

# Document Pack



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FRIDAY, 6 JANUARY 2017

**TO: ALL MEMBERS OF THE ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE**

**I HEREBY SUMMON YOU TO ATTEND A MEETING OF THE ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE WHICH WILL BE HELD IN CHAMBER, 3 SPILMAN STREET, CARMARTHEN AT 10.00AM ON MONDAY, 16TH JANUARY, 2017 FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA.**

*Mark James* CBE

**CHIEF EXECUTIVE**



PLEASE RECYCLE

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Ref:	AD016-001



**YOUR COUNCIL** **doitonline**  
[www.carmarthenshire.gov.wales](http://www.carmarthenshire.gov.wales)

# **ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE**

## **14 MEMBERS**

### **PLAID CYMRU GROUP – 5 MEMBERS**

- |    |            |               |
|----|------------|---------------|
| 1. | Councillor | A. Davies     |
| 2. | Councillor | W.J. Lemon    |
| 3. | Councillor | A.D.T. Speake |
| 4. | Councillor | S.E. Thomas   |
| 5. | Councillor | D.E. Williams |

### **INDEPENDENT GROUP – 4 MEMBERS**

- |    |            |                           |
|----|------------|---------------------------|
| 1. | Councillor | D.B. Davies               |
| 2. | Councillor | J.A. Davies               |
| 3. | Councillor | I.J. Jackson (Vice-Chair) |
| 4. | Councillor | A. James                  |

### **LABOUR GROUP – 4 MEMBERS**

- |    |            |                     |
|----|------------|---------------------|
| 1. | Councillor | A.P. Cooper (Chair) |
| 2. | Councillor | P.M. Edwards        |
| 3. | Councillor | D.C. Evans          |
| 4. | Councillor | W.G. Thomas         |

### **UNAFFILIATED – 1 MEMBER**

- |    |            |              |
|----|------------|--------------|
| 1. | Councillor | J.P. Jenkins |
|----|------------|--------------|

# AGENDA

1. APOLOGIES FOR ABSENCE
2. DECLARATIONS OF PERSONAL INTEREST
3. DECLARATIONS OF PROHIBITED PARTY WHIPS
4. PUBLIC QUESTIONS (NONE RECEIVED)
5. FORTHCOMING ITEMS 5 - 8
6. EXPLANATION FOR NON-SUBMISSION OF SCRUTINY REPORT 9 - 10
7. UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT AREAS IN CARMARTHENSHIRE 11 - 14
8. CURRENT POSITION OF FOOD HYGIENE RATING IN CARMARTHENSHIRE 15 - 20
9. PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS 21 - 38
10. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 16<sup>TH</sup> DECEMBER 2016 39 - 46

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# ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

16<sup>TH</sup> JANUARY 2016

**Forthcoming items for next meeting –  
Friday 3<sup>rd</sup> March 2017**

Discussion Topic	Background
Enforcement Update	This update will provide the Committee with progress following the introduction of Public Space Protection Orders as well as other environmental enforcement activities, including tackling fly-tipping, as requested by the Committee at its work programme planning session.
Q3 Performance Monitoring Report 2016/17	<p>This is a standard 6-monthly report which allows members to undertake their monitoring role in relation to the relevant departments' services. The report also includes details of the compliments and complaints received by the relevant departments.</p> <p>Following agreement by the Scrutiny Chairs &amp; Vice-Chairs Forum, all the scrutiny committees will now receive performance monitoring reports for quarters 1 and 3 from 2016/17 onwards. The end of year position will be captured as part of the Council's Annual Report and Improvement Plan document.</p>
Budget Monitoring 2016/17	This standard quarterly item enables members to undertake their monitoring role of the Environment Department, Public Protection Services and Community Safety Team's revenue and capital budgets.

<p>Council's Well-Being Objectives 2017/18</p>	<p>The Well-being of Future Generations Act requires public bodies in Wales to carry out sustainable development with the objective of improving the social, economic, environmental and cultural well-being of their area.</p> <p>It places a well-being duty on those public bodies to set and publish objectives designed to maximise their contribution to the seven national well-being goals. They are also required to take all reasonable steps to meet those objectives.</p> <p>This item will provide the Committee with an opportunity to consider and comment on the Council's proposed objectives for 2017/18.</p>
<p>Update on Street Lighting</p>	<p>This item will provide the Committee with an update on progress with regard to the installation of LED lighting and timers for part-night illumination across the county's network.</p>
<p>Actions &amp; Referrals</p>	<p>These quarterly updates provide details on progress made in relation to actions and requests from previous meetings.</p>

**Also included on the next page is the latest version of the Committee's Forward Work Programme up to 21<sup>st</sup> April 2017.**

## Environmental & Public Protection Scrutiny Committee – Forward Work Programme 2016/17

13 May 16	24 June 16	26 Sept 16	11 Nov 16	16 Dec 16	16 Jan 17	3 March 17	21 April 17
T&F Group Final Report – Car Parking Charges	Animal Establishment & Licensing Fees (Post-Consultation)	Community Safety Partnership Annual Report 2015/16	TIC Project Update	Waste Strategy update	AQMA Update	Enforcement Update	Highways Road Classification
E&PP Forward Work Programme 2016/17	Draft CCC Improvement Plan 16/17 and Annual Report 15/16	APB Drug & Alcohol Misuse Strategy Annual Report 2015/16	Environmental Health & Licensing Annual Update (+ Air Quality Unit)	3-year Revenue Budget Consultation	Food Hygiene Rating Scheme	Street Lighting Update	Communities Departmental Business Plan 2017/2020
	EoY Performance Monitoring 2015/16	T&F Monitoring – Substance Misuse Services	Trading Standards Update	5-year Capital Budget Consultation	Prioritisation Model For Highway Infrastructure And Road Safety Improvements	Budget Monitoring 2016/17	
	EoY Budget Monitoring 2015/16	Highway Safety & Footway Investment Programme	Half-Year Compliments & Complaints Report	Environment / Communities Business Plans 2017/18		Q3 Performance Monitoring Report 2016/17	
	Actions & Referrals Update	Q1 Performance Monitoring Report 2016/17	Budget Monitoring 2016/17			Council's Well-Being Objectives 2017/18	
		Kerbside Green Waste Collection	Actions & Referrals Update			Actions & Referrals Update	
		E&PP Annual Report 2015/16					
		Budget Monitoring 2016/17					

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# ENVIRONMENT & PUBLIC PROTECTION 16<sup>TH</sup> JANUARY 2017

## Explanation for non-submission of scrutiny report

ITEM	RESPONSIBLE OFFICER(S)	EXPLANATION	REVISED SUBMISSION DATE
Council's Well-being objectives 2017/18	Robert James	In order to ensure that the Council's Well-being objectives for 2017/18 are shaped in accordance with all consultation feedback, it has been necessary to defer this report to the next Scrutiny Committee meeting.	3 <sup>rd</sup> March 2017
Street Lighting Update	S G Pilliner	The Street Lighting LED programme has currently reached the stage where staff are involved in concluding a tender for phase 2 of a three stage programme. Given the tender is likely to have an impact on the financial profile, it would be prudent to update Scrutiny Committee at the next meeting.	3 <sup>rd</sup> March 2017



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## ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

16<sup>TH</sup> JANUARY 2017

### SUBJECT:

### UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT AREAS IN CARMARTHENSHERE

### To consider and comment on the following issues:

That the Members of the Scrutiny Committee are updated on the work undertaken in respect of the declared Air Quality Management Area in Carmarthenshire.

### REASONS:

To ensure that progress is made in monitoring and improving the air quality in the declared Air Quality Management Areas in Carmarthenshire.

### To be referred to the Executive Board/Council for decision: NO

### Executive Board Member Portfolio Holder:

Cllr. J. Jones (Environment & Public Protection Portfolio Holder)

<b>Directorate</b> <b>Communities</b> <b>Name of Head of Service:</b> <b>Robin Staines</b> <b>Report Author:</b> <b>Sue Watts</b>	<b>Designations:</b> <b>Head of Housing and Public Protection, Care and Support</b>  <b>Environmental Health and Licensing Manager</b>	<b>Tel Nos.</b> <b>01267 228960</b> <b>Rstaines@carmarthenshire.gov.uk</b> <b>01267 228929</b> <b>sewatts@carmarthenshire.gov.uk</b>
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**ENVIRONMENTAL & PUBLIC PROTECTION  
SCRUTINY COMMITTEE  
16<sup>TH</sup> JANUARY 2017**

**UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT  
AREAS IN CARMARTHENSHIRE**

**Background**

- 1.1 The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area. This is achieved through the Local Air Quality Management work. There are various pollutants that can be assessed, but local authorities are only required to monitor those that have a potential to breach the Air Quality Objectives. For Carmarthenshire, the main pollutant of concern is nitrogen dioxide (NO<sub>2</sub>).
- 1.2 The Environment Act 1995 specifies how local authorities deal with areas that fail to comply with the national air quality objectives.
- 1.3 The towns of Llandeilo and areas of Carmarthen and Llanelli have experienced increasing levels of NO<sub>2</sub> over the last few years, to the extent that the air quality objective for NO<sub>2</sub> has been breached, resulting in Welsh Government requiring the Council to carry out a Detailed Assessment to ascertain the extent and level of exceedance of the Air Quality Objective.

**2.0 Llandeilo**

- 2.1 The Air Quality Management Area (AQMA) was defined and designated for Llandeilo on the 11<sup>th</sup> November 2011. As a result, an Action Plan was developed which looked at a wider range of measures that are focussed on improving Air Quality within the Town on short, medium and longer term basis.
- 2.2 During 2013, the Llandeilo By Pass Forum has been set up which focused on the provision of a bypass for the Town of Llandeilo to improve the strategic Swansea/Manchester Trunk road. The delivery of the bypass will support the economic performance of south west Wales and mid Wales.
- 2.3 A number of actions from the plan have been implemented. The measured NO<sub>2</sub> levels for 2015 and 2016 are attached as per Appendix 1. As illustrated, to date, these measures have not been effective in reducing the levels of NO<sub>2</sub>. We will continue to implement actions identified on the plan and monitor the levels of NO<sub>2</sub> however, the only likely long-term viable option for bringing about a permanent and definite improvement to air quality in Llandeilo is the provision of a by-pass. The Welsh Government recently released a statement to confirm that work will progress on the by-pass in 2019.

### 3.0 Carmarthen

3.1 The Air Quality Management Area for Carmarthen was declared on 2<sup>nd</sup> August 2016 a copy of which is attached as Appendix 2. An initial Action Planning Group meeting has been arranged for 19<sup>th</sup> January 2017. The Membership of the group will include Officers of Carmarthenshire County Council's Public Protection Division, Highways and Transport, Regeneration, Development Control, and Legal Services. The agenda will include appropriate Membership for the group.

### 4.0 Llanelli

4.1 The Air Quality Management Area for Llanelli was declared on 2<sup>nd</sup> August 2016 a copy of which is attached as Appendix 3. An initial Action Planning Group meeting has been arranged for 19<sup>th</sup> January 2017. The Membership of the group will include Officers of Carmarthenshire County Council's Public Protection Division, Highways and Transport, Regeneration, Development Control, and Legal Services. The agenda will include appropriate Membership for the group.

<b>DETAILED REPORT ATTACHED?</b>	<b>NO</b>
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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: Robin Staines

Head of Housing and Public Protection

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>NONE</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>

### 2. LEGAL

The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area

### 3. FINANCE

There is no residual monies in the Capital fund to implement additional requirements during 2017/18.

## CONSULTATIONS

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

Signed: Robin Staines

Head of Housing, Public Protection, Care and Support

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:**

**THERE ARE NONE**

## ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 16<sup>TH</sup> JANUARY 2017

**SUBJECT:**

**CURRENT POSITION OF FOOD HYGIENE RATING IN CARMARTHENSHIRE**

**To consider and comment on the following issues:**

To receive and accept the report.

**REASONS:**

The report gives the current situation and identifies Carmarthenshire's current poor performers in relation to Food Hygiene Ratings.

**To be referred to the Executive Board/Council for decision: NO**

**Executive Board Member Portfolio Holder:**

Cllr. J. Jones (Environment & Public Protection Portfolio Holder)

<p><b>Directorate</b> <b>Communities</b> <b>Name of Head of Service:</b> <b>Robin Staines</b> <b>Report Author:</b> <b>Sue Watts</b></p>	<p><b>Designations:</b> <b>Head of Housing and Public Protection, Care and Support</b>  <b>Environmental Health and Licensing Manager</b></p>	<p><b>Tel Nos.</b> <b>01267 228960</b> <b>Rstaines@carmarthenshire.gov.uk</b> <b>01267 228929</b> <b>sewatts@carmarthenshire.gov.uk</b></p>
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# ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 16<sup>TH</sup> JANUARY 2017

## CURRENT POSITION OF FOOD HYGIENE RATING IN CARMARTHENSHIRE

### BACKGROUND

In November 2013 The Food Hygiene Rating (Wales) Act (“the Act”) established a statutory Food Hygiene Rating Scheme (FHRS). This built on the existing non-statutory scheme being operated by local authorities across Wales. The non-statutory scheme had been developed with industry, consumers and local authority stakeholders and aimed to provide information to consumers on the hygiene standards of food businesses.

The statutory Food Hygiene Rating Scheme, amongst other requirements, made participation by local authorities in Wales compulsory and required food businesses supplying food to the final consumer to display their food hygiene ratings.

In November 2014, to coincide with the first anniversary of the statutory scheme, the scope was extended to include business to business trade establishments.

Further information, enabling consumers to see how ratings are calculated is also provided on the Food Standards Agency (FSA) website.

The display of the rating in this format enables consumers to see how well a business did in relation to each of the component criteria (at the time of an unannounced, programmed inspection) that determines the overall food hygiene rating:

- Level of (current) compliance with food hygiene and safety procedures (including food handling practices and procedures, and temperature control);
- Level of (current) compliance with structural requirements (including cleanliness, layout, condition of structure, lighting, ventilation, facilities etc);
- Confidence in management - how the business manages and records what it does to make sure food is safe.

There are six different food hygiene ratings; these are 0 to 5. A rating of 5 is the highest rating and represents a “very good” level of compliance with legal requirements. All businesses, irrespective of the nature or size of their operation should be able to achieve this.

To get the top rating of ‘5’, businesses must do well in all three elements above. Business with scores of ‘3’ (generally satisfactory) or greater are also deemed to be ‘broadly compliant’. Those with ratings of ‘0’, ‘1’ or ‘2’ are likely to have been observed as performing poorly in more than one of the component scores. Food businesses can only be closed down if there is found to be an ‘imminent risk’ such as an infestation of vermin. Premises subject to this type of action are not awarded a score as they are deemed to be closed and therefore not trading.



## Progress to date

The following table identifies the rating distribution in Carmarthenshire (Accurate on 29<sup>TH</sup> December 2016)

FHRS RATING	Number of premises in Carmarthenshire	%
5	1133	68.7%
4	365	22.1%
3	110	6.7%
2	27	1.6%
1	15	0.9%
0	0	0%

Carmarthenshire currently has 1650 premises with a Mandatory food hygiene score, amongst a total of 1994 food premises.

## Encouraging improvement

Premises scoring a 0,1, or 2 would be subject to the Authority's re-visit policy, established in conjunction with other Local Authorities in Wales. It is important to note however, that an inspecting Officer would explore the use of enforcement options if necessary. They would not effectively walk away from a premises until they are satisfied that the establishment would obtain a minimum of a 3 rating were it to be reassessed. Such a rating may only be re-evaluated when a business formally applies for a rescore revisit inspection, for which there is a charge of £150. Alternatively, the score would remain in place until the next unannounced, programmed inspections. Carmarthenshire currently has no businesses with a '0' rating.

Officers no longer provide onsite advice to new proprietors but will signpost businesses to relevant information. The first inspection will result in a rating.

## Carmarthenshire's current poor performers

In the latter part of 2016, a total of 36 premises were written to by the Authority, notifying them that it was the Authority's intention to identify the County's poor performers in terms of food hygiene and to explore the intentions of the various businesses who continue to trade with food hygiene scores below that of being broadly complaint.

Note: The discrepancy in figures is due to the programme of inspections being a rolling programme whereby, the poor performer data referred to here is sourced from a fixed point in time.

Of the 36 poor performers addressed, this prompted the following responses:

No.	Nature of response
1	Change in Ownership
5	Premises scheduled and programmed inspection undertaken
5	Request for rescore received (£150 fee each)
2	Right to reply received
1	Request for rescore refused
24	No response received

The Authority is now in a position to identify its poor performers as the following:

CHECK POINT FILLING STATION, LLANWRDA	14 Months	
DENHAM STORES, LLANELLI	9 Months	
DHAKA 2 BOMBAY, PEMBREY	2 Months	
FURNACE UNITED RUGBY FOOTBALL CLUB, FURNACE	10 Months	
JUST DESSERTS, LLANBOIDY	9 Months	*
LING DI LONG, AMMANFORD	2 Months	
NEW SUNRISE CHINESE TAKE AWAY, LLWYNHENDY	2 Months	
NUMBER 11, NEWCASTLE EMLYN	1 Month	
TRIMSARAN RFC, TRIMSARAN	9 Months	
WEBBS FOODS, BURRY PORT	6 Months	
ANDREW & E BARKER, LLANWRDA	7 Months	
BARA GWALIA BAKERY, LLANYBYDDER	10 Months	
THE CURRY PORT, BURRY PORT	9 Months	
CYMRU BALTI, TUMBLE	10 Months	
FARMERS ARMS, PENCADER	12 Months	
LYNN'S CATERING, LLANWRDA	1 Month	
MYNYDD MAWR FRESH MEATS, TUMBLE	10 Months	
NEW CHINA WOK, LLANYBYDDER	10 Months	
PEPPINOS, PONTHENRY	15 Months	
PJ SNACK BAR, LLANELLI	15 Months	
PONTYBEREM BALTI TANDOORI TAKEAWAY, PONTYBEREM	11 Months	
POPTY BACH Y WLAD, PENTRE CWRT	15 Months	*
TOP TASTE, CARMARTHEN	9 Months	
WHITE HART INN, NEWCASTLE EMLYN	11 Months	
WHITE LION INN, LLANELLI	10 Months	
WHITLAND MART CAFÉ, WHITLAND	20 Months	

\*Denotes Right to reply received

## Challenges

Consistency in rating premises will always be subject to scrutiny. The Authority currently participates in all Wales consistency exercises. In addition to this, we have recently participated in a National exercise.

Enforcement of the scheme continues to be an issue of concern. Fraudulent / misleading displays of scores throughout the County have been an issue which has been dealt with informally to date. The challenge remains, however, as to whether every premises within County should be monitored to some degree, and proportional enforcement action undertaken. Currently, such enforcement is undertaken as a direct result of service complaints and ad hoc visits based on Officer vigilance.

Re-rating requests have not proven to be too onerous to date. Since the introduction of the voluntary scheme, of all re-score requests received in Carmarthenshire, each and every re-score visit has resulted in an improvement in the respective food hygiene score.

## Conclusions

The introduction of the statutory food hygiene rating scheme, compelling food businesses to display their food hygiene ratings, has enabled consumers in Wales to make better informed choices about where they eat and buy food.

Food business compliance with food hygiene legislation since the introduction of the statutory scheme has also increased significantly.

<b>DETAILED REPORT ATTACHED?</b>	<b>NO</b>
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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: Robin Staines

Head of Housing and Public Protection

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>

### 2. LEGAL

The Food Hygiene Rating (Wales) Act 2013 requires Local Authorities to inspect and produce food hygiene ratings of businesses in their areas.

### 5. RISK MANAGEMENT ISSUES

Failure to carry out inspections could result in a reduction in hygiene standards and thereby associated risks of public health.

## CONSULTATIONS

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

Signed: Robin Staines

Head of Housing, Public Protection, Care and Support

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:**

**THERE ARE NONE**

**ENVIRONMENTAL AND  
PUBLIC PROTECTION SCRUTINY COMMITTEE**

**16<sup>th</sup> JANUARY 2017**

**SUBJECT:**

**PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS**

**Purpose:**

To outline the revised criteria for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

**To consider and comment on the following issues:**

The assessment and prioritisation of requests for highway infrastructure and road safety improvements.

**Reasons:**

For the committee's information and comment.

**To be referred to the Executive Board / Council for decision: YES**

**Executive Board Member Portfolio Holder:-** Cllr Hazel Evans

**Directorate**

Environment

**Name of Head of Service:**

Stephen G Pilliner

**Report Author:**

Brian Jenkins

**Designations:**

Head of Transportation and Highways

Strategy and Implementation  
Manager

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BLJenkins@car-mar-thenshire.gov.uk

# ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

16<sup>th</sup> JANUARY 2017

## PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS

**Purpose:** To outline the revised criteria for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

To outline the revised criteria and to seek approval for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

The Executive Board approved the current criteria for assessment, selection and prioritisation of Road Safety Improvement and Footway Improvements funded from the Council's capital budget allocation for such works on 14<sup>th</sup> November 2011. Demand for improvements is high and the Department continues to receive community requests for highway related safety improvements and other infrastructure. There are currently 355 number requests for highway infrastructure and road safety improvements which include requests for a range of measures from major highway improvements, footway provision, traffic calming, reduced speed limits, signage and other road safety measures.

The principles of the assessment and prioritisation of current requests are to be maintained with some additional factors now being included. The additional factors to be considered are :

- A revision to top slice ten percent of the annual budget to facilitate low cost high value interventions to address road safety issues at high risk sites and to reduce the pressure on revenue. Such measures will include for example: signage, road marking, fencing and minor surfacing.
- Greater weighting to personal injury and severity of accidents and adjustments to the weighting for the level of deliverability and improvement.
- Stage two assessment reduced from fifty sites to twenty sites, as the current level of funding limits the number of schemes that can be delivered in any year.
- The potential of the scheme to address an existing maintenance priority to enable integration between the authority's transport strategic investment and highway maintenance.

The report sets out the criteria to be adopted to determine a maximum number of twenty schemes that will progress to delivery stage within the programme.

Full details are included in the Appendix to the report but the main factors of the staged approach are accident records (severity and number), traffic volumes and pedestrian flows, level of improvement for any intervention, deliverability and value for money, potential for additional funding and revenue savings, and addressing maintenance priorities.

From this latest assessment and prioritisation a rolling programme will be formulated which will form the basis of future Highway Infrastructure and Road Safety Improvement capital Programmes in future years.

The report is for the Committee's information and comment.

DETAILED REPORT ATTACHED?

YES

# IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: S G Pilliner

Head of Transportation & Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>YES</b>

## 1. Policy, Crime & Disorder and Equalities

Road Safety is one of the priorities set out in the Carmarthenshire Integrated Community Strategy. The Carmarthenshire County Council Local Transport Plan which is contained within the Joint Transport Plan for South West Wales also includes a Road Safety component strategy.

## 2. Legal

The Council has a statutory responsibility to manage and maintain public roads. That duty includes the investigation of road traffic accidents, the provision of road safety measures and the expeditious movement of traffic.

Future projects may require the acquisition of privately owned land or the implementation of appropriate Road Traffic Regulation Orders as necessary.

## 3. Finance

Future projects will be funded from a number of sources including the Council's Capital Programme, Welsh Government Transport related grants or developer contributions.

## 5. Risk Management Issues

It is unlikely future projects will require planning consent but should consent be required there is a minor risk of objections being received.

## 6. Physical Assets

Future projects may require the acquisition of privately owned land.

# CONSULTATIONS

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

Signed: S G Pilliner

Head of Transportation & Highways

1. Local Member(s) - N/A

2. Community / Town Council - N / A.

3. Relevant Partners - N / A.

4. 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:

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Report to Executive Board on 14 <sup>th</sup> November 2011		<a href="http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20111114/SUM05.HTM">http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20111114/SUM05.HTM</a>
Joint Transport Plan for South West Wales		<a href="http://www.carmarthenshire.gov.wales/media/1085004/Joint-Transport-Plan-300115.pdf">http://www.carmarthenshire.gov.wales/media/1085004/Joint-Transport-Plan-300115.pdf</a>



**REPORT OF THE DIRECTOR OF ENVIRONMENT  
ENVIRONMENTAL AND PUBLIC PROTECTION COMMITTEE  
16<sup>th</sup> JANUARY 2017  
HIGHWAY INFRASTRUCTURE & ROAD SAFETY IMPROVEMENT  
PROGRAMME  
PROPOSED CRITERIA FOR ASSESSMENT OF REQUESTS**

<b>Head of Service &amp; Designation.</b> <b>S G Pilliner</b> <b>Head of Transportation and Highways</b>	<b>Directorate</b>  <b>Environment</b>	<b>Telephone No.</b>  <b>01267 228150</b>
<b>Author &amp; Designation</b> <b>B Jenkins</b> <b>Strategy and Implementation Manager</b>	<b>Directorate</b>  <b>Environment</b>	<b>Telephone No</b>  <b>01267 228153</b>

## 1. Introduction and Background.

The County Council employs a number of measures to improve road safety and to prevent road traffic casualties in accordance with its statutory responsibilities. Such measures include a mix of initiatives under three broad headings:

- Education (training and publicity campaigns)
- Engineering (traffic management and a number of road safety improvements)
- Enforcement. (parking plus speed)

The overall strategies are outlined in the Road Safety Plan, as well as the Joint Transport Plan for south west Wales.

In terms of engineering, road safety improvements include local footway widening, highway improvements and other associated minor works. Such schemes are funded via the authority's capital programme. The demand for such schemes always outstrips the amount of resources available; as at 1<sup>st</sup> December 2016, there are 355 separate requests for improvement schemes. To date, schemes have been developed, approved and delivered through an assessment process formerly approved by Executive Board in 2011.

Amendments to the existing appraisal process have been considered, to ensure the assessment criteria is more relevant to the current environment. It is proposed to amend the assessment criteria to facilitate greater integration between the authority's strategic investment and highway maintenance. This will help secure maximum value from the level of funds available. Additional factors will therefore include:

- A revision to top slice ten percent of the annual budget to facilitate low cost high value interventions to address road safety issues at high risk sites and to reduce the pressure on revenue. Such measures will include for example: signage, road marking, fencing and minor surfacing.
- Greater weighting to personal injury and severity of accidents and adjustments to the weighting for the level of deliverability and improvement.
- Stage two assessment reduced from fifty sites to twenty sites, as the current level of funding limits the number of schemes that can be delivered in any year.
- The potential of the scheme to address an existing maintenance priority to enable integration between the authority's transport strategic investment and highway maintenance.

The report sets out the criteria to be adopted to determine a maximum number of twenty schemes that will progress to delivery stage within the programme.

## **2.0 The Revised Assessment Criteria and Process**

A three stage assessment process for determining the priority of all requests for Highway Infrastructure and Road Safety Improvements is proposed.

### **Stage 1 – All Requests**

Only those requests with Recorded Personal Injury Accidents will be considered for inclusion in Stage 2 of the Assessment process (see below).

10% of any Capital Programme allocation will be utilised for low cost, high value measures to address road safety issues at high risk sites or to reduce revenue costs from school transport costs. Measures could include road markings, improved signage, safety fencing, surfacing and the like or short sections of linking footway to create 'safe' walking routes.

## Stage 2a – All Requests with associated Recorded Personal Injury Accidents

The following criteria will be used to assess all requests that pass to Stage 2a with scores being allocated for each of the following-

**Accident Assessments** – this will comprise three elements.

Recorded personal injury accidents

Recorded personal injury accidents for pedestrians and / or cyclists

Accident locations in close proximity to other recorded accidents along route

Number of vehicles involved

The scoring matrix proposed is set out in the tables below

Priority Score	Severity of Accident
10	Slight
30	Serious
50	Fatal

Priority Score	Severity of Pedestrian Accident
20	Slight
50	Serious
100	Fatal

Requests with only a single associated Recorded Personal Injury Accident will not proceed to the next stage of the assessment process (Stage 2b) which will combine two elements.

## Stage 2b – All Requests with Serious or Fatal Recorded Personal Injury Accidents or multiple Slight Recorded Personal Injury Accidents

Accident location close to other accident sites along route (within distance of 1 kilometre).

Priority Score	Accident Location close to other Accident Sites along Route
5	Less than 1 kilometre

**Traffic Volumes and Pedestrian Flows** – this will comprise two elements.

Volume of vehicular traffic

Number of pedestrians and / or cyclists

Priority Score	Volume of Traffic (24 Hr Average)
2	Very Low (< 1000 vehicles per day)
4	Low (1000 - 2499 vehicles per day)
6	Medium (2500 – 4999 vehicles per day)
8	High (5000 – 9999 vehicles per day)
10	Very High (< 10000 vehicles per day)

Priority Score	Number of Pedestrians and / or Cyclists
4	Very Low (< 25 per 10 hour day)
8	Low (25 – 49 per 10 hour day)
12	Medium (50 – 99 per 10 hour day)
16	High (100 – 199 per 10 hour day)
20	Very High (< 200 per 10 hour day)

A Total Score will be determined for each of the requests which will determine an initial ranking of priority for further assessment (Stage 3). Further criteria will be used to assess the **Top 20** requests based on the initial assessment.

### Stage 3 – Top 20 Requests

An initial appraisal of potential options for improvement will be based on a site visit. These options could include improvements to road markings and signing, introduction or reduction of speed limits, traffic calming or other traffic management works, footway improvements, visibility improvements or major highway improvement or realignment.

The following further criteria will be used to assess the **Top 20** requests with scores being allocated for each of the following-

**Level of Improvement** – This assesses the degree of likely reduction in accidents resulting from the scheme being implemented and is linked to studies undertaken by ROSPA, Department for Transport and the Transport Research Laboratory.

Priority Score	Level of Achievement
1	Very Low (Minimal improvement)
5	Low (Marginal improvement)
10	Medium (Improvement)
25	High (Major improvement)

**Deliverability** – This assesses the timescale to implement the scheme should funding be available.

Priority Score	Deliverability
1	Over 5 Years
2	Between 2 and 5 Years
10	Between 1 and 2 Years
20	Less than 1 Year

**Value For Money** – This assesses the initial estimated capital cost of the scheme.

Priority Score	Deliverability
0	> £250,000
1	Between £100,000 and £249,999
5	Between £50,000 and £99,999
10	Between £25,000 and £49,999
25	Between £10,000 and £24,999
50	Less than £10,000

**Potential for Additional Funding** – This assesses whether any Council capital funding allocated to a scheme could be eligible to lever additional monies from other funding sources such as Local Transport Fund / Road Safety Capital funding (revenue or capital) or developer contributions such as Section 106 contributions (linked to planning applications) by being used as match funding.

Priority Score	Potential for Additional Funding
0	No additional funding
5	Potential Additional Funding
10	Confirmed Additional Funding

**Potential for Future Revenue Savings** – This assesses whether a scheme would generate future revenue savings (e.g. reduced School Transport costs).

Priority Score	Potential for Future Revenue Savings
0	Increased Revenue Costs
5	Neutral Impact on Revenue Costs
10	Decreased Revenue Costs

**Potential for Addressing Maintenance Priority** – This assesses whether a scheme would address a current maintenance priority.

Priority Score	Potential for Addressing Maintenance Priority
0	No maintenance priorities
5	Potential maintenance priorities
10	Confirmed maintenance priorities

The overall Total Scores for both Stages will be ranked to determine the priority of each request and the rolling 3 Year Highway Infrastructure and Road Safety Improvement Programme.

New requests will be assessed on a yearly basis with the overall list of requests being reviewed every 2 years. Committed schemes within a Programme will not be included in any review.

A typical example of the prioritisation model is included in Appendix One of this report.

### **3.0 Recommendations.**

The report is for the Committee's information and comment.



**EICH CYNGOR arleinamdani**  
[www.sirgar.llyw.cymru](http://www.sirgar.llyw.cymru)

**YOUR COUNCIL doitonline**  
[www.carmarthenshire.gov.wales](http://www.carmarthenshire.gov.wales)



## Appendix 1

### TYPICAL EXAMPLE OF PRIORITISATION MODEL

The following is a typical worked example of the prioritisation process.

**Stage 1** – Only those requests with Recorded Personal Injury Accidents are considered for inclusion in Stage 2 of the Assessment process. In this example there are 43 Number requests that have progressed to stage two of the assessment process.

**Stage 2** – For each request passing to Stage 2, details in relation to Personal Injury Accidents, Personal Injury Accidents (Pedestrian /Cyclist), Accidents in Close Proximity, Traffic Volumes and Pedestrian / Cyclist Volumes are collated with a Total Score determined in accordance with the proposed model.

These Total Scores are ranked with the Top 20 requests proceeding to Stage 3 of the process.

**Stage 3** – For each request passing to Stage 3, details in relation to Level of Improvement, Deliverability, Potential for Additional Funding, Potential for Revenue Savings, Potential for Addressing Maintenance Priorities and Value for Money are collated with a further Total Score determined in accordance with the proposed model.

These Total Scores are combined to provide an Overall Total Score with the highest scoring requests proceeding to the initial Delivery Programme.

**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS  
PRIORITISATION OF REQUESTS - STAGE 2**

21/11/2016

Request No.	Type of request	No. of Personal Injury Accidents				No. of Personal Injury Accidents (Pedestrian / Cyclists)				Accident Location Close to Other Accidents along Route (Y / N)		Traffic Volume (24hr)			No. of Pedestrians / Cyclists (10 hr)			Total Score	Rank	Proceed to Stage 3 Assessment (Top 20 Requests)
		Slight	Serious	Fatal	Site Score	Slight	Serious	Fatal	Site Score	Y	N	24hr Ave.	Category	Site Score	10 hr Ave.	Category	Site Score			
32	New Road / Alignment	2	3	0	110	0	1	0	50	y	5	4,283	Medium	6	10	Very Low	4	175	1	Proceed to Stage 3
48	New Road / Alignment	3	2	0	90	0	1	0	50		0	900	Very Low	2	22	Very Low	4	146	2	Proceed to Stage 3
76	New Road / Alignment	1	2	0	70	0	1	0	50		0	800	Very Low	2	15	Very Low	4	126	3	Proceed to Stage 3
29	Footway	1	1	0	40	0	1	0	50		0	4,283	Medium	6	20	Very Low	4	100	4	Proceed to Stage 3
36	Footway	5	1	0	80	0	0	0	0		0	450	Very Low	2	15	Very Low	4	86	7	Proceed to Stage 3
157	New Road / Alignment	3	1	0	80	0	0	0	0		0	300	Very Low	2	22	Very Low	4	86	7	Proceed to Stage 3
220	Footway	3	1	0	60	1	0	0	20		0	2,390	Low	4	40	Low	8	92	6	Proceed to Stage 3
260	Road safety (vehicular turning movements) / Pedestrian safety	4	0	0	40	2	0	0	40		0	900	Very Low	2	20	Very Low	4	86	7	Proceed to Stage 3
270	Road safety	0	1	0	30	0	1	0	50	y	5	4,283	Medium	6	10	Very Low	4	95	5	Proceed to Stage 3
205	Footway	7	0	0	70	0	0	0	0		0	5,370	High	8	30	Low	8	86	7	Proceed to Stage 3
237	Traffic flow management and Pedestrian facilities	4	1	0	70	0	0	0	0		0	900	Very Low	2	10	Very Low	4	76	11	Proceed to Stage 3
288	Safety barrier	1	2	0	70	0	0	0	0		0	750	Very Low	2	15	Very Low	4	76	11	Proceed to Stage 3
293	Safety barrier	7	0	0	70	0	0	0	0		0	900	Very Low	2	20	Very Low	4	76	11	Proceed to Stage 3
326	New Road / Alignment	5	0	0	50	1	0	0	20		0	875	Very Low	2	10	Very Low	4	76	11	Proceed to Stage 3
101	New Road / Alignment	5	0	0	50	0	0	0	0	y	5	4,283	Medium	6	10	Very Low	4	65	15	Proceed to Stage 3
111	Footway	0	0	1	50	0	0	0	0		0	500	Very Low	2	15	Very Low	4	56	16	Proceed to Stage 3
276	New Road / Alignment	0	0	1	50	0	0	0	0		0	675	Very Low	2	10	Very Low	4	56	16	Proceed to Stage 3
279	Safety barrier	0	0	1	50	0	0	0	0		0	850	Very Low	2	15	Very Low	4	56	16	Proceed to Stage 3
55	Footway	1	1	0	40	0	0	0	0		0	900	Very Low	2	20	Very Low	4	46	22	
68	New Road / Alignment	2	0	0	20	1	0	0	20		0	4,032	Medium	6	10	Very Low	4	50	21	
273	Footway	1	1	0	40	0	0	0	0		0	5,370	High	8	20	Very Low	4	52	19	Proceed to Stage 3
278	Safety barrier / One-way	1	1	0	40	0	0	0	0		0	6,101	High	8	10	Very Low	4	52	19	Proceed to Stage 3
37	Road safety / footway	1	0	0	10	1	0	0	20		0	200	Very Low	2	15	Very Low	4	36	27	
45	Footway	1	0	0	10	1	0	0	20		0	2,390	Low	4	50	Medium	12	46	22	
56	Road widening / Footway	1	0	0	10	1	0	0	20		0	500	Very Low	2	10	Very Low	4	36	27	
66	New Road / Alignment	0	1	0	30	0	0	0	0		0	675	Very Low	2	15	Very Low	4	36	27	
67	Footway	0	1	0	30	0	0	0	0		0	450	Very Low	2	20	Very Low	4	36	27	
107	Road Safety	0	1	0	30	0	0	0	0		0	200	Very Low	2	15	Very Low	4	36	27	
113	Footway	0	1	0	30	0	0	0	0		0	950	Very Low	2	20	Very Low	4	36	27	

**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS  
PRIORITISATION OF REQUESTS - STAGE 2**

21/11/2016

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Request No.	Type of request	No. of Personal Injury Accidents				No. of Personal Injury Accidents (Pedestrian / Cyclists)				Accident Location Close to Other Accidents along Route (Y / N)	Traffic Volume (24hr)			No. of Pedestrians / Cyclists (10 hr)			Total Score	Rank	Proceed to Stage 3 Assessment (Top 20 Requests)	
		Slight	Serious	Fatal	Site Score	Slight	Serious	Fatal	Site Score		24hr Ave.	Category	Site Score	10 hr Ave.	Category	Site Score				
125	Footway / alignment	1	0	0	10	1	0	0	20		0	2,390	Low	4	20	Very Low	4	38	26	
214	Footway	0	1	0	30	0	0	0	0		0	750	Very Low	2	20	Very Low	4	36	27	
228	Footway	0	1	0	30	0	0	0	0		0	900	Very Low	2	10	Very Low	4	36	27	
252	Footway	1	0	0	10	1	0	0	20		0	700	Very Low	2	15	Very Low	4	36	27	
275	Footway	1	0	0	10	1	0	0	20		0	200	Very Low	2	20	Very Low	4	36	27	
289	Safety barrier	0	1	0	30	0	0	0	0		0	500	Very Low	2	10	Very Low	4	36	27	
321	Road Safety	0	1	0	30	0	0	0	0		0	900	Very Low	2	20	Very Low	4	36	27	
338	Footway	3	0	0	30	0	0	0	0		0	3,101	High	8	40	Low	8	46	22	
131	New Road / Alignment	2	0	0	20	0	0	0	0		0	2,957	Medium	6	10	Very Low	4	30	40	
144	New Road / Alignment	2	0	0	20	0	0	0	0		0	800	Very Low	2	20	Very Low	4	26	41	
210	Road Safety	2	0	0	20	0	0	0	0		0	14,000	Very High	10	100	High	16	46	22	
212	Footway	2	0	0	20	0	0	0	0		0	800	Very Low	2	20	Very Low	4	26	41	
240	Footway	2	0	0	20	0	0	0	0		0	5,370	High	8	30	Low	8	36	27	
343	Footway / road safety	2	0	0	20	0	0	0	0		0	700	Very Low	2	15	Very Low	4	26	41	

**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS  
PRIORITISATION AND RANKING OF REQUESTS - STAGE 3**

Request Ref. No.	Site Score (Stage 2)	Rank (Stage 2)	Description of Potential Option	Level of Improvement					Deliverability				Potential for Additional Funding			Potential for Revenue Savings				Potential for Addressing Maintenance Priority			Value for Money						Total Score for Stage 3	Score for Stage 3	Overall Total Score	Overall Rank following Stage 3		
				Very Low	Low	Medium	High	Score	>5 Years	2-5 Years	1-2 Years	<1 Year	Score	Likely	Confirmed	Score	Increase d Costs	Neutral Impact	Reduced Costs	Score	Likely	Confirmed	Score	> £250k	£100k - £250k	£50k - £100k	£25k - £50k	£10k - £25k					< £10k	Score
32	175	1	Traffic management scheme. Match funding for WG grant			Y		10			Y		10			Y	5			0					Y			10	45	45	220	2		
48	146	2	Road safety measures. Carriageway surfacing programmed	Y				5				Y	10			Y	10		Y	5						Y		25	75	75	221	1		
76	128	3	Provision of linking footway and traffic calming			Y		10			Y		10			Y	5			0				Y			5	30	30	156	5			
29	100	4	Footway widening	Y				5			Y		5			Y	10		Y	5				Y			5	32	32	132	8			
270	95	5	Footway widening	Y				5			Y		5			Y	5			0				Y			5	30	30	125	10			
220	92	6	Road safety measures. Developer contributions to part fund scheme	Y				5			Y		10			Y	5			0				Y			5	35	35	127	9			
36	88	7	Footway widening outside school	Y				5			Y		2			Y	10			0				Y			10	27	27	113	14			
157	86	7	Road safety measures. Addresses anti skid defects	Y				5			Y		2			Y	5		Y	10				Y			10	32	32	116	12			
205	86	7	Speed limit reduction	Y				5		Y			1			Y	5			0				Y			50	86	38	152	6			
260	86	7	Provision of bollards to improve visibility				Y	25					20			Y	5		Y	5					Y		50	105	105	191	3			
237	76	11	Footway provision - linking section		Y			10		Y			1			Y	10			0				Y			10	31	31	107	15			
288	76	11	Safety fencing				Y	25				Y	20			Y	5		Y	5					Y		50	110	110	186	4			
293	76	11	Safety fencing			Y		25		Y			2			Y	5			0				Y			25	57	57	133	7			
328	76	11	Footway Provision			Y		10			Y		2		Y	5		Y	0		0			Y			10	27	27	103	16			
101	65	16	Major highway realignments with bridges & structures			Y		10		Y			1		Y	0		Y	0		0		Y				0	11	11	76	19			
111	56	16	Footway provision			Y		10		Y			1		Y	0		Y	0		0			Y			25	36	36	92	18			
276	56	16	Road safety measures				Y	25		Y			1		Y	0		Y	0		10				Y		25	61	61	117	13			
279	56	16	Safety fencing			Y		10		Y			1			Y	5			0				Y		50	66	66	122	11				
273	52	19	Road safety measures			Y		10			Y		2			Y	5			0				Y			25	42	42	94	17			
278	52	19	Safety fencing	Y				5		Y			2			Y	5			0				Y			10	22	22	74	20			



## ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 16<sup>TH</sup> DECEMBER 2016

**PRESENT:** Councillor A.P. Cooper (Chair)

**Councillors:**

I.J. Jackson, A. Davies, D.B. Davies, J.A. Davies, D.C. Evans, A. James, J.P. Jenkins, W.J. Lemon, A.D.T. Speake, S.E. Thomas, D.E. Williams

Councillor D.J.R. Bartlett – Substitute for Councillor P.M. Edwards

Councillor J.D. James – Substitute for Councillor W.G. Thomas

**Also in attendance:**

Councillor H.A.L. Evans, Executive Board Member for Technical Services

Councillor D.M. Jenkins, Executive Board Member for Resources (Deputy Leader)

Councillor T.J. Jones, Executive Board Member for Environmental & Public Protection

**The following Officers were in attendance:**

R. Mullen, Director of Environment

O. Bowen, Head of Financial Services

S. Pilliner, Head of Transportation & Highways

R. Staines, Head of Housing & Public Protection

A. Williams, Head of Waste & Environmental Services

L. Quelch, Head of Planning

J. Edwards, Business Improvement Manager

A. Howells, Business & Development Manager

K. Thomas, Community Safety Manager

J. Owen, Democratic Services Officer

**Also in attendance as an observer:**

M. Hughes, Democratic Services Officer

**Chamber, 3 Spilman Street, Carmarthen - 10.00 - 11.45 am**

**1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors, W.G. Thomas and P. Edwards.

**2. DECLARATIONS OF PERSONAL INTEREST**

Councillor	Minute Item(s)	Nature of Interest
Cllr. D. Davies	6. Update on the situation regarding the kerosene leak incident at Nantycaws	Member of the Carmarthen & District Fishing Club

### 3. DECLARATIONS OF PROHIBITED PARTY WHIPS

There were no declarations of prohibited party whips.

### 4. PUBLIC QUESTIONS (NONE RECEIVED)

The Chair advised that no public questions had been received.

### 5. FORTHCOMING ITEMS

**RESOLVED that the list of forthcoming items to be considered at the next scheduled meeting to be held on Monday, 16<sup>th</sup> January, 2017 be noted.**

### 6. UPDATE ON THE SITUATION REGARDING THE KEROSENE LEAK INCIDENT AT NANTYCAWS

The Committee, in accordance with Minute 5 of its meeting held on the 11<sup>th</sup> November 2016, received for consideration a report on the latest situation on the kerosene leak incident which took place on 4<sup>th</sup> October 2016 at Nantycaws, Carmarthenshire. Members noted that the report did not cover the cause of the incident or the initial emergency response (to be considered by a multi-agency meeting on the 19<sup>th</sup> December), however, members considered the following key areas of the incident as of the 29<sup>th</sup> November 2016:-

- Monitoring
- Health Implications
- Community Engagement
- Cost Recovery (Agencies)
- Cost Recovery (Community Councils and Private Residents)

The following was raised during consideration of the report:

A number of concerns were raised regarding the potential contamination and the future farming capabilities of around 40-50 acres of farming land. The Director of Environment informed the Committee that the matters relating to these concerns and queries were the responsibility of National Resource Wales (NRW). Members were informed that should they wish to contact NRW directly, she would be happy to provide contact details accordingly. Concern was also raised regarding water contamination of nearby properties and the health implications for residents.

In response to a further query, the Director of Environment informed the Committee that any potential prosecutions would be discussed at the Recovery Group, but would be a matter for NRW.

A concern was raised with regard to the 'black coloured' effluent that had recently been found entering Nant Pibwr and it was hoped that the NRW would undertake a robust investigation. The Director of Environment stated that it was her understanding that following this initial report, NRW were still investigating the source of the incident.



Reference was made to the suspected well water contamination where concerns were raised regarding the timing of when the samples were taken. It was felt that in order to get the most accurate reading, samples should have been taken immediately following a period of heavy rain. In response the Director of Environment informed members that in order to obtain an accurate reading, samples were taken directly from the well bore hole. Apart from the initial sample taken shortly after the incident, no contamination had been detected. However, the affected property would remain temporarily connected to the mains supply while monitoring continued to rule out any future contamination. The residents of the property would be contacted by representatives from Carmarthenshire County Council's Environmental Health Team and Valero's monitoring consultants to explain the rationale behind the additional monitoring of their water supply.

In response to a query regarding community engagement, the Director of Environment stated that whilst she acknowledged the frustrations of the local member and Community Councillors, the meeting of the I Recovery Group was normally representatives from those agencies directly involved in the operation and recovery. However, the Recovery Group had offered to send representatives to attend a Llangunnor Community Council meeting to provide feedback on the incident. Furthermore, NRW were also holding meetings with representatives from the local fishing community.

It was asked if the Committee could invite a representative from Valero to provide feedback following the multi-agency meeting on the 19<sup>th</sup> December 2016. The Director of Environment agreed that she would contact Valero inviting them to attend a future Committee meeting once the incident investigation report was complete to discuss this matter further.

The matter of compensation for businesses in Carmarthen Town due to the impact of the A48 road closure was raised. Following a discussion, the Director of Environment informed the Committee that Valero had stated that any claims for compensation should be submitted to them directly.

*At this point, Cllr. D. Davies declared an interest in that he was a member of the Carmarthen & District Fishing Club*

It was asked if representation from the Carmarthen & District, Abergwili and Ammanford Fishing Clubs could attend any future meetings relating to the incident. In response, the Director of Environment reminded the Committee that the Natural Resource Wales would be holding meetings with representatives from local fishing groups.

**It was RESOLVED that the report be noted.**

## **7. WASTE SERVICE STRATEGY UPDATE REPORT**

The Committee considered the Waste Service Strategy update report which provided Members with an update on the agreed actions approved by the Executive Board on the 27<sup>th</sup> July 2015. It was noted that the purpose of the report was to set out route maps and planned procurement processes to enable statutory recycling targets set by Welsh Government, to be met.

The following issues were discussed during consideration of the report:

In response to a concern regarding the review of the current green/garden waste collection arrangements which were terminated at the end of October 2016, the Executive Board Member for Technical Services acknowledged that until the new green waste fortnightly collection service was introduced in April 2017, residents might be placing their green/garden waste within the normal black bag collection. However, she emphasised that this was not Council policy and not recommended.

It was stated that numerous comments had been received from residents regarding different rubbish collection days for those in the same area, which was seen as an inefficient use of resources. In response, the Head of Waste & Environmental Services stated that as part of the route rationalisation programme new collection rounds were introduced on the 31<sup>st</sup> October 2016, affecting around 65,000 households across the County. Furthermore, in order to deliver a more efficient service the route rationalisation exercise was considered as a whole and not in isolation which involved complex boundaries to be drawn causing 7,000 households to experience a change in method of collection as well as collection days.

In response to a query about the cost of the new refuse collection vehicles, the Head of Waste & Environmental Services stated that the vehicles cost in the region of £163,000, with the total amount for all the new vehicles costing approximately £4m.

As a result of the trial of the kitchen caddy food bin liners, disappointment was expressed with regard to the low number of additional properties that were now participating in food waste recycling. The Head of Waste & Environmental Services stated that a further review and possibly further trials would be required in order to inform future strategy.

Reference was made to the future recycling and treatment contract. The Head of Waste & Environmental Services assured the Committee that whilst the procurement timescales would be tight, preliminary work had already started including the set-up of a project board. Progress had been made in preparing tender documents and a project manager would be employed to manage the whole process.

**RESOLVED to note the Waste Service Strategy update report.**

## **8. COMMUNITIES DEPARTMENTAL SUMMARY BUSINESS PLAN 2017-20**

The Committee considered the Communities Departmental Summary Business Plan 2017-20 which provided an update of progress made against action for Public Protection Services. It was noted that the full business plan would be presented to members early 2017 following a series of workshops with senior managers and staff.

The following issues were discussed during consideration of the report:

A concern was raised in relation to the extra duties and responsibilities placed on the service with little revenue to support these functions. An example included the monitoring of RADON in private water supplies. Additional concerns were raised regarding the impact the extra legislative burden was having on the department. In response, the Head of Housing & Public Protection stated that work was currently ongoing with Public Health Wales and the Directors of Public Protection Wales to draw up a remedial plan. Furthermore, in order to relieve some of the departmental pressures, the Head of Housing & Public Protection stated that work was ongoing in order to collaborate on a regional basis by sharing expertise and workloads.

**RESOLVED to receive the Communities Departmental Summary Business Plan 2017-20.**

## **9. DRAFT ENVIRONMENT DEPARTMENTAL BUSINESS PLAN 2017-20**

The Committee considered the Draft Environmental Departmental Business Plan 2017-20 which outlined the priorities for the department and identified how the department supported the five ways of working and the goals of the Well-being of Future Generations (Wales) Act 2015.

The following issues were discussed during consideration of the report:

Reference was made to the Transportation & Highways Risks section of the business plan in which concerns were raised regarding to the reduction of funding on highways and bridge maintenance in comparison to previous years. It was felt that more priority should be given to road and bridge maintenance. The Committee acknowledged that £12m spend had been facilitated over recent years through borrowing, but that further money was not available at present. The Head of Financial Services stated that whilst Members comments would be taken on board, unfortunately, in order for additional money to be injected into this area, savings in other areas would be need to be identified. The Head of Transportation & Highways added that as part of the capital programme, £1.4m had been identified to assist this matter.

In response to a query regarding to the transport infrastructure links, the Head of Transportation & Highways stated that planning applications were currently in progress. The Head of Planning added that the planning team met on a regular basis to discuss this matter.

Concerns were raised regarding the potential of surface water flooding and it was requested that an additional gully cleaner be provided to help manage flooding in the area. The Head of Transportation & Highways stated that three gully cleaners currently operated throughout Carmarthenshire. Furthermore, in order to be proactive, a review would be undertaken so that effective planning could take place going forward.

In response to a request for an update in relation to the Carmarthen West Link Road, the Director of Environment clarified that the land acquisition was currently being processed and that the works were on schedule. Further concerns were raised with regard to the lack of information to local residents. The Director of Environment stated arrangements would be made to ensure that local residents were provided with more information.

Information was sought with regard to what was being done to relieve the congestion in Ammanford Town Centre. In response the Head of Transportation & Highways stated that he acknowledged Members concerns and clarified that Llandeilo was funded by the Welsh Government and that with regard to the Road Infrastructure Investment Priorities, both Carmarthenshire West and Ammanford were next in line. In addition, in terms of priorities set out in the Local Transport Plan, the roundabout scheme was seeking to reduce the congestion in and around Ammanford town.

**RESOLVED to receive the Draft Environment Departmental Business plan 2017-20.**

#### **10. CHIEF EXECUTIVE'S DEPARTMENTAL SUMMARY BUSINESS PLAN 2017-20**

The Committee considered the Report on the Chief Executive's Departmental Business Plan 2017-20. The report contained extracts of the aspects relevant to the Environment & Public Protection Scrutiny Committee in relation to Community Safety.

The Community Safety Manager provided an overview of the work that had taken place over the last year which included a number of safety campaigns being publicised in the summer edition of the Carmarthenshire News. It was noted that Carmarthenshire remained one of the safest areas in the UK, despite levels of recorded crime increasing by 10.1% from 2015/16. Furthermore, it was reported that anti-social behaviour (ASB) incidents had seen a reduction of 15.5% which was due to the targeted multi-agency work and improved partnership that had taken place to help reduce ASB incidents.

The Community Safety Manager also highlighted the Integrated Community Strategy priorities for the next year.

**RESOLVED that the report be received.**

#### **11. 3 YEAR REVENUE BUDGET CONSULTATION 2017/18 TO 2019/20**

The Committee considered the Revenue Budget Strategy 2017/18 to 2019/20 (Appendix A) which had been endorsed by the Executive Board for consultation purposes at its meeting on 21<sup>st</sup> November 2016. The report provided Members with the current view of the Revenue Budget for 2017/2018 together with indicative figures for the 2018/19 and 2019/2020 financial years. The report was based on officers' projections of spending need and took into account the provisional settlement issued by the Welsh Government on 19<sup>th</sup> October 2016.

It was advised that the announced provisional settlement was significantly better than was expected, however it was recognised that the cash neutral settlement would continue to have a negative impact on the Council's resources.

In summary, the budget proposals would assume full delivery of the £24.6m identified savings. Furthermore, the budget proposals assumed a Council tax increase of 2.5% in the Strategy and a 1% movement equated to +/-£790k.

In response to a query regarding the budget consultation timeline, the Head of Financial Services informed the Committee that the public consultation ended on the 4<sup>th</sup> January 2017, and would be considered at the Executive Board meeting scheduled to take place on the 2<sup>nd</sup> February 2017.

**RESOLVED to note the 3 year Revenue Budget Consultation 2017/18 to 2019/20.**

## **12. 5 YEAR CAPITAL PROGRAMME 2017/18 TO 2021/2022**

The Committee considered the Five Year Capital Programme 2017/18 to 2021/22 (Appendix A) which had been endorsed by the Executive Board for consultation purposes at its meeting on 21st November 2016. It was noted that feedback from the consultation process, along with the outcome of the final settlement, would inform the final budget report which would be presented to members for consideration in February, 2017.

The report highlighted the provisional settlement received from the Welsh Government on the 19th October 2016, which indicated capital funding of £9.400m for the Authority in 2017-18. The funding was made up of Supported Borrowing of £5.844m and General Capital Grant of £3.556m. It was noted that in the absence of any forward indications by the Welsh Government this level of funding had been assumed for each year of the five year programme.

The proposed capital programme was £208m over the 5 years, which aimed to deliver a number of key projects including, to create jobs and improve the quality of life for the people of Carmarthenshire. In summary, the overall position proposed funds of £120.035m by the County Council with external funding equating to £85.337m, thus leaving a shortfall of £3.123m.

The following issues were discussed during consideration of the report:

Reference was made to the lack of funds dedicated to Coastal Defence from 2018/19 onwards and it was suggested that the Council should be pro-active in this area by allocating funds as a preventative measure, which in turn, would avoid unplanned reactive spend. In response, the Director of Environment informed the Committee that it was planned that funds would be allocated to specific schemes on a rolling programme.

**RESOLVED to note the Five Year Capital Programme 2017/18 to 2021/22.**

**13. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 11TH NOVEMBER 2016**

**RESOLVED** that the minutes of the Environment and Public Protection Scrutiny Committee held on the 11th November 2016 be signed as a correct record.

\_\_\_\_\_  
**CHAIR**

\_\_\_\_\_  
**DATE**