

**DYDD IAU, 4 MAWRTH 2021**

**AT: YR AELOD O'R BWRDD GWEITHREDOL DROS YR AMGYLCHEDD**

YR WYF DRWY HYN YN EICH GALW I FYNYCHU RHITH CYFARFOD O'R **CYFARFOD PENDERFYNIADAU AELOD Y BWRDD GWEITHREDOL DROS YR AMGYLCHEDD** A GYNHELIR AM **2.00 YP**, AR **DYDD IAU, 11EG MAWRTH, 2021** ER MWYN CYFLAWNI'R MATERION A AMLINELLIR AR YR AGENDA ATODEDIG.

*Wendy Walters*

**PRIF WEITHREDWR**

Swyddog Democrataidd:	Kevin Thomas
Ffôn (llinell uniongyrchol):	01267 224027
E-bost:	<a href="mailto:kjthomas@sirgar.gov.uk">kjthomas@sirgar.gov.uk</a>

Wendy Walters Prif Weithredwr, *Chief Executive*,  
Neuadd y Sir, Caerfyrddin. SA31 1JP  
*County Hall, Carmarthen. SA31 1JP*

# AGENDA

1. DATGAN BUDDIANNAU PERSONAL
2. GWRTHWYNEBIAD I'R TWMPATH ARAFU ESTYNEDIG 3 - 14  
ARFAETHEDIG YN FFAIRFACH
3. GWRTHWYNEBIAD I'R TWMPATHAU FFORDD ARFAETHEDIG 15 - 26  
YN NANTGAREDIG
4. PENDERFYNIAD AR GYFER LLWYBR RHANNU DEFNYDD AR 27 - 34  
HYD HEOL ELLI A HEOL TROSTRE, LLANELLI
5. COFNOD PENDERFYNIAD - IONAWR 27AIN, 2021 35 - 36

*Sylwer: - Nid oes hawl gan y wasg a'r cyhoedd fynychu'r cyfarfod. Bydd y cofnod penderfyniad yn cael ei gyhoeddi fel arfer o fewn 3 diwrnod gwaith.*

Eitem Rhif 2

**CYFARFOD PENDERFYNIADAU'R AELOD O'R BWRDD  
GWEITHREDOL DROS YR AMGYLCHEDD**

**11 MAWRTH 2021**

<b>Yr Aelod o'r Bwrdd Gweithredol:</b>	<b>Portffolio:</b>
<b>Y Cyngorydd H Evans</b>	<b>Yr Amgylchedd</b>

**Gwrthwynebiad i'r Twmpath Arafu Estynedig arfaethedig yn Ffair-fach**

Yr argymhellion / penderfyniadau allweddol sydd eu hangen:

Bod yr Aelod o'r Bwrdd Gweithredol dros yr Amgylchedd yn gwneud y canlynol:

- i Penderfynu ynghylch y gwrthwynebiad.
- ii Cytuno i fynd ymlaen i weithredu.
- iii Rhoi gwybodaeth am hynny i'r gwrthwynebwr.

**Y Rhesymau:**

Darparu twmpath arafu estynedig i gefnogi'r bwriad i ymestyn terfyn cyflymder presennol o 20mya ar yr A476 yn Ffair-fach.

<b>Y Gyfarwyddiaeth: Yr Amgylchedd</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>S G Pilliner</b> <b>Awdur yr Adroddiad:</b> <b>M Jacob</b>	<b>Swydd</b>  <b>Pennaeth Priffyrdd a Thrafnidiaeth</b>  <b>Rheolwr Traffig a Diogelwch Ffyrdd</b>	<b>Rhif Ffôn:</b> <b>01267 228150</b> <b>Cyfeiriad e-bost:</b> <b>sgpilliner@sirgar.gov.uk</b>
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**Declaration of Personal Interest (if any):**

None

**Dispensation Granted to Make Decision (if any):**

N/A

**DECISION MADE:**

**Signed:**

DATE: \_\_\_\_\_

EXECUTIVE BOARD MEMBER

**The following section will be completed by the Democratic Services Officer in attendance at the meeting**

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted <b>subject to the amendment(s) and reason(s) specified:</b>	
Reason(s) why the Officer's recommendation was <b>not adopted:</b>	

**EXECUTIVE SUMMARY**  
**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT**  
**11 MARCH 2021**

**Objection to proposed Raised Plateau at Ffairfach**

**1. Purpose**

This report is to determine the objection received to the proposed implementation of a raised plateau to support the extension of the existing 20mph Speed Limit. Full details of the proposals can be viewed in **Appendix 1 (Scheme Plan)**. The purpose of the scheme is to introduce a raised plateau to reduce traffic speeds in support of extending the existing 20mph Speed Limit on the approach to planned traffic signals at Ffairfach Square. It will also enhance road safety on a heavily walked route to a secondary school (Bro Dinefwr).

**2. Consultation**

All statutory stakeholders have been consulted and do not object to the scheme.

**3. Objections:**

During the publication stage to the wider public only one objection was received. The objection letter is as shown in **Appendix 2** and is summarised in **Appendix 3** along with officer comments and recommendations.

In brief, the objection is explained below: -

**A476 Heol Myrddin, Ffairfach** - Introduce a raised plateau on the A476 in support of a planned extension of an existing 20mph Speed Limit.

The objector states that they consider that the plateau will provide no realistic reduction in traffic speed and will only cause a major nuisance to them and their neighbours.

**4. Recommendation:**

To note the objection and proceed with the implementation of the raised plateau in the interests of road safety.

**Recommendations**

**That the Executive Board Member for Environment**

- 1. Determine the objection**
- 2. Implement the proposals as described in Appendix 3**
- 3. Inform the objector accordingly.**

**Detailed report attached: No**

**Attached: -**

**Appendix 1 - Scheme Plan**

**Appendix 2 - Objection letter**

**Appendix 3 - Objection and comments**

# 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 and Highways

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

## 1. Legal

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999.

## 2. Finance

All associated costs will be borne by a Welsh Government Grant

## 3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

# 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 and Highways

## 1. Scrutiny Committee

N/A

## 2. Local Member(s)

Cllr Edward Thomas supports the proposals

## 3. Community / Town Council

The Community Council has no objection.

## 4. Relevant Partners

Roads Policing Unit and GoSafe  
*Strongly support proposals*

Mid and West Wales Fire and Rescue Service  
NHS Wales Ambulance Service  
Carmarthenshire Disability Partnership.

*No objections received.*

## 5. Staff Side Representatives and other Organisations

Road Haulage Association,  
Freight Transport Association.  
Bus Operators

*No objections received.*

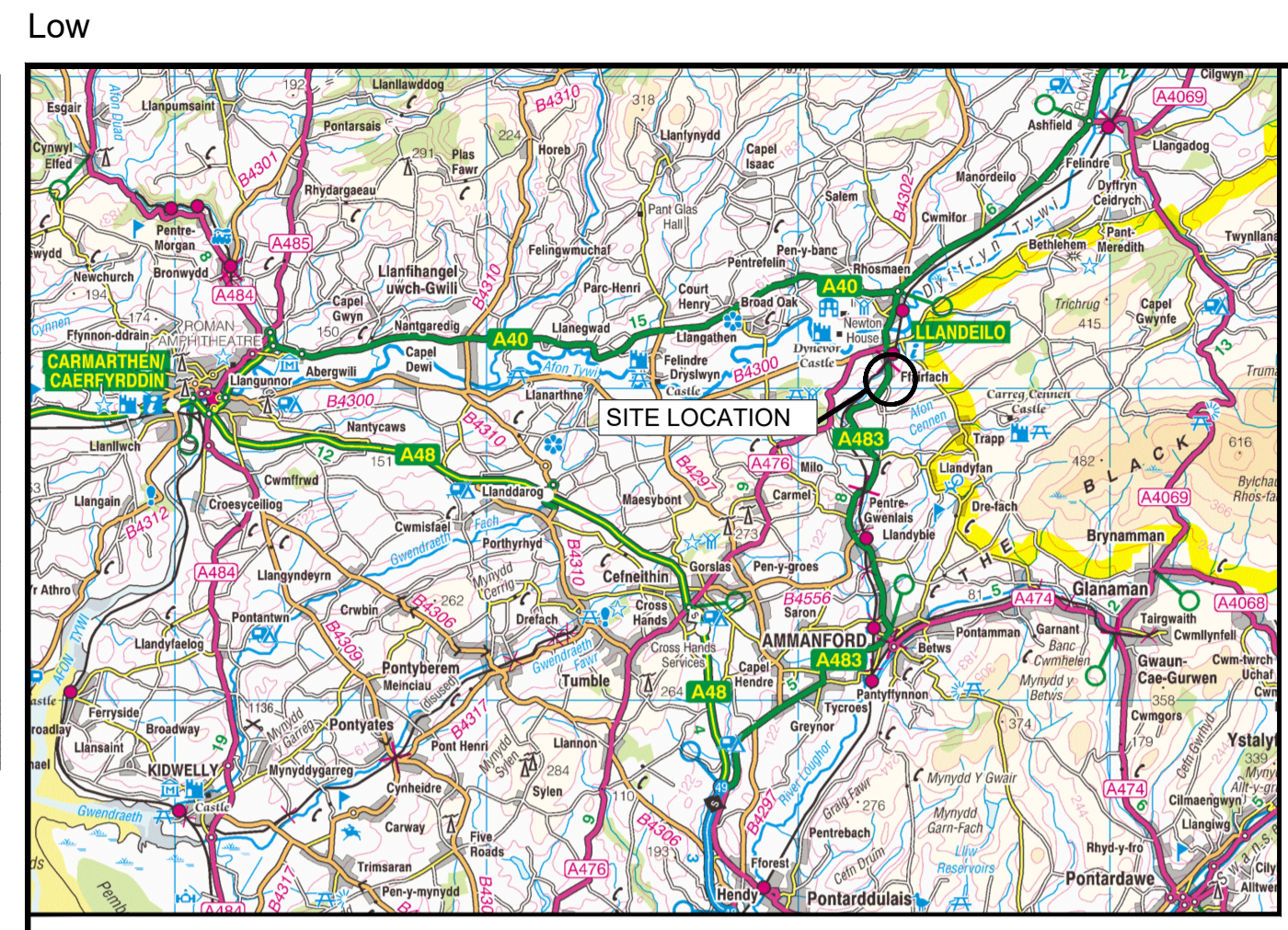
**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

THERE ARE NONE

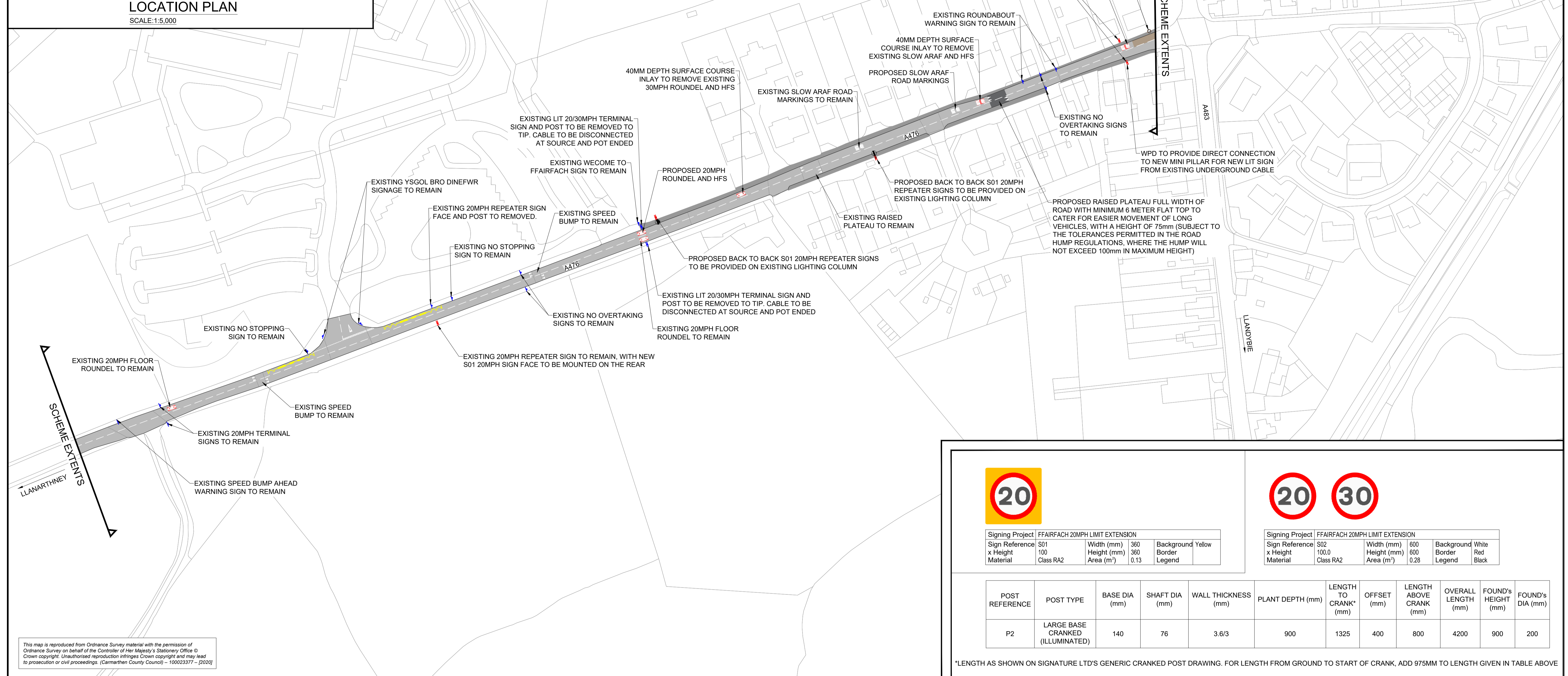
Title of Document	File Ref No.	Locations that the papers are available for public inspection



DO NOT SCALE



LOCATION PLAN  
SCALE:1:5,000



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Tudalen 6

GENERAL NOTES:	KEY:
1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.	EXISTING CARRIAGEWAY TO REMAIN
2. ONLY WRITTEN DIMENSIONS SHALL BE USED, DO NOT SCALE.	EXISTING FOOTWAY TO REMAIN
3. CONTRACTOR TO LOCATE AND IDENTIFY ALL UTILITY PLANT PRIOR TO COMMENCING EXCAVATION WITH TRIAL PITS TO BE DUG AS REQUIRED.	EXISTING RED COLOURED HIGH FRICTION SURFACE (HFS) TO REMAIN
	EXISTING BUFF COLOURED HIGH FRICTION SURFACE (HFS) TO REMAIN
	EXISTING ROAD MARKINGS TO REMAIN
	EXISTING RAISED RAMP/CROSSING TO REMAIN
	EXISTING ROAD SIGN
	PROPOSED ROAD SIGN
	PROPOSED RAISED RAMP/CROSSING
	WPD UTILITY POLE
	LIGHTING COLUMN

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
Description	In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks (Reference shall also be made to the design hazard log).
Construction	PROXIMITY TO LIVE TRAFFIC AND PROXIMITY TO LIVE UTILITIES INCLUDING 11kV WPD CABLES.
Maintenance / Cleaning	PROXIMITY TO LIVE TRAFFIC AND PROXIMITY TO LIVE UTILITIES INCLUDING 11kV WPD CABLES.
Use	NONE.
Decommissioning / Demolition	PROXIMITY TO LIVE TRAFFIC AND PROXIMITY TO LIVE UTILITIES INCLUDING 11kV WPD CABLES.

Description							
Status	Revision	Drawn	Checked	Reviewed	Authorised	Issue Date	

Drawing Suitability: **ATKINS**

West Glamorgan House  
12 Orchard Street  
Swansea  
West Glamorgan  
SA1 5AD

Tel: +44 (0)1792 641172  
Fax: +44 (0)1792 472019  
www.atkinsglobal.com

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Project Title			
FFAIRFACH 20MPH LIMIT EXTENSION			
Drawing Title			
GENERAL ARRANGEMENT			
Drawing Number		Originator	
CA09_002	ATK	HGN	
Project		Volume	
SWMWREC		- DR - CH - 00001	
Location		Type	
A1		1 of 1	
Original Size:	Scale:	Project Ref. No.:	Rev.:
A1	1:1000	5200019	P02

Mae'r dudalen hon yn wag yn fwiadol

CARMS C.C.

15 FEB 2021

PRIF WEITHREDWR  
CHIEF EXECUTIVE

16 Heol Myrddin  
Ffairfach  
Llandeilo  
Carmarthenshire  
SA19 6PD  
07840056224  
Tegrees@hotmail.co.uk

Head of administration and law,

I write to you in relation to file reference HTTR-1615 and the proposal to construct speed humps on the A476 Heol Myrddin, Ffairfach.

My objections rise from the placement of the single speed hump outside of my property at 16 Heol Myrddin, there is a speed hump located at the end of Heol Myrddin which has encourage drivers to slow down for a longer period in order to negotiate the hump, this is also assisted by the junction after the hump working in conjunction with the distance between the locations and providing an effective solution.

Based on the above information the hump at location outside 16 Heol Myrddin will provide no realistic reduction in speed and only cause a major noise nuisance to myself and my neighbours as vehicles brake heavily immediately before the hump if they brake at all, this coupled with large goods vehicles utilising the road and the noise created by their trailers over the hump. Transport research laboratory suggests that in addition to noise, vibration levels can be as much as four times greater than the acceptable level leading to possible structural and environmental issues in the vicinity of the hump.

Further studies prove that there is also an increase in atmospheric pollution.

Report no 482 from the Transport research laboratory reports a 59% increase in CO, 50% increase in Hydro carbons arising from the speeding up and slowing down of traffic, this is also backed by studies from the Imperial college London.

I respectfully request that you reconsider the proposal at location outside 16 Heol Myrddin and look at alternative options in the vicinity.

Submitted for your consideration

David T Rees.



Mae'r dudalen hon yn wag yn fwriadol

**Appendix 3 Comments and responses**

Comments	Response
<p><b>Ref 1.</b></p> <p><b>Raised Plateau at Ffairfach</b></p> <p>The Objector considers that the raised plateau will provide no realistic reduction in traffic speed and will only cause a major nuisance to them and their neighbours.</p> <p>The Objector also quotes TRL Report 482 which suggest a 59% increase in CO and 50% in Hydrocarbons arising from speeding up and slowing down of traffic, in addition noise and vibration levels.</p>	<p><b>Response:</b></p> <p><b>Scheme description:</b> It is proposed to provide a 75mm high raised plateau on the A476 Heol Myrddin, Ffairfach to reduce traffic speeds in support of extending the existing 20mph Speed Limit on the approach to planned traffic signals at Ffairfach Square. It will also enhance road safety on a heavily walked route to a secondary school (Bro Dinefwr).</p> <p><b>Mitigation:</b> The raised plateau has been provided to slow traffic speeds in support of a 20mph speed limit extension and positioned at a point which will reduce the acceleration between Ffairfach Square and an existing plateau which is some 90metres west of this proposed raised plateau. The 20mph speed limit will also provide lower and smoother driving speed practices, these coupled will mitigate much of the current acceleration and braking from/to Ffairfach Square.</p> <p>TRL Report 482 which was published in 2001, also states, ‘even though traffic calming generally increases emissions per vehicle it is very unlikely that it would result in poor air quality. Furthermore, the improving performance of emission control technology means that, in future, breaches of standards would be even less likely to occur as a result of traffic calming.</p> <p>A raised plateau of the same type was positioned some time ago a short distance away (90metres) and no complaints have been received regarding an increase in noise.</p> <p>Sources of vibration such as through vehicle engine and exhaust noise will generate perceptible vibrations within an adjacent structure without causing any structural damage.</p>

### Appendix 3 Comments and responses

Comments	Response
	<p>Predicted minimum distance (metres) between road humps and dwellings to avoid vibration exposure is outlined in Table 4.4 of LTN 01/07 and in this should be 3metres (worst case scenario) to avoid any risk of minor damage. The Objector's property is approximately 13metres away from the proposed plateau.</p> <p>The raised plateau is expected to reduce mean speeds by up to 8mph (Table 4.3 LTN 01/07).</p> <p>The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.</p> <p><b>Recommendation:</b> To note the objection and proceed with implementation of the raised plateau in the interest of road safety.</p>

Eitem Rhif 3

**CYFARFOD PENDERFYNIADAU'R AELOD O'R BWRDD  
GWEITHREDOL DROS YR AMGYLCHEDD**

**11 MAWRTH 2021**

<b>Yr Aelod o'r Bwrdd Gweithredol:</b>	<b>Portffolio:</b>
<b>Y Cyngorydd H Evans</b>	<b>Yr Amgylchedd</b>

**Gwrthwynebiad i'r Twmpathau Ffordd arfaethedig yn Nantgaredig**

Yr argymhellion / penderfyniadau allweddol sydd eu hangen:  
Bod yr Aelod o'r Bwrdd Gweithredol dros yr Amgylchedd yn gwneud y canlynol:

- i Penderfynu ynghylch y gwrthwynebiad.
- ii Cytuno i fynd ymlaen i weithredu.
- iii Rhoi gwybodaeth am hynny i'r gwrthwynebwr.

**Y Rhesymau:**

Darparu twmpathau ffordd i gefnogi gweithrediad terfyn cyflymder o 20mya y tu allan i Ysgol Gynradd Nantgaredig

<b>Y Gyfarwyddiaeth: Yr Amgylchedd</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>S G Pilliner</b> <b>Awdur yr Adroddiad:</b> <b>M Jacob</b>	<b>Swydd</b>  <b>Pennaeth Priffyrdd a Thrafnidiaeth</b>  <b>Rheolwr Traffig a Diogelwch Ffyrdd</b>	<b>Rhif Ffôn:</b> <b>01267 228150</b> <b>Cyfeiriad e-bost:</b> <b>sgpilliner@sirgar.gov.uk</b>
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**Declaration of Personal Interest (if any):**

None

**Dispensation Granted to Make Decision (if any):**

N/A

**DECISION MADE:**

**Signed:**

DATE: \_\_\_\_\_

EXECUTIVE BOARD MEMBER

**The following section will be completed by the Democratic Services Officer in attendance at the meeting**

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted <b>subject to the amendment(s) and reason(s) specified:</b>	
Reason(s) why the Officer's recommendation was <b>not adopted:</b>	



**EXECUTIVE SUMMARY**  
**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT**  
**11 MARCH 2021**

**Objection to proposed Roads Humps at Nantgaredig**

**1. Purpose**

This report is to determine the objection received to the proposed implementation of road humps outside Nantgaredig Primary School to support a proposed 20mph Speed Limit. Full details of the proposals can be viewed in **Appendix 1 (Road Hump Plan)**. The purpose of the scheme is to introduce road humps to reduce traffic speeds in support of a planned 20mph Speed Limit and enhance road safety outside a Primary School.

**2. Consultation**

All statutory stakeholders have been consulted and do not object to the scheme.

**3. Objections:**

During the publication stage to the wider public only one objection was received. This objection is summarised in **Appendix 3** along with officer comments and recommendations.

In brief, the objection is explained below: -

**B4310 Nantgaredig** - Introduce a round top hump and raised plateau on the B4310 outside Nantgaredig Primary School in support of a planned 20mph Speed Limit.

The objector states that they would prefer to see further changes to the school access and that they consider road humps would not provide as much benefit as a new access to the school.

**4. Recommendation:**

To proceed with the implementation of the road humps in support of the 20mph Speed Limit and the interest of road safety.

**Recommendations**

**That the Executive Board Member for Environment**

- 1. Determine the objection**
- 2. Implement the proposals as described in Appendix 3**
- 3. Inform the objector accordingly.**

**Detailed report attached: No**

**Attached: -**

**Appendix 1 – Road Hump Plan**

**Appendix 2 - Objection letter**

**Appendix 3 - Objection and comments**

# 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 and Highways

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

## 1. Legal

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999

## 2. Finance

All associated costs will be borne by a Welsh Government Grant

## 3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

# 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 and Highways

## 1. Scrutiny Committee

N/A

## 2. Local Member(s)

Cllr Mansel Charles has no objection to the proposals

## 3. Community / Town Council

The Community Council strongly support the introduction of a road safety scheme

## 4. Relevant Partners

Roads Policing Unit and GoSafe  
*Strongly support proposals*

Mid and West Wales Fire and Rescue Service  
NHS Wales Ambulance Service  
Carmarthenshire Disability Partnership.

*No objections received.*

## 5. Staff Side Representatives and other Organisations

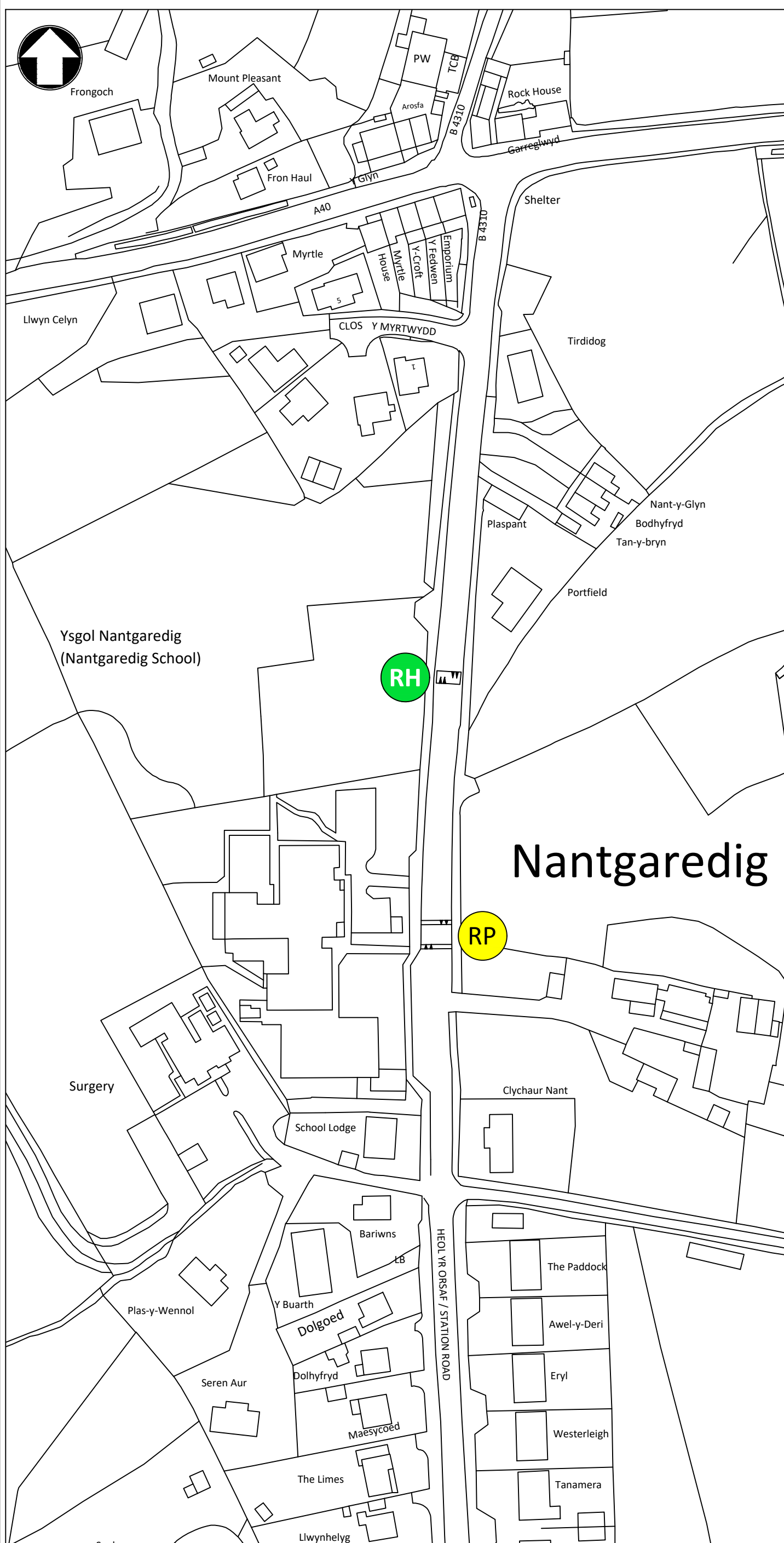
Road Haulage Association.  
Freight Transport Association.  
Bus Operators

*No objections received.*

**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

THERE ARE NONE

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



**RP - RAISED PLATEAU**



Normally full width of the road with a minimum 6 metre flat top to cater for easier movement of long vehicles.

**RH - ROUND TOP HUMPS**



Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 65-100mm.

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD
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Status: CONSULTATION ISSUED FOR THE PURPOSE SHOWN ONLY

**Cyngor Sir Gâr Carmarthenshire**  
 EICH CYNGOR ARLEINAMDANI  
 WWW.SIRGAR.CY  
 YOUR COUNCIL ONLINE  
 WWW.CARMARTHENSHIRE.COUNCIL.WALES

**Stephen G Pilliner**  
 Pennaeth Trafnidiaeth a Pheirianneg, Adran Amgylchedd, Bloc 1, Parc Myrddin, Waun Dew, Caerfyrddin, Sir Caerfyrddin SA31 1HQ  
 Head of Highways & Transport Environment, Department, Block 1, Parc Myrddin, Richmond Terrace, Carmarthen, Carmarthenshire SA31 1HQ

Project: **PROPOSED 20mph SPEED LIMIT IN NANTGAREDIG**

Title: **PROPOSED VERTICAL MEASURES**

Made By	Date	Checked	Date	Authorised	Date
SNG	09/10/20	VP	12/10/20	RAH	12/10/20

Scale	Project no.
1/1250	80/0040/492
	Tudalen 21
	VM01

Mae'r dudalen hon yn wag yn fwriadol

Head of Administration and Law  
Carmarthenshire County Council  
County Hall  
Carmarthenshire  
SA32 1JP

Your reference – **HTTR 1615**  
Date - 3<sup>rd</sup> February 2021

Dear Sir/Madam,

**Proposed Traffic Calming Measures outside Nantgaredig Primary School, (B4310) Station Road**

I would like to raise an **objection** to the proposed speed humps outside Nantgaredig Primary School and outside the property named Portfield on the B4310 (Station Road).

I have two children who attend the school and I'm not aware of any accident reports that would warrant these measures, which I feel are the result of the recent signage giving priority to those leaving the school yard onto the B4310. I find this very difficult to understand as the priority should be for those leaving the B4310 into the school. Is there a valid and sensible reason for these proposals?

The main consideration in my view would be to improve the existing access into the school yard, as currently there is only one way in/out (joint pedestrian and vehicular) and the walls forming the existing access do provide very limited visibility off the B4310 into the yard and vice versa.

May I suggest this is given the consideration it deserves (instead of speed humps) to implement a safer separate way in and out (at the same location), with the visibility improved to users of this access. There will be a need to extend the 'zig-zags' to prevent parking along the areas either side of the access too which will also be beneficial and compliment such a proposal.

I fully appreciate that the costs associated with the speed humps compared with a new access arrangement will be significantly different. However, I don't consider that the speed humps will provide as much benefit as a new and safer access arrangement and only be a 'sticking plaster' to the situation which may have instigated the speed humps proposal.

I appreciate your due consideration of my views above to assist with your final decision regarding this proposal.

Yours faithfully



Gary Purnell

Ty Heulog  
Station Road  
Nantgaredig  
Carmarthen  
SA32 7LQ

Mae'r dudalen hon yn wag yn fwriadol



**Appendix 3 Comments and responses**

Comments	Response
<p><b>Ref 1.</b></p> <p><b>Roads Humps at Nantgaredig</b></p> <p>The objector states that they would prefer to see further changes to the school access and that they consider road humps would not provide as much benefit as a new access to the school.</p>	<p><b>Response:</b></p> <p><b>Scheme description:</b> The purpose of the scheme is to introduce a round top hump and raised plateau to reduce traffic speeds in support of a planned 20mph Speed Limit and enhance road safety outside a Primary School.</p> <p><b>Mitigation:</b> The scheme is a Welsh Government grant funded scheme for the specific introduction of road safety related 20mph speed limits and supporting measures outside schools.</p> <p>The scheme is being proposed, not as result of amendments to the school entrance but because of long-standing concerns and requests, by the local community, Community Council, County Cllr, school and the Police/GoSafe to introduce a scheme to reduce speeds outside the school and improve road safety.</p> <p>The County Council, alongside the Police and GoSafe have been working together for many years to try address the concerns, through enforcement and speed initiative days with school, however, concerns remain, and the Grant has now given us the opportunity to address the concerns in question.</p> <p>The road hump and raised plateau is expected to reduce mean speeds by up to 8mph (Table 4.3 LTN 01/07).</p> <p>The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.</p>

**Appendix 3 Comments and responses**

Comments	Response
	<p><b>Recommendation:</b> Note the objection but to proceed with the implementation of the road humps in support of the 20mph Speed Limit and in the interest of road safety.</p>

Eitem Rhif 4

**CYFARFOD PENDERFYNIADAU'R AELOD O'R BWRDD  
GWEITHREDOL DROS YR AMGYLCHEDD**

**11 MAWRTH 2021**

<b>Yr Aelod o'r Bwrdd Gweithredol:</b>	<b>Portffolio:</b>
<b>Y Cynghorydd H Evans</b>	<b>Yr Amgylchedd</b>

**Penderfyniad ar gyfer Llwybr Rhannu Defnydd ar hyd Heol Elli a Heol  
Trostre, Llanelli**

**Yr argymhellion / penderfyniadau allweddol sydd eu hangen:**  
Bod yr Aelod o'r Bwrdd Gweithredol dros yr Amgylchedd yn gwneud penderfyniad i drosi'r droedfordd bresennol yn Llwybr Beicio gyda hawl tramwy i gerddwyr.

**Y Rhesymau:**

Mae'n rhaid cael tystiolaeth glir, ar ffurf penderfyniad, fod yr Awdurdod wedi defnyddio ei bwerau dan Adran 66(4) a 65(1) o Ddeddf Priffyrdd 1980.

<b>Y Gyfarwyddiaeth: Yr Amgylchedd</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>Enw Pennaeth y Gwasanaeth:</b> <b>S G Pilliner</b> <b>Awdur yr Adroddiad:</b> <b>M Jacob</b>	<b>Swydd</b>  <b>Pennaeth Priffyrdd a Thrafnidiaeth</b>  <b>Rheolwr Traffig a Diogelwch Ffyrdd</b>	<b>Rhif Ffôn:</b> <b>01267 228150</b> <b>Cyfeiriad e-bost:</b> <b>sgpilliner@sirgar.gov.uk</b>
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**Declaration of Personal Interest (if any):**

None

**Dispensation Granted to Make Decision (if any):**

N/A

**DECISION MADE:**

**Signed:**

DATE: \_\_\_\_\_

EXECUTIVE BOARD MEMBER

**The following section will be completed by the Democratic Services Officer in attendance at the meeting**

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted <b>subject to the amendment(s) and reason(s) specified:</b>	
Reason(s) why the Officer's recommendation was <b>not adopted:</b>	

**EXECUTIVE SUMMARY**  
**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT**  
**11 MARCH 2021**

**Resolution for Shared Use Path along Heol Elli and Heol Trostre, Llanelli**

**1. Purpose**

It is proposed to convert the existing footway adjacent to Heol Elli and Heol Trostre Llanelli to a shared use facility for both cyclists and pedestrians.

The proposals will form a wider Welsh Government grant funded road safety and active travel scheme for the area in question which will aim to encourage the increase in walking and cycling by improving existing paths and enhancing road safety especially for those travelling to local schools.

The procedure to convert a footway to a cycle track involves removing the footway under Section 66(4) of the Highways Act 1980 and constructing a new cycle track with a right of way on foot under Section 65(1) of the Act.

The footway will be widened to a minimum of 2.0metres and have general width of 2.5 - 3.0metres where necessary in anticipation of the proposed conversion.

The new facility will be classed as a cycle track; however, it will have pedestrian right way, hence the term 'shared use'.

**2. Consultation**

All statutory stakeholders have been consulted, including properties fronting the path and do not object to the scheme.

**3. Monitoring and Evaluation**

The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.

**4. Recommendation:**

To proceed with the resolution to convert the remaining footway to a cycle track with pedestrian right of way.

**Recommendations**

**That the Executive Board Member for Environment**

**1. Make the necessary resolution**

**Detailed report attached: No**

**Attached: -**

**Appendix 1 – Shared Use Path Extents**

# 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 and Highways

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

## 1. Legal

Exercise its powers under the Highways Act 1980 Section 66(4) and 65(1).

## 2. Finance

All associated costs will be borne by a Welsh Government Grant

## 3 Risk management issues

The Council has statutory duties to maintain the highway, to investigate accidents and prepare a plan for interventions subject to resource availability. It also has a duty to promote road safety.

# 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 and Highways

## 1. Scrutiny Committee

N/A

## 2. Local Member(s)

Cllr Eryl Morgan and Cllr Jeff Edmunds have no objection to the proposals

## 3. Community / Town Council

Llanelli Town Council – *No Objections received*

## 4. Relevant Partners

Roads Policing Unit and GoSafe  
*No objections received*

Mid and West Wales Fire and Rescue Service  
NHS Wales Ambulance Service  
Carmarthenshire Disability Partnership.

*No objections received.*

## 5. Staff Side Representatives and other Organisations

Road Haulage Association,  
Freight Transport Association.  
Bus Operators

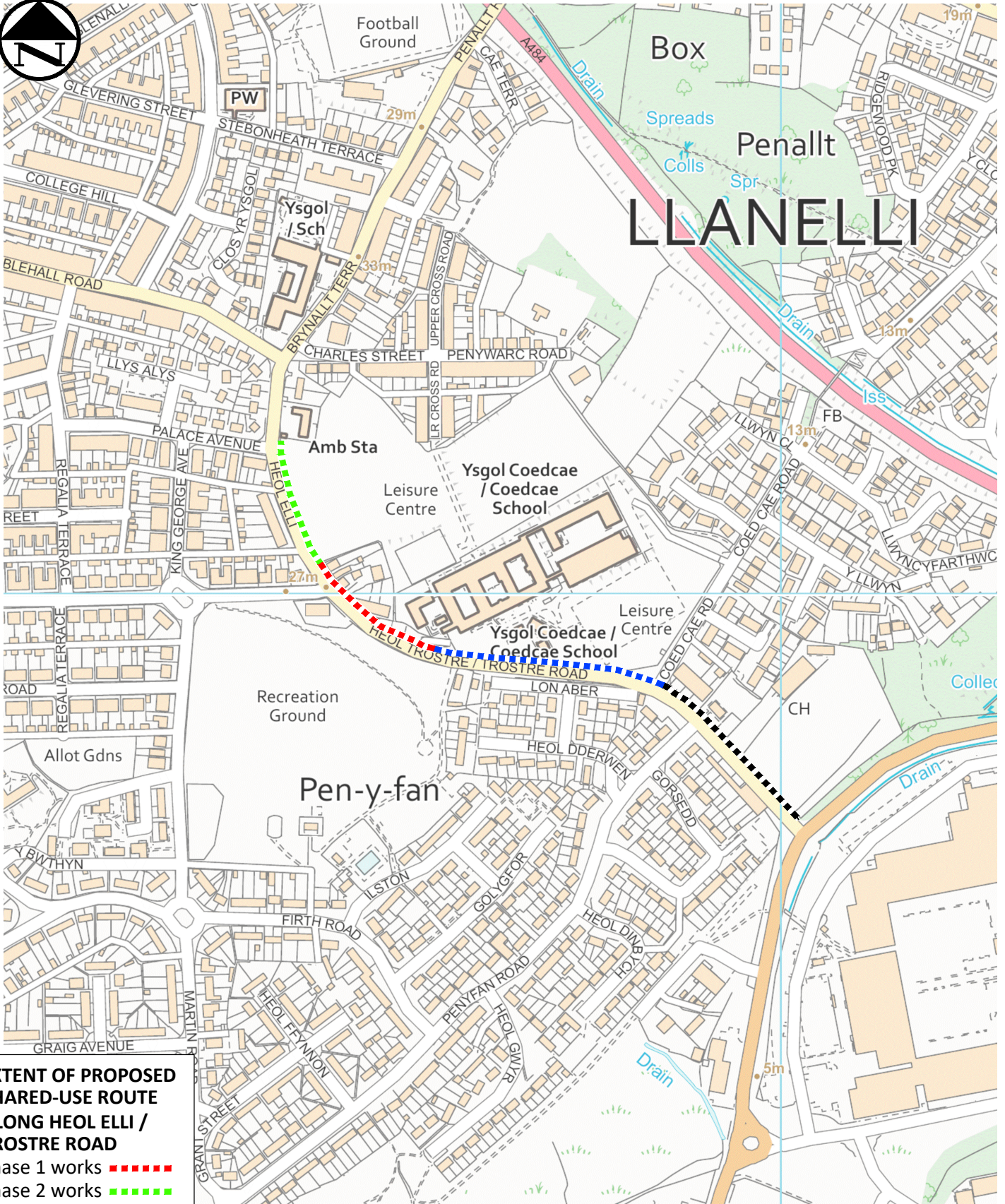
*No objections received.*

**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

THERE ARE NONE

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





**EXTENT OF PROPOSED SHARED-USE ROUTE ALONG HEOL ELLI / TROSTRE ROAD**

Phase 1 works - - - - -

Phase 2 works - - - - -

Phase 3 works - - - - -

Phase 4 works - - - - -



**Stephen G Pilliner**

Pennaeth Trafnidiaeth a Pheirianneg,  
Adran Amgylchedd, Bloc 1,  
Parc Myrddin, Waun Dew,  
Caerfyrddin  
Sir Caerfyrddin SA31 1HQ

Head of Highways & Transport  
Environment Department, Block 1,  
Parc Myrddin, Richmond Terrace,  
Carmarthen,  
Carmarthenshire SA31 1HQ

Project

**ROAD SAFETY SCHEME**  
Proposed shared-use route along  
Heol Elli / Trostre Road

Title

**SCHEME EXTENTS**

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD
Status					
CONSTRUCTION ISSUED FOR THE PURPOSE SHOWN ONLY					
Made By	Date	Checked	Date	Authorised	Date
JM	27.11.20				
Scale		Project no.		Tudalen 33	
NOT TO SCALE		41320/P01		Revision	
				*	

Mae'r dudalen hon yn wag yn fwriadol

**Eitem Rhif 5**

**CYFARFOD PENDERFYNIADAU AELOD Y BWRDD  
GWEITHREDOL DROS YR AMGYLCHEDD**

**DYDD** Mercher, 27 Ionawr 2021

**YN BRESENNOL: Y Cyngorydd:** H.A.L. Evans (Aelod o'r Bwrdd Gweithredol).

**Roedd y swyddogion canlynol yn bresennol:**

N. Skinner, Rheolwr Strategaeth Trafnidiaeth a Seilwaith

K. Thomas, Swyddog Gwasanaethau Democrataidd

Rhith-Gyfarfod - - 10.00 - 10.10 yb

**1. DATGAN BUDDIANNAU PERSONAL**

Ni ddatganwyd unrhyw fuddiannau personol.

**2. COFNOD PENDERFYNIAD 20FED HYDREF 2020**

**PENDERFYNWYD** Ilofnodi'r cofnod penderfyniadau o gyfarfod yr Aelod o'r Bwrdd Gweithredol dros yr Amgylchedd a gynhaliwyd ar 20 Hydref 2020 gan ei fod yn gofnod cywir.

**3. CAU PRIFFORDD GYHOEDDUS GER TROED Y BRYN, ALLTWALIS**

Ystyriodd yr Aelod o'r Bwrdd Gweithredol adroddiad ar gynigion i gau darn o'r briffordd gyhoeddus nad yw'n cael ei ddefnyddio ger Troed y Bryn, Alltwalis, fel y dangosir ar y cynllun sydd ynghlwm wrth yr adroddiad. Nodwyd, petai'n cael ei gymeradwyo, y byddai'r darn o'r briffordd sy'n cael ei 'gau' yn cael ei drosglwyddo'n ôl i reolaeth y tirfeddiannwr cyfagos i'w gofrestru'n gyfreithiol. Er mai'r Cyngor Sir fyddai'n talu'r gost o wneud y Gorchymyn cau, byddai'n elwa o ddileu costau cynnal a chadw a rhwymedigaethau cyhoeddus yn y dyfodol.

**PENDERFYNWYD** rhoi cyfarwyddyd i Bennaeth Gweinyddiaeth a'r Gyfraith gau darn o'r briffordd gyhoeddus nad yw'n cael ei ddefnyddio ger Troed y Bryn, Alltwalis, yn unol ag Adran 116 o Ddeddf Priffyrdd 1980.

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**AELOD O'R BWRDD GWEITHREDOL**

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**DYDDIAD**

Mae'r dudalen hon yn wag yn fwriadol