Order is required to be made by the County Council, as Highway Authority, to introduce a one way restriction adjacent to the listed former Infirmary site and Hafan Tywi.

The County Council therefore proposes to introduce a one way traffic restriction in a south easterly direction on the whole length of North Parade and to introduce a one way traffic restriction in a north westerly direction on the whole length of The Avenue.

The reasons for introducing the one way traffic order are to create a new vehicular access to facilitate the conversion of the listed former infirmary site, located on the north-western side of North Parade, and, to create a circuitous traffic flow system along North Parade and The Avenue, thereby reducing the potential for traffic conflict.

The County Council is required to consult with various statutory consultees at the preliminary stage of making a Traffic Regulation Order (TRO). The next stage in making a TRO would require the County Council to advertise the order in the local paper and place notices along

the affected roads.

The County Council has consulted the various statutory consultees about the one way traffic regulation order for North Parade and The Avenue, as detailed in Appendix 1 and Appendix 2.

An objection to the order has been received from County Cllr. Alun Lenny (on behalf of County Cllr. Jeff Thomas and Cllr. Lenny). A submission about the proposed order has been received from Carmarthen Town Council. These are detailed in Appendix 3 (Ref. 1 and Ref. 2) to the report.

Recommendation:

That the objections are noted, but that the Traffic Regulation order is advertised, in the interests of creating a new vehicular access onto North Parade and thereby facilitating the restoration and viable future use of the historic listed former Infirmary building situated in a prominent position within Carmarthen.

DETAILED REPORT ATTACHED ?	NO
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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 Transport & Engineering

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

1. Legal

The provision of regulated one way traffic system requires the County Council, as Highway Authority, to make a new Traffic Regulation Order.

Proposed traffic regulation orders must be formally published by the Council's Head of Administration and Law.

Traffic Regulation Orders are introduced by the Council's Head of Administration and Law.

2. Finance

The costs of publishing the order is to be borne by the developer of the conversion of the former Infirmary building.

The costs of implementing the one way system on North Parade is to be borne by the developer of the conversion of the former Infirmary building.

The costs of implementing the one way system on The Avenue is to be borne by the Council's Traffic Management section using its traffic management revenue budget.

CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

1. Scrutiny Committee – N/A

2. Local Member(s)

Cllr. Alun Lenny and Cllr. Jeff Thomas object to the order, refer to Appendix 3 of the report.

3. Community / Town Council

Carmarthen Town Council made a submission about the order, refer to Appendix 3 of the report.

4. Relevant Partners

Dyfed Powys Police Roads Policing Unit - no objections received.

Mid and West Wales Fire and Rescue Service - no objections received.

NHS Wales Ambulance Service - no objections received.

Wincanton - no objections received.

Road Haulage Association - no objections received.

Carmarthenshire Council Refuse Collection Service - no objections received.

5. Staff Side Representatives and other Organisations - N/A

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Planning Ref. W/25480	W/25480	http://online.carmarthenshire.gov.uk/eaccessv2/PlanningAppRefSearchResults.aspx

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From: "Andrew J Morgan"
<AJMorgan@carmarthenshire.gov.uk<mailto:AJMorgan@carmarthenshire.gov.uk>>
To: "Price Ian PS 121" <ian.price@dyfed-
powys.pnn.police.uk<mailto:ian.price@dyfed-powys.pnn.police.uk>>,
"alun@carmarthentowncouncil.gov.uk<mailto:alun@carmarthentowncouncil.gov.uk>"
<alun@carmarthentowncouncil.gov.uk<mailto:alun@carmarthentowncouncil.gov.uk>>,
"s.cole@mawwfire.gov.uk<mailto:s.cole@mawwfire.gov.uk>"
<s.cole@mawwfire.gov.uk<mailto:s.cole@mawwfire.gov.uk>>,
"christian.newman@wales.nhs.uk<mailto:christian.newman@wales.nhs.uk>"
<christian.newman@wales.nhs.uk<mailto:christian.newman@wales.nhs.uk>>,
"getintouch@wincanton.co.uk<mailto:getintouch@wincanton.co.uk>"
<getintouch@wincanton.co.uk<mailto:getintouch@wincanton.co.uk>>,
"western@rha.uk.net<mailto:western@rha.uk.net>"
<western@rha.uk.net<mailto:western@rha.uk.net>>
Cc: "Cllr. Alun Lenny"
<AlunLenny@carmarthenshire.gov.uk<mailto:AlunLenny@carmarthenshire.gov.uk>>,
"Cllr. Jeff Thomas"
<JeffThomas@carmarthenshire.gov.uk<mailto:JeffThomas@carmarthenshire.gov.uk>>,
"John McEvoy"
<JMcEvoy@carmarthenshire.gov.uk<mailto:JMcEvoy@carmarthenshire.gov.uk>>
Sent: Friday, 18 March, 2016 11:28:33
Subject: FW: One way working, North Parade / The Avenue, Carmarthen.

Dear Sir/madam,,

It is proposed to introduce a new one way working system along North Parade(North West to South East) and The Avenue(South East to North West), in Carmarthen.

The one way working order is required to reduce traffic conflict along these narrow streets , and also to enable the new entrance to the former infirmary site to be created along the West side of North Parade. The opening of the new access will also result in a short length of existing residents parking(2 spaces) on the East side of North Parade having to be altered to a prohibition of waiting at any time, due to the turning circles in and out of the new access.

I therefore enclose a 1/1250 scale plan illustrating the above and would be grateful to receive your views on the matter by Friday 8th April 2016.

In the meantime, if you have any queries regarding the above, please do not hesitate to contact me.

Yn gywir / Regards,



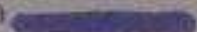

Andrew Morgan, MCIHT, MSORSA,
HA RSA Cert Comp,
Peiriannydd Traffig / Traffic Engineer , Cyngor sir Caerfyrddin/Carmarthenshire
County Council, Adran yr Amgylchedd / Environment Department, Parc Myrddin,
Waun Dew/Richmond Terrace, Caerfyrddin / Carmarthen,
SA31 1HQ.

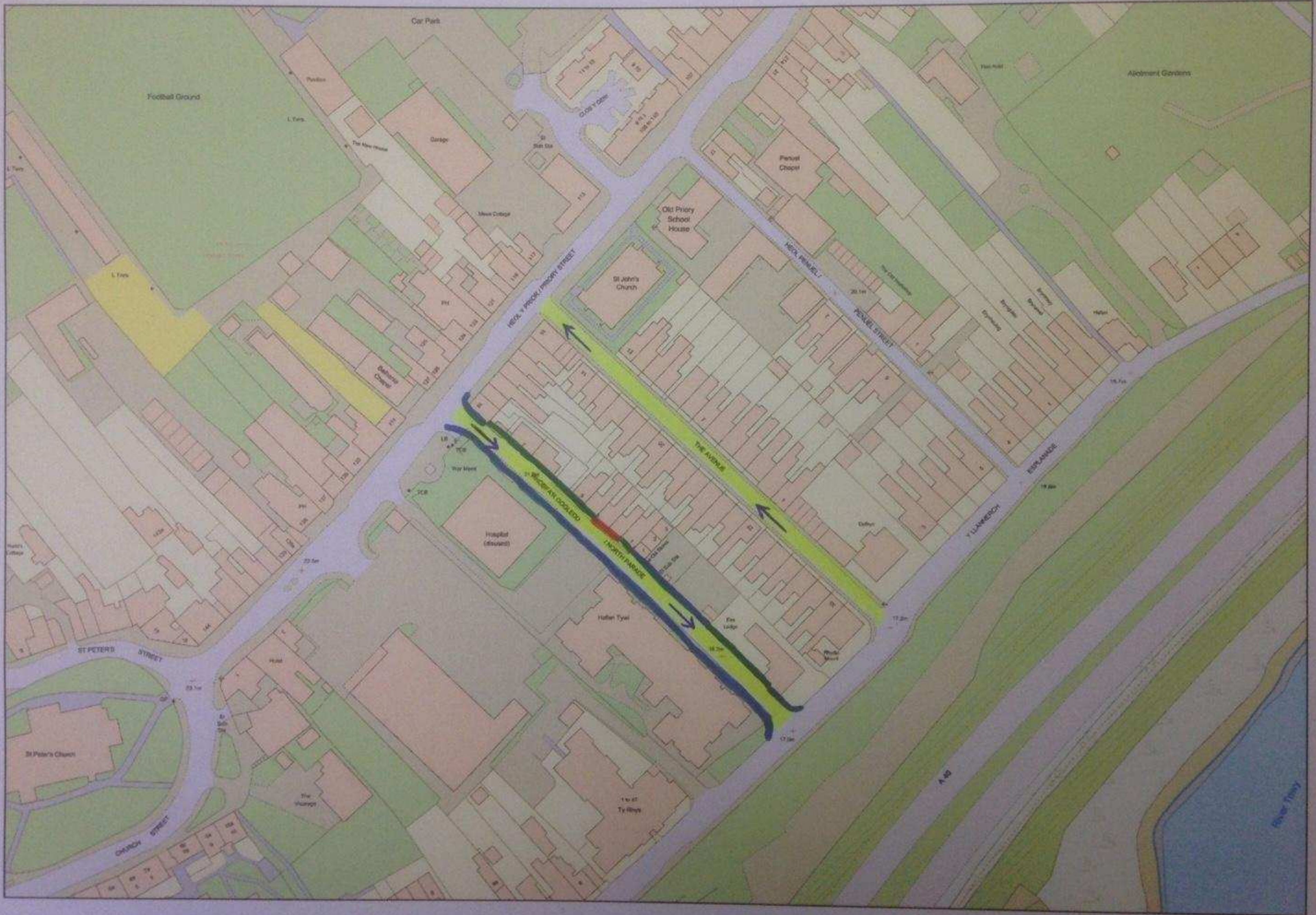
E bost / E mail

ajmorgan@carmarthenshire.gov.uk<mailto:ajmorgan@carmarthenshire.gov.uk>

Tel no 01267 228279.
Fax no 01267 228342.

One way working, North Parade/ The Avenue, Carmarthen.

One way working 
Existing residents parking to become a prohibition of waiting at any time 
Existing residents parking to remain 
Existing prohibition of waiting at any time to remain 



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Appendix 3 Comments and responses

Ref.	Comments	Response
1.	<p>From: Cllr. Alun Lenny Sent: 25 April 2016 16:51 To: John McEvoy Subject: North Parade/Avenue one-way consultation</p> <p>Dear John.</p> <p>At a recent Public Meeting (which I called and advertised via flyers in North Parade, Hafan Tywi, the Avenue and the Parade), 25 people out of the 30 present voted against the proposal to implement a one-way system. The other five abstained.</p> <p>As county councillors representing this area, Cllr Jeff Thomas and I have discussed the situation and feel duty bound to respect the residents' wishes and object to the one-way proposal - as I indicated in a recorded message earlier this month.</p> <p>Regards, Alun</p>	<p>The reasons for introducing a one way traffic restriction on North Parade and The Avenue are as follows: -</p> <p>In the interest of creating a new vehicular access to facilitate the conversion of the listed former infirmary site, located on the north-western side of North Parade, and, in the interest of creating a circuitous traffic flow system along North Parade and The Avenue.</p>
2.	<p>From: Alun Harries [mailto:alun@carmarthentowncouncil.gov.uk] Sent: 08 April 2016 09:17 To: Andrew J Morgan Subject: Fwd: One way working, North Parade / The Avenue, Carmarthen.</p> <p>Good morning Andrew Thank you for the opportunity to discuss the above.</p> <p>Members considered this matter at their most recent Council meeting and concerns were raised about the loss of parking spaces due to these changes - that will essentially be for the benefit of the developer at the expense of residents. In other words allowing him to extend the number of flats but in so doing</p>	<p>Response: The introduction of a one way restriction on traffic movements will enhance road safety by reducing the potential for traffic conflicts.</p> <p>The number of parking spaces for the off-street to the rear of Hafan Tywi will remain the same where two parking spaces are removed but are proposed to be replaced at other locations within the car park.</p> <p>The introduction of a one way restriction on North Parade would enable the Council to consider the introduction of additional residents parking bay on North Parade.</p> <p>Disabled badge holders may park within any portion of the controlled residents parking bays on North Parade, The Parade, The Esplanade and The Avenue (all</p>

Appendix 3 Comments and responses

Ref.	Comments	Response
<p>Page 56</p>	<p>removing the current access road to the car park from Priory Street. The loss of these parking spaces (there is provision for no more than four cars there at the moment) will affect residents of North Parade both materially (i.e. the value of the houses will be adversely affected due to the loss of street parking) and of course there will be additional traffic in the street as a result of this, which will inevitably reduce road safety.</p> <p>Members have requested clarification and assurance that the proposed action doesn't compromise any provisions of the Disability Discrimination Act or Equality Act, taking into account representations made by disabled residents of North Parade to Members.</p> <p>Regards</p> <p>Alun Harries Clerk, Carmarthen Town Council</p>	<p>within Zone C4) without restriction or limitation.</p> <p>Proposals to reduce the length of one of the controlled residents parking bays on North Parade by a length of two passenger car vehicle lengths will not affect the exemption for disabled badge holders to park in the controlled residents parking bays.</p>

EXECUTIVE BOARD MEMBER DECISION

26TH MAY, 2016

Executive Board Member:	Portfolio:
Cllr. H Evans	Technical Services

LLANELLI SHOPMOBILITY

Purpose: To Approve Support

Recommendations / key decisions required:

The Llanelli Shopmobility be supported with a further grant of £12,500 to 31st March 2017.

Reasons:

Shopmobility is one of many initiatives being encouraged by the Authority to support the town and is one of the key priorities within our Integrated Parking Strategy i.e.

“To provide more facilities for the mobility impaired” – including appropriate levels of parking provision within car parks and through the encouragement of Shop Mobility schemes within town centres.”

Directorate Environment Name of Head of Service: Report Author: S.Pilliner	Designation Head of Transport and Engineering	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



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YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

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 DECISION
26th MAY, 2016

Llanelli Shopmobility

The County Council has supported the Llanelli Shopmobility scheme since 2011 with a three year funding arrangement supported by a Service Level Agreement (SLA).

The Llanelli scheme provides a valuable service for the disabled and has been successful with 232 members to date.

The group generates income from charges and fund raising. The scheme is however mainly reliant on the County Council's financial support. The Group has requested further financial support from the Council for the current year, amounting to £ 12,500.

Shopmobility is one of many initiatives being encouraged by the Authority to support the town and is one of the key priorities within our Integrated Parking Strategy i.e.

"To provide more facilities for the mobility impaired" – including appropriate levels of parking provision within car parks and through the encouragement of Shop Mobility schemes within town centres."

The Council has no revenue allocation to fund a further twelve months support, it will however receive a contribution from the Bus Services Support grant to fund Community Transport development. Community Transport includes Shopmobility.

It is therefore recommended that £12,500 of the Bus Service Support Grant support is used to support the Llanelli Shopmobility scheme in the current financial year and that:

- an updated Service Level Agreement underpins the allocation of the grant.
- the authority is provided with regular reports on the scheme operational and financial performance
- the authority is provided with copies of minutes from management meetings

Recommendation.

The Llanelli Shopmobility be supported with a further grant of £12,500 for the current financial year.

DETAILED REPORT ATTACHED ?

NO

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 Transport & Engineering

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

Providing more facilities for the mobility impaired is a key priority within the Authority's Integrated Parking Strategy.

3. Finance

All associated costs will be funded from the community transport element of the Bus services Support Grant. There will be no requirement to support from the revenue budget.

CONSULTATIONS

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

Signed: S.G.Pilliner

Head of Transport and Engineering

1. Scrutiny Committee **N/A**

2. Local Member(s) **N/A**

3. Community / Town Council **N/A**

4. Relevant Partners **N/A**

5. Staff Side Representatives and other Organisations **N/A**

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Integrated Parking Strategy		Transport and Engineering Division, Parking Services, Parc Myrddin, Carmarthen. SA31 1HQ http://www.carmarthenshire.gov.wales/media/615744/IntegratedCarParkingStrategy.pdf

EXECUTIVE BOARD MEMBER DECISION 26TH MAY, 2016

Executive Board Member:	Portfolio:
Cllr. H Evans	Technical Services

CARMARTHEN SHOPMOBILITY

Purpose: To Approve Support

Recommendations / key decisions required:

The Carmarthen Shopmobility be supported with a further grant of £13,596 for a further twelve month period commencing September 2016.

Reasons:

Shopmobility is one of many initiatives being encouraged by the Authority to support the town and is one of the key priorities within our Integrated Parking Strategy i.e.

“To provide more facilities for the mobility impaired” – including appropriate levels of parking provision within car parks and through the encouragement of Shop Mobility schemes within town centres.”

Directorate Environment Name of Head of Service: Report Author: S.Pilliner	Designation Head of Transport and Engineering	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



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YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

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 DECISION
26th MAY, 2016

Carmarthen Shopmobility

The County Council has supported the Carmarthen Shopmobility scheme since 2011 with a three year funding arrangement supported by a Service Level Agreement (SLA). The current funding arrangement is due to expire this year.

The Carmarthen scheme provides a valuable service for the disabled and has been successful with 1,021 members to date.

The group generates income from charges and fund raising. The scheme is however mainly reliant on the County Council's financial support. The Group has requested further financial support from the Council for the forthcoming 12 months, based on the level of support provided for the final year of the SLA. i.e. £13,596.

Shopmobility is one of many initiatives being encouraged by the Authority to support the town and is one of the key priorities within our Integrated Parking Strategy i.e.

“To provide more facilities for the mobility impaired” – including appropriate levels of parking provision within car parks and through the encouragement of Shop Mobility schemes within town centres.”

The Council has no revenue allocation to fund a further twelve months support, it will however receive funding from the Bus Services Support Grant to fund Community Transport development, such schemes include Shopmobility.

It is therefore recommended that £13,596 of the Bus Service Support Grant support is used to support the Carmarthen Shopmobility scheme for a further twelve months and that:

- an updated Service Level Agreement underpins the allocation of the grant.
- the authority is provided with regular reports on the scheme operational and financial performance.
- the authority is provided with copies of minutes from management meetings

Recommendation.

The Carmarthen Shopmobility be supported with a further grant of £13,596 for a further twelve month period.

DETAILED REPORT ATTACHED ?

NO

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 Transport & Engineering

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

Providing more facilities for the mobility impaired is a key priority within the Authority's Integrated Parking Strategy.

3. Finance

All associated costs will be funded from the community transport element of the Bus services Support Grant. There will be no requirement to support from the revenue budget.

CONSULTATIONS

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

Signed: S.G.Pilliner

Head of Transport and Engineering

1. Scrutiny Committee N/A

2. Local Member(s) N/A

3. Community / Town Council N/A

4. Relevant Partners N/A

5. Staff Side Representatives and other Organisations N/A

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
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