

Pecyn Dogfennau



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

DYDD GWENER, 19 CHWFROR 2016

YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD O'R CYFARFOD PENDERFYNIADAU AELOD O'R BWRDD GWEITHREDOL DROS GWASANAETHAU TECHNEGOL A GYNHELIR YN YSTAFELL 65, NEUADD Y SIR, CAERFYRDDIN AM 10.30 AM, DYDD MAWRTH, 1AF MAWRTH, 2016 ER MWYN CYFLAWNI'R MATERION A AMLINELLIR AR YR AGENDA SYDD YNGHLWM

Mark James

PRIF WEITHREDWR



AILGYLCHWCH OS GWELWCH YN DDA

Swyddog Democrataidd:	Mr Kevin Thomas
Ffôn (Ilinell uniongyrchol):	01267 224027
Ffacs:	(01267) 224911
E-bost:	kjthomas@sirgar.gov.uk
Cyf:	AD016-001

AGENDA

1. DATGANIADAU O FUDDIANNAU PERSONOL
2. GRANTIAU CYSYLLTIEDIG A THRAFNIDIAETH LLYWODRAETH CYMRU 2016-17 3 - 18
3. GWRTHWYNEBIADAU I'R CYNNIG I OSOD TWMPATH FFORDD AR YR A485, NEW INN 19 - 30
4. LLOFNODI FEL COFNOD CYWIR HYSBYSIAD PEBDERFYNIAD Y CYFARFOD A GYNHALIWWYD AR Y 27AIN TACHWEDD 2015 31 - 34

**PENDERFYNIAD GAN YR AELOD O'R BWRDD GWEITHREDOL
1^{AF} MAWRTH 2016**

Yr Aelod o'r Bwrdd Gweithredol:	Y Portffolio:
Y Cynghorydd Hazel Evans	Yr Amgylchedd

Grantiau Cysylltiedig â Thrafnidiaeth Llywodraeth Cymru 2016-17

Y Pwrpas:

Cymeradwyo'r ceisiadau i'w cyflwyno i Lywodraeth Cymru am flwyddyn ariannol 2016-17.

Yr argymhellion / penderfyniadau allweddol sydd eu hangen:

Grantiau Cysylltiedig â Thrafnidiaeth Llywodraeth Cymru 2016-17

Cymeradwyo'r ceisiadau i'w cyflwyno i Lywodraeth Cymru am flwyddyn ariannol 2016-17 o ran y canlynol -

**Cronfa Trafnidiaeth Leol
Diogelwch Ffyrdd (Cyfalaf a Refeniw)
Llwybrau Diogel mewn Cymunedau**

Y Rhesymau:

Er mwyn sicrhau bod prosiectau economaidd allweddol yn cael eu rhoi ar waith yn llwyddiannus, yn unol â Chynllun Trafnidiaeth Lleol y Cyngor a'r Strategaeth Diogelwch Ffyrdd. Roedd y prosiectau'n cynnwys cefnogi datblygu economaidd a helpu i hwyluso symud nwyddau a phobl yn ddiogel.

Y Gyfarwyddiaeth Yr Amgylchedd Enw Pennaeth y Gwasanaeth: Stephen G Pilliner Awdur yr Adroddiad: Brian Jenkins	Swydd Pennaeth Trafnidiaeth a Pheirianeg Rheolwr Strategaeth a Gweithredu	Rhif Ffôn: 01267 228150 01267 228153 Cyfeiriad e-bost: SGPilliner@sirgar.gov.uk BLJenkins@sirgar.gov.uk
---	---	---

Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

(If the answer is yes exact details are to be provided below:)

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD MEMBER

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

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



EICH CYNGOR arleinamdani
www.sirgar.llyw.cymru

YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISION
1ST MARCH 2016

Welsh Government Transport Related Grants 2016-17

The Wales Government invites authorities to submit funding bids for the:

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

The projects submitted for the Local Transport Fund are determined by the priorities set in the Local Transport Plan. The priorities for the Road safety are determined through an analysis and assessment of road accident casualties and interventions are developed to target high risk groups and sites. Bids for Safe Routes in the Communities funding are prioritised from applications received and submitted by communities. The bids submitted for the 2016/17 are set out in the table below:

	Grant funding (£'000s)	Match Funding (£'000s)	Total (£'000s)
Local Transport Fund			
Cross Hands ELR Phase 2 (Priority 1)	985	250	1,235
Active Travel (Walking & Cycling Linkages) (Priority 2)	912.5	535	1,447.5
Ammanford Economic Infrastructure (Priority 3)	400	100	500
Road Safety Revenue	137	0	137
Road Safety Capital	441.9	49.1	491
Safe Routes in the Communities	722.5	40	762.5
TOTAL	3,598.9	974.1	4,573

Match funding is made up from several sources that include Section 106 contributions and capital.

DETAILED REPORT ATTACHED ?

YES



EICH CYNGOR arleinamdani
www.sirgar.llyw.cymru

YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

IMPLICATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

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

1. Policy, Crime & Disorder and Equalities

The bid if successful will enable priorities identified in the Local Transport Plan and obligations within the Active Travel Act to be delivered together with a contribution to the achievement of targets contained in the Road Safety Frameworks for Wales.

2. Legal

Specific projects may require Traffic Regulation Orders to be introduced. Projects implemented by external Contractors or Consultants will require a contract to be entered into in accordance with the procedures outlined in the relevant Framework arrangements. Acquisition of privately owned land will be required to implement the Cross Hands Economic Link Road.

3. Finance

The bids require an element of match funding to be provided which is sourced from a variety of funding streams including internal County Council budgets and Developer contributions. It also includes sources of funding which are not yet secured including S106 income and a bid for RDP grant. If any of this funding is not confirmed during the year, the elements of work linked to this funding will be deferred until further resources are identified.

Total Project Costs - £4.573 million.
 Total Welsh Government Grant - £3.5989 million.
 Total Match funding - £0.9741 million.



EICH CYNGOR arleinamdani
www.sirgar.llyw.cymru

YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

4.Physical Assets

The bid if successful will create additional infrastructure which will have a future implication for revenue expenditure.

CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

(Please specify the outcomes of consultations undertaken where they arise against the following headings)

1. Scrutiny Committee – N / A.

2.Local Member(s) - There has been initial member consultation in connection with the various Safe Routes in the Communities bids which are supported.

3.Community / Town Council

There has been initial consultation with the local Town and Community Councils in connection with the various Safe Routes in the Communities bids which are supported.

4.Relevant Partners

There has been extensive consultation in the preparation of the Local Transport Plan.

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

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

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Local Transport Plan		
5 Year Capital Programme		



EICH CYNGOR arleinamdani
www.sirgar.llyw.cymru

YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

Welsh Government Transport Related Grants 2016-17

1. Background

Invitations were received from Welsh Government on 18th December 2015 to submit bids for funding for the 2016-17 financial year for the following –

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

Guidance notes accompanied the invitation together with relevant application forms. A single combined bid document had to be returned and was submitted by 29th January 2016.

The bid had to be submitted in accordance with the Guidance issued by the Wales Government. The key requirements of the Guidance is set out as follows:-

Local Transport Fund

Bids must support Programme for Government priorities

The maximum grant from the Wales Government for any scheme is £1.5 million (excluding match funding)

The maximum number of submissions from any Local Authority was 3 (this has reduced from five in 2014/15) and submissions must be ranked in priority order.

Projects should be drawn from Local Transport Plan priorities.

Match funding is not essential but will score higher with match funding

Pre works schemes will be considered

Road Safety Revenue

Applications for Road Safety Revenue funding should be based on the calculated amount for each Local Authority – this was £137,000 for Carmarthenshire County Council.

The bid should focus on four priority areas and a maximum of six initiatives will be supported to include Pass Plus Cymru, Motorcyclist training, Kerbcraft, National Cycle training.

No general road safety posts will be funded but staff costs will be met for specific projects.

General advertising and media campaigns would not be supported.

Road Safety Capital

All schemes must contribute to the targets in the Road Safety Framework.

Priority will be given to schemes targeted at sites or routes where there is evidence of collisions resulting in fatal or serious injuries.

Sites involving slight injuries or damage will only be considered if supported with police evidence.

Safe Routes in the Communities

Schemes should be drawn from routes identified to the Minister in Summer 2014.

2. Proposed Bid

Local Transport Fund

Three schemes are to be included in the submission.

Cross Hands Economic Link Road (Priority 1)

The scheme is referenced as transformational scheme of regional importance in the Swansea Bay City Region Local Transport Plan and in the recently launched 'A strategic regeneration plan for Carmarthenshire 2015-2030 Transformations'.

The bid was based around access to employment opportunities, especially direct access to the Cross Hands East Strategic Employment Site. Phase 1 of the road was completed in Summer 2015, this improved access to the site from the North and to Ammanford. The Council has also developed the Ammanford – Cross Hands Bus Corridor. Both projects provide important infrastructure and transportation links to help reduce levels of deprivation, relieve congestion on TENS network at the A48 Cross Hands Roundabout and enable access to mixed use development at Parc Emlyn which is a key Growth area within the Local Development Plan. A planning application for the second phase of development at this site is currently being determined.

The forecast expenditure in 2016/17 is £1,235,000 including land acquisition, further design development and the preparation of tender documentation for a Design & Construct contract. Total project cost is estimated at £12.305 million.

The funding bid for LTF is £985,000 with match funding of £250,000 from internal Capital budgets (including Quadrant receipts) and potential s106 contributions from the Parc Emlyn development.

Active Travel (Walking and Cycling Linkages) (Priority 2)

Particular emphasis is placed on the sustainable element of bids following the enactment of the Active Travel Bill with all projects being assessed in relation to this aspect.

There are four separate elements within this overall project.

Towy Valley Transport Corridor – This involves further development of detailed Business Case for a European grant funding bid together with design and construction of an initial phase linking to Abergwili Museum which is to be the subject of a refurbishment project supported by Heritage Lottery funding and includes direct reference to the Towy Valley Transport Corridor

Total expenditure in 2016/17 - £705,000 with match funding from a number of sources including internal Capital budgets (Quadrant receipts and complementary expenditure relating to the Abergwili Museum project) together with other contributions.

Urban Connections – This involves a series of lengths of cycling linkages as set out below:-

Llanllwch – Alltynap – design development of a final phase of a route commenced in 2014/15 which will provide sustainable access to key employment site in Johnstown - £2,500.

A4138 Llangennech to Dafen – design and construction of further phase of a route commenced in 2015/16 to provide sustainable access to key employment sites - £210,000.

B4303 Swiss Valley / Llethri Road - design and construction of route to provide sustainable access to key employment sites - £210,000.

Glangwili Hospital Link – design and construction of works for a link to provide sustainable access to the services and employment site - £52,500. It is also proposed to undertake a further investigation to explore options for extending a link to the new terminus for the Gwili Railway.

Amman Valley Cycleway – completion of final remaining sections within Carmarthenshire of cross boundary scheme with Neath Port Talbot CBC - £37,500.

Pembrey Canal – £75,000 funding for design fees for project funded by Coastal Communities Lottery monies promoted by Sustrans. Design and construction to be undertaken by Carmarthenshire County Council.

Other linkages include for infrastructure within the wider Llangennech and Bynea areas and other complementary expenditure funded by the Road Safety and Footway Improvement Programme - £125,000.

Total expenditure in 2016/17 - £712,500 with match funding from internal Capital budgets (Road Safety and Footway Improvement Programme) and external sources including Coastal Communities funding.

School Transport Routes – design and construction of routes to improve safe links to schools and to encourage more sustainable travel. Improving road safety will help create a virtuous cycle where traffic can be reduced by making Walking & Cycling more attractive. Routes are currently being identified.

Total expenditure in 2016/17 - £30,000.

The overall total funding bid from LTF for Active Travel Projects is £912,500 with match funding of £535,000 from internal Capital budgets (Road Safety and Footway Improvement Programme) and external sources including Coastal Communities funding as well as Developer contributions.

Ammanford Economic Infrastructure (Priority 3)

The scheme proposed focuses on the area around Ammanford Town Centre and developing transport infrastructure that will support the wider economic regeneration aspirations of this area. In particular:

Wind Street Tirydail Lane junction

To upgrade existing signalised junction at the intersection between the A483 and A474 Ammanford to a new gyratory system.

Phase 2 Ammanford Distributor Road

Continuing to develop our longer term aspiration to construct Phase 2 which would see a new road linking Park Street Ammanford to the Trunk Road A483 at Tycroes via Pantyfynnon to form Phase 2 of the Ammanford Distributor Road.

It is also proposed that we would be looking to continue the design and development of wider transport initiatives within the town that compliments the ongoing Ammanford Economic Regeneration Masterplan such as the improvement of the access to Carregamman Car Park and associated pedestrian crossing upgrades.

Within the recently launched 'A strategic regeneration plan for Carmarthenshire 2015-2030 – Transformations' there is reference to the 'Ammanford Junction' which 'would relieve traffic pressures in the town and open up the wider Ammanford road network and town centre'.

The overall funding bid from LTF Funding is - £400,000 with match funding of £100,000 from internal Capital budgets and previous s106 contributions.

Road Safety Revenue

The bid includes submissions for 6 initiatives including the 4 priority areas – National Standards Cycle training, Kerbcraft, Pass Plus, and Motorcycle Training.

The bid submitted totals = £137,000. This is the maximum allocation permitted for Carmarthenshire County Council, as set out in the guidelines.

Details of the initiatives are –

Initiative 1 Pass Plus Cymru

Pass Plus is a practical training course aimed at new drivers to improve their skills and drive more safely.

Initiative 2 National Standards Cycle Training

On-road cycle training for primary school age children aimed to make trainees feel safer and capable of dealing with traffic.

Initiative 3 Kerbcraft

Kerbcraft teaches children aged from 5-7 how to be safer pedestrians to equip children with life skills.

Initiative 4i Motorcyclists Safety Initiatives

Courses for motorcyclists are designed to provide the knowledge and skills to deal with the initial management of a causality involved in a road traffic collision or any incident where injury is sustained. Courses will also be provided to teach enhanced rider skills.

Initiative 5 Older Drivers Programme

Training aimed for older drivers to keep them independently mobile, driving safely for longer. Modules aimed at driver re-training including 'Signage and infrastructure', 'Modern cars / eco-driving', 'Aging process / driving ability', 'Mitigation process / giving up your car', 'Making the Most of your Modern Car', 'Travelling with Grandchildren', and 'The Journey – Staying Legal'.

Initiative 6 Younger Drivers Programme

This aims to develop responsible driver/car-owners. The education course is suitable for pre-driver, learner, and newly qualified drivers. It is targeted mainly to Year 12s in 6th form and to students at tertiary/apprenticeship College.

Modules: -

Buying a Car – Knowing your Rights; Drink and Drugs Driving and Fitness to Drive; Speeding; In-car Safety, and, Driving for Work; First on Scene – Mid and West Wales Fire and Rescue Service; Illegal Driving – Dyfed Powys Police Roads Policing Unit.

Additional modules: -

Moped Safety (for students who have opted for '2 wheels'); Travelling Other People's Children and Child Car-seat Awareness (for Child Care students); Safe Loads and Towing (for Construction and Agricultural students); Travelling Live Loads (for Animal Care and Equine Studies students); Customer Care.

Initiative No.		No. of Candidates	Bid (£)
1	PlasPlus Cymru	96	13,248
2	National Standards Cycle Training	674	28,308
3	Kerbcraft	1000	62,000
4 i.	Dragon Rider / Biker down	115	15,410
5	Older Drivers	120	6,000
6	Younger Drivers Programme	400	12,034

Road Safety Capital

The bid includes for the design and implementation of two schemes.

One of the schemes concentrates on route style treatments and will consist of reduced speed limits, improved warning signs and road markings, verge markers and high friction surfacing.

The other scheme concentrates on providing improved and safer crossing points, a controlled crossing, traffic calming measures and a shared use cyclepath that will connect to an existing path.

The proposed measures have been used successfully on previous Grant funded routes and provide exceptional value for money in respect to collision and casualty prevention which have helped the Authority achieve previous Welsh Government Casualty Reduction Targets.

The schemes aim to reduce the number of collisions as well as the severity of casualties, with particular emphasis being placed on:

- killed or seriously injured casualties
- on high risk and vulnerable groups.

The schemes also propose to control and reduce traffic speeds.

The bid includes for the design and implementation of the **A484 Carmarthen to Cenarth** route treatment scheme – expenditure of £225,900 with match funding of £25,100 from internal revenue budgets (Traffic Management and Accident Prevention).

The bid includes for the design and implementation of improved and safer crossing points on the **A4214/B4304 Llanelli** - expenditure of £216,000 with match funding of £24,000 from internal Revenue budgets,

Safe Routes in the Communities

Following a request for Expressions of Interest issued to schools in Autumn 2014 and an evaluation of the returns four projects have been identified as follows –

A project in Cwmamman area centred around Ysgol y Bedol.

Routes to and from this school were included in a schedule of such routes which was requested by the Minister in Summer 2014.

Total expenditure in 2016/17 - £190,000 including design, construction project management and monitoring and evaluation.

Funding from SRiTC - £180,000 with match funding of £10,000 from CCC internal capital funds.

A second project centred around the secondary school in **Whitland** has been progressed to an initial stage whereby a funding bid can be developed. Routes to and from this school were included in a schedule of such routes which was requested by the Minister in Summer 2014.

Initial consultation with key stakeholders including local Members, Town Council and other bodies has provided a broad support for the principles of the scheme.

Total expenditure in 2016/17 - £207,500 including design, construction project management and monitoring and evaluation.

Funding from SRiTC - £197,500 with match funding of £10,000 from CCC internal capital funds.

A third project in the **Pencader** area has been identified to improve links to Pencader County Primary School.

Total expenditure in 2016/17 - £180,000 including design, construction project management and monitoring and evaluation.

Funding from SRiTC - £170,000 with match funding of £10,000 from CCC internal capital funds.

A fourth project in the **Rhos / Saron** area has been identified to improve links to Saron County Primary School.

Total expenditure in 2016/17 - £185,000 including design, construction project management and monitoring and evaluation.

Funding from SRiTC - £175,000 with match funding of £10,000 from CCC internal capital funds.

SUMMARY OF PROPOSED BID

	Grant funding (£'000s)	Match Funding (£'000s)	Total (£'000s)
Local Transport Fund			
Cross Hands ELR Phase 2 (Priority 1)	985	250	1,235
Active Travel (Walking & Cycling Linkages) (Priority 2)	912.5	535	1,447.5
Ammanford Economic Infrastructure (Priority 3)	400	100	500
Road Safety Revenue	137	0	137
Road Safety Capital	441.9	49.1	491
Safe Routes in the Communities	722.5	40	762.5
TOTAL	3,598.9	974.1	4,573

DETAILS OF MATCH FUNDING

	Match Funding (£'000s)	Details of Match Funding
Local Transport Fund		
Cross Hands ELR Phase 2 (Priority 1)	250	Internal budgets (Capital Programme) - £50k Internal budgets (Quadrant receipts) - £100k Developer Contributions - £50k Other contributions - £50k
Active Travel (Walking & Cycling Linkages) (Priority 2)	535	Internal budgets (Capital Programme and Road Safety & Footway Improvement Programme) - £250k Internal budgets (Quadrant receipts) - £50k Developer contributions - £60k Coastal Communities (Sustrans) - £75k Other contributions - £100k
Ammanford Economic Infrastructure (Priority 3)	100	Internal budgets (Capital Programme) - £62k Developer Contributions - £38k

Road Safety Revenue	0	
Road Safety Capital	49.1	Internal budgets (Revenue)
Safe Routes in the Communities	40	Internal budgets (Capital Programme and Road Safety & Footway Improvement Programme) - £40k
TOTAL	974.1	

Endorsement of the proposed bid is sought.

Mae'r dudalen hon yn wag yn fwriadol

PENDERFYNIAD GAN YR AELOD O'R BWRDD GWEITHREDOL 1^{AF} MAWRTH 2016

Yr Aelod o'r Bwrdd Gweithredol:	Y Portffolio:
Y Cynghorydd H Evans	Yr Amgylchedd

GWRTHWYNEBIADAU I'R CYNNIG I OSOD TWMPATH FFORDD AR YR A485, NEW INN

YR ARGYMHELLION / PENDERFYNIADAU ALLWEDDOL SYDD EU HANGEN:

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

- i. penderfynu ar yr amcanion.
- ii. cymeradwyo'r cynigion fel y nodwyd yn Atodiad 1 (Hysbysiad Cyhoeddus o'r atodlen leoliadau)

Y RHESYMAU:

Lleihau cyflymder traffig lle mae tystiolaeth bendant bod cerbydau'n teithio'n gyflymach na'r terfyn cyflymder.

Y Gyfarwyddiaeth Yr Amgylchedd Enw Pennaeth y Gwasanaeth: Stephen G Pilliner Awdur yr Adroddiad: Mike Jacob	Swydd Pennaeth Trafnidiaeth a Pheirianneg	Rhif Ffôn: 01267 228150 Cyfeiriad e-bost: SGPilliner@sirgar.gov.uk
--	---	--



Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

(If the answer is yes exact details are to be provided below:)

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD MEMBER

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

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



EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISION
1ST MARCH 2016

OBJECTIONS TO THE PROPOSED ROAD HUMPS ON THE A485 AT NEW INN

1.1 The A485 within the village of New Inn has long been the subject of local concerns regarding speeding issues especially at the northern entry to the village. This location has been provided with numerous warning signs, a VAS (Vehicle Activated Sign) and it has also been the subject of enforcement by both Dyfed Powys Police and GoSafe (Safety Camera Partnership), despite these measures, speeding remains an issue, as do local concerns. The County Council was successful in securing a Road Safety Grant from the Welsh Government for 2015-16 for the A485 Alltwalis to Llanybydder.

Working in partnership with the Police a scheme of measures was developed for the route, which included New Inn. It was decided that the only option that would result in satisfactory reduction in speeds at the northern entry to the village would be a vertical measure in the form of a round top hump. The local member Cllr Linda Evans co-ordinated a consultation event where the original proposals were discussed and the scheme as a whole was accepted with a recommendation that the original location of the road hump be moved further north to ensure that all properties on the northern entry would benefit from the speed reduction. The plans were amended accordingly and the road hump was formally advertised.

1.2 One e-mailed representation has been received to the advertised proposals.

1.3 The objections and officer responses are summarised in Appendix 2.

2.0 The following recommendation is made which is supported by the Local elected Member.

It is recommended that the Executive Board Member for Environment:

- i. determine the objections.
- ii. approve the proposals as described in Appendix 1 (Public Notice of the schedule of locations)

DETAILED REPORT ATTACHED ?

NO



IMPLICATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
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

Exercise its powers under Section 90A of the Highways Act 1980 to construct road humps complying with the Highways (Road Humps) Regulations 1999.

3. Finance

All associated costs will be borne by the Welsh Government's Road Safety Grant.



CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

(Please specify the outcomes of consultations undertaken where they arise against the following headings)

1. Scrutiny Committee – N/A

2. Local Member(s)

Cllr. Linda Evans - Supported.

3. Community / Town Council

Llanfihangel Ar Arth Community Council – No objection.

4. Relevant Partners

The following statutory consultees were consulted and no objections were raised:-

Chief Fire Officer, Regional Ambulance Officer, Freight Transport Association, Road Haulage Association, Dyfed Powys Police Roads Policing Unit, First Cymru Ltd, Windy Corner coaches, Eden Tours, Lewis Coaches and Morris Travel.

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

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

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

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Road Humps Regulations 1999		Environment Dept, Parc Myrddin, Carmarthen
Highways Act 1980		Environment Dept, Parc Myrddin, Carmarthen
Local Transport Note 01/07 – Traffic Calming		Environment Dept, Parc Myrddin, Carmarthen



Mae'r dudalen hon yn wag yn fwriadol

PUBLIC NOTICE

THE COUNTY OF CARMARTHENSHIRE (NEW INN AND ALLTWALIS) (IMPOSITION OF ROAD HUMPS) ORDER 2015

NOTICE is hereby given in accordance with Section 90C of the Highways Act 1980 that Carmarthenshire County Council in exercise of its powers under Section 90A of the Highways Act 1980 proposes to construct road humps complying with the Highways (Road Humps) Regulations 1999 on various roads in Carmarthenshire.

The proposed nature, dimensions and location of the road humps are as follows:-

Type	Dimensions	Location
Round Top Hump	75mm high (subject to the tolerances permitted in the above mentioned Regulations). Width of road. Minimum length of 3.7metres	A485 Alltwalis Outside Alltwalis Community Centre Outside properties known as Glandwryd and Glyn Walis A485 New Inn On the northern boundary of the property known as Nantgwyn

Full details of the proposal together with a plan may be examined at the offices of the Carmarthenshire County Council, County Hall, Carmarthen and at the Customer Services Centre, 3 Spilman Street, Carmarthen Town Hall, Ammanford and Tŷ Elwyn, Llanelli during the usual office hours.

The proposed road humps form an integral part of the Welsh Government funded road safety scheme for the A485 in Alltwalis and New Inn. They are considered necessary to improve road safety by controlling traffic speeds within the villages.

If you wish to object to the proposals you should send the grounds for your objection in writing to the Head of Administration and Law, County Hall, Carmarthen. SA31 1JP by the 31st of December, 2015

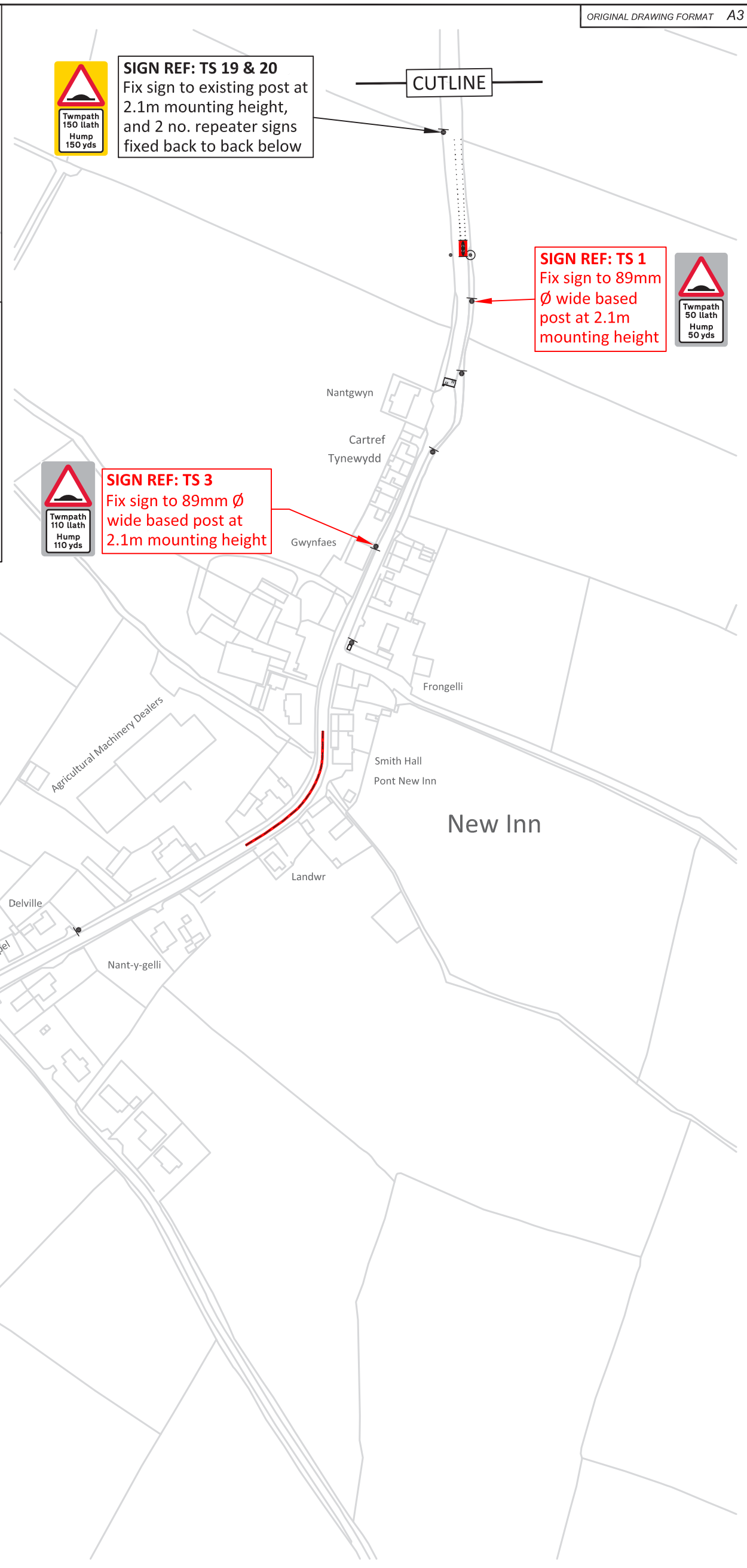
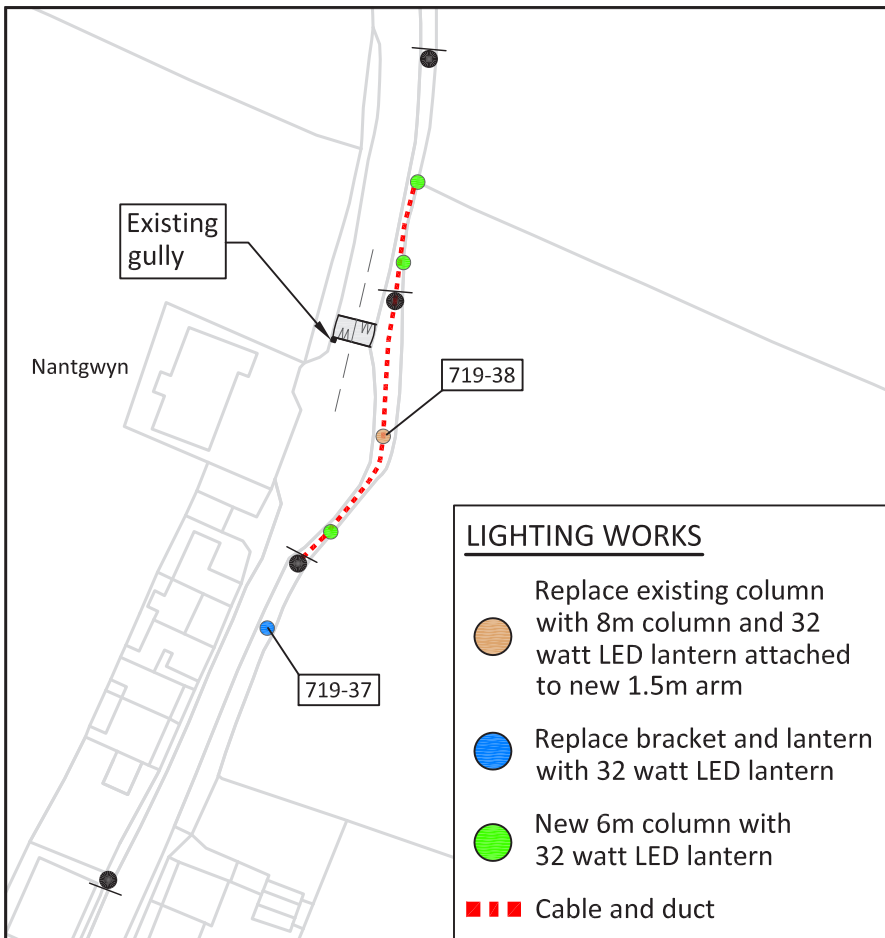
DATED the 9th of December, 2015
File Reference: RWJ/HTTR- 1343
Direct Line: (01267) 224074
email: rwjones@carmarthenshire.gov.uk

MARK JAMES
Chief Executive
County Hall
Carmarthen.

Mae'r dudalen hon yn wag yn fwriadol

	Summary of Objection	Officer Response
1	Have received no written notice to inform us that speed bumps will be situated in front of our property although we believe other residents in the village have received notification.	The property was letter dropped with a copy of the public notice and plan. The hump will be position some 5metres north of the property boundary.
2	No plans of proposed placement of bumps are available to be seen on line.	Plans at present are not available on line but can be e-mailed, posted on request or viewed at the Customer Service Centre in Carmarthen.
3	No public notice to be seen in the village.	Public notices were placed within close proximity to the proposed location of the road hump and remained in place for the duration of the objection period
4	Speed restriction and warning signs on entry into the village are already in place.	The existing signs alone are not having the desired effect of slowing traffic and despite lengthy enforcement speeds have not been lowered to an acceptable level.
5	There is a bend in the middle of the village where many accidents have occurred often closing the road for a period of time. Shouldn't the bumps be placed on the approach to this bend to avoid accidents in the future? There are also side roads in the village – nowhere near our property, and entry from one of these roads can be difficult – slowing down traffic on the approach to this junction would be wiser move.	The highest speeds within the village have been recorded on the northern entry to village where the road hump is being proposed, other measures are being proposed on the approach at the bend in question.
6	<p>a) 2 police speed warning signs</p> <p>b) The name of the village</p> <p>c) Warning sign for cattle</p> <p>d) Double Bend sign</p> <p>e) Speed notification sign – flashing light</p> <p>(whether drivers will notice these and read all these signs at the same time is questionable, let alone notice a speed a speed bump)</p> <p>f) We sleep in the front bedroom of the bungalow and traffic at night already disturbs us. Lorries and cars braking to negotiate these proposed speed bumps would make matters worse.</p>	<p>a) The Police Speed Check area signs are to be removed.</p> <p>b) The village placename sign is to be removed from its current location and new one placed a more northerly point to create a gateway feature.</p> <p>c) & d) Cattle and Double Bend Warning signs to remain</p> <p>e) The Vehicle Activated Sign is to be removed as part of the scheme.</p> <p>f) Noise emissions may depend upon the way vehicles are driven, a passive style of driving, at a lower but constant speed, contributes to lower noise levels, however an aggressive style, with excessive braking and acceleration can give gives rise to a highly fluctuating noise level. The proposed hump is also not directly outside the property but situated approximately 5metres north of the property boundary</p>
7	In view of the current financial restrictions are these proposals value for money.	7. Speed enforcement by Dyfed Powys Police has been taking place for several years and with GoSafe now also enforcing a great deal of resource has been placed within this area which is not

		sustainable and does not have a sufficient impact on traffic speeds, instead an engineering solution is considered appropriate in the form of road hump which is envisaged will result in a reduction of up to 10mph in average traffic speeds. The measure will be funded by the Welsh Governments' Road Safety Grant and has been proven as value for money on other similar road safety schemes.
--	--	---



Cyngor Sir Gâr Carmarthenshire County Council

C. Hahhry MPA BSc(Hons), CEng, FICE, FCIHT, CMgtI, CMICS
Cyfarwyddwr yr Amgylchedd
Trafnidiaeth a Pheirianneg,
Adran Amgylchedd,
Parc Myrddin, Waun Dew,
Caerfyrddin,
Sir Caerfyrddin SA31 1HQ

Director of Environment
Transport and Engineering Division,
Environment Department,
Parc Myrddin, Richmond Terrace,
Carmarthen,
Carmarthenshire SA31 1HQ

Project	ROUTE TREATMENT A485 ALLTWALIS TO LLANYBYDDER	
Title	PLAN 4	
© Hawlfraint y Goron a hawliau cronfa ddata 2015 Arolwg Ordnans 100023377 © Crown copyright and database rights 2015 Ordnance Survey 100023377		

B	20/10/15	Position of Road Hump amended following public consultation	MEO		
REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD
Status: FEASIBILITY ISSUED FOR THE PURPOSE SHOWN ONLY					
Made By	Date	Checked	Date	Authorised	Date
Scale: 1:2,500			Project no. 80/00 41/281		
Drawing no. P-04			Revision 29		
			B		

Mae'r dudalen hon yn wag yn fwriadol

Fitem Rhif 4

CYFARFOD PENDERFYNIADAU AELOD O'R BWRDD GWEITHREDOL DROS GWASANAETHAU TECHNEGOL

Dydd Gwener, 27 Tachwedd 2015

PRESENT: Cynghorydd H.A.L. Evans – Aelod y Bwrdd Gweithredol dros Gwasanaethau Technegol

Roedd y swyddogion canlynol yn gwasanaethu yn y cyfarfod:

J. McEvoy, Road Safety & Traffic Manager
S. Pilliner, Pennaeth Trafnidiaeth a Pheirianneg
K. Thomas, Swyddog Gwasanaethau Democraidd

Neuadd y Sir, Caerfyrddin 9.30 - 10.05 am

1. DATGAN BUDDIANNAU PERSONOL

Ni chafwyd dim datganiadau o fuddiant personol

2. GWAHARDD GYRRU, CILFFORDD SYDD AR AGOR I UNRHYW DRAFFIG (BOAT) 57/74, LLWYBR ILLTUD SANT RHWNG PORTH TYWYN A PHENYMYNYDD

Bu'r Aelod o'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch cynigion i gyflwyno Gorchymyn Gwahardd Gyrru ar hyd y Gilffordd sydd ar Agor i Unrhyw Draffig (BOAT) Rhif 57/74 o'i chyffordd â Heol Ddu (U2323) ym Mhenymynydd am bellter o 1.7 cilometr, fel y manylwyd ar y cynllun a atodwyd i'r adroddiad, gan fod y llwybr yn cael ei ystyried yn anniogel i gerbydau motor. Pe bai'n cael ei fabwysiadu, byddai'r gorchymyn yn cynnig nifer o eithriadau er mwyn caniatáu i gerddwyr, ceffylau, beicwyr, beiciau modur a phreswylwyr sy'n byw ar hyd y BOAT deithio ar hyd y llwybr hwn.

Rhodddwyd gwybod i'r Aelod o'r Bwrdd Gweithredol, yn sgil cyhoeddi'r cynnig, nad oedd unrhyw wrthwynebiadau wedi dod i law oddi wrth yr ymgylgoreion statudol. Fodd bynnag, roedd 5 gwrthwynebiad, a deiseb wedi dod i law, (fel y manylwyd yn yr adroddiad ynghyd ag ymatebion yr adrannau iddynt), ac roedd y prif wrthwynebiad yn erbyn y cynnig i ganiatáu eithriad i feiciau modur deithio ar hyd y BOAT. Ar ôl ystyried y gwrthwynebiadau hynny, argymhellwyd bod y Gorchymyn yn cael ei gyhoeddi yn amodol ar ddileu'r eithriad i feiciau modur h.y. gwahardd beiciau modur rhag teithio ar hyd y BOAT.

PENDERFYNWYD nodi'r gwrthwynebiadau a oedd wedi dod i law i'r Gorchymyn Gwahardd Gyrru arfaethedig ar hyd y BOAT rhif 57/74, ond bod y Gorchymyn Rheoleiddio Traffig yn cael ei gyflwyno'n amodol ar ddileu'r eithriad ar gyfer beiciau modur h.y. gwahardd beiciau modur rhag teithio ar hyd y BOAT

3. GWRTHWYNEBIAD I'R MANNAU PARCIO ARFAETHEDIG I BOBL ANABL - Y LÔN Y TU CEFN I HEOL MORLAIS, YR HENDY.

Rhodddwyd gwybod i'r Aelod o'r Bwrdd Gweithredol fod yr Awdurdod wedi darparu

yn y gorffennol, ar sail anffurfiol, ddau o fannau parcio i bobl anabl ar y lôn y tu cefn i Heol Morlais, Llanelli, fel y manylwyd ar y cynllun a atodwyd i'r adroddiad, a bod cais wedi dod i law bellach i ffurfioli'r ddarpariaeth honno er mwyn iddynt allu cael eu gorfodi gan Swyddogion Gorfodi Materion Sifil y Cyngor.

Dywedodd y Rheolwr Traffig a Diogelwch Ffyrdd, yn sgil cyhoeddi'r cynnig, nad oedd unrhyw wrthwynebiadau wedi dod i law oddi wrth yr ymgynghoreion statudol, fodd bynnag, roedd un gwrthwynebiad wedi dod i law oddi wrth breswilydd lleol ar sail y farn nad oedd angen mwy nag un man parcio, ac y byddai darparu dau o fannau parcio yn arwain at breswylwyr yn gorfod parcio mewn strydoedd cyfagos. Rhoddodd y Rheolwr Traffig a Diogelwch Ffyrdd wybod fod dau o fannau parcio'n cael eu cynnig ar y sail bod dau breswilydd eu hangen a bod digon o le ar y ffordd ac oddi ar y ffordd i thua 20 cerbyd barcio.

PENDERFYNWYD

3.1 nodi'r gwrthwynebiad a oedd wedi dod i law i'r cynnig i gyflwyno Gorchymyn Rheoleiddio Traffig ar gyfer darparu dau o fannau parcio i bobl anabl ar y lôn y tu cefn i Heol Morlais Llanelli, ond bod y Cyngor yn bwrw ymlaen â gwneud y Gorchymyn,

3.2 rhoi gwybod i'r gwrthwynebydd am benderfyniad y Cyngor

4. GWRTHWYNEBIADAU I ORCHYMYN ARFAETHEDIG SEF GORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (LLANELLI) (CYFYNGU AR AROS A MANNAU PARCIO AR Y STRYD)

Bu'r Aelod o'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch cynigion y Cyngor i wneud Gorchymyn a fyddai'n amrywio Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Llanelli) (Cyfyngu ar Aros a Mannau Parcio ar y Stryd) fel y gallai gynnwys amrywiol gyfyngiadau newydd ar hyd nifer o briffyrdd yn Llanelli, fel y manylwyd yn yr adroddiad.

Rhoddwyd gwybod nad oedd unrhyw wrthwynebiadau wedi dod i law i'r cynigion oddi wrth yr ymgynghoreion statudol, ond er hynny roedd saith sylw wedi dod i law oddi wrth y cyhoedd, fel y manylwyd yn Atodiad 3 i'r adroddiad ynghyd ag ymatebion yr adran iddynt, ac y rhoddwyd crynodeb ohonynt yng Nghrynodeb Gweithredol yr adroddiad lle cyfeirir atynt yn 4.3, 4.4, 4.5, 4.6 a 4.7.

PENDERFYNWYD

4.1 cadarnhau Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Llanelli) (Cyfyngu ar Aros a Mannau Parcio ar y Stryd) yn amodol ar y newidiadau a gytunwyd gyda'r aelodau lleol ac a fanylwyd yn 4.3, 4.4, 4.5, 4.6 a 4.7 o grynodeb gweithredol yr adroddiad,

4.2 rhoi gwybod yn ffurfiol i wrthwynebwyr y Gorchymyn arfaethedig am benderfyniad y Cyngor.

5. COFNOD PENDERFYNIADAU – 17EG MEDI 2015

PENDERFYNWYD Ilofnodi Cofnod Penderfyniadau'r cyfarfod a gynhaliwyd ar 17eg Medi, 2015, gan ei fod yn gywir.

CHAIR _____

DATE _____

Mae'r dudalen hon yn wag yn fwriadol