

Pecyn Dogfennau



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

DYDD IAU 7^{FED} O EBRILL 2016

**AT: HOLL AELODAU'R PWYLLGOR CRAFFU DIOGELU'R
CYHOEDD A'R AMGYLCHEDD**

YR WYF DRWY HYN YN EICH GALW I FYNYSCHU CYFARFOD
O'R **PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R
AMGYLCHEDD** SYDD I'W GYNNAL YN SIAMBR, 3 HEOL
**SPILMAN AM 10:00YB AR DDYDD GWENER 15^{FED} O EBRILL
2016**, ER MWYN CYFLAWNI'R MATERION A AMLINELLIR AR YR
AGENDA ATODEDIG.

Mark James

PRIF WEITHREDWR



AILGYLCHWCH OS GWELWCH YN DDA

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Ffacs:	01267 224911
E-bost:	mahughes@sirgar.gov.uk
Cyf:	AD016-001

PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD 14 AELOD

GRŴP PLAID CYMRU – 5 AELOD

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

GRŴP ANNIBYNNOL – 4 AELOD

- | | | |
|----|------------|-----------------------------|
| 1. | Cynghorydd | D.B. Davies |
| 2. | Cynghorydd | J.A. Davies |
| 3. | Cynghorydd | I.J. Jackson (Is-Gadeirydd) |
| 4. | Cynghorydd | A. James |

GRŴP LLAFUR – 4 AELOD

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

HEB GYSYLLTIAD PLEIDIOL – 1 AELOD

- | | | |
|----|------------|--------------|
| 1. | Cynghorydd | J.P. Jenkins |
|----|------------|--------------|

AGENDA

1. YMDDIHEURIADAU AM ABSENOLDEB
2. DATGANIADAU O FUDDIANNAU PERSONOL
3. DATGAN CHWIPIAID PLAID SYDD WEDI EU GWAHARDD
4. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW)
5. EITEMAU AR GYFER Y DYFODOL 5 - 6
6. STRATEGAETH DIOGELWCH FFYRDD SIR GAERFYRDDIN 7 - 20
7. DEDDF YR AMGYLCHEDD 1995 – YMGYNGHORIAD CYHOEDDUS YNGHYLCH ANSAWDD AER CAERFYRDDIN 21 - 36
8. DEDDF YR AMGYLCHEDD 1995 – YMGYNGHORIAD CYHOEDDUS YNGHYLCH ANSAWDD AER LLANELLI 37 - 54
9. EGLURHAD AM BEIDIO A CHYFLWYNO ADRODDIAD CRAFFU 55 - 56
10. LLOFNODI FEL COFNOD CYWIR COFNODION CYFARFOD Y PWYLLGOR A GYNHALWYD AR Y 26^{AIN} O CHWFROR 2016 57 - 62

Mae'r dudalen hon yn wag yn fwriadol

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 15th APRIL 2016

Forthcoming items for next meeting – Friday 13th May 2016

** Please note that the following agenda items are subject to change as the Committee's Forward Work Programme for the 2016/17 municipal year is still being developed.*

Discussion Topic	Background
Environmental & Public Protection Task and Finish Group Final Report – Car Parking Charges	The Task & Finish Group's final report will outline its findings and recommendations following its review of car parking charges.
Environmental & Public Protection Scrutiny Committee Annual Report 2015/16	In accordance with Article 6.2 of the County Council's Constitution, each scrutiny committee must "prepare an annual report giving an account of its activities over the previous year." This report will provide members with an overview of the Committee's work during the 2015/16 municipal year.
Environmental & Public Protection Scrutiny Committee Forward Work Programme 2016/17	The County Council's Constitution requires scrutiny committees to develop and publish annual forward work programmes that identify issues and reports to be considered during the course of the municipal year. This report will enable the Committee to confirm its Forward Work Programme for 2016/17.

Mae'r dudalen hon yn wag yn fwriadol

PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD 15^{fed} O EBRILL 2016

Strategaeth Diogelwch Ffyrdd Sir Gaerfyrddin

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

- Gofynnir i'r Pwyllgor Craffu gyflwyno sylwadau ar y camau gweithredu a amlinellwyd yn y strategaeth a fydd yn gwneud cyfraniad cadarnhaol cyffredinol i ddiogelwch ffyrdd, a chymeradwyo'r camau gweithredu hynny.

Rhesymau:

- Mae'r Fframwaith Diogelwch Ffyrdd ar gyfer Cymru, a gyhoeddwyd ym mis Gorffennaf 2013, yn pennu targedau newydd ynghylch lleihau nifer y rhai sy'n cael eu hanafu ar y ffyrdd erbyn 2020.
- Nôd y strategaeth yw lleihau nifer y bobl sy'n cael eu lladd neu eu hanafu'n ddifrifol ar ffyrdd Sir Gaerfyrddin yn unol â thargedau lleihau anafiadau cenedlaethol.
- Llunio barn am faterion sydd i'w cyflwyno gerbron y Bwrdd Gweithredol i'w hystyried.

Angen cyfeirio'r mater at y Bwrdd Gweithredol er mwyn gwneud penderfyniad: OES

Aelod y Bwrdd Gweithredol sy'n gyfrifol am y Portffolio:

Cyng. Hazel Evans (Gwasanaethau Technegol)

Y Gyfarwyddiaeth: Amgylchedd Enw Pennaeth y Gwasanaeth: Stephen G. Pilliner Awdur yr adroddiad: John McEvoy	Swyddi: Pennaeth Trafnidiaeth a Pheirianeg Rheolwr Diogelwch Ffyrdd a Traffig	Rhifau Ffôn / Cyfeiriadau E-bost: 01267 228150 sgpilliner@sirgar.gov.uk 01267 228190 jmcevoy@sirgar.gov.uk
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EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 15th APRIL 2016

Carmarthenshire Road Safety Strategy

Introduction and Background

Carmarthenshire's second road safety strategy (2016 -2020) builds on the progress and understanding provided by the first strategy (2006 to 2010).

The strategy aims to help save lives and prevent serious injury by reducing the number and severity of road collisions on the county road network.

The road safety casualty reduction targets for 2020, by comparison to the average for 2004-2008, are: -

- 40% fewer people killed and seriously injured on Welsh roads
- 25% fewer motorcyclists killed and seriously injured on Welsh roads
- 40% fewer young people (aged 16-24) killed and seriously injured on Welsh roads.

The strategy will focus on the above targets to reduce death and serious injury on Carmarthenshire's county roads. The strategy will require a collaborative approach across a range of public safety agencies in Carmarthenshire. The County Council and its partners are committed to improving road safety for all users. The Road Safety Action Group (RSAG) brings together the partner agencies in Carmarthenshire and continues to deliver road safety engineering measures, education initiatives and enforcement action to reduce the risk to road users.

The partner agencies on the RSAG will promote and encourage good driver behaviour through educating road users and the re-engineering of the road scape and will penalise errant driving behaviour.

The road safety strategy aims to address key challenges over its life, namely: -

- Continue to reduce the number of road deaths and serious injuries,
- Rural road safety,
- Working to protect young persons and motorcyclists (road user groups at highest risk of sustaining injury),
- Reduce inappropriate and illegal road user behaviour including speeding, drink and drug driving, and careless and dangerous driving

- Protect pedestrians and cyclists,
- Improve our knowledge and understanding of casualty data to solve road safety problems,
- To implement the road safety strategy within existing resources

We will continue to invest in road safety through funding of road safety education, evaluation and engineering and continued support for enforcement action by the Police.

We will continue to engage in collaboration and partnership working to deliver road safety education initiatives and identify sites for enforcement and engineering intervention.

DETAILED REPORT ATTACHED?	YES
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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: Stephen G. Pilliner Head of Transport & Engineering

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

1. Policy, Crime & Disorder and Equalities

Road safety is one of the seven key priorities of the Carmarthenshire Community Safety Partnership.

2. Legal

The County Council has a statutory responsibility to improve road safety conditions by reducing collision rates on the county road network.

3. Finance

The road safety education and road safety engineering strategy components will be delivered within budgets available to the Transport & Engineering Division.

CONSULTATIONS

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

Signed: Stephen G. Pilliner Head of Transport & Engineering

1. Local Member(s) – N/A

2. Community / Town Council – N/A

3. Relevant Partners – Carmarthenshire Road Safety Action Group [Community Safety Partnership.

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:**

THESE ARE DETAILED BELOW:

Title of Document	File Ref No. / Locations that the papers are available for public inspection
Carmarthenshire Integrated Community Strategy 2011-16	www.thecarmarthenshirepartnership.org.uk
Carmarthenshire's Community Safety Plan	www.thecarmarthenshirepartnership.org.uk
Road Safety Framework for Wales	<p>Cymraeg http://gov.wales/docs/det/publications/130719delplan/cy.pdf</p> <p>English http://wales.gov.uk/docs/det/publications/130719delplan/en.pdf</p>

Mae'r dudalen hon yn wag yn fwriadol

Carmarthenshire Road Safety Strategy

1.0 Introduction and Background

- 1.1 Carmarthenshire's second road safety strategy (2016 -2020) builds on the progress and understanding provided by the first strategy (2006 to 2010).
- 1.2 The strategy aims to help save lives and prevent serious injury by reducing the number and severity of road collisions on the county road network.
- 1.3 The road safety casualty reduction targets for 2020, by comparison to the average for 2004-2008, are: -
 - 40% fewer people killed and seriously injured on Welsh roads
 - 25% fewer motorcyclists killed and seriously injured on Welsh roads
 - 40% fewer young people (aged 16-24) killed and seriously injured on Welsh roads.
- 1.4 The strategy will focus on the above targets to reduce death and serious injury on Carmarthenshire's county roads. The strategy will require a collaborative approach across a range of public safety agencies in Carmarthenshire. The County Council and its partners are committed to improving road safety for all users. The Road Safety Action Group (RSAG) brings together the partner agencies in Carmarthenshire and continues to deliver road safety engineering measures, education initiatives and enforcement action to reduce the risk to road users.
- 1.5 The partner agencies on the RSAG will promote and encourage good driver behaviour through educating road users and the re-engineering of the road scape and will penalise errant driving behaviour.
- 1.6 The road safety strategy aims to address key challenges over its life, namely: -
 - Continue to reduce the number of road deaths and serious injuries,
 - Rural road safety,
 - Working to protect young persons and motorcyclists (road user groups at highest risk of sustaining injury),
 - Reduce inappropriate and illegal road user behaviour including speeding, drink and drug driving, and careless and dangerous driving
 - Protect pedestrians and cyclists,
 - Improve our knowledge and understanding of casualty data to solve road safety problems,
 - To implement the road safety strategy within existing resources
- 1.7 We will continue to invest in road safety through funding of road safety education, evaluation and engineering and continued support for enforcement action by the Police.

- 1.8 We will continue to engage in collaboration and partnership working to deliver road safety education initiatives and identify sites for enforcement and engineering intervention.

2.0 Achievements against the previous road safety targets

- 2.1 A downward trend in death and serious injury was maintained over the life of the previous road safety strategy.
- 2.2 There was an average road safety improvement in Carmarthenshire of 51% less Killed and Serious Injuries a year (during the 10 year period from 2000 to 2009).
- 2.3 The killed and serious injury figures for Carmarthenshire indicated that a considerable improvement in road safety had been achieved, in spite of the fact that traffic volumes had grown.

3.0 Context

- 3.1 Greater numbers of people are walking, cycling and motorcycling in Carmarthenshire, and the trends in those modes of travels are likely to increase. This could lead to an increased number of vulnerable road users using the county roads across Carmarthenshire. Vulnerable roads users usually fare less well in collisions. In addition, restraints on public expenditure, reform of public transport, changes in population demographics, and the implementation of the Wales Active Travel measure will pose challenges for road safety practitioners and decision makers in Carmarthenshire.
- 3.2 Road safety in Carmarthenshire will therefore need to take account of future needs arising from the changes through factors such as demographic changes and shifts in travel choices.
- 3.3 Road safety information: we will develop our understanding of road safety problems and trends in Carmarthenshire, with the aim of ensuring that the partners who contribute to address road safety problems have access to the best information possible.
- 3.4 We aim to enhance the skills of those who analyse the data in order to improve the quality of analysis to help target road safety interventions more effectively and develop our understanding of road safety problems and trends. The road safety partners will adopt a data sharing approach.
- 3.5 Establishing a sound evidence base is a crucial element in identifying key road safety issues and problems and deciding how to tackle them. The key areas in need of attention include rurality, purpose and destination of journey and demographic profiles.

- 3.6 Road safety partners will meet regularly to jointly consider characteristics and causes of fatal and serious collisions and explore ways to mitigate risks identified. Understanding the causation factors, casualty types and numbers, will enable the redeployment of educational, engineering and enforcement resources to address changes in casualty trends.
- 3.7 Working with the resources available we will continue with road safety initiatives that have worked, identify good practice and work with our partners to better understand the road safety issues in Carmarthenshire and pilot new road safety ideas.

4.0 Safer Roads

- 4.1 Improving the existing road network through the provision of new road safety engineering measures reduces collisions, deaths and serious injuries on the county road network.
- 4.2 There are many long established engineering measures that have improved road safety on the Carmarthenshire county road network and these will continue to be used in the future. We will continue to implement reduced speed limits, new traffic calming, active signage, pavements, controlled crossings, and safety barriers at identified sites with a speeding / accident history.
- 4.3 Road maintenance plays a significant contribution to road safety in Carmarthenshire. The road maintenance operation ranges from regular safety inspections to identify hazards, to resurfacing, and improving skid resistance. Repainting road markings, sign cleaning, grass cutting and gully emptying all contribute to reducing hazards on the highway. It is therefore important that these activities are carried out to best practice standards and frequencies.
- 4.4 We will continue to develop and deliver the Carmarthenshire rural route treatment strategy. This approach to road safety involves improvement through the treatment of an entire route rather than individual sites. This includes the following interventions: - signing of junctions and bends, vehicle activated signs, edge and surface treatments to remove hazards, and reduced speed limits. Good road signs and markings along the whole route will assist drivers in avoiding making a mistake that could lead to a collision, in effect helping the driver to drive as safely as possible.
- 4.5 The rural route action programmes has proven to be a highly effective road safety intervention on the Carmarthenshire county road system.
- 4.6 We will continue to invest in new walking and cycling infrastructure as viable and safer travel modes and to improve health as funding is provided by the Wales Government. The Wales Active Travel Bill requires highway authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Bill also

require new road schemes to consider the needs of pedestrians and cyclists at design stage.

- 4.7 Cyclists, especially the younger and older cyclists, are vulnerable alongside moving traffic. We will continue to expand the network of safe cycling routes that segregate cyclists from moving traffic, as resources become available.
- 4.8 We will conduct road safety audits for all new road schemes with the participation of the Police.
- 4.9 We will continue to work with the Roads Policing Unit in identifying speed and accident prone sections of the county highway network.
- 4.10 Parking - our Civil Enforcement Officers will enforce the regulated sections of highway to help improve road safety.

5.0 Safer Road Users

- 5.1 The road user has a responsibility for their driving / riding / cycling / walking competencies, attitudes and behaviour. These are improved through appropriate enhanced road safety education and training.
- 5.2 Children and young people who receive road safety education make safer road users in later life. We are working to train other high risk road user groups, particularly motorcyclists and older drivers, to ensure that they are appropriately prepared to be safer road users.
- 5.3 The road safety partners on the RSAG deliver a comprehensive programme of road safety education in the pre-, primary and comprehensive school and college years for children and young people. The programme extends to structured rider training for new and advanced riders and driver training for older drivers.
- 5.4 **Young people:** We will develop and implement an updated programme of training initiatives to influence young people's attitudes and behaviours.
- 5.5 We will continue to provide cycle proficiency and roadside safety programmes for primary schools.
- 5.6 We will continue to target young, inexperienced, drivers to increase their awareness and understanding about their vulnerability and dangers they face when driving dangerously through education, training and enforcement. We will provide enhanced education for young people through the further education colleges. We will organise pre-driver road safety events for those aiming to take their driving test.
- 5.7 **Older drivers:** The safety of older people has an increasing importance as there are particularly safety concerns about older drivers. We will work with the wider

voluntary and community sector to better understand the causes of collisions involving older people and develop the existing training strategies to tackle these.

- 5.8 **Motorcyclists:** We will work with partners to improve training and awareness techniques for motorcycle riders. We will continue to find innovative ways to target motorcyclists with appropriate messages about safe riding to increase their awareness and understanding about their vulnerability and dangers they face.
- 5.9 **Horse Riders:** We will work with partners and stakeholders in the horse-riding sector to help improve safety on the highway.

6.0 Road Safety Promotion

- 6.1 Road safety promotions focusing on the main behaviours and risks that lead to deaths and serious injuries will be delivered via social media and press articles. We will continue to ensure that road users receive appropriate road safety messages.
- 6.2 **Drink and drug driving:** Dyfed Powys Police have a long established procedure to deal with drink driving and will continue to target this offence through intelligence led enforcement strategies.
- 6.3 **Seatbelts and Child Restraint Wearing:** Increasing seatbelt wearing reduces fatalities and the severity of injuries. An unrestrained child in a passenger car vehicle is at danger of death or serious injury in the event of a collision. Front and rear seat belt wearing on the school run journey is therefore particularly important. We will continue our educational activity to focus on parents of primary school children, to stress the vital importance of securing children in an appropriate restraint on every car journey. We will educate parents and guardians on the correct selection and installation of child restraint seats. We will continue to assist the Fire and Rescue Service and Police with specialist enforcement operations to target non-wearing of seat belts.
- 6.4 **Careless driving:** Driver remedial education and training programmes will continue to be delivered by the Police to discourage re-offending for errant driving and to improve the drivers understanding about the risks associated with careless driving.
- 6.5 **Driving for work:** People who drive for work are at risk of being killed or seriously injured in 'at work' road collisions. We will continue to implement the Council's Driving at Work policies.

7.0 Speed Management Strategy

- 7.1 Excessive speed remains an area of concern. Speed, whether it is at a dangerous level or at a level inappropriate with the prevailing road characteristics or driving conditions, causes road collisions and is a factor in death and injury on the county road network.

- 7.2 A review of speed limits on all rural A and B class roads has been undertaken. Reducing the speed limit on primary rural roads contributes to the reduction in the number of casualties. The review of these speed limits has followed the Welsh Government guidance on setting local speed limits.
- 7.3 We will continue to implement the speed limit schemes identified through the review of speed limits on the upper tier (A and B class) rural county roads and liaise with the trunk road authority to ensure a coordinated approach is taken to change limits where the upper tier county roads join with the trunk road network.
- 7.4 Enforcement of current speed limits is crucial. Enforcement resources are targeted to reduce the likelihood of injury where it is found that speeds exceed the posted speed limit.
- 7.5 Motorcyclists are more likely to be killed or seriously injured on a rural road due to riding at high- speed. The Police will continue to conduct special operations targeting speeding by motorcyclists.
- 7.6 Enforceable 20mph speed limits will continue to be introduced in urban areas with priority given to school sites and other pedestrian generator sites where there is a significant presence of vulnerable road users. Enforceable 20mph speed limits will be delivered with traffic calming engineering measures (round bumps, tables, and cushions) to make the limit self-enforcing.
- 7.7 We will continue to evaluate the effectiveness of speed enforcement campaigns to increase compliance with speed limits on urban roads.
- 7.8 We will continue to assist the all-Wales GoSafe safety camera scheme through the maintenance and upkeep of safety camera sites on the county road network.
- 7.9 We will assist Dyfed Powys Police to promote their speed watch initiative to enable community support for the enforcement of speeding.

8.0 Conclusion

The commitment of the road safety partners is essential to the success of the road safety strategy. The national casualty reduction targets to achieve significant reductions in the number of deaths and serious injuries on our roads by 2020 are challenging. The strategy comprises a range of measures which focus on road users and road improvements with the general principle of promoting and encouraging safe driver / rider behaviour and penalising errant road user behaviour.

9.0 Recommendation

The Scrutiny Committee is asked comment on and endorse the action measures outlined in the strategy which will make an overall positive contribution to road safety.

Mae'r dudalen hon yn wag yn fwriadol

PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD 15^{fed} O EBRILL 2016

Deddf yr Amgylchedd 1995 – Ymgynghoriad Cyhoeddus ynghylch Ansawdd Aer Caerfyrddin

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

- (i) Cyhoeddi Gorchymyn yn pennu ffin Ardal Rheoli Ansawdd Aer, (AQMA), ar gyfer Caerfyrddin fel y dangosir yn yr adroddiad atodedig a;
- (ii) Sefydlu Grŵp Llywio a fydd yn cynnwys yr holl randdeiliaid perthnasol i gynorthwyo â datblygu Cynllun Gweithredu a;
- (iii) Datblygu Cynllun Gweithredu yn unol â'r gofynion deddfwriaethol a fydd yn mynd ati i wella ansawdd aer a lleihau lefelau nitrogen deuocsid o fewn yr AQMA.

Rhesymau:

- Rhoi diweddariad i'r aelodau ynghylch y broses ymgynghori gyda golwg ar sefydlu Ardal Rheoli Ansawdd Aer yng Nghaerfyrddin.
- Sicrhau cydymffurfiaeth â'r ddeddfwriaeth a;
- Bodloni canlyniadau'r Adroddiad Asesu Manwl, a gytunwyd ac a gymeradwywyd gan Lywodraeth Cymru, o ran lleihau lefelau Nitrogen Deuocsid yng Nghaerfyrddin ac;
- Ystyried a chynnwys, lle bo'n briodol, yr ymatebion a gafwyd yn ystod y broses ymgynghori ffurfiol.
- Llunio barn am faterion sydd i'w cyflwyno gerbron y Bwrdd Gweithredol / Cyngor i'w hystyried.

Angen cyfeirio'r mater at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: OES

**Bwrdd Gweithredol – 25ain o Ebrill 2016
Cyngor Sir – 11eg o Fai 2016**

Aelod y Bwrdd Gweithredol sy'n gyfrifol am y Portffolio:
Cyng. Jim Jones (Diogelu'r Cyhoedd a'r Amgylchedd)

Y Gyfarwyddiaeth: Cymunedau	Swyddi:	Rhifau Ffôn / Cyfeiriadau E-bost:
Enw Pennaeth y Gwasanaeth: Robin Staines	Pennaeth Tai a Diogelu'r Cyhoedd	01267 228960 rstaines@sirgar.gov.uk
Awdur yr adroddiad: Sue Watts	Rheolwr Iechyd yr Amgylchedd a'r Gwasanaethau Trwyddedu	01267 228929 sewatts@sirgar.gov.uk

EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 15th APRIL 2016

The Environment Act 1995 – Public Consultation on Carmarthen Air Quality

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 for those that have a potential to breach the Air Quality Objectives. For Carmarthenshire, the main pollutant of concern is nitrogen dioxide (NO₂).

The Environment Act 1995 specifies how Local Authorities deal with areas that fail to comply with the national air quality objectives.

The town of Carmarthen in Carmarthenshire has experienced increasing levels of NO₂ over the last few years, to the extent that the air quality objective for NO₂ has been breached. The Welsh Government has required the Authority to carry out a Detailed Assessment to ascertain the extent and level of exceedence of the Air Quality Objective.

Following Executive Board approval on the 11 May 2015, a public consultation was launched on the 5th October 2015 seeking views on the proposed boundary for the AQMA. Notification of the consultation was provided to relevant statutory consultees, local councillors for those areas affected, Chamber of Trade and members of the public.

The consultation was posted on the 'iLocal' section of the Authority's website and news feeds sent out via Twitter and Facebook. The consultation was for a period of about eight weeks with the closing date for comments being the 30th November 2015.

Response to Consultation

A summary of the responses received to the public consultation are shown in the following table.

Table 1 – Summary of Responses

Consultee	Response
Welsh Government (Air)	No response
Carmarthen Town Council	Agreed with proposed boundary and welcomed the designation of an AQMA and development of an Action Plan in order to take appropriate action. In particular would like to see relevant road markings refreshed, such as 'Keep Clear', and Introduction of more filter lanes to reduce congestion and improve traffic flow.
Carmarthen Chamber of Trade	Agreed with the proposed boundary and concurred with the hot spot areas. Welcome the designation of an AQMA and continued monitoring of pollution levels.
Natural Resources Wales	No response.
Public Health Wales	Expressed a wish to participate in assisting the Local Authority develop an Action Plan and quantify health impacts collaboratively with its partner organisations.
Individual Ward Councillors	Concern that the boundary does not include Job's Well Road, College Road or extend out to Old St. Clear's Road and down to Llansteffan Road.
Farmers Union of Wales	No response
National Union of Farmers	No response
Residents and Businesses	No responses
Website visits	76 hits

No specific objections have been received in respect of setting the boundary although concerns were raised that it did not include Job's Well Road, College Road and Llansteffan Road. There is support for the need to designate an AQMA.

Historically, air quality monitoring has been carried out for College Road and Job's Well Road and identified that it was unlikely there would be a breach of the Air Quality Objective (AQO). A screening exercise has previously been carried out for Llansteffan Road, in accordance with the government guidance, and this also identified that it was very unlikely there would be a breach of the AQO.

Due consideration has been given to the concerns in respect of these roads, and it is acknowledged that some sections of the roads suffer from considerable congestion. The new Carmarthen West developments and link road also have to be taken in to account and, as yet, the impacts from these developments are unknown. It is considered that the link road will actually take pressure off of the roads previously mentioned. With these factors in mind it is considered that it would not be appropriate at this time to include these roads within the AQMA boundary.

The situation will be kept under review and if circumstances dictate then consideration for designating an AQMA for these locations can be progressed. To assist the on-going review it has been decided to set up an additional three NO2 monitoring locations at Old St Clears Road, College Road and Llansteffan Road. These will be active from January 2016.

In light of the observations above, it has therefore been decided not to amend the original proposed boundary map.

The proposed Order and AQMA boundary map are at the end of the attached report. The Local Authority must now work towards developing an Action Plan that will pursue the improvement of air quality and the reduction of nitrogen dioxide within the AQMA.

DETAILED REPORT ATTACHED?	YES
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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 & Public Protection

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

1. Policy, Crime & Disorder and Equalities

The declaration of an Air Quality Management Area, (AQMA), could impact directly on Health, Transport and Planning policies. These parties should form part of the Steering Group set up to assist in the development of an Action Plan.

2. Legal

The legal process detailed in the legislation and supporting guidance must be adhered to.

3. Finance

There should not be financial implications at the designation of AQMA and development of an Action Plan unless the Welsh Government instructs that further monitoring is required. There are possible cost implications at the implementation stages of potential intervention options however any actions falling out of the Action Plan will be subject to further reports, consideration and approval.

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**

1. Local Member(s) – Consulted as part of the consultation process. The Environmental & Public Protection Scrutiny Committee was also consulted as part of the consultation process and its comments are included in the attached detailed report.

2. Community / Town Council – Consulted as part of the consultation process.

3. Relevant Partners – Consulted as part of the consultation process.

4. Staff Side Representatives and other Organisations – Consulted as part of the consultation process.

Section 100D Local Government Act, 1972 – Access to Information
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(i) The Environment Act 1995 (Part IV) (ii) Air Quality (Wales) Regulations 2000 (iii) Air Quality Strategy (Wales) 2007 (iv) LAQM Technical Guidance 2009 (v) LAQM Policy Guidance 2009 (Wales)	Pollution Team, Environmental Health and Licensing Section, Town Hall, Ammanford
(i) 2013 Air Quality Progress Report Updating & Screening Assessment for Carmarthenshire (ii) 2013 Carmarthen Detailed Assessment Report for Carmarthenshire (iii) 2014 Air Quality Progress Report for Carmarthenshire (iv) 2014 Carmarthen Extended Detailed Assessment Report for Carmarthenshire (v) 2015 Air Quality Updating & Screening Assessment Report for Carmarthenshire	Pollution Team, Environmental Health and Licensing Section, Town Hall, Ammanford

Title of Document	File Ref No. / Locations that the papers are available for public inspection
Local Air Quality Management (LAQM) – Detailed Assessment of Air Quality in Carmarthen (Executive Board, 11th May 2015)	<p>Agenda http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20150511/index.asp</p> <p>Minutes http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20150511/MINUTES.HTM</p>
Local Air Quality Management (LAQM) – Detailed Assessment of Air Quality in Carmarthen (E&PP Scrutiny Committee, 8th April 2015)	<p>Agenda http://online.carmarthenshire.gov.uk/agendas/eng/ENMT20150408/index.asp</p> <p>Minutes http://online.carmarthenshire.gov.uk/agendas/eng/ENMT20150408/MINUTES.HTM</p>



Carmarthenshire County Council

Environment Act 1995

Local Air Quality Management

2015 Carmarthen AQMA Boundary Consultation Review & Report

(December 2015)

Oliver Matthews – Environmental Health Practitioner

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Table 1 – Summary of Responses

Table 2 – Carmarthen NO₂ Diffusion Tube Results

1.0 Purpose of Report

This report reviews the response to the public consultation on the proposed Air Quality Management Area boundary map for the town of Carmarthen. The air quality monitoring work has identified areas of exceedence of the nitrogen dioxide Air Quality Objective (AQO) in locations within the town and therefore the authority must proceed to designating an Air Quality Management Area. As part of this process a public consultation has been held on the proposed boundary of the area in order to gather feedback on how appropriate the boundary is.

2.0 Background

Air quality monitoring has been carried out for a number of years across the town and it was identified that nitrogen dioxide levels were increasing. An in depth review of the monitoring locations was performed and identified there were a number of monitoring sites that did not comply with the guidance criteria. The review also identified areas of the town where there was no monitoring but where it was considered a potential for traffic related air quality problems to exist.

This resulted in an overhaul of the monitoring network in the town such that a number of sites were removed and new sites set up. The data gathered from this exercise was reviewed and allows the potential problem areas to be looked at in more detail. This work then became the Detailed Assessment of air quality with the objective of defining the boundaries for the areas of exceedence. The data acquired from this exercise failed to identify any boundaries and therefore the Detailed Assessment continued for another year with some modifications to the monitoring locations.

Data from the extended Detailed Assessment work confirmed that the areas of exceedence were limited in size and associated with particular locations that suffered from congestion and large traffic volumes. However, due to the nature of the road network serving the town there was little potential to tackle these specific geographical locations as they are impacted by the wider road network. This led to the development of the proposed AQMA boundary map, which is shown in Appendix 1.

3.0 Public Consultation

A public consultation was launched on the 5th October 2015 seeking views on the proposed boundary for the AQMA. Notification of the consultation was provided to relevant statutory consultees, local councillors for those areas affected, Chamber of Trade and members of the public. The consultation was posted on the 'iLocal' section of the Authority's website and news feeds sent out via Twitter and Facebook. The consultation was for a period of about eight weeks with the closing date for comments being the 30th November 2015.

3.1 Response to Consultation

A summary of the responses received to the public consultation are shown in Table 1 below.

Table 1 – Summary of Responses

Consultee	Response
Welsh Government (Air)	No response
Carmarthen Town Council	Agreed with proposed boundary and welcomed the designation of an AQMA and development of an Action Plan in order to take appropriate action. In particular would like to see relevant road markings refreshed, such as 'Keep Clear', and Introduction of more filter lanes to reduce congestion and improve traffic flow.
Carmarthen Chamber of Trade	Agreed with the proposed boundary and concurred with the hot spot areas. Welcome the designation of an AQMA and continued monitoring of pollution levels.
Natural Resources Wales	No response.
Public Health Wales	Expressed a wish to participate in assisting the Local Authority develop an Action Plan and quantify health impacts collaboratively with its partner organisations.
Individual Ward Councillors	Concern that the boundary does not include Jobswell Road, College Road or extend out to Old St Clears Road and down to Llansteffan Road.
Farmers Union of Wales	No response
National Union of Farmers	No response
Residents and Businesses	No responses
Website visits	76 hits

No specific objections have been received in respect of setting the boundary although concerns were raised that it did not include Jobswell Road, College Road and Llansteffan Road. There is support for the need to designate an AQMA.

Historically, air quality monitoring has been carried out for College Road and Jobswell Road and identified that it was unlikely there would be a breach of the AQO. A screening exercise has previously been carried out for Llansteffan Road, in accordance with the government guidance, and this also identified that it was very unlikely there would be a breach of the AQO.

Due consideration has been given to the concerns in respect of these roads, and it is acknowledged that some sections of the roads suffer from considerable congestion. The new Carmarthen West developments and link road also have to be taken in to account and, as yet, the impacts from these developments are unknown. It is anticipated that the link road will actually take pressure off of the roads previously mentioned. With these factors in mind it is considered that it would not be appropriate at this time to include these roads within the AQMA boundary.

The situation will be kept under review and if circumstances dictate then consideration for designating an AQMA for these locations can be progressed. To assist the on-going review it has been decided to set up an additional three NO₂ monitoring locations at Old St Clears Road, College Road and Llansteffan Road. These will be active from January 2016.

It has therefore been decided not to amend the previously proposed boundary map and this is now part of the Air Quality Management Order that is shown in Appendix 1.

4.0 Monitoring Data

The NO₂ monitoring results obtained from the sites within the AQMA boundary for the last five years are detailed in Table 2 below. The figures in brackets are the Bias Adjustment Figures used for each year, and the results in red text are those that have exceeded the Air Quality Objective of 40µg/m³.

The results highlight that the areas of exceedence are very limited but, because of their location, the means to improve the situation are determined by the wider road networks.

Table 2 – Carmarthen NO₂ Diffusion Tube Results

Tube Id	Location	2015 (0.81)	2014 (0.81)	2013 (0.80)	2012 (0.79)	2011 (0.83)
DAC/06	Glenholme Nursery	30.6	32.6	30.3	34.6	-
DAC/13	Richmond Terrace (2)	32.6	33.5	32.7	-	-
Carm/109	Richmond Terrace	38.1	40.9	40.1	42.4	43.9
DAC/08	85 Priory Street (E)	50.5	55.5	58.0	65.0	-
DAC/14	50 Priory Street	36.1	35.4	35.3	-	-
DAC/15	Old Oak rdbt (E)	30.1	30.1	30.6	-	-
Carm/111	Church Street	30.7	33.7	34.2	36.6	-
DAC/12	24 Spilman Street	33.7	34.4	35.6	37.2	37.0
DAC/04	Water Street (Probabtion Office)	22.7	23.7	23.9	26.5	-
Carm/072	St Catherine Street rdbt	34.4	30.9	32.7	34.4	38.0
DAC/02	15 Park Terrace	42.9	43.5	43.4	47.6	-
DAC/16	6 Park Terrace	36.1	39.7	39.1	-	-
Carm/001	St Catherine Street	32.3	30.5	33.1	36.1	35.8
Carm/084	Water Street	32.6	36.5	36.4	38.8	39.4
DAC/05	44 Water Street	34.6	34.7	33.9	38.1	-
Carm/106	St Catherine Street (A)	38.8	37.9	36.6	43.6	42.4
Carm/126	Jobs Well Road	22.0	22.7	25.0	-	-

5.0 Conclusion

Having reviewed the responses to the public consultation and the air quality data it is considered appropriate and necessary to proceed with designating an Air Quality Management Area within the town of Carmarthen in order to pursue the improvement of air quality and to try to achieve the Air Quality Objective of 40µg/m³ at relevant locations.

Appendix 1 – Carmarthen Air Quality Management Order



Environment Act 1995 Part IV Section 83(1)

Carmarthenshire County Council
AQMA Order

Carmarthenshire County Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited/referred to as the Carmarthenshire County Council Air Quality Management Area [Carmarthen 2016] and shall come into effect on [date]

The area shown on the attached map within the red boundary is to be designated as an air quality management area (the designated area). The designated area incorporates the Jobs Well Road junction on the B4312 in Johnstown and travels in an easterly direction up Monument Hill and down Picton Terrace to meet the St Catherine's Street roundabout. It continues along St Catherine's Street, spurring north up Water Street to the junction with Glannant Road and Pentrefelin Street, on to Barn Road and Francis Terrace and continuing to Richmond Terrace before bearing right along Old Oak Lane and reaching Old Oak roundabout. The boundary spurs left up Priory Street, through Abbey Mead and as far as Tanerdy roundabout on the A484, being the eastern extent of the AQMA. At Old Oak roundabout the boundary also spurs right along Priory Street and through Church Street, Spilman Street and on to the junction on the A484 below County Hall. The boundary travels south over Towy Bridge as far as the Towy Bridge roundabout, which is the southern extent of the AQMA. From the junction below County Hall the boundary travels west along Coracle Way and on to Morfa roundabout before heading north up Morfa Lane to meet up with St Catherine's Street roundabout and completing the AQMA boundary.

This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (Wales) Regulations 2000.

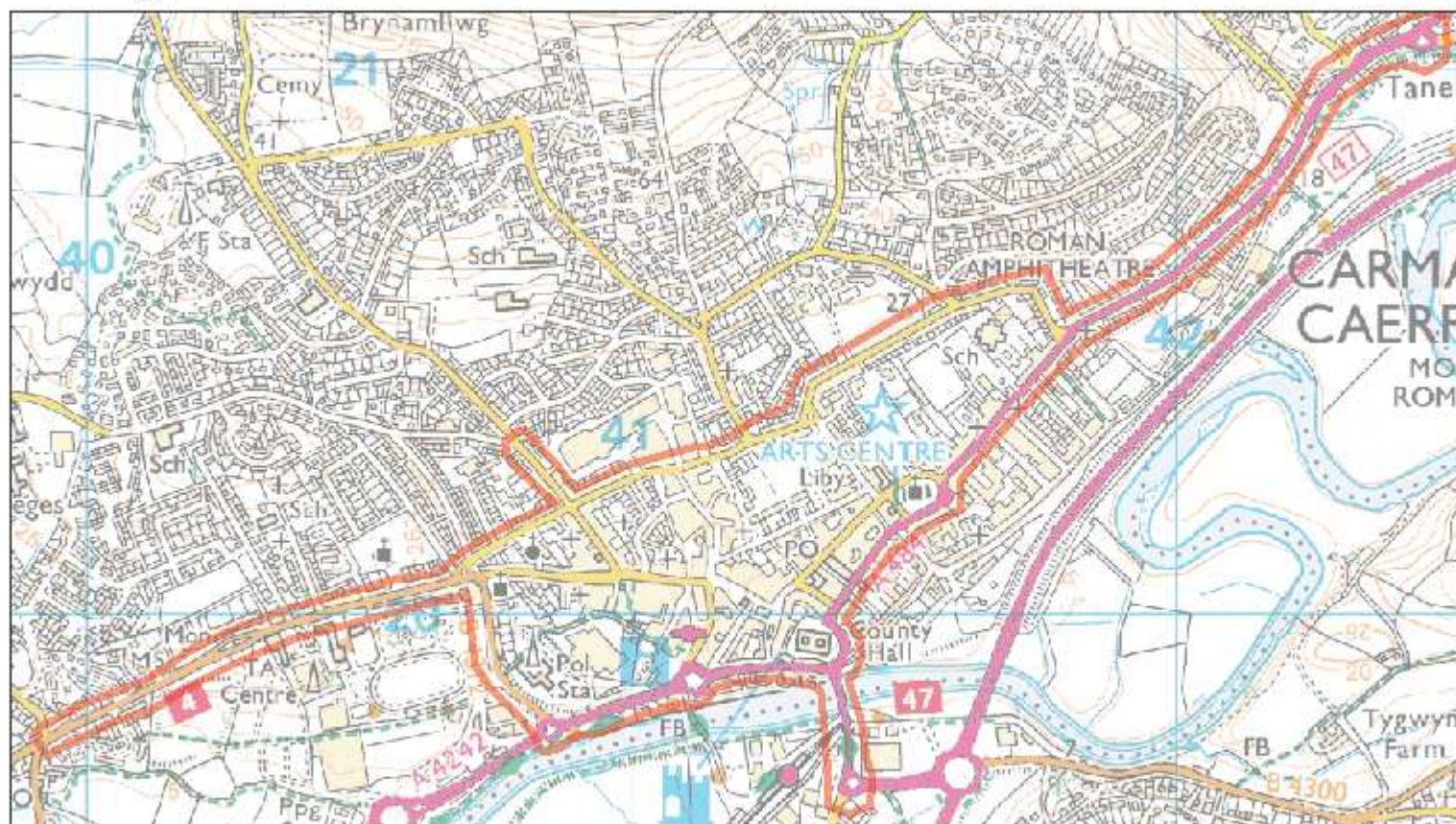
This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Carmarthenshire County Council
was hereto affixed on [date] and signed in the presence of /on behalf
of said Council

.....



Carmarthen AQMA Boundary Map



0 100 200 300m

Graddfa
Scale

1:10000

Canol y Map
Map Centre

[241198.83,220357.85]

Dyddiad
Date

23/12/2015

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PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD 15^{fed} O EBRILL 2016

Deddf yr Amgylchedd 1995 – Ymgynghoriad Cyhoeddus ynghylch Ansawdd Aer Llanelli

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

- (i) Cyhoeddi Gorchymyn yn pennu ffin Ardal Rheoli Ansawdd Aer, (AQMA), ar gyfer Llanelli fel y dangosir yn yr adroddiad atodedig a;
- (ii) Sefydlu Grŵp Llywio a fydd yn cynnwys yr holl randdeiliaid perthnasol i gynorthwyo â datblygu Cynllun Gweithredu a;
- (iii) Datblygu Cynllun Gweithredu yn unol â'r gofynion deddfwriaethol a fydd yn mynd ati i wella ansawdd aer a lleihau lefelau nitrogen deuocsid o fewn yr AQMA.

Rhesymau:

- Rhoi diweddariad i'r aelodau ynghylch y broses ymgynghori gyda golwg ar sefydlu Ardal Rheoli Ansawdd Aer yn Llanelli.
- Sicrhau cydymffurfiaeth â'r ddeddfwriaeth a;
- Bodloni canlyniadau'r Adroddiad Asesu Manwl, a gytunwyd ac a gymeradwywyd gan Lywodraeth Cymru, o ran lleihau lefelau Nitrogen Deuocsid yn Llanelli ac;
- Ystyried a chynnwys, lle bo'n briodol, yr ymatebion a gafwyd yn ystod y broses ymgynghori ffurfiol.
- Llunio barn am faterion sydd i'w cyflwyno gerbron y Bwrdd Gweithredol / Cyngor i'w hystyried.

Angen cyfeirio'r mater at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: OES

**Bwrdd Gweithredol – 25ain o Ebrill 2016
Cyngor Sir – 11eg o Fai 2016**

Aelod y Bwrdd Gweithredol sy'n gyfrifol am y Portffolio:
Cyng. Jim Jones (Diogelu'r Cyhoedd a'r Amgylchedd)

Y Gyfarwyddiaeth: Cymunedau	Swyddi:	Rhifau Ffôn / Cyfeiriadau E-bost:
Enw Pennaeth y Gwasanaeth: Robin Staines	Pennaeth Tai a Diogelu'r Cyhoedd	01267 228960 rstaines@sirgar.gov.uk
Awdur yr adroddiad: Sue Watts	Rheolwr Iechyd yr Amgylchedd a'r Gwasanaethau Trwyddedu	01267 228929 sewatts@sirgar.gov.uk

EXECUTIVE SUMMARY

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 15th APRIL 2016

The Environment Act 1995 – Public Consultation on Llanelli Air Quality

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 for those that have a potential to breach the Air Quality Objectives. For Carmarthenshire, the main pollutant of concern is nitrogen dioxide (NO₂).

The Environment Act 1995 specifies how Local Authorities deal with areas that fail to comply with the national air quality objectives.

The town of Llanelli in Carmarthenshire has experienced increasing levels of NO₂ over the last few years, to the extent that the air quality objective for NO₂ has been breached. The Welsh Government has required the Authority to carry out a Detailed Assessment to ascertain the extent and level of exceedence of the Air Quality Objective.

Following Executive Board approval on the 11 May 2015, a public consultation was launched on the 5th October 2015 seeking views on the proposed boundary for the AQMA. Notification of the consultation was provided to relevant statutory consultees, local councillors for those areas affected, Chamber of Trade and members of the public.

The consultation was posted on the 'iLocal' section of the Authority's website and news feeds sent out via Twitter and Facebook. The consultation was for a period of eight weeks with the closing date for comments being the 30th November 2015.

Response to Consultation

A summary of the responses received to the public consultation are shown in the following table.

Table 1 – Summary of Responses

Consultee	Response
Welsh Government (Air Division)	No response
Llanelli Town Council	Agreed with proposed boundary and welcomed the designation of an AQMA and development of an Action Plan in order to take appropriate action.
Llanelli Chamber of Trade	None
Natural Resources Wales	No response.
Public Health Wales	Expressed a wish to participate in assisting the Local Authority develop an Action Plan and quantify health impacts collaboratively with its partner organisations.
Individual Ward Councillors	As the Town Council
Residents and Businesses	1) Return Gelli Onn junction to a roundabout. 2) Significant response received requesting that Sandy Road should be given due consideration for inclusion in the AQMA boundary due to a number of factors.
Website visits	69 hits

No specific objections have been received in respect of setting the boundary and the need to designate an AQMA. However, a significant response was received requesting that serious consideration be given to including Sandy Road within the boundary of the AQMA.

As a result of the consultation, the proposed boundary map has been amended to include Sandy Road and Bassett Terrace.

The proposed Order and amended AQMA boundary map are at the end of the attached report. The Local Authority must now work towards developing an Action Plan that will pursue the improvement of air quality and the reduction of nitrogen dioxide within the AQMA.

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: **Robin Staines** **Head of Housing & Public Protection**

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

1. Policy, Crime & Disorder and Equalities

The declaration of an Air Quality Management Area, (AQMA), could impact directly on Health, Transport and Planning policies. These parties should form part of the Steering Group set up to assist in the development of an Action Plan.

2. Legal

The legal process detailed in the legislation and supporting guidance must be adhered to.

3. Finance

There should not be financial implications at the designation of AQMA and development of an Action Plan unless the Welsh Government instructs that further monitoring is required. There are possible cost implications at the implementation stages of potential intervention options however any actions falling out of the Action Plan will be subject to further reports, consideration and approval.

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**

1. Local Member(s) – Consulted as part of the consultation process. The Environmental & Public Protection Scrutiny Committee was also consulted as part of the consultation process.

2. Community / Town Council – Consulted as part of the consultation process.

3. Relevant Partners – Consulted as part of the consultation process.

4. Staff Side Representatives and other Organisations – Consulted as part of the consultation process.

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Mae'r dudalen hon yn wag yn fwriadol



Carmarthenshire County Council

Environment Act 1995

Local Air Quality Management

2015 Llanelli AQMA Boundary Consultation Review & Report

(December 2015)

Oliver Matthews – Environmental Health Practitioner

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1.0 Purpose of Report

This report reviews the response to the public consultation on the proposed Air Quality Management Area boundary map for the town of Llanelli. The air quality monitoring work has identified areas of exceedence of the nitrogen dioxide Air Quality Objective (AQO) in locations within the town and therefore the authority must proceed to designating an Air Quality Management Area. As part of this process a public consultation has been held on the proposed boundary of the area in order to gather feedback on how appropriate the boundary is.

2.0 Background

Air quality monitoring has been carried out for a number of years across the town and it was identified that nitrogen dioxide levels were increasing. An in depth review of the monitoring locations was performed and identified there were a number of monitoring sites that did not comply with the guidance criteria. The review also identified areas of the town where there was no monitoring but where it was considered a potential for traffic related air quality problems to exist.

This resulted in an overhaul of the monitoring network in the town such that a number of sites were removed and new sites set up. The data gathered from this exercise was reviewed and allows the potential problem areas to be looked at in more detail. This work then became the Detailed Assessment of air quality with the objective of defining the boundaries for the areas of exceedence. The data acquired from this exercise failed to identify any boundaries and therefore the Detailed Assessment continued for another year with some modifications to the monitoring locations.

Data from the extended Detailed Assessment work confirmed that the areas of exceedence were limited in size and associated with particular locations that suffered from congestion and large traffic volumes. However, due to the nature of the road network serving the town there was little potential to tackle these specific geographical locations as they are impacted by the wider road network. This led to the development of the proposed AQMA boundary map, which is shown in Appendix 1.

3.0 Public Consultation

A public consultation was launched on the 5th October 2015 seeking views on the proposed boundary for the AQMA. Notification of the consultation was provided to relevant statutory consultees, local councillors for those areas affected, Chamber of Trade and members of the public. The consultation was posted on the 'iLocal' section of the Authority's website and news feeds sent

out via Twitter and Facebook. The consultation was for a period of about eight weeks with the closing date for comments being the 30th November 2015.

3.1 Response to Consultation

A summary of the responses received to the public consultation are shown in Table 1 below.

Table 1 – Summary of Responses

Consultee	Response
Welsh Government (Air)	No response
Llanelli Town Council	Agreed with proposed boundary and welcomed the designation of an AQMA and development of an Action Plan in order to take appropriate action.
Llanelli Chamber of Trade	None
Natural Resources Wales	No response.
Public Health Wales	Expressed a wish to participate in assisting the Local Authority develop an Action Plan and quantify health impacts collaboratively with its partner organisations.
Individual Ward Councillors	As the Town Council
Residents and Businesses	<ol style="list-style-type: none"> 1) Return Gelli Onn junction to a roundabout. 2) Significant response received requesting that Sandy Road should be given due consideration for inclusion in the AQMA boundary due to a number of factors.
Website visits	69 hits

No specific objections have been received in respect of setting the boundary and the need to designate an AQMA. However, a significant response was received requesting that serious consideration be given to including Sandy Road within the boundary of the AQMA.

Historically, air quality monitoring results have been reported for Sandy Road that were above the AQO, however this was for locations that did not meet the criteria in the relevant air quality monitoring guidance documents. As part of the monitoring network review, mentioned in Section 2 above, some of these sites were removed and more relevant locations identified. Since that time there have not been any exceedences of the AQO along Sandy Road at relevant locations.

Despite the fact there have been no exceedences, due consideration has been given to the request for including Sandy Road and it is considered that it would be pragmatic to include this road within the AQMA boundary. Recent traffic count surveys have identified that approximately 18,000 vehicles travel along the road a day, with about 800 of these being heavy goods vehicles and buses / coaches. The road serves the western part of the town as the main arterial route and with potential further developments in the south of the county this route is likely to see an increase in traffic volumes.

It has therefore been decided to amend the original proposed boundary map, shown in Appendix 1, to include Sandy Road and Bassett Terrace but ending where Pwll Road begins. The amended boundary map can be seen in Appendix 2 as part of the AQMA Order.

4.0 Monitoring Data

The NO₂ monitoring results obtained from the sites within the AQMA boundary for the last five years are detailed in Table 2 below. The figures in brackets are the Bias Adjustment Figures used for each year, and the results in red text are those that have exceeded the Air Quality Objective of 40µg/m³.

The results highlight that the areas of exceedence are very limited but, because of their location, the means to improve the situation are determined by the wider road networks.

Table 2 – Llanelli NO₂ Diffusion Tube Results

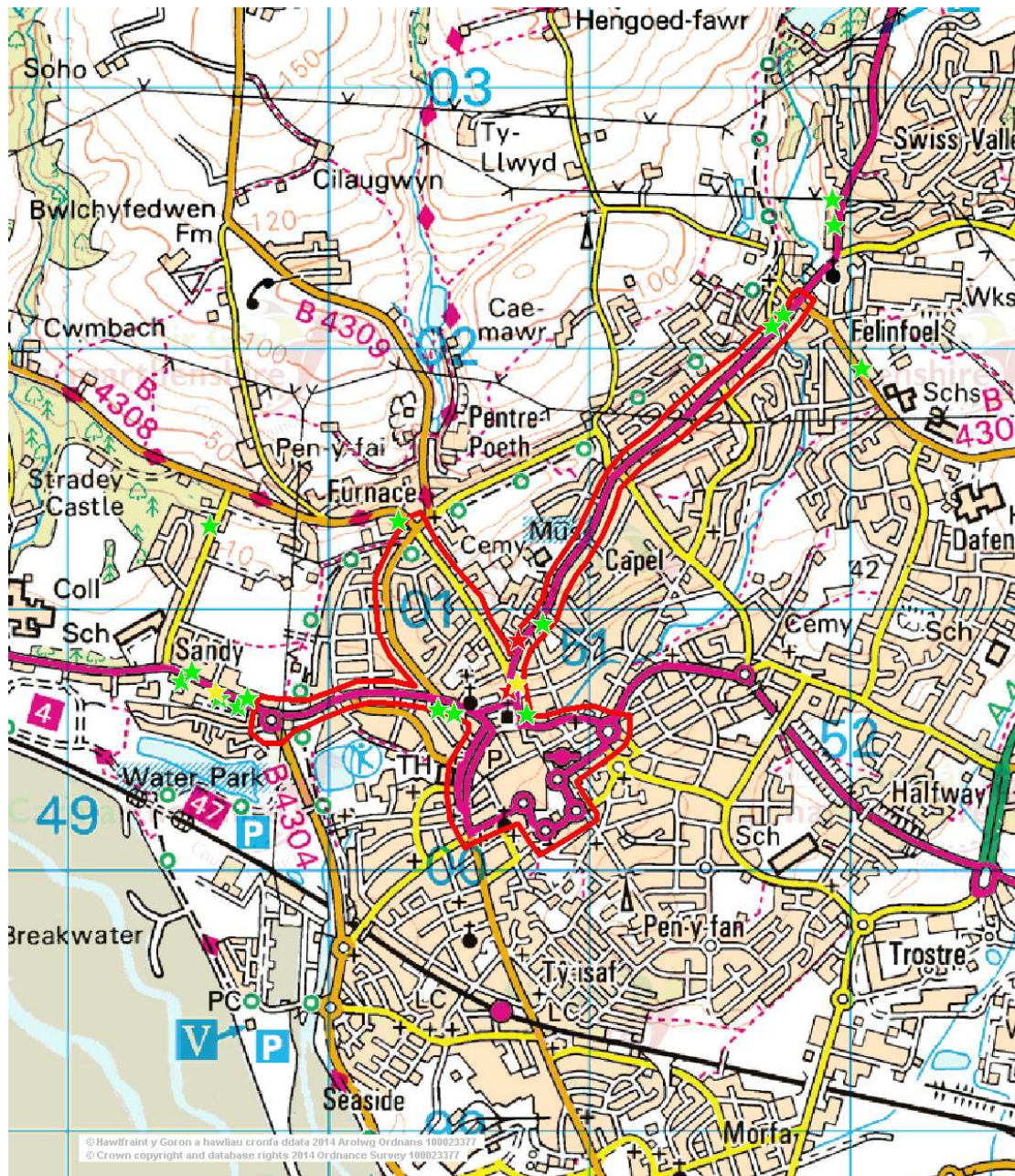
Tube Id	Location	2015 (0.81)	2014 (0.81)	2013 (0.80)	2012 (0.79)	2011 (0.83)
DAL/14	10 Sandy Road	26.3	28.0	25.5	27.8	-
DAL/15	33 Sandy Road	20.9	21.5	23.4	23.1	-
Carm/077	Sandy Road (2)	34.8	39.7	37.7	40.8	42.6
DAL/22	44 Sandy Road (3)	28.7	30.4	31.2	-	-
DAL/26	123 Sandy Road	19.7	22.2	-	-	-
DAL/27	Sandy Road (4)	21.8	25.4	-	-	-
DAL/16	96 Sandy Road	19.5	18.0	21.3	24.0	-
DAL/17	131 Sandy Road	19.6	19.5	22.7	21.6	-
DAL/07	Nr 13 Felinfoel Road	44.1	50.6	49.1	54.2	-
DAL/23	50 Felinfoel Road	22.5	23.7	24.9	-	-
DAL/09	Thomas St (Barnardos)	42.8	44.8	46.5	50.5	-
Carm/104	Thomas Street (2)	34.6	38.6	38.5	39.1	42.1
DAL/10	Thomas St (Bridal Shop)	35.1	35.8	38.1	42.2	-
Carm/069	West End	36.8	36.0	36.5	43.4	42.8
DAL/12	West End (Creative Cakes)	26.7	30.9	29.0	32.6	-
DAL/04	51 Panteg Road	31.3	32.4	34.4	37.3	-
Carm/114	Panteg Road	34.7	33.8	38.0	37.7	38.1

The amended AQMA Boundary Map has resulted in an additional NO₂ monitoring tube location being set up along Bassett Terrace, which will be in place from January 2016.

5.0 Conclusion

Having reviewed the responses to the public consultation and the air quality data it is considered appropriate and necessary to proceed with designating an Air Quality Management Area within the town of Llanelli in order to pursue the improvement of air quality and to try to achieve the Air Quality Objective of 40µg/m³ at relevant locations.

Appendix 1 – Proposed Llanelli AQMA Boundary Map



Appendix 2 – Llanelli Air Quality Management Order (2016)



Environment Act 1995 Part IV Section 83(1)

Carmarthenshire County Council
AQMA Order

Carmarthenshire County Council, in exercise of the powers conferred upon it by Section 83(1) of the Environment Act 1995, hereby makes the following Order.

This Order may be cited/referred to as the Carmarthenshire County Council Air Quality Management Area [Llanelli 2016] and shall come into effect on [date]

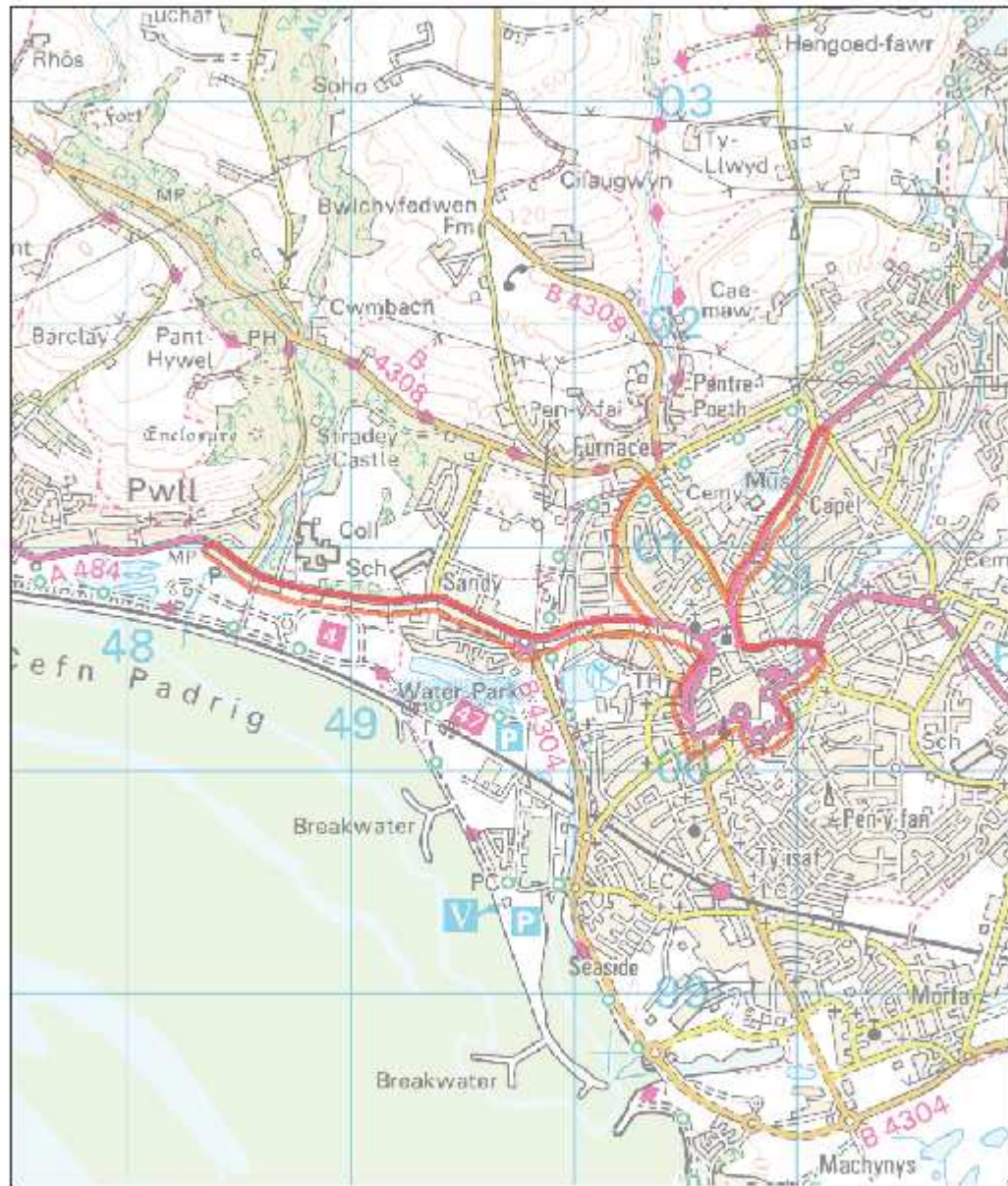
The area shown on the attached map within the red boundary is to be designated as an air quality management area (the designated area). The designated area starts from the section of the A484 known as Bassett Terrace from the far west at the junction with Waun Eos Road travelling easterly through Sandy Road and incorporating Sandy Road roundabout, continues to follow an easterly direction along the A484 Pembrey Road before turning north up New Road as far as the mini roundabout in Furnace, and then travels back south along Old Road as far as the junction with Thomas Street on the A476. The boundary then travels north east along the A476 through Felinfoel Road and Panteg, as far as the mini roundabout joining Farmers Row. The boundary travels back south west along the A476 right down to Thomas Street bearing left along the A484 continuing on to the roundabout and bearing right following the A4214 along Stepney Place. The boundary continues along the series of mini roundabouts going through Upper Robinson Street and Murray Street before turning right at the junction with Station Road. The boundary continues along the A4214 through Church Street, Hall Street, West End on to Pembrey Road, again incorporating Sandy Road roundabout before travelling back west along Sandy Road and on through Bassett Terrace before completing the boundary at the far west junction with Waun Eos Road.

This Area is designated in relation to a likely breach of the nitrogen dioxide (annual mean) objective as specified in the Air Quality (Wales) Regulations 2000.

This Order shall remain in force until it is varied or revoked by a subsequent order.

The Common Seal of Carmarthenshire County Council
was hereto affixed on [date] and signed in the presence of /on behalf
of said Council

.....



0 200 400 600m

Graddfa
Scale
1:25000

Canol y Map
Map Centre
[249722.03,200781.45]

Dyddiad
Date
23/12/2015

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**ENVIRONMENTAL & PUBLIC PROTECTION
SCRUTINY COMMITTEE
15th APRIL 2016**

**Explanation for non-submission
of scrutiny report**

E&PP Task and Finish Group Final Report – Car Parking Charges

Responsible Officer(s): Matthew Hughes, Assistant Consultant (DSU)

Explanation: Work to complete the review is still on-going and it is envisaged that the final report will now be presented at the Committee's next meeting in May.

Revised Submission Date: 13th May 2016

Mae'r dudalen hon yn wag yn fwriadol

**ENVIRONMENTAL & PUBLIC PROTECTION
SCRUTINY COMMITTEE
26th FEBRUARY 2016**

Present: Councillor A.P. Cooper (Chair)

Councillors: A. Davies, J.A. Davies, D.C. Evans, I.J. Jackson (Vice-Chair), A. James, W.J. Lemon, A.D.T. Speake, S.E. Thomas, D.E. Williams

Councillor J.D. James – Substitute for Councillor P.M. Edwards

Councillor T. Theophilus – Substitute for Councillor D.B. Davies

Also in attendance:

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

The following officers were in attendance:

Mr. M.V. Davies – Head of Property Maintenance & Construction

Mr. S. Pilliner – Head of Transport & Engineering

Ms. R. James – Group Accountant

Ms. K. Thomas – Community Safety Manager

Mrs. S. Watts – Public Health Services Manager

Mr. A. Williams – Street-Scene Manager

Mr. M. Hughes – Assistant Consultant

Venue: Spilman Street Chamber, Carmarthen (10:00 – 11:30am)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors D.B. Davies, P.M. Edwards and W.G. Thomas, as well as Councillor H.A.L. Evans (Executive Board Member for Technical Services).

2. DECLARATIONS OF PERSONAL INTEREST

There were no declarations of personal interest.

3. DECLARATION OF PROHIBITED PARTY WHIPS

There were no declarations of party whips.

4. PUBLIC QUESTIONS

No public questions were received.

5. FORTHCOMING ITEMS

UNANIMOUSLY RESOLVED that the items to be considered at the next scheduled meeting on Friday 15th February 2016, be noted.

6. REVENUE & CAPITAL BUDGET MONITORING REPORT 2015/16

The Committee considered the Revenue & Capital Budget Monitoring Report for the Environment Department, Public Protection Services and the Community Safety Team, as at 31st December 2015 in relation to the 2015/16 financial year. The following issues were raised in relation to the report:

In response to a query regarding the non-delivery of severance arrangements worth £78,000 in the Environment Department, the Group Accountant confirmed that due to a variety of circumstances, the proposed severance packages had not been realised although it was anticipated that these would be taken up in the next financial year. The Street-Scene Manager advised the Committee that some severance applications were being reconsidered as part of a departmental service review.

It was asked whether the asset transfer of public conveniences would be completed on time. The Street-Scene Manager informed the Committee that to date, 10 sets of public conveniences had been transferred to community councils or groups and that a further 8 were on-going. It was envisaged that these would be completed within the three years allocated to the programme, as it was a matter of clarifying some minor legal issues with the respective organisations.

In response to a question on the £72,000 overspend for the Cleansing Service, the Street-Scene Manager explained that this related to efficiencies that had been proposed for the current financial year. However, as the Department no longer needed to find additional efficiencies in the forthcoming years, this would be managed within the service.

Reference was made to the recent inclement weather and the amount of recycle strewn along the county's roads and it was asked what impact this was having on the Street Cleansing Service. The Street-Scene Manager acknowledged that the additional litter did have an impact as cleaning this up had to be factored in to the regular street cleansing programme. There had not been any reduction in the number of staff employed and town centres had a seven day programme for litter picking and bin emptying. He reminded Committee members that if they had specific concerns about certain areas in their wards, that they should contact the Department.

In response to a question about the possibility of residents being issued with wheelie bins, the Street-Scene Manager noted that the cost of such a system was prohibitive at present. He also reminded the Committee that if recycle or residual waste bags split and fell from the back of a Council vehicle, operators would clean up at that time, however, if the waste was on private property, it was the duty of the householder to ensure it was cleaned up.

Reference was made to the number of public bins that were not being emptied and subsequently rubbish was left next to or around bins and was further compounded

by dog owners not disposing of dog waste bags in these bins but leaving them in side streets or lanes. The Street-Scene Manager advised the Committee that the provision of bins and the collection programme would have been reduced had the budget for 2016/17 not been so favourable for the Department and he envisaged that bin collections might now be increased over the coming months.

An update was requested on the current status of the waste strategy in light of the £54,000 underspend. The Street-Scene Manager informed the Committee that the initial part of the strategy dealing with route and vehicle rationalisation had been completed and had produced significant savings for the service. The second part was on-going and dealt with the disposal and treatment aspect of the county's waste and the tendering process which needed to be completed by April 2018. An internal officer working group was now in place to drive this forward and funding had been set aside to cover this work.

Reference was made to the various underspends in the Transport section and an explanation sought in relation to the overspend in the primary school transport service. The Head of Transport & Engineering informed the Committee that many of the underspends referred to in the report were due to the effective planning and tendering processes put in place by officers. However, a number of primary school closures were having an adverse effect on the primary sector transport budget as children were now being transported to schools further afield. This was an example of a small change having a huge financial impact but officers were continually assessing the situation and seeking to ensure that contracts and routes were the most efficient possible. However, he added that transport for children with special educational needs was very complex and often, due to the complexity of their needs or behavioural difficulties, this required specialist transport options and transport assistants. This area was growing in terms of numbers and officers had recently commenced a TIC review in conjunction with the Education & Children Department to understand the demand and assess whether the services provided were appropriate and efficient.

Disappointment was expressed at the continued overspend for the Nant-y-Ci Park & Ride facility and clarity was sought as to the Hywel Dda Health Board's contribution to this scheme and how it could assist in easing the parking issues at the West Wales General Hospital in Glangwili. The Head of Transport & Engineering acknowledged that the parking situation in and around the hospital was a significant pressure for his service at present, both in terms of residents' complaints and the impact on the movement of local passenger transport services. He informed the Committee that the Health Board had made a contribution to the Park & Ride Scheme and it was also taking steps to ease the congestion in the out-patients car park, such as preventing staff from parking there, reducing the number of consultants car parking spaces and promoting the use of the park and ride scheme amongst staff. Discussions were also on-going with the University of Wales Trinity Saint David in relation to the parking pressures that it would be facing in light of the development of the Carmarthen West Link Road and relocation of S4C nearby. Strategically, it was an important service to keep as in the long-term it would assist in reducing traffic congestion across the town.

Reference was made to the underspend in the Building Maintenance budget in relation to the Carmarthenshire Home Standard Programme. The Head of Property Maintenance & Construction informed the Committee that this was in fact an overspend due to an unachievable income target. Significant inroads had been made to reduce this overspend which included rationalising back office functions as

well as bringing previously outsourced work back in-house. He also noted that some savings were not actually shown in this particular budget report as they were being allocated to other budgets such as the Modernising Education Programme or Housing Services. Officers were continuing to work with Financial Services to address the validation issues which had led to this particular service being expected to generate an income, even though the CHS programme was coming to an end.

Clarification was sought for the overspend of £25,000 on the repair and maintenance of pumping stations. The Head of Property Maintenance & Construction reminded the Committee that the Authority's Hydrology Unit had transferred to Welsh Water in October 2014 along with the budget for the service. The Authority had since negotiated an early takeover of the Cross Hands and New Dock (Llanelli) pumping stations which had been transferred to Welsh Water control in January 2016, thus reducing the repair and maintenance costs borne by the Authority.

It was suggested that the grounds maintenance service had been cut back so much that this was resulting in poorly maintained property such as car parks and other assets, giving a poor first impression of the county. The Head of Transport & Engineering informed the Committee that a Service Level Agreement was in place to maintain car parks but he was happy to meet with local members to discuss any specific issues on site. The Head of Property Maintenance & Construction acknowledged that officers were looking at the future of the service and in-sourcing some work, subject to the business cases being approved. In response to an additional question, he stated that at a corporate level, officers were also revising the standards for cutting procedures and ensuring that the right staff were deployed to programmed work rather than being used for responsive duties.

It was asked whether there was an underlying issue as to why agency staff were being used in the Public Protection Business Support Unit. The Public Health Services Manager informed the Committee that this was now being addressed as permanent posts had now been authorised for this unit.

It was asked why so many income streams in Public Protection and Trading Standards Services had failed to reach the anticipated levels. The Public Health Services Manager informed the Committee that for Licencing, the Authority was bound by the fact that these fees were prescribed by the UK Government and the charges did not reflect the actual costs involved in the process. However, as the Committee would recall from its December meeting, other fees (e.g. taxis, animal movement) would be increased from April 2016 enabling the Authority to charge more realistic fees for its services. She noted that the Trading Standards Services Management income stream referred to some external work undertaken by the service in past years which had subsequently been validated into this year's budget. However, the service had not undertaken this work in the current financial year and therefore the target could not be met.

In response to an additional question, the Public Health Services Manager reassured the Committee that there was considerable lobbying of the UK Government being undertaken by both the Local Government Association in England and the Welsh Local Government Association, to allow local authorities to set fees on a local level. These fees would enable authorities to cover all their costs as some such as administration, compliance checks and enforcement were not currently factored in to the fees set by Whitehall.

Reference was made to the Trading Standards member development seminar held on the 25th February 2016 and Committee members acknowledged that this had been an excellent and worthwhile session. The Committee agreed to request that its appreciation and thanks be forwarded to the Trading Standards Services Manager and his staff for the seminar and for their on-going work to target criminal activity and protect the county's vulnerable residents from exploitation.

It was suggested that many of the Committee's questions in relation to the budget monitoring report were due to insufficient explanations provided in the 'main variance summaries' listed with each appendix. It was therefore proposed that officers be requested to provide more comprehensive explanations for under or overspends in future budget monitoring reports. The Committee agreed to the proposal.

Reference was made to the Community Safety budget and it was asked what results were being achieved for all the funding given to substance misuse treatment providers whilst individuals in Llanelli continued to die from drug-related deaths. The Community Safety Manager acknowledged that the recent deaths were a concern and that a multi-agency meeting was due to be held during the forthcoming week to plan a response. She reminded the Committee that for services commissioned directly by the regional Area Planning Board, regular performance monitoring of the providers was undertaken although it was difficult to monitor their effectiveness in preventing overdoses.

In response to an additional comment about the role of the Police in targeting drug dealers, the Community Safety Manager reminded the Committee members that should they have specific concerns that the Police were not responding to issues reported to the police, they should contact the local inspector or she was happy to liaise with senior police colleagues as appropriate.

Clarification was sought for the CCTV operator costs. The Community Safety Manager reminded the Committee that the Authority had ceased providing a monitored CCTV service in June 2015 and these related to redundancy costs which had remained in the budget for 2015/16.

It was asked why the Capital Budget continued include the B4300 Cystanog Bends / Capel Dewi Highway Support Wall project when this had been completed last year. The Street-Scene Manager informed the Committee that an element of the payment for a project such as this was normally held back until the maintenance period had been completed.

In response to a question about the Trebeddrod Reservoir, the Street-Scene Manager informed the Committee that this was due to be completed in February but due to the recent inclement weather, the completion of the work was now scheduled to be completed in mid-April.

Clarification was sought for which bridge in Ammanford had undergone strengthening and replacement works and it was suggested that the naming of bridges should be more specific. The Street-Scene Manager confirmed that this was the small bridge located near Coleg Sir Gâr's Ammanford campus and not the Loughor River bridge, near the railway station. He added that he was not aware of a local name for this bridge and assumed that it had been named 'Ammanford College Bridge' for the purposes of the report due to its proximity to the college's campus.

The Committee **RESOLVED** that:

- 6.1 The report be received.
- 6.2 That officers be requested to provide more comprehensive explanations for under or overspends in future budget monitoring reports.
- 6.3 That the Committee's appreciation and thanks be forwarded to the Trading Standards Services Manager and his staff for an excellent member development seminar held on the 25th February 2016 and for their on-going work to target criminal activity and protect the county's vulnerable residents from exploitation.

7. EXPLANATION FOR NON-SUBMISSION OF SCRUTINY REPORT

UNANIMOUSLY RESOLVED that the reason for the non-submission of the report on the 'Impact of Local Authority Trading Standards in Challenging Times', be noted.

8. ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE ACTIONS AND REFERRALS UPDATE

The Committee considered an update detailing progress in relation to actions, requests or referrals emerging from previous scrutiny meetings. The Chair referred to the one out-standing action relating to the Committee's request for a seminar on corporate manslaughter and noted that a development session was being prepared. When a date was finalised, members would be notified accordingly.

RESOLVED that the update, be noted.

9. TO SIGN AS A CORRECT RECORD THE MINUTES OF THE MEETING OF THE COMMITTEE HELD ON THE 11TH JANUARY 2016

RESOLVED that the minutes of the meeting held on Monday 11th January 2016 be signed as a correct record.

SIGNED: _____ (Chair)

DATE: _____