

DYDD IAU, 8 RHAGFYR 2022

**AT: HOLL AELODAU Y PWYLLGOR CRAFFU LLE,  
CYNALIADWYEDD A NEWID HINSAWDD**

YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD O'R **PWYLLGOR CRAFFU LLE, CYNALIADWYEDD A NEWID HINSAWDD** A GYNHELIR YN **SIAMBR, NEUADD Y SIR, CAERFYRDDIN, SA31 1JP AC O BELL AT 10.00 YB ON DYDD IAU, 15 RHAGFYR, 2022** ER MWYN CYFLAWNI'R MATERION A AMLINELLIR AR YR AGENDA SYDD YNGHLWM

*Wendy Walters*

**PRIF WEITHREDWR**

Swyddog Democrataidd:	Janine Owen
Ffôn (Ilinell uniongyrchol):	01267 224030
E-Bost:	JanineOwen@sirgar.gov.uk
<b>Cyfarfod aml-leoliad yw hwn. Gall aelodau'r pwyllgor fynychu'n bersonol yn y lleoliad a nodir uchod neu o bell drwy'r ddolen Zoom a ddarperir ar wahân.</b>	
<b>Gellir gwyllo'r cyfarfod ar wefan y cyngor drwy'r ddolen canlynol:-</b> <a href="https://carmarthenshire.public-i.tv/core/portal/home">https://carmarthenshire.public-i.tv/core/portal/home</a>	

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

**PWYLLGOR CRAFFU LLE, CYNALIADWYEDD A NEWID HINSAWDD**  
**13 Aelodau**

**GRŴP PLAID CYMRU - 6 Aelodau**

Cyng. Karen Davies  
Cyng. Arwel Davies  
Cyng. Colin Evans  
Cyng. Neil Lewis  
Cyng. Dorian Phillips  
Cyng. Gareth Thomas

**GRŴP LLAFUR - 5 Aelodau**

Cyng. John James  
Cyng. Peter Cooper  
Cyng. Tina Higgins  
Cyng. Gary Jones  
Cyng. Shelly Godfrey-Coles

**GRŴP ANNIBYNNOL - 1 Aelod**

Cyng. Sue Allen  
Lle wag

# AGENDA

1. YMDDIHEURIADAU AM ABSENOLDEB
2. DATGANIADAU O FUDDIANNAU PERSONOL GAN GYNNWYS UNRHYW CHWIPIAU PLEIDIAU A RODDIR MEWN YMATEB I UNRHYW EITEM AR YR AGENDA.
3. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW)
4. ADRODDIAD PERFFORMIAD CWARTER 2 2022/23 5 - 62
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6. STRATEGAETH SEILWAITH GWEFRU CERBYDAU TRYDAN CYNGOR SIR CAERFYRDDIN 105 - 172
7. EITEMAU AR GYFER Y DYFODOL 173 - 184
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Mae'r dudalen hon yn wag yn fwriadol

**PWYLLGOR CRAFFU LLE, CYNALIADWYEDD  
A NEWID HINSAWDD**

**15 RHAGFYR 2022**

**ADRODDIAD PERFFORMIAD CWARTER 2 2022/23  
YN ARBENNIG I'R PWYLLGOR CRAFFU HWN**

**Y Pwrpas:**

Archwilio'r adroddiad at ddibenion monitor

**GOFYNNIR I'R PWYLLGOR CRAFFU:**

**Adolygu ac asesu'r wybodaeth sydd yn yr Adroddiad a darparu unrhyw argymhellion, sylwadau, neu gyngor i'r Aelod Cabinet cyn i'r Cabinet ystyried yr adroddiad.**

**Y Rhesymau:**

- Mae dyletswydd gyffredinol ar awdurdodau i wneud trefniadau o ran monitro perfformiad
- Mae angen inni ddangos i ddinasyddion, aelodau a rheoleiddwyr sut mae perfformiad yn cael ei reoli a sut mae ymyriadau priodol yn cael eu rhoi ar waith

**Yr aelod o'r cabinet sy'n gyfrifol am y portffolio:-**

Cynghorydd Aled Vaughan Owen	Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd
Cynghorydd Edward Thomas	Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith

Y Gyfarwyddiaethau: <b>Lle a Seilwaith /Cymunedau</b> Enw Pennaeth y Gwasanaeth:	Swyddi:	Rhifau ffôn: / Cyfeiriadau E-bost:
Stephen Pilliner	Pennaeth Prifffyrdd a Thrafnidiaeth	<b>01267 228150</b> <a href="mailto:sgpilliner@sirgar.gov.uk">sgpilliner@sirgar.gov.uk</a>
Jonathan Morgan	Pennaeth Cartrefi a Chymunedau Mwy Diogel	<b>01554 899285</b> <a href="mailto:jmorgan@sirgar.gov.uk">jmorgan@sirgar.gov.uk</a>
Ainsley Williams	Cyfarwyddwr Lle a Seilwaith	<b>01267 224500</b> <a href="mailto:aiwilliams@sirgar.gov.uk">aiwilliams@sirgar.gov.uk</a>
Jason G Jones	Rheolwr Cynnal a Chadw Eiddo	<b>01267 225815</b> <a href="mailto:JGJones@sirgar.gov.uk">JGJones@sirgar.gov.uk</a>
Rhodri D Griffiths	Pennaeth Lle a Chynaliadwyedd	<b>01267 246270</b> <a href="mailto:RDGriffiths@dirgar.gov.uk">RDGriffiths@dirgar.gov.uk</a>
Daniel John	Pennaeth Gwasanaethau Gwastraff ac Amgylchedd	<b>01267 228131</b> <a href="mailto:DWJohn@sirgar.gov.uk">DWJohn@sirgar.gov.uk</a>
Jackie Edwards	Rheolwr Gwelliant Busnes	<b>01267 228142</b> <a href="mailto:jmedwards@sirgar.gov.uk">jmedwards@sirgar.gov.uk</a>

# EXECUTIVE SUMMARY

## PLACE, SUSTAINABILITY & CLIMATE CHANGE SCRUTINY COMMITTEE

15<sup>TH</sup> DECEMBER 2022

### 2022/23 QUARTER 2 PERFORMANCE REPORT RELEVANT TO THIS SCRUTINY

#### BRIEF SUMMARY OF PURPOSE OF REPORT

This report shows progress as at the end of Quarter 2 - 2022/23 of our deliverables (Actions and Measures) linked to the Corporate Strategy and our 13 Well-being Objectives.

	No.	13 Well-being Objectives for 2022-23
Start Well	1	Help to give every child the best start in life and improve their early life experiences
	2	Help children live healthy lifestyles (Childhood Obesity)
	3	Support and improve progress, achievement, and outcomes for all learners
Live Well	4	Tackle poverty by doing all we can to prevent it, helping people into work and improving the lives of those living in poverty
	5	Create more jobs and growth throughout the county
	6	Increase the availability of rented and affordable homes
	7	Help people live healthy lives (Tackling risky behaviour and Adult obesity)
	8	Support community cohesion, resilience, and safety
Age Well	9	Support older people to age well and maintain dignity and independence in their later years
In a healthy and safe environment	10	Look after the environment now and for the future
	11	Improve the highway and transport infrastructure and connectivity
	12	Promoting Welsh Language and Culture
Corporate Governance & Better use of Resources	13	Better Governance and use of Resources

#### Note

- 2021/2022 is the first year that we will self-evaluate and report on, under the terms of the new Local Government and Elections (Wales) Act 2021, especially Part 6 of the Act on Performance and Governance.

**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:

Stephen Pilliner	Head of Highways & Transport
Jonathan Morgan	Head of Homes and Safer Communities
Ainsley Williams	Director of Place and Infrastructure
Jason G Jones	Property Maintenance Manager
Rhodri D Griffiths	Head of Place and Sustainability
Daniel John	Interim Head of Waste and Environmental Services
Jackie Edwards	Business Improvement Manager

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

## 1. Policy, Crime & Disorder and Equalities

The Well-being of Future Generations (Wales) Act 2015 requires public bodies *to take all reasonable steps to meet their Well-being Objectives*.

The **Local Government and Elections Wales Act 2021** places specific duties for the Council:

Duty	Response
Duty to keep performance under review	We will maintain quarterly performance monitoring throughout the year. <i>This report addresses this duty</i>
Duty to report on performance – based on self-assessment approach	We are addressing this duty in our Annual Report on our progress on our Corporate Strategy and Well-being Objectives and as part of our monitoring arrangements.  We must self-assess the extent to which we are meeting our ‘ <i>performance requirements</i> ’: <ol style="list-style-type: none"> <li>1. exercising our functions effectively.</li> <li>2. using our resources economically, efficiently and effectively.</li> <li>3. governance is effective for securing the above.</li> </ol>
Duty to arrange a panel performance assessment	This duty comes into force from May 2022. We must arrange for a panel to undertake an assessment, at least once during the period between two consecutive ordinary elections of councillors to the council, of the extent to which the council is meeting the performance requirements. A report setting out this process will be prepared in the Autumn of 2022

## 2. Legal

In our published Well-being Statement, we are committed to monitor our Well-being Objective action plans.

**CABINET PORTFOLIO HOLDER  
AWARE/CONSULTED -**

YES

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

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

Title of Document	Locations that the papers are available for public inspection
Corporate Strategy 2018-2023 (refreshed April 2021)	<a href="#">Corporate Strategy 2018-23 - updated April 2021</a>

Mae'r dudalen hon yn wag yn fwriadol





## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23

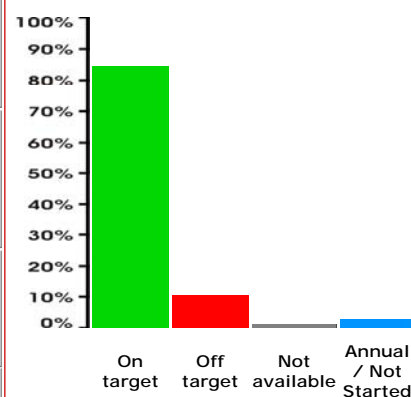


Filtered by:  
Organisation - Carmarthenshire County Council  
Source document - Corporate Strategy 2022-23

The table below provides a summary progress against target for the Actions and Measures contained within the selected document

		Total	On target	Off target	Not reported	Not available	Annual / Not started	% on target	Overall % on target
WBO5. Create more jobs and growth throughout the county	Actions	3	3	0	0	N/A	0	100%	100%
	Measures	2	2	0	0	0	0	100%	
WBO7. Help people live healthy lives (Tackling risky behaviour and obesity)	Actions	1	1	0	0	N/A	0	100%	100%
	Measures								
WBO8. Support community cohesion, resilience, and safety	Actions	12	12	0	0	N/A	0	100%	100%
	Measures	1	1	0	0	0	0	100%	
WBO10. Look after the environment now and for the future	Actions	44	40	4	0	N/A	0	91%	82%
	Measures	11	5	6	0	0	0	45%	
WBO11. Improve the highway and transport infrastructure and connectivity	Actions	78	73	2	0	N/A	3	94%	87%
	Measures	7	1	0	0	3	3	14%	
WBO13. Better Governance and use of Resources	Actions	34	29	5	0	N/A	0	85%	76%
	Measures	4	0	4	0	0	0	0%	
<b>Overall Performance</b>	<b>Actions and Measures</b>	<b>197</b>	<b>167</b>	<b>21</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>85%</b>	

**Performance against Target**






OFF TARGET



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO10. Look after the environment now and for the future			
Sub-theme: A - Address requirements of the Environment (Wales) Act 2016			
Action	15654	Target date	31/01/2023 (original target 30/04/2022)
<b>Action promised</b>	E7: Ensure CAMS system is developed for mobile reporting and train 30 volunteers to Improve public access to the Countryside/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	CAMSWeb launch scheduled for Oct 10th, promotion exercise to follow. Additional volunteers have shown an interest so list to be revised in the coming weeks before training is arranged. CAMSWeb will be ready to manage volunteers.		
<b>Remedial Action</b>	Separate Mobile reporting action from Volunteers. Mobile reporting can be closed/completed 10/10/22. New target date for trained volunteers Jan 2023.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> Off target 	
Action	15656	Target date	30/04/2023 (original target 31/03/2023)
<b>Action promised</b>	E7: Undertake bridge surveys on a scheduled rolling programme in accordance with hierarchy and risk to Improve public access to the Countryside/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	As per previous progress report, awaiting CAMSWeb launch and bridge data.		
<b>Remedial Action</b>	amend target date, bridge data will not be fully available by April 2023		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> Off target 	
Action	15658	Target date	10/12/2023 (original target 31/03/2023)
<b>Action promised</b>	E7: Develop and implement robust forward works programme for bridge surveys and Public Rights Of Way maintenance and improvement. This will prioritise which capital works programme and project to deliver annually/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	As per previous progress report, insufficient bridge data available to develop robust survey programme at present.		
<b>Remedial Action</b>	Advise separating bridge survey programme from Fwd works programme for maintenance and improvement. Maintenance and improvement can then be closed/completed with revised target date for survey programme in accordance with action 15656		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> Off target 	



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



**ACTIONS** - Theme: WBO10. Look after the environment now and for the future  
Sub-theme: B - Deliver planning according to Planning (Wales) Act 2015

<b>Action</b>	15707	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E24: Develop for adoption Supplementary Planning Guidance on the care and repair of historic buildings		
<b>Comment</b>	The need to prepare the SPG will be subject to further consideration as part of the preparation of the 2nd Deposit Revised LDP. This reflects the decision of the County Council on the 9th of March 2022.		
<b>Remedial Action</b>	Following the County Council's decision on the 9th of March 2022 the LPA will be preparing a 2nd Deposit version of the Plan. The impact of the need to prepare this SPG will be reviewed.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> Off target	



## Scrutiny measures & actions full monitoring report

### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO10. Look after the environment now and for the future							
Sub-theme: D - Flood & Water Management Act & Shoreline Management Plan.							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Percentage of streets that are clean PAM/010	Not applicable		Q2: 95.3  End Of Year: 94.1	Target: 94.5  Result: 96.0	Target: 94.5  Result: 94.2  Calculation: (310÷329) × 100	Target: 94.5	Target: 94.5
<b>Comment</b>	During Quarter 2, the LEAMS audits had identified a higher number of C grades for the period, this result was a combination of good weather / higher footfall and the holiday period, with this the cleansing service have struggled to recruit operational staff to cover the vacancies they have for the service, existing staff have been covering the shortfall in the services, also in addition the Mechanical sweepers have not been operational due to break downs. Arrangements have been made for TMU to replace all six sweepers. With the shortfall of operational staff and equipment during quarter 2 has resulted in lower standards during this period.						
<b>Remedial Action</b>	Decision made to undertake a urgent cleansing review of the current service. Also utilise the resources available with the volunteers sector to assist with litter clearance in known Litter hotspots.						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			☹️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The Cleanliness Indicator STS/005a	Not applicable		Q2: 77.0  End Of Year: 76.8	Target: 77.0  Result: 72.1	Target: 77.0  Result: 71.9  Calculation: (0.718845÷1) × 100	Target: 77.0	Target: 77.0
<b>Comment</b>	During Quarter 2, the LEAMS audits had identified a higher number of C grades for the period, this result was a combination of good weather / higher footfall and the holiday period, with this the cleansing service have struggled to recruit operational staff to cover the vacancies they have for the service, existing staff have been covering the shortfall in the services, also in addition the Mechanical sweepers have not been operational due to break downs. Arrangements have been made for TMU to replace all six sweepers. With the shortfall of operational staff and equipment during quarter 2 has resulted in lower standards during this period.						
<b>Remedial Action</b>	Decision made to undertake a urgent cleansing review of the current service. Also utilise the resources available with the volunteers sector to assist with litter clearance in known Litter hotspots.						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			☹️




## Scrutiny measures & actions full monitoring report

### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO10. Look after the environment now and for the future							
Sub-theme: E - Towards Zero Waste strategy							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Percentage of waste reused, recycled or composted PAM/030	Not applicable		Q2: 61.69  End Of Year: 61.68	Target: 65.00  Result: 64.50	Target: 65.00  Result: 64.91  Calculation: (26491.42 ÷ 40813.95) × 100	Target: 65.00	Target: 65.00
<b>Comment</b>	Our contamination of Blue Bags still remains high which is impacting our overall recycling rate and our HWRC total waste has also not recovered to pre-pandemic levels.						
<b>Remedial Action</b>	<ol style="list-style-type: none"> <li>1. A blue bag contamination action plan to address this issue and target in reducing contamination and increase recycling performance is operating.</li> <li>2. Further promotion of the AHP and children's nappy service is due and a new animation video for SM has been produced with WRAP Cymru for this purpose.</li> <li>3. A new Commercial Waste recycling Facility at NYC is to launch on 31st October 2022.</li> <li>4. The education and enforcement process for exceeding black bag limit and contamination of blue bags is in operation across the county. Initial awareness raising letter are being sent to households as well as follow up enforcement section 46 notices being issued and community recycling advisor household visits.</li> <li>5. A comprehensive information pack is being developed to explain the impending waste service collection changes, within the pack a comprehensive information leaflet to advise people of what and where to place their domestic waste which will assist with awareness raising.</li> </ol>						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			☹️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Recycling contaminated WMT/007	Not applicable		New measure	Target: 28.0  Result: 28.6	Target: 25.0  Result: 30.7  Calculation: (2393.83 ÷ 7796.45) × 100	Target: 23.0	Target: 25.0
<b>Comment</b>	The blue bag contamination rate although lower than last year has increased. Further targeted activities are underway.						
<b>Remedial Action</b>	<p>Our recycling contamination action plan consists of -</p> <ol style="list-style-type: none"> <li>1. Continued work with CWM and reprocessing contractors to identify problematic material.</li> <li>2. Undertaking inspections of loads from areas to identify operational issues that need to be addressed.</li> <li>3. Recycling Crews identifying and sticking contaminated recycling bags so that engagement and enforcement activity can take place.</li> <li>4. Targeted engagement and education activity is being undertaken to address worse performing areas of the county.</li> <li>5. Increased public messaging and engagement.</li> </ol>						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			☹️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The percentage of local authority collected municipal waste Prepared for reuse WMT/010i	Not applicable		Q2: 0.38  End Of Year: 0.37	Target: 0.50  Result: 0.39	Target: 0.50  Result: 0.39  Calculation: (157.23 ÷ 40813.95) × 100	Target: 0.50	Target: 0.50
<b>Comment</b>	Both Llanelli and Nantycaws, Eto outlets are now operational and are open three days per week. Initial promotion of the service occurred during launch and further routine marketing of the reuse project is being developed to expand the awareness of the project and reach further, to promote in various communities. Donation stations for residents to donate items have been established in each of the four HWRCs.						
<b>Remedial Action</b>	The 'Eto' – repair and reuse initiative will capture waste that would have previously been landfilled and repair and repurpose for re-sale improving our performance. Further promotional work is planned to enhance public awareness. Work with CWM operatives through staff briefings has recently concluded which covered the benefits of promoting donation stations on site during resident visits to the HWRC as the first option to dispose of waste and encouraging residents to drop by the reuse facility to purchase reuse items at low cost.						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			☹️

Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The percentage of local authority collected municipal waste Recycled  WMT/010ii	Not applicable		Q2: <b>40.83</b>  End Of Year: <b>42.64</b>	Target: <b>45.00</b>  Result: <b>41.00</b>	Target: <b>45.00</b>  Result: <b>42.84</b>  Calculation: <b>(17485.28 ÷ 40813.95) × 100</b>	Target: <b>45.00</b>	Target: <b>45.00</b>
<b>Comment</b>	As indicated in previous quarters as a consequence of the fire at CWM's Nantycaws materials recovery facility, there has been significant disruption to our normal waste sorting, treatment and disposal arrangements. This has meant that CWM have had to find alternative outlets for sorting and recycling of waste. This has resulted in materials going to alternative plants, some of which have less efficient sorting processes than would normally be the case. We are also awaiting final information relating to recycling end destinations. Performance for Q1 was 64.5% Q2. Results are higher at 65.3% albeit not validated to date. Our contamination of Blue Bags still remains high which is impacting our overall recycling rate.						
<b>Remedial Action</b>	The short-term arrangements for recycling treatment remain in place. CWM are finalising alternative arrangements as part of a medium term strategy to recover the position. A blue bag contamination action plan is in place and the new nappy waste collection service has resulted in 2667 households diverting their nappy waste from black bags to the AHP service. Further promotion of this service will occur.						
<b>Service Head:</b> Ainsley Williams				<b>Performance status:</b> Off target			



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO11. Improve the highway and transport infrastructure and connectivity			
Sub-theme: A - Highway Infrastructure			
Action	15713	Target date	31/10/2022 (original target 31/08/2022)
<b>Action promised</b>	E26: Complete Cross Hands Economic Link Road		
<b>Comment</b>	Opening delayed due to weather events and additional Bank Holiday, Works due to be complete 20th October, Official Opening yet to be arranged. Parc Emlyn Link opened 26th September and works nearing completion on all tie ins to allow road to open. Additional work required at Llandeilo rd due to lack of foundation to existing carriageway.		
<b>Remedial Action</b>	Additional bank holiday and weather events delayed opening on 20th September. Opportunity taken to complete off line works prior to opening in full. Traffic allowed to use Park Emlyn Link to facilitate closure of Norton Rd Cul de sac.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> Off target	





## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO11. Improve the highway and transport infrastructure and connectivity Sub-theme: F - Modernising our vehicle Fleet			
<b>Action</b>	15720	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E28: Replace up to 10 light diesel vans with EV vans (dependant on grant funding from WG)		
<b>Comment</b>	Funding not currently available but monitoring will continue to identify any opportunities for funding should they arise. Budget pressures influencing any internal funding.		
<b>Remedial Action</b>	Awaiting any potential grant funding		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> Off target	



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources Sub-theme: B1 - Integrity and Values			
<b>Action</b>	15823	<b>Target date</b>	31/12/2022 (original target 31/03/2023)
<b>Action promised</b>	E58: Identify and support implementation of new electronic system to replace Fleet Master to reduce duplication of admirative procedures		
<b>Comment</b>	We recently had a follow up Demo on Jaama and are awaiting a Demo on Alloy before moving forward. We have IT working with us and will be update specification with us.		
<b>Remedial Action</b>	Wait for the Alloy demo before we proceed to the next step. Keep in touch with IT on where we are with the specification for a new system.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> Off target	



## Scrutiny measures & actions full monitoring report

### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO13. Better Governance and use of Resources							
Sub-theme: B2 - Openness and engagement							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Environment Department stage 1 complaints responded to within 10 days of allocation to Investigating Officer.  Comp/003/ENV	Not applicable		New measure	Target: 100.0  Result: 60.9	Target: 100.0  Result: 56.0  Calculation: (202 ÷ 361) × 100	Target: 100.0	Target: 100.0
<b>Comment</b>	We have seen a significant drop in the number of Stage 1 complaints received in Q2. However the number processed in time has dropped.						
<b>Remedial Action</b>	We will continue to liaise with managers to ensure prompt responses are provided where possible to ensure the dept response rate increases for Q3.						
Service Head: Jackie Edwards			Performance status: Off target				⚠️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Environment Department stage 2 complaints responded to within 20 days of allocation to Investigating Officer.  Comp/004/ENV	Not applicable		New measure	Target: 100.0  Result: 11.1	Target: 100.0  Result: 31.3  Calculation: (5 ÷ 16) × 100	Target: 100.0	Target: 100.0
<b>Comment</b>	We have seen a significant improvement in the response rates for Stage 2's in Qtr 2. From 11% to 57%.						
<b>Remedial Action</b>	We will continue to identify further Investigating Officers (IO) to prevent delay at allocation and also monitor IO's closely when dealing with live complaints to ensure prompt responses where possible.						
Service Head: Jackie Edwards			Performance status: Off target				⚠️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Democratic Services Unit (DSU) requests received by Environment Department, responded to within 7 days  ENV/DSU	Not applicable		New measure	Target: 100.0  Result: 80.1	Target: 100.0  Result: 84.9  Calculation: (1151 ÷ 1356) × 100	Target: 100.0	Target: 100.0
<b>Comment</b>	We have received 558 requests in Q2. Of the DSU Requests received the Divisional Breakdown of Data is P&S 148, T&H 263, WES 145 & Property 2. Response rate by Division within the required 7 days: P&S 95%, T&H 95%, WES 81.7% & Property 50%.						
<b>Remedial Action</b>	Area of concern has been identified within WES Division, Grounds and Cleansing. They receive the 3rd Highest amount of DSU per quarter with 84 DSU Requests. There has been a review commissioned for this particular area from CMT and the Directors are reporting the progress of this review. We will review the requests received to view themes etc to prepare support.						
Service Head: Jackie Edwards			Performance status: Off target				⚠️
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Environment Department FOIA requests, closed within 20 days  ENV/FoIA	Not applicable		New measure	Target: 100.0  Result: 84.8	Target: 100.0  Result: 83.0  Calculation: (73 ÷ 88) × 100	Target: 100.0	Target: 100.0
<b>Comment</b>	Out of the 34 FOIA closed in QTR 2 we had 8 late returns. 3 of these were in WES , 4 of these were in T&H, 1 was in Property Division.						
<b>Remedial Action</b>	We will continue to monitor and liaise with unit managers to improve responses on FOIA for the department. We monitor FOIA's daily.						

Service Head: Jackie Edwards


Performance status: Off target





## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources			
Sub-theme: B3 - Making a difference			
Action	15817	Target date	30/09/2022
<b>Action promised</b>	E53: Work with Regeneration Division to re-evaluate the concept of a single depot to provide modern and functional facilities for our operational staff, including vehicles and plant parking/storage		
<b>Comment</b>	Condition Surveys will be received in Q3 due to other corporate priorities.		
<b>Remedial Action</b>	The condition surveys will form the basis of any future decisions.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> Off target	



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<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources			
Sub-theme: B5 - Valuing our people; engaging, leading and supporting			
<b>Action</b>	15811	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E49: Upskill our Operational Trainers to be qualified to deliver Streetworks courses via the Scottish Qualification Authority (SQA) and also City & Guilds 640 qualification Winter Maintenance and deliver to SWTRA. Both courses currently outsourced		
<b>Comment</b>	Due to staffing issues and high demand in priority areas for training courses, we've not progressed as anticipated.		
<b>Remedial Action</b>	New Operational Trainer appointed, and start date is 31/10/22		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> Off target	☹️
<b>Action</b>	15816	<b>Target date</b>	31/03/2023 (original target 30/09/2022)
<b>Action promised</b>	E51: Improve website content and contact centre scripts to improve customer experience and implement electronic satisfaction surveys/DUAL RESPONSIBILITY(CT/KT)		
<b>Comment</b>	Customer satisfaction surveys have been implemented in relation to the planning application process. New systems have been procured within Waste and Environmental Services and Property Maintenance and we are currently exploring a new system with Highways Maintenance (with a demo arranged for the 20th October).		
<b>Remedial Action</b>	New scripts will be developed through the implementation process to ensure the correct data is being captured and website content will be reviewed and updated accordingly. The new system will interface with our Corporate CRM system (Firmstep) and incorporate feedback to the customer. Upon implementation this will allow us to develop meaningful customer satisfaction survey's.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> Off target	☹️



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources			
Sub-theme: B6 - Managing risks, performance and finance			
Action	15802	Target date	31/03/2023 (original target 31/07/2022)
Action promised	E46: Progress rollout of electronic timesheet to non office bases staff to improve financial management/DUAL RESPONSIBILITY(CT/IR)		
Comment	To date 219 out of a possible 400 devices have been issued within Cleaning services and there are a further 20 devices to be issued within Highways. New systems have recently been procured within Property Maintenance and Waste and environmental Services which includes the use of Handheld devices and we are currently exploring a new system within Highways Maintenance.		
Remedial Action	A meeting has been scheduled with the ResourceLink Team to progress with electronic timesheets through the use of resourcelink to identify the scope of the project with a view to implement in readiness for the implementation of the new system.		
Service Head: Jackie Edwards		Performance status: Off target	

ON TARGET ETC.





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<b>ACTIONS</b> - Theme: WBO10. Look after the environment now and for the future			
Sub-theme: A - Address requirements of the Environment (Wales) Act 2016			
Action	15655	Target date	14/02/2023 (original target 30/06/2022)
<b>Action promised</b>	E7: Develop a bridge survey plan based on network hierarchy and resources to Improve public access to the Countryside/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	Comprehensive bridge asset data still needed to develop robust plan. No progress since last update, surveys require CAMSWeb to manage volunteers surveyors, CAMSWeb launch due 10/10/22		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
Action	15657	Target date	31/03/2023
<b>Action promised</b>	E7: Submit a bid for funding remedial works to bridges to Improve public access to the Countryside/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	Bid submission to WG for AIG funding 2022-25 to replace/enhance 9 bridges (3 per anum). Additional minor structures also included in 3 network improvement bids to be delivered over 3 years.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
Action	15659	Target date	31/03/2023
<b>Action promised</b>	E7: Produce landowner guide which will set out Public Rights Of Way rights of access and landowner responsibilities with the intention of preventing issues occurring on the Public Rights Of Way network such as through obstruction and encroaching vegetation/DUAL RESPONSIBILITY(CF/AW)		
<b>Comment</b>	Leaflet translated and with marketing for online promotion, design and printing options also being discussed.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
Action	15711	Target date	31/03/2023
<b>Action promised</b>	E25: Over winter 22/23 CCC will plant 5.5 ha of new woodland at three CCC owed sites. This will involve the planting of at least 5500 broadleaved trees and shrubs		
<b>Comment</b>	Contractors for tree planting and fencing have been engaged for the 3 sites. 5ha will be planted with mixed native woodland on CCC land at Tregib- Ffairfach, Pendre-Kidwelly and Maesdewi-Llandybie. 0.5 ha has been withdrawn from planting due to its existing value to biodiversity. Grants are in place ( Glas Tir Woodland Creation and Local Places for Nature and ENRAW. Planting should start Jan 2023. AS many trees as grant aid will permit will be planed with mulch mats in an attempt to improve establishment rates and reduce the need for chemical weeding in years 1-3		
<b>Service Head:</b> Rhodri Griffiths	<b>Performance status:</b> On target		



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<b>ACTIONS</b> - Theme: WBO10. Look after the environment now and for the future			
Sub-theme: B - Deliver planning according to Planning (Wales) Act 2015			
<b>Action</b>	15708	<b>Target date</b>	31/03/2023 (original target 31/07/2022)
<b>Action promised</b>	E24: Undertake Appraisals for 10 designated Conservation Areas and develop guidance to support and guide future regeneration		
<b>Comment</b>	The draft Conservation Area Appraisals have been published for consultation with the period for responses closing on the 26th of August. Following this consultation, the responses are currently being considered ahead of reporting to Council. Consideration will be given to any consequential changes to the Conservation Area designation and will be taken through the regulatory processes to formalise the agreed changes.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
<b>Action</b>	15709	<b>Target date</b>	31/05/2022
<b>Action promised</b>	E24: Hold the Listed Buildings Fair at Carmarthen Museum to provide guidance and support to Owners and Custodians of Listed Buildings in the County, and support businesses across the region with trade exhibitions		
<b>Comment</b>	The Development of Listed Buildings Fair was held on the 24th June 2022.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
<b>Action</b>	15710	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E24: Reinstate the Listed Buildings Forum to support departments in making applications for Listed Building Consent and caring for the Listed Buildings in Council ownership		
<b>Comment</b>	<p>The reinstatement of the Listed Buildings Forum is in process with an initial meeting date of the 10th November 2022 has been circulated.</p> <p>Initial agenda items will include:</p> <ul style="list-style-type: none"> <li>• Changes to the Built Heritage Team and their roles in relation to CCC owned properties – did you know that (usually) we no longer have to involve Cadw in our deliberations</li> <li>• CCC Listed Buildings at Risk – Which of our buildings are most at risk and is there anything that we can be doing at an early stage to prevent deterioration and escalating costs</li> <li>• What support is available from the Tywi Centre and what further support would be of interest to PRPs.</li> </ul>		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO10. Look after the environment now and for the future</b>			
<b>Sub-theme: C - Net Zero Carbon Local Authority by 2030</b>			
Action	14812	Target date	31/03/2030
<b>Action promised</b>	Continue to extend the use of 'smart' and sub-metering technology to ensure accurate and timely capture of energy consumption data and develop appropriate carbon reduction target for the Council's non-domestic buildings as part of action plan (NZC-05 & 06)		
<b>Comment</b>	<p>Gas Metering: Day+1 Half Hourly (HH) data flowing from 209 meters including all the 197 supplies at sites to be retained (100%). Complete.</p> <p>Electricity Metering: Day+1 HH data flowing from 257 of 574 known supplies. Work in progress, with Western Power Distribution, our distribution network operator, currently installing meters. EDF, our electricity provider, need to action upgrades to complete the bulk of our remaining meters. Whilst progress has been delayed by EDF staff absence, a surge in meter upgrades is anticipated during late October – December 2022.</p> <p>Water Metering: Day+1 Quarter Hourly (QH) data flowing from 4 of 336 known supplies. Whilst Work progressing in conjunction with Welsh Water Dwr Cymru, underlying issues are delaying progress.</p> <p>Note: This HH and QH data is automatically imported daily to our SystemsLink energy management software system to provide enhanced data accuracy that enables us to better identify consumption / carbon saving opportunities.</p>		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
Action	14814	Target date	31/03/2030
<b>Action promised</b>	Continue to work with Welsh Government Energy Service to explore and deliver opportunities for large scale renewable energy projects (NZC-13)		
<b>Comment</b>	As per Action ID 15697: Several potential sites have been identified - these to be further evaluated and prioritised with support from Welsh Government Energy Service. The lack of local Grid capacity has been the major barrier for developing large scale renewable energy projects on our Estate. To-date, applications to connect to the Grid have attracted significant reinforcement costs that have rendered potential schemes not financially viable.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
Action	14816	Target date	31/03/2023 (original target 31/03/2022)
<b>Action promised</b>	Develop appropriate target for renewable energy generation as part of annual review of action plan (NZC-16)		
<b>Comment</b>	GEP Environmental engaged to support production of trajectories for carbon emission reductions and milestone targets for renewable energy generation.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
Action	15139	Target date	31/03/2023
<b>Action promised</b>	E23: Develop further Phases of Re:fit Cymru (energy efficiency) project, or similar, to achieve accelerated energy/carbon savings: Deliver Phase2 with emphasis on engaging with local businesses to identify supply chain opportunities; and identify CCC assets for inclusion (Action 2 NZC)		
<b>Comment</b>	We are working with Ameresco, our Re:Fit Cymru service provider, to develop a Phase 2 project for approval in 2022/23. Ameresco have recently submitted an initial draft High Level Feasibility Study for 35 of our buildings and this is currently being evaluated. An application has been submitted to Welsh Government for Low Carbon Heat Development Grant funding - awaiting decision. Hopefully, this will provide a gateway for capital grants in 2023/24 as the current invest-to-save model is not appropriate for the decarbonisation of heat due to the associated capital plus ongoing revenue cost implications.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
Action	15660	Target date	01/03/2023 (original target 31/03/2023)
<b>Action promised</b>	E8: Assess new build projects at concept stage to identify carbon implications with design specifications and briefs to reflect new technologies and energy efficient equipment. Align with non-domestic building KPIs set out in corporate NZC Action Plan		
<b>Comment</b>	Completion of key building projects adds to our increasing bank of learning to model effectiveness of new technologies. Ysgol Gorslas becomes our fifth completed Passivhaus School last September incorporating key learning around optimising our kitchen environmental performance. This translates directly into our design specifications towards achieving NZC site-by-site.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	
Action	15661	Target date	01/02/2023 (original target 31/03/2023)
<b>Action promised</b>	E8: Review cost implications and develop options to mitigate any cost pressures to identify carbon implications with design specifications and briefs to reflect new technologies and energy efficient equipment. Align with non-domestic building KPIs set out in corporate NZC Action Plan		
<b>Comment</b>	A cost inflation exercise is being drafted following accrualment of contractor cost data on live and completed projects (including Covid related impacts, material price rises). This will be completed on 14th October to inform CMT discussion on capital programme forecasting.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	
Action	15697	Target date	31/12/2022 (original target 30/09/2022)
<b>Action promised</b>	E23: Identify and prioritise 5 land holdings for potential renewable energy development		
<b>Comment</b>	Several potential sites have been identified - these to be further evaluated and prioritised with support from Welsh Government Energy Service. The lack of local Grid capacity has been the major barrier for developing large scale renewable energy projects on our Estate. To-date, applications to connect to the Grid have attracted significant reinforcement costs that have rendered potential schemes not financially viable.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	

<b>Action</b>	15698	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E23: Engage with local schools to support local de-carbonisation		
<b>Comment</b>	We are participating in `Energy Sparks` an online, school-specific energy analysis tool and energy education programme. This will help our schools become more energy efficient and address climate change.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
<b>Action</b>	15699	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E23: Refresh the NZC plan following publication of Welsh Government NZ Wales		
<b>Comment</b>	Our current NZC Plan was approved in February 2020 as a living document. Revised NZC to be published by 31/03/2023. Draft annual NZC Plan Progress Report endorsed by Place, Sustainability and Climate Change Scrutiny Committee on 04/10/2022.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
<b>Action</b>	15705	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E23: Formally establish Officer Decarbonisation Steering Group to enable decarbonisation to be embedded across all Services		
<b>Comment</b>	Officer Decarbonisation Steering Group established in December 2021. Inaugural meeting of cross-party Climate Change and Nature Emergency Advisory Panel held on 21/09/2022.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	
<b>Action</b>	15706	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E23: Deliver carbon literacy training for members and working with partners develop carbon literacy programme for staff.		
<b>Comment</b>	All five full-day Carbon Literacy for Elected Members training sessions have been delivered - last session held on 06/10/2022. Hywel Dda UHB are leading on developing a carbon literacy training programme for staff.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	



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Theme: WBO10. Look after the environment now and for the future							
Sub-theme: D - Flood & Water Management Act & Shoreline Management Plan.							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Average number of working days taken to clear fly-tipping incidents  PAM/035	Not applicable		Q2: 2.6  End Of Year: 2.4	Target: 4.0  Result: 2.7	Target: 4.0  Result: 2.7  Calculation: 2345÷870	Target: 4.0	Target: 4.0
Service Head: Ainsley Williams				Performance status: On target			
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of Sustainable Drainage Approval body (SAB) applications determined within the statutory 7 or 12 week deadline or to the agreed extension with the applicant  WMT/006	Not applicable		New measure	Target: 100.0  Result: 100.0	Target: 100.0  Result: 100.0  Calculation: (62÷62) × 100	Target: 100.0	Target: 100.0
Comment	62 application have been determined thus far in 2022/23 and all 63 have been determined within the necessary deadlines.						
Service Head: Ainsley Williams				Performance status: On target			



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<b>ACTIONS</b> - Theme: WBO10. Look after the environment now and for the future			
Sub-theme: D - Flood & Water Management Act & Shoreline Management Plan.			
<b>Action</b>	15074	<b>Target date</b>	31/03/2023 (original target 31/03/2022)
<b>Action promised</b>	We shall protect and manage our coastal facilities, including the Millennium Coastal Park, working within regional shoreline management plan, overseen by Environment Department.		
<b>Comment</b>	The topo survey has been done for BPH and the PEA is ongoing due to the need to cover all seasons this will be ongoing until at least the spring. Linked to PFA report for area. Ongoing inspections and asbestos pick up for BP East beach.		
<b>Service Head:</b> Ian Jones		<b>Performance status:</b> On target	
<b>Action</b>	15684	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E17: To work with partner agencies in the Dyfed Powys Local Resilience Forum (LRF) to assess the risk of emergencies, by delivery of a revised LRF Risk Register and train up to 50 Local Authority staff to deal with the consequences of emergencies		
<b>Comment</b>	The LRF Risk Register can be revised once the new National Security Risk Assessment (NSRA) is issued by the Cabinet Office. The revised NSRA has not been issued yet and is now due in the next month. This will then be reviewed by the LRF Risk Group. Since April 2022 31 colleagues have attended training to deal with the consequences of emergencies.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15685	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E17: Implement the 29 actions within the Emergency Planning Work Plan to ensure Council contingency activity to discharge duties under the Civil Contingencies Act (2004), ensuring our corporate preparedness to deal with emergencies		
<b>Comment</b>	27 of the original actions have been completed and the number of actions has increased. There are now 42 actions in the Emergency Planning Work Plan. Examples of completed actions are: - Review the Emergency Planning response arrangements. - Develop an Emergency Planning Learning and Development prospectus - Write an Emergency Planning Annual Report for 2021/22 and annual newsletter. - Develop and have agreed by the Civil Contingencies Working Group a debrief protocol		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15687	<b>Target date</b>	30/10/2024
<b>Action promised</b>	E19: Development, Authorisation and Implementation of new Flood Risk Management Plan		
<b>Comment</b>	29 full SAB apps have been determined in Q1 and all 29 (100%) were done on time.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15688	<b>Target date</b>	30/10/2024
<b>Action promised</b>	E19: Number of Actions completed within the year according to the new Flood Risk Management Plan		
<b>Comment</b>	The FRMP2 is still being developed and these actions wont be live until Oct 23.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15700	<b>Target date</b>	30/10/2024
<b>Action promised</b>	E19: To undertake the role of Lead Local Flood Authority in investigating widescale incidents of flooding in accordance with the S.19 Flood and Water Management Act		
<b>Comment</b>	S19 report into flooding at Kidwelly has been finalised and signed off. Currently in translation and will be published in October.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15701	<b>Target date</b>	30/10/2024
<b>Action promised</b>	E19: To undertake formal T98 inspections of all CCC Flood and Coastal Erosion Risk Management (FCERM) assets annually		
<b>Comment</b>	All but one inspection complete. 447 assets are on the programme to be inspected, 446 completed to date		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	



## Scrutiny measures & actions full monitoring report

### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO10. Look after the environment now and for the future							
Sub-theme: E - Towards Zero Waste strategy							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Kilograms of local authority municipal waste that is not reused, recycled or composted during the year per person  PAM/043	Not applicable		Q2: 77.9  End Of Year: 153.9	Target: 43.8  Result: 36.1	Target: 85.3  Result: 73.3  Calculation: 13923440 ÷ 190073	Target: 127.0	Target: 167.9
Service Head: Ainsley Williams			Performance status: On target				
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Percentage of waste sent to landfill  WMT/004	Not applicable		Q2: 22.86  End Of Year: 11.98	Target: 11.50  Result: 11.41	Target: 11.50  Result: 8.11  Calculation: (3308.28 ÷ 40813.95) × 100	Target: 11.50	Target: 11.50
Service Head: Ainsley Williams			Performance status: On target				
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The percentage of municipal waste Collected as source segregated biowastes and composted or treated biologically in another way  WMT/010iii	Not applicable		Q2: 21.41  End Of Year: 18.68	Target: 19.50  Result: 21.79	Target: 19.50  Result: 21.68  Calculation: (8848.91 ÷ 40813.95) × 100	Target: 19.50	Target: 19.50
Service Head: Ainsley Williams			Performance status: On target				



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO10. Look after the environment now and for the future</b>			
<b>Sub-theme: E - Towards Zero Waste strategy</b>			
Action	15649	Target date	31/08/2022
<b>Action promised</b>	E9: Install 3 x ULEV points for public use at the regional Eco- Park		
<b>Comment</b>	The opening of Canolfan Eto took place in June as part of this facility 3 Public Electric Vehicle charging points have been installed and commissioned.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15652	Target date	31/03/2024
<b>Action promised</b>	E9: Install additional renewable energy production capacity at the regional Eco- Park		
<b>Comment</b>	At present the scoping of the increasing renewable energy production capacity has been undertaken. With engagement between CCC, CWM and specialist consultants to advise upon future options. WG are engaged on future demand and discussions with Western Power being made to scope grid capacity at the site. In addition to the update in Q1 a corporate group is being convened to explore the opportunities at NYC and provide governance arrangements to ensure timely delivery of potential projects.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15653	Target date	30/09/2023
<b>Action promised</b>	E9: Redevelop new waste sorting infrastructure at the regional Eco- Park		
<b>Comment</b>	Initial scoping of facility requirements has been completed. With work ongoing between the Waste Service and CWM Environmental on the facility design. Initial draft options have been drafted for consideration by CCC representatives and CWM board. We are engaging WG on potential regional benefit and support funding with Neighbouring Authorities contacted and scoping work has commenced.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15662	Target date	31/03/2024 (original target 31/03/2023)
<b>Action promised</b>	E9: The development of a strategic regional Eco- Park on a phased basis with focus on renewable energy production, waste management, and resource efficiency, ULEV charging facilities, coupled with industrial space for the manufacturing, processing and service industry base		
<b>Comment</b>	Initial facility scoping has been undertaken, funding has been secured with WG to support the development of centralised council operations. Engagement with Welsh Government and commercial partners has been undertaken to scope renewable infrastructure and electric vehicle charging capacity a working group has been set up to explore opportunities. CWM Environmental are currently developing a scoping study for Waste Electrical treatment and recycling capacity at the site. A master plan for the has been produced and engagement with commercial sector has commenced and a scoping of biodiversity activities will also be commenced in q4.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15686	Target date	31/03/2023
<b>Action promised</b>	E18: Deliver the Waste Services Action Plan in response to the recommendations of the Audit Wales Office report		
<b>Comment</b>	The division has created a set action plan set to address the recommendations of the Audit Wales report, with monthly monitoring of the progress against these actions. The majority of actions are now complete, but monitoring of performance and delivery of the Waste Strategy form central parts of this action plan. In addition, the need to review our strategic response to fly-tipping is required and the service are engaged with communities to ensure a co-ordinated response on this matter and a Fly-tipping task and finish group is due to be convened in December with the finalised Terms of Reference to be agreed at Scrutiny in November. Internal Audit have also commenced a review into the WAO action plan progress.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15689	Target date	30/09/2022
<b>Action promised</b>	E20: Deliver coordinated response to Local Environmental Quality Management		
<b>Comment</b>	Continuing to work on actions within the dashboard as a result of the LEQ management plan relating to fly tipping, dog fouling and littering that fall under the waste, enforcement and cleansing remit in a collaborative approach. Bi monthly waste audits are being conducted by LEQ officers in 3 principal town and 10 town locations. Any LEQ issues are reported back to the relevant team for actioning i.e. cleansing duties, enforcement investigation or community behavioural change engagement. The data is being used to establish cleansing service requirement and assist with the current cleansing review with regards to service needs in particular areas. Surveillance operations in key fly tipping hotspots have been undertaken resulting in several enforcement notices and actions for further investigations. Targeted enforcement days have also been scheduled to engage with local communities and businesses. Promotion of behavioural change campaigns with regard to litter picking hubs and 2minute litter pick stations establishing across the county. Support of exiting litter picking groups and champions are ongoing.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15690	Target date	31/03/2023
<b>Action promised</b>	E20: Monitor fly tipping service requests per annum and seek a reduction following behavioural change campaigns		
<b>Comment</b>	Fly tipping incidences are continually monitored and interaction through various means is prioritised based upon this data. 1075 incidences recorded in qtr1 of those 650 were reported on the fly mapper system used by officers and operational workforce. 466 incidences have been reported on fly mapper in qtr. 2 a reduction on Q1. However, verification of the total number and type is underway. Collaborative work with cleansing and enforcement as well as other key stakeholders are undertaken pending location and nature of fly tipping. Monitoring work and analysis has been achieved in the Tyisha ward for example where informative data on type, amount and location of fly tip was recorded. Household and landlord engagement has been underway through working in partnership with the Tyisha project officers, enforcement and public protection staff. Community engagement through door knocking and direct contact with 456 households from 1243 originally surveyed has taken place where additional information provision has taken place to assist residents in disposing of bulky or surplus domestic waste and contribution to the full kerbside recycling service. Further work on private and social landlord interaction is underway.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	



<b>Action</b>	15691	<b>Target date</b>	31/03/2024
<b>Action promised</b>	E21: 50% of our waste collection vehicles to be ULEV compliant, where technology and capacity allows. Target is 33 vehicles		
<b>Comment</b>	There is no change to Q1 but constant engagement with Electra is received on the build of the three 26t Electric RCV's. Market engagement is ongoing in readiness of the procurement process for the new vehicles required to role out the 2024 kerbside sort. Therefore, we are currently receiving electric demo vehicles to assist us in route planning, as the topography of Carmarthenshire in areas doesn't lend itself to electric vehicles, therefore planning is key to maximise the number of electric vehicles that can be part of the fleet, and meet this target		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15692	<b>Target date</b>	30/09/2022 (original target 31/03/2023)
<b>Action promised</b>	E22: Implement a nappy collection service attracting 8,000 customers to decrease our black bag waste and increase recycling		
<b>Comment</b>	The service has continued to accrue subscribers week on week and at the end of quarter two has just over 7600 hygiene and nappy waste customers. Expected increases in both quarter three and four is likely as the upcoming waste changes will promote the use of the service to increase this recycling avenue and reduce residual black bag content.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15693	<b>Target date</b>	31/03/2024
<b>Action promised</b>	E22: Phased implementation of rollout of weekly recycling, 3 weekly residual waste and 3 weekly glass collections by March 2024		
<b>Comment</b>	The routing review with crews and supervisors are underway. The procured fleet have partly been delivered with delivery dates set for the remaining. The glass boxes are partly delivered with a scheduled delivery period for the remaining. The O license for the interim depot has been achieved, with planning committee set for the new depot on the 13th of October 22. Contractor assigned and engaged with commencement date given. The recruitment process is ongoing for the additional 47 members of staff and to be finalised in Q3. The policies associated with the service change is currently under review and will be submitted to Cabinet in Q3. RA undertaken for the service change and have been signed off and agreed by H&S.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15694	<b>Target date</b>	31/03/2024
<b>Action promised</b>	E22: The adoption of the kerb side sort (source segregated recycling system) to decrease contamination in the recycling stream		
<b>Comment</b>	Meetings have commenced with WRAP Cymru to commence route planning and design, with demonstration vehicles received of kerbside sort vehicles. Meetings are ongoing with WG for the financial draw down and allocated funding to fund the service change. Internal financial planning are ongoing for the service change with projected costs calculated for expanding or moving depots. However, with the development of the interim depot and the planned introduction of an extra kerbside commodity [glass], we are at the final stage of the first stage of the WG blueprint kerbside model.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15695	<b>Target date</b>	31/12/2022
<b>Action promised</b>	E22: Review the kerbside garden waste collection service to ensure continued efficiency		
<b>Comment</b>	The Garden Waste service currently has 12,210. The service has created a service information dashboard to monitor performance in deliveries, tonnage captured, missed collections and route and location mass averages. This information is continually analysed to ensure service efficiency. The end of season review will commence following completion of November Collections. Target date for report completion 1st January 2023.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15702	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E20: To integrate and work with all partners with an interest in Litter Environmental Quality to develop a holistic approach to working with community in getting a cleaner Carmarthenshire		
<b>Comment</b>	Continued collaborative approach to tackling litter within the county is taking place. Officers are actively working with volunteers, businesses, town and community councils, KWT and other stakeholders to enhance LEQ in the area. Officers assist volunteers with setting up, conducting and clearing litter picked waste. Working in partnership with keep wales tidy to signpost those that wish to establish a litter picking hub in the community. 2 minute litter picking boards have been set up in areas where custodians such as local businesses or community groups take ownership and promote clean ups in their area. These initiatives are expanding throughout the County. There are 14 clean up boards across the county three of these established within qtr.2 of this year with local businesses as custodians.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15703	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E20: Develop a Local Environmental Quality Strategy and Action Group to develop solutions to prevent and address environmental blight and fly-tipping		
<b>Comment</b>	The group has been convened and has met to discuss key challenges which face waste, cleansing and enforcement teams in tackling environmental blight and fly tipping in the communities. Solutions for issues such as littering, fly tipping and dog fouling are seen to be varying in terms of resource requirements and methods of tackling environmental blight, each issue is taken based on the challenge and area it relates to. Specific action plans on issues are being developed and a report will be written in q4		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15704	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E22: Deliver Circular Economy Infrastructure Projects Nantycaws – 'Canolfan eto' and commercial waste recycling centre Llanelli Town Centre – 'Eto' reuse shop		
<b>Comment</b>	The Slop eto in Llanelli town centre opened in 2021, with Canolfan eto opening in June 2022. The Commercial Waste Recycling facility is opening October 2022.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: A - Highway Infrastructure</b>			
<b>Action</b>	15712	<b>Target date</b>	30/04/2022
<b>Action promised</b>	E26: Complete M4 J48 improvement scheme		
<b>Comment</b>	M4 J48 scheme completed and fully open to traffic in December 2021		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15714	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E26: Complete construction of Electric Bus facility with charging infrastructure		
<b>Comment</b>	Work to depot substantially complete. Charger procured through Buses tender due for installation by others arranged for coming weeks. WPD connection works nearing completion. Operational contract procured by TFW not ready to operate service from depot until February 2023.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15724	<b>Target date</b>	31/03/2023 (original target 01/06/2022)
<b>Action promised</b>	E29: Continued development of Highways Asset Management Programme Maintenance Manual/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Development of the new highway Maintenance Manual is progressing, with the aim of completing this by the end of this financial year.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15725	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Introduction of new Highway Inspection and Repair Regime/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Development of a new Highway Inspection and Repair Regime has been progressed with implementation planned for end of this financial year. Training for Highway Inspectors will be delivered prior to implementing the new regime.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15726	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Delivery of Road Refurbishment grant (Subject to Welsh Government funding)/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Phase 1 of the surfacing programme will be completed by 31st October. Phase 2 of the programme is currently being issued to the surfacing contractor for our Eastern Division with the remaining schemes for Western Division to be to be issued by 30th October		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15727	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Submission of funding bids for highway maintenance works/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	We will continue to respond to Welsh Government enquiries in respect of road refurbishment works as and when we receive them and will submit further bids for funding in a timely manner. There are none currently available. Further information is expected from the Wales Govt by the end of November.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15728	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Deliver a capital & revenue highway resurfacing and surface dressing programme/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Delivery of the capital surface dressing programme was been completed by end of June. Grant funded / capital resurfacing programmes are progressing ( Ref. Action 15726 )		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15729	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Review highway sweeping and bring forward Policies for inclusion within the Maintenance Manual/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Prioritised schedules of sweeping areas which identify as flooding hot spots, drainage sensitive sites and heavy leaf fall areas along the highway network are currently being operated by the highways teams. This risk based approach will be included within the Highway Maintenance Manual currently being developed.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15730	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Ensure highway verges are maintained to appropriate standards and do not obstruct or endanger road users/DUAL RESPONSIBILITY (DK/RW)		
<b>Comment</b>	Mowing of highway `Late Cut` verge areas is due to be completed in October in the North East sector. All other sectors have completed their annual cutting programme.		

<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15731	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Ensure a scheduled highway inspection regime and safety defect repair system is in place and functioning effectively/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	The service continues to maintain a scheduled highway inspection regime across all sectors and all classes of road. The teams continue to ensure safety defects are repaired as effectively as possible with the resources available.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15732	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Review highway drainage and gully management and bring forward Policies for inclusion within the Maintenance Manual/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	Additional tablets for the minor maintenance gangs have been acquired and will be issued to the depots in early October. This will enable drainage repairs to be recorded on the new gully management system. A meeting was held with the highways asset management and operational teams in September to develop a process map for scheduling the cleaning and works packages for the gully emptying team. A better understanding of the processes involved has now been achieved and these will be reviewed further and improved over the coming weeks / months. Drainage and gully management policies will be fine tuned and included within the highway Maintenance Manual.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15733	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E29: Operate an effective out-of-hours service which is responsive to emergencies and adverse weather events to safeguard road users/DUAL RESPONSIBILITY(DK/RW)		
<b>Comment</b>	The Highway Services team continue to operate an effective out-of-hours service to deal with emergency incidents and adverse weather events to safeguard road users. Formal standby rotas for the winter season which is due to commence on 17th October have been finalised including draft gritter driver rotas. Driver rotas will be finalised by the start of October. All preparations for the winter season will be completed by Monday 17th October.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15734	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E30: Installation of 3 additional weather stations for increased domain forecasting accuracy to optimise effectiveness of Winter Highways Operations		
<b>Comment</b>	Tender returns due 11th October for new weather stations.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15735	<b>Target date</b>	30/06/2022
<b>Action promised</b>	E30: Review of domain boundaries in partnership with forecast provider to optimise effectiveness of Winter Highways Operations		
<b>Comment</b>	Domain boundaries has been reviewed with further weather stations required to enable the authority to move towards a more focused approach to precautionary treatments with additional domains.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15736	<b>Target date</b>	30/09/2023 (original target 31/07/2022)
<b>Action promised</b>	E30: Review of treatment routes to optimise effectiveness of Winter Highways Operations		
<b>Comment</b>	target date revised to autumn 2023 ahead of winter 23/24 season		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15737	<b>Target date</b>	31/10/2023 (original target 31/08/2022)
<b>Action promised</b>	E30: Consultation on revised Winter Service Plan (Highways)		
<b>Comment</b>	Target date winter season 2023/24. Additional weather stations being installed 2022/23.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15738	<b>Target date</b>	31/10/2022
<b>Action promised</b>	E30: Implementation of Winter Service Plan (Highways)		
<b>Comment</b>	Preparations for winter season complete, forecasts being received and reviewed by Duty Officers, driver and DO rota in place.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15739	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E31: Bridge inspection regime undertaken with general and Principal Inspections undertaken as scheduled, to reduce the risk of structures failing to ensure they are resilient to storm damage and minimise network disruption.		
<b>Comment</b>	General inspection programme on-going in accordance with schedules. Principal inspections programmed for Q3 and Q4.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15740	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E31: Stage 1 and 2 Scour Assessments of structures subject to river erosion to reduce the risk of structures failing to ensure they are resilient to storm damage and minimise network disruption.		
<b>Comment</b>	Batch 2 (2022) of Stage 1 scour assessments underway. Stage 2 programme being developed based on Stage 1 outcomes.		

<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15741	<b>Target date</b>	31/03/2025
<b>Action promised</b>	E31: Specific post-event inspections after significant storms to reduce the risk of structures failing to ensure they are resilient to storm damage and minimise network disruption.		
<b>Comment</b>	Appropriate inspections are carried out during and post significant storms events.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15742	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E32: Deliver a prioritised programme of geotechnical assessments along key routes of network at higher risk. Identified risks to be prioritised. Summary and key risks to be highlighted in the Annual report to reduce the risk of Geotechnical and highway support failures on strategic routes to prevent road network disruption.		
<b>Comment</b>	A continued programme of geotechnical survey is in being prepared focussing on key strategic routes and areas of risk. Surveys will be in accordance with the Geo Amp and will be undertaken during the survey period Winter 2022.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15743	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E32: Highway Safety Inspections maintained in accordance with set frequencies to reduce the risk of Geotechnical and highway support failures on strategic routes to prevent road network disruption		
<b>Comment</b>	Highway safety inspections are maintained at scheduled frequencies. Completion on time is currently measured at 99.09% for the period 1st April to 30th September 2022.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15744	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E32: Submission of funding bids for addressing identified risk areas to reduce the risk of Geotechnical and highway support failures on strategic routes to prevent road network disruption		
<b>Comment</b>	WG Resilient road funding £200k awarded for 22/23 to review and address Geotechnical risks. Further bids to be submitted as part of the highways annual reports and expressions of interest for Capital funding or further WG resilient roads funding. Information on available funding and grants will be issued by the Wales Government in November.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15745	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E32: Adopt a Geotechnical Asset Management plan and key plans for reducing Geotechnical risk to reduce the risk of Geotechnical and highway support failures on strategic routes to prevent road network disruption		
<b>Comment</b>	A DRAFT GeoAmp has been prepared and is under review. The final plan will be put forward as part of the Highways Maintenance Manual in the FWP.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15746	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E33: Deliver the programme of survey and assessment of highway drainage systems along key high-risk routes prone to flooding (Subject to funding) in order to Protect the highway from flooding due to uncharted and non-functional drainage systems to safeguard travelling public		
<b>Comment</b>	Survey and assessments being undertaken along key A roads as budget permits. Information also beng gathered through roll-out of Kaarbontech gully asset management system.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>Theme:</b> WBO11. Improve the highway and transport infrastructure and connectivity							
<b>Sub-theme:</b> B - Integrated Public Transport Network							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Number of transport and highways operator customer complaints  THS/015	Not applicable		New measure	Target: <b>7</b>  Result: <b>1</b>	Target: <b>7</b>  Result: <b>5</b>	Target: <b>7</b>	Target: <b>7</b>
<b>Service Head:</b> Stephen G Pilliner			<b>Performance status:</b> On target				
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
Number of passenger journeys on supported services  THS/016	Not applicable		New measure	Target: <b>168083</b>  Result: <b>Not available</b>	Target: <b>336166</b>  Result: <b>Not available</b>	Target: <b>504249</b>	Target: <b>672332</b>
<b>Comment</b>	Inconsistent data set not reliable and alternative measures have been identified for 23-24.						
<b>Remedial Action</b>	Please see comment.						
<b>Service Head:</b> Stephen G Pilliner			<b>Performance status:</b> Result not available				



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<b>Theme:</b> WBO11. Improve the highway and transport infrastructure and connectivity							
<b>Sub-theme:</b> F - Modernising our vehicle Fleet							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of services / inspections completed for light commercial vehicles (LCV) on time  THS/013	Not applicable		New measure	Target: <b>100.0</b>  Result: <b>Not available</b>	Target: <b>100.0</b>  Result: <b>Not available</b>	Target: <b>100.0</b>	Target: <b>100.0</b>
<b>Comment</b>	Data collection has begun for Q2 and the data shows that with LCV and HGV combined 51% (456 of 886) of the vehicles were serviced within the required timescale. From the 430 not serviced on time, 244 vehicles were not delivered by departments to the workshops for their scheduled appointments. We will further develop the data to enable us to report fully for Q3 on LCV and HGV separately and to capture reasons for not completing on time.						
<b>Remedial Action</b>	Please see comment.						
<b>Service Head:</b> Stephen G Pilliner			<b>Performance status:</b> Result not available				
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
% of services/inspections completed for delivered HGV Vehicles on time  THS/014	Not applicable		New measure	Target: <b>100.0</b>  Result: <b>Not available</b>	Target: <b>100.0</b>  Result: <b>Not available</b>	Target: <b>100.0</b>	Target: <b>100.0</b>
<b>Comment</b>	Data collection has commenced for Q2 and the data shows that with LCV and HGV combined 51% (456 of 886) of the vehicles were serviced within the required timescale. From the 430 not serviced on time, 244 vehicles were not delivered by departments to the workshops for their scheduled appointments. We will further develop the data to enable us to report fully for Q3 on LCV and HGV separately and to capture reasons for not completing on time.						
<b>Remedial Action</b>	Please see comment						
<b>Service Head:</b> Stephen G Pilliner			<b>Performance status:</b> Result not available				



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<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources			
Sub-theme: B7 - Good transparency and accountability			
Action	15827	Target date	31/03/2023
Action promised	E59: Develop monitoring dashboard for delivery of responsive repairs within priority targets: Stock conditions; Servicing compliance; Inspections; Fire Risk Assessments; Legionella		
Comment	We are implementing a new service from Freshservice to produce our form and this will generate automatic emails for planned works (property design & minor works). This element is complete including the Welsh translations and icons. IT are currently in the process of setting up workflows for automatic emails to be sent to Heads of Service for approval before any works commence. We will be arranging for a link to be put on the intranet for utilisation of the form. Service manager has met in September with Housing team to discuss the roll out together with comms to allow us to go live.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: A - Highway Infrastructure</b>			
Action	15747	Target date	31/03/2023
<b>Action promised</b>	E33: Undertake geo-referenced Video surveys during adverse weather events to identify and record risk areas in order to Protect the highway from flooding due to uncharted and non-functional drainage systems to safeguard travelling public		
<b>Comment</b>	Arrangements in place for Vaisala system to be deployed during adverse weather events to capture flood areas for further analysis of highway drainage systems. System has been successfully deployed during recent events.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15748	Target date	31/03/2023
<b>Action promised</b>	E33: Deliver programme of drainage remedial and improvement works at identified risk areas using best available data (Subject to funding) in order to Protect the highway from flooding due to uncharted and non-functional drainage systems to safeguard travelling public		
<b>Comment</b>	Programme in place to deliver improvements within allocated budget. There is insufficient budget to meet the level of demand. Asset Information Officer also appointed to take lead on investigating structural drainage issues at identified risk areas and delivering remedial works.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15749	Target date	31/03/2023
<b>Action promised</b>	E33: Manage a prioritised Capital programme for drainage remedial works and submission of additional funding bids as required in order to Protect the highway from flooding due to uncharted and non-functional drainage systems to safeguard travelling public		
<b>Comment</b>	Drainage surveys underway and remedial works identified to invest available budget which includes Resilient Roads Funding secured from Welsh Government. However there is a wider issue of an aging and largely Victorian drainage system which has structural issues and will not withstand the impacts of climate change without significant investment. There is insufficient budget to meet demand as set out in the Highways Asset Management Plan Annual Update, hence a prioritised approach has to be adopted.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15750	Target date	31/03/2023
<b>Action promised</b>	E34: Inspection and management regime of 50 sub-standard structures in accordance with technical requirements to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	Scheduled monthly and 4-monthly monitoring inspections are on-going in accordance with the programme.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15751	Target date	31/03/2023
<b>Action promised</b>	E34: Prioritise sub-standard structures as part of 3- year Capital maintenance programme to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	A risk based approach is used to prioritise investment in the sub-standard structures rehabilitation programme subject to available Capital funding. The programme on-going and 2 weight restricted bridges are being strengthened/replaced this year.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15752	Target date	31/03/2023
<b>Action promised</b>	E34: Review of structural assessments to update structural capacity ratings (Subject to funding) to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	Additional funding needs to be identified to commission this technical review . Capital funding for sub-standard structures is currently focussed on works addressing high and medium risk structures however a sum could be allocated to commence this review. A brief has been developed to establish the costs. Budget to be reviewed.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15753	Target date	31/03/2023
<b>Action promised</b>	E35: Deliver a prioritised 3-year capital maintenance programme of highway bridge strengthening and replacement schemes. Prioritising delivery of schemes with the resources available to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	A programme of schemes is underway to address sub-standard structures. Railway Inn Bridge Llanpumsaint 18t restriction due to complete Nov 22, Danrheol Bridge Meidrim 3t restriction underway, due to complete mid October 22.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15754	Target date	31/03/2023
<b>Action promised</b>	E35: Undertake scheduled bridge and structure inspections to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	Scheduled monthly and 4-monthly monitoring inspections are on-going in accordance with the programme.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15755	Target date	31/03/2023
<b>Action promised</b>	E35: Deliver a programme of revenue funded scheduled maintenance of structures on a biennial cycle to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	A programme of planned cyclic bridge maintenance is now in place using dedicated structures gangs. Work is issued and recorded using mobile devices. Structures Revenue funding is used to fund this planned maintenance and other minor maintenance identified during planned inspections or to address reactive issues arising throughout the year. Sub-standard structures are monitored separately to this maintenance work.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15756	Target date	31/03/2023



<b>Action promised</b>	E35: Undertake principal structural condition inspections on a prioritised schedule of targeted structures at six yearly intervals to ensure highway bridges and structures assessed as sub-standard to safeguard the travelling public		
<b>Comment</b>	Principal inspections are being undertaken on a small number of structures each year at 6 yearly intervals. The programme is due to be reviewed and may be amended as part of the Highway Maintenance manual as the risk based approach is refined and also subject to the outcomes of the structural assessment review and Stage 2 Scour assessment recommendations.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15757	<b>Target date</b>	31/03/2024
<b>Action promised</b>	E36: Monitor potential legislative changes in relation to the enforcement of pavement parking which is expected to provide powers to local authorities (subject to legislation currently expected July 2022) to allow the implementation of civil enforcement of footways obstruction to ensure routes are accessible		
<b>Comment</b>	Welsh Government have not proposed legislation to date but this will continue to be monitored.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15758	<b>Target date</b>	31/03/2024
<b>Action promised</b>	E36: Develop Implementation and Enforcement Plan subject to legislation to allow the implementation of civil enforcement of footways obstruction to ensure routes are accessible		
<b>Comment</b>	Legislation has not been forthcoming from Welsh Government. This will continue to be monitored.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15759	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E37: Review and contribute to Transport for Wales research into the review of bus networks to develop the Southwest Wales Metro to support carbon reduction and the local economy		
<b>Comment</b>	Officers continuing to engage with TFW and regional partners where appropriate.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15787	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E44: Provide input into the WelTAG appraisal supporting the development and delivery of a new railway station at St Clears		
<b>Comment</b>	WelTAG 2 on active travel interchange and public transport infrastructure studies is nearing completion. Discussions are ongoing with respect to physically aligning the station with any potential supporting infrastructure. This along with outcome of discussions relating to funding and ongoing asset responsibility will inform next steps and decisions relating to public consultation and funding bids submitted for 23/24.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15788	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E44: Agree local infrastructure improvements with WG/TFW to support the development and delivery of a new railway station at St Clears		
<b>Comment</b>	WelTAG 2 on active travel interchange and public transport infrastructure studies is nearing completion. Discussions are ongoing with respect to physically aligning the station with any potential supporting infrastructure. This along with outcome of discussions relating to funding and ongoing asset responsibility will inform next steps and decisions relating to public consultation and funding bids submitted for 23/24.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15789	<b>Target date</b>	30/11/2025
<b>Action promised</b>	E44: Delivery of a new railway station at St Clears		
<b>Comment</b>	Carmarthenshire County Council alongside St Clears Town Council have undertaken a significant period of technical appraisal, business case analysis and lobbying which has resulted in the allocation of funds to deliver a new railway station at St Clears. Whilst CCC are not the delivery body for this scheme (this being led by Transport for Wales and Network Rail) we continue to be involved as a key stakeholder and are currently working on proposals to introduce (subject to WG funding) supporting measures such as parking, bus interchange and active travel integration. St Clears Railway Station is currently programmed for completion March 2024. Discussions are ongoing between Transport for Wales (TFW), Welsh Government and UK Dept. for transport with respect to funding any uplift in costs. CCC Awaiting outcome of TFW options appraisal in order to understand the likely preferred platform arrangement which will inform and influence the development of any supporting interchange infrastructure		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: B - Integrated Public Transport Network</b>			
<b>Action</b>	15760	<b>Target date</b>	31/03/2025
<b>Action promised</b>	E37: Input to regional commission on bus services review to develop the Southwest Wales Metro to support carbon reduction and the local economy		
<b>Comment</b>	We continue to be engage with all organisations involved in the development of the Metro project		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15761	<b>Target date</b>	30/06/2022
<b>Action promised</b>	E37: Continue to work with Welsh Government and Transport for Wales on implementation of the Bus Emergency Scheme to develop the Southwest Wales Metro to support carbon reduction and the local economy		
<b>Comment</b>	Ongoing liaison with regional and national partners to support SWW Metro, Bus Emergency Scheme has been extended and the next version of BES has not yet been published.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15762	<b>Target date</b>	31/05/2022
<b>Action promised</b>	E37: Work with regional colleagues to formalise governance arrangements through Corporate Joint Committees to develop the Southwest Wales Metro to support carbon reduction and the local economy		
<b>Comment</b>	Presentation to CJC taking place on 27th July with a further report to be discussed in September by CJC		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15763	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E37: Contribute to and assess feasibility studies to determine priorities for investment to develop the Southwest Wales Metro to support carbon reduction and the local economy		
<b>Comment</b>	Feasibility studies are being commissioned on Transport Modelling, Transport Hub Business Case, Bus Business Case, Active Travel Infrastructure Development, Ultra Low Emission Vehicle Strategy. These draft studies have now been issued. Regional Transport Group is now reviewing outputs and recommendations, which in turn will inform the next steps in the process. Carmarthenshire are endorsing an approach whereby tangible concepts plans and future outputs are identified		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15764	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E38: Continuously review market engage with suppliers and Wales Govt through ATCO (Association of Transport Co-ordinating Officers) Cymru to monitor supply market for passenger transport to adapt services where required to changing supply conditions		
<b>Comment</b>	We continue to engage on a local, regional and national basis however it is becoming increasingly difficult to meet all demands with some increasingly complex requirements.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15765	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E38: Input to budget setting process to build resilience into school and public transport budgets to monitor supply market for passenger transport to adapt services where required to changing supply conditions		
<b>Comment</b>	Transport costs continue to be a significant challenge as various issues such as staff shortages & fuel costs have an impact on prices but also on the availability of contractors. We have introduced a fuel supplement on school/college bus contracts.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15766	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E38: Adapt or reduce services where possible and continue to develop alternative services to mitigate impact of supply chain shortages to monitor supply market for passenger transport to adapt services where required to changing supply conditions		
<b>Comment</b>	We continue to monitor and review our transport networks to try to manage the supply shortage, which at present is a particular issue with taxis in a sector where complexity in demand appears to be increasing.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: C - School Transport network</b>			
<b>Action</b>	15767	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E39: Engage early in any review of Modernising Education Programme programme to support the delivery of the Modernising Education Programme – redesigning networks to facilitate the movement of pupils as set out in our home to school transport policy.		
<b>Comment</b>	We continue to provide transport to support the MEP programme where requested by the Education Department, there have been no new transport demands to date this year.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15768	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E39: Review pupil distribution and advise on transport and budget implications for any changes considered, redesigning networks to facilitate the movement of pupils as set out in our home to school transport policy.		
<b>Comment</b>	Networks and learner data are continuously reviewed and in particular for the new academic year which brings challenges due to changes in learner numbers and movements at very short notice and requires very detailed ongoing review of all routes.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15769	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E39: Review Additional Learning Needs network and introduce Personal Travel Budgets, redesigning networks to facilitate the movement of pupils as set out in our home to school transport policy.		
<b>Comment</b>	We are awaiting a review the provision of specialist transport with the Education Department. A draft agreement for personal travel budgets is currently being reviewed by the Authority` s legal team.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: D - Support Community and rural Transport</b>			
<b>Action</b>	15770	<b>Target date</b>	30/06/2022
<b>Action promised</b>	E40: Engage with Community Transport sector through PSB & third sector to develop Community Transport Strategy to enable access to essential services from rural communities		
<b>Comment</b>	Engagement on-going, work currently underway to research CT to inform the development of CTS which has a target date of March 2024. Project 10% complete		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15771	<b>Target date</b>	30/09/2023
<b>Action promised</b>	E40: Review Community Transport provision across the county to develop Community Transport Strategy to enable access to essential services from rural communities		
<b>Comment</b>	Scoping exercise in progress. Desk based research undertaken. Discussions on rural strategies have taken place with neighbouring LA's. Attending Smart Transport Rural Strategies web seminar this week to capture best practice and see if this could apply to CCC. Next stage - internal discussions to review data and determine best approach moving forward.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	



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<b>ACTIONS - Theme: WBO11. Improve the highway and transport infrastructure and connectivity</b>			
<b>Sub-theme: E - Road Safety Strategy</b>			
<b>Action</b>	15776	<b>Target date</b>	31/03/2025
<b>Action promised</b>	E41: We will implement the Active Travel Masterplan for our principal towns, subject to Wales Government funding to support the Wales Transport strategy to decarbonise transport and to assist with achieving the authority's net zero carbon targets whilst underpinning economic regeneration and social inclusion		
<b>Comment</b>	We have a number of Active Travel schemes being progressed utilising funding obtained following successful bids to WG. most notably we are progressing with the Shared use bridge crossing the A484 in Llanelli, this will provide a crucial link within the wider Llanelli Masterplan. Furthermore funding is allowing us to design up community wide programmes in Carmarthen, St Clears, Ammanford and Cross Hands/Tumble and Burry Port. We have also submitted our Integrated Network Maps to Welsh Government in fulfilment of our statutory duties under the Active Travel Act; we are currently awaiting feedback. This in turn will inform 23/24 bids to be submitted in January.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15777	<b>Target date</b>	31/03/2025
<b>Action promised</b>	E41: We will develop and deliver the Tywi Valley Path to support the Wales Transport strategy to decarbonise transport and to assist with achieving the authority's net zero carbon targets whilst underpinning economic regeneration and social inclusion		
<b>Comment</b>	£16.7m Funding has been secured from the UK Government Levelling Up Fund which when combined with £1.86m of CCC funding allows for the completion of the Tywi Valley Path. Currently we are progressing with Planning on the Eastern Section (Nantgardeig to Ffairfach). The formal PAC process has commenced and due to finish late October. Further to that a number of key land negotiations are well advanced, and legal documents are being prepared to support any compulsory purchase order that may be required. The construction tender for the scheme has been issued and tenders are being evaluated for award 14th October. A Corporate Governance Board has been set up to provide the necessary governance.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15778	<b>Target date</b>	31/12/2022
<b>Action promised</b>	E41: We will introduce electric buses and infrastructure on the Traws Cymru Carmarthen to Aberystwyth bus service to support the Wales Transport strategy to decarbonise transport and to assist with achieving the authority's net zero carbon targets whilst underpinning economic regeneration and social inclusion		
<b>Comment</b>	Following the award of funding from the Welsh Government, CCC working in partnership with transport for Wales and Welsh Government have been leading on the development and introduction of an innovative electric strategic bus service on the Traws T1 route. The vehicle depot construction is well under way at Nant Y Ci, Carmarthen. Following a stringent tendering exercise the vehicles order has been placed, with delivery due by early December. Transport for Wales are due to tender the service with the service becoming operational in February 2023.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15779	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E42: Invite Expressions of Interest to improve walking routes through the Safe Routes in Community Programme to encourage more sustainable travel to assist with achieving the objective of decarbonisation		
<b>Comment</b>	Expressions of Interest were issued to communities across the County (May 2022) in order to raise awareness of the opportunity, to promote community engagement in the process and to allow CCC to apply a consistent selection and prioritisation model to future bids. Completed EOI's received July 2022. These are being assessed to inform grant 23/24 submissions.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15780	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E42: Support communities with bid application process to improve walking routes through the Safe Routes in Community Programme		
<b>Comment</b>	Expressions of Interest were issued to communities across the County (May 2022) in order to raise awareness of the opportunity, to promote community engagement in the process and to allow CCC to apply a consistent selection and prioritisation model to future bids. Following a period of proactive and reactive engagement completed EOI's received July 2022.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15781	<b>Target date</b>	30/09/2022 (original target 31/08/2022)
<b>Action promised</b>	E42: Evaluate bids to improve walking routes through the Safe Routes in Community Programme		
<b>Comment</b>	Following a period of community engagement with schools, community councils, members and wider communities a number of expressions of interest have been received and assessed against the agreed prioritisation criteria. The outcome of this prioritisation exercise to be endorsed by Senior Management and Executive Board Member at which point communities will be informed of the outcome.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15782	<b>Target date</b>	30/11/2022
<b>Action promised</b>	E42: Prepare bids and submit to Wales Government to improve walking routes through the Safe Routes in Community Programme to encourage more sustainable travel to assist with achieving the objective of decarbonisation		
<b>Comment</b>	Expressions of Interest application forms were sent out to all Local Members, schools, Town and Community councils. responses received were assessed against the agreed criteria, which concluded wit Tumble and Ponthenri being identified as locations that will be taken forward to full WG bid submission for 23/24. A 3rd bid linked to the schools streets initiative may also be submitted depending on the guidance received from WG. Bids will be submitted in January with determination expected prior to the 31st of March		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
<b>Action</b>	15783	<b>Target date</b>	31/03/2023

<b>Action promised</b>	E43: In line with WG legislation, undertake community wide consultation and technical appraisal to inform prioritised future network maps for Carmarthenshire's prescribed Built Up Areas to improve Active Travel routes for communities		
<b>Comment</b>	A comprehensive technical and consultation led process has been undertaken by officers to inform a county wide network of future active travel routes. Utilising an innovative interactive web based mapping platform as well as targeted engagement we have been able to develop a comprehensive plan that satisfies statutory duties placed on the Authority, Concurs with the prescribed requirement for mesh density within allocated built up areas (BUA`s). Our plan has been submitted to WG and has been well received, we are in the process of obtaining final sign off and formal endorsement.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15784	<b>Target date</b>	16/01/2023 (original target 31/03/2023)
<b>Action promised</b>	E43: Develop a strong case for funding to present to external funding bodies to improve Active Travel routes for communities to encourage safe low carbon travel choices, and social inclusion		
<b>Comment</b>	We have an extremely strong track record in successfully building and promoting the case for funding new infrastructure projects within Carmarthenshire. In respect of Active Travel/Walking and Cycling projects funding we have secured in the last year is approximately £19.94m. We are continuing to engage closely with various external funding providers to ensure positive dialogue that supports future successful bids. We are utilising Active Travel core funding to develop strong schemes developed on the basis of a thorough technical and consultative approach		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		
<b>Action</b>	15785	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E43: Utilise funding to implement Active Travel Masterplans across our main towns and monitor their effectiveness through quantitative (counts) and qualitative (Surveys) analysis to Improve Active Travel routes for communities		
<b>Comment</b>	We have a number of Active Travel schemes being progressed utilising funding obtained following successful bids to WG. most notably we are progressing with the Shared use bridge crossing the A484 in Llanelli, this will provide a crucial link within the wider Llanelli Masterplan. Furthermore funding is allowing us to design up and programmes in Carmarthen, St Clears, Ammanford and Cross Hands/Tumble and Burry Port. We have utilised funding to introduce cycle counters across the whole county and are in the process of developing an active travel monitoring plan to accompany the cycling strategy which will be implemented in 23/24.		
<b>Service Head:</b> Stephen G Pilliner	<b>Performance status:</b> On target		



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO11. Improve the highway and transport infrastructure and connectivity			
Sub-theme: F - Modernising our vehicle Fleet			
<b>Action</b>	15715	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E27: Establish report on HGV downtime to improve availability to operational services		
<b>Comment</b>	Downtime reports in place for critical HGVs, such as gritters throughout the winter season, further reports to be developed. Gritter HGV availability reports to commence 17th October.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15716	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E28: Review current fleet utilisation levels and information from telematics including daily average mileage, deployment and vehicle role		
<b>Comment</b>	Broad parameters of utilisation and telematics are being discussed but this is a long term project which will need to be further assessed with respect to available resources. Work programme included as part of budget proposals		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15717	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E28: Review future service needs of selected vehicles with client departments		
<b>Comment</b>	The formal replacement programme has been reviewed and meetings held with Client Departments to determine future plans. Electric charging facilities installation at the operational depots is underway to support future use of electric vehicles.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15718	<b>Target date</b>	30/09/2022
<b>Action promised</b>	E28: Produce draft Fleet Strategy for consultation		
<b>Comment</b>	Initial scoping work underway, this is a major item of work that will need additional specialist resource to deliver.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15719	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E28: Adopt Fleet Strategy		
<b>Comment</b>	Initial scoping work underway. It is a major work programme. adoption of fleet strategy will follow completion of the work on the strategy.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15721	<b>Target date</b>	31/08/2022
<b>Action promised</b>	E28: Review depot infrastructure requirements to support EV with an incremental progression as fleet builds		
<b>Comment</b>	Grant funding has secured the installation of fast and rapid chargers at 3 operational depots. Installation work is well underway at the 3 operational depots. This is due to be completed by the new year. This will now support the EV incremental progression throughout the fleet.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15722	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E28: Introduction of 1 fast and 1 rapid charging point within Trostre and Cillefwr depot and 2 fast charging points in Glanamman depot		
<b>Comment</b>	Grant funding has secured the installation of fast and rapid chargers at 3 operational depots. Installation work is well underway at the 3 operational depots. This is due to be completed by the new year. This will now support the EV incremental progression throughout the fleet.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15723	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E28: DVSA Compliance Risk Score to be Green		
<b>Comment</b>	DVSA Compliance risk score is based on MOT pass performance, minor faults and actions arising from monitoring activity. This year's compliance risk score so far is 3.12 which results in a green performance level.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target
<b>Action</b>	15774	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E41: We will implement the Carmarthenshire Electric Charging Infrastructure strategy to support the Wales Transport strategy to decarbonise transport and to assist with achieving the authority's net zero carbon targets whilst underpinning economic regeneration and social inclusion		
<b>Comment</b>	We have developed the Carmarthenshire Electric vehicle charging strategy which has now been formally adopted. Since 2018/19 we have introduced a total of 50 new EV chargers across the County. Work is currently well underway to introduce 19 new workplace charge points at Council sites in Trostre, Cillefwr, Cwmamman and County Hall; using a combination of CCC Capital and grant administered via the WLGA. Challenges are emerging in respect of public charging points due to the current energy crisis, with user costs increasing and suppliers margins reduced/extinguished. Carmarthenshire has mitigated its financial risk through public private profit share partnership arrangement, whereby the private operator carries out operation, management and maintenance whilst taking on liabilities for any operating losses. Work is also ongoing in respect of a regional south west Wales electric vehicle strategy.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b>	On target

<b>Action</b>	15775	<b>Target date</b>	30/04/2022
<b>Action promised</b>	E41: We will install an additional 15 charges across the county to support the Wales Transport strategy to decarbonise transport and to assist with achieving the authority's net zero carbon targets whilst underpinning economic regeneration and social inclusion		
<b>Comment</b>	We have successfully installed and activated 15 new publicly available charge points across the County. These can be found in Council operated public facilities such as Leisure Centres and the new Pendine development site.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	





## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources			
Sub-theme: A -Transforming, Innovating and Changing (TIC) the way we work and deliver services			
<b>Action</b>	15097	<b>Target date</b>	30/06/2022 (original target 31/03/2022)
<b>Action promised</b>	We will develop a new pro-active Public Health and Infection Control Service that will build on what we have learned from the COVID experiences.		
<b>Comment</b>	new service and team established across social care and health protection		
<b>Service Head:</b> Jonathan Morgan		<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO13. Better Governance and use of Resources</b>			
<b>Sub-theme: B1 - Integrity and Values</b>			
Action	15630	Target date	28/02/2023 (original target 30/06/2022)
<b>Action promised</b>	ENVBP (S11): Consider how we are set up as a department. Are there better synergies of services within & across other departments? Allow collaborative working across structures & reduce duplication. Consider working patterns for all groups of staff. Consider potential for multi-functional workforce		
<b>Comment</b>	1. Inter Departmental: Disaggregation of staff has been implemented on the 1 Oct. Minor Works housing will be moving to Communities. 2. Departmental: We have identified posts that are required to address high risk areas and are progressing with the recruitment process.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15631	Target date	31/01/2023 (original target 30/09/2022)
<b>Action promised</b>	ENVBP (S12): Review the interaction and service provision with respect to Corporate Procurement Unit and the Departmental Procurement Unit. More emphasis needed on performance and contract management		
<b>Comment</b>	The review is continuing with the intent of putting a structure in place to manage the risk.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15632	Target date	31/01/2023 (original target 30/09/2022)
<b>Action promised</b>	ENVBP (S13): Review and evaluation of suitable technology and software, to aid efficient operational delivery and provide links with management systems that will avoid duplication and allow easy extraction of management and performance data, access to real time data for customers and improve mobile working opportunities		
<b>Comment</b>	We are awaiting the final report from the SOCITM review in October 2022. We have employed 2 assistant project officers within IT to support the Department together with an additional systems officer within the department to support implementation of the recommendations.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15633	Target date	31/12/2022
<b>Action promised</b>	ENVBP (S14): Review current communication channels and identify improvements to enable timely and effective two-way communication with all colleagues across the Directorate. To include specific solutions to address difficulties with communicating with non-office based and part-time colleagues		
<b>Comment</b>	The roll out of mobile devices continues. 70% of Highways operational staff and 50% of cleaning staff have received their mobile devices and training. We will take into account the findings of recent staff survey completed.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15634	Target date	31/03/2023
<b>Action promised</b>	ENVBP (S15): Review managerial, supervisory, & operational resource levels & skills to allow sufficient resilience. Ensure skills & competencies match the service delivery & response expectations & include support for change management & staff wellbeing. Response to emergency project work & sufficient resource to ensure longer term delivery		
<b>Comment</b>	We continue to review operational posts job profile where we identify the minimum training requirements for each post.		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
Action	15824	Target date	31/03/2023
<b>Action promised</b>	E58: Support the full introduction of service connect which will have a fundamental impact on current processes and customer experience for contractors and tenants.		
<b>Comment</b>	Involvement with the Working Group and attendance at scheduled meetings to inform the development of the system. A pilot is to commence in August within the Minor Works team. The Property Hub will be involved in `invoice matching` and raising POs for materials etc. Due to meet the Property systems team soon to discuss our involvement. The system is scheduled to go live in November for Responsive repairs, with Servicing and Voids elements go live in the new financial year (April 2023).		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO13. Better Governance and use of Resources Sub-theme: B4 - Making sure we achieve what we set out to do		
<b>Action</b>	15807	<b>Target date</b> 31/12/2022
<b>Action promised</b>	E47: Meet with clients to review and improve service through development of bespoke Service Level Agreement	
<b>Comment</b>	We have met with any clients requesting a review or improvement in the service. The past few weeks we have worked closely with Llandeilo CP to produce specific KPI`s for the school. This was done in conjunction with the school head, business manager and two school governors. We have put into place weekly monitors until half term and for KPI`s to be monitored monthly after half term to improve and sustain a satisfactory cleaning standard within the school. We will continue to meet clients and discuss any further improvements required in any establishments.	
<b>Service Head:</b> Jackie Edwards	<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO13. Better Governance and use of Resources</b>			
<b>Sub-theme: B5 - Valuing our people; engaging, leading and supporting</b>			
<b>Action</b>	15805	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E47: Develop new business through collaboration, further external contracts and extension of service to other areas of the Authority in order to retain trained staff when covid cleans decrease		
<b>Comment</b>	The service has recently put in a bid for the cleaning of the llanelli goods shed as one external client. The number of covid cleaners remaining in the service without permanent roles has reduced considerably. This is due to staff being redeployed to vacant posts or have decided to either leave the authority for other roles or remained as casual cleaners due to returning to university or other education.		
<b>Service Head:</b>	Jackie Edwards	<b>Performance status:</b>	On target
<b>Action</b>	15806	<b>Target date</b>	31/08/2022
<b>Action promised</b>	E47: Engage with our customers to gauge satisfaction levels and develop an action plan in response to feedback		
<b>Comment</b>	On target each clients which requests meetings to discuss cleaning standards are met and action plans are put in place to ensure the cleaning standards are improved or maintained.		
<b>Service Head:</b>	Jackie Edwards	<b>Performance status:</b>	On target
<b>Action</b>	15815	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E51: Align Waste and Highways hwb's to improve resilience and customer experience to improve resilience and customer experience with our front line services		
<b>Comment</b>	Both Waste and Highways hubs have been aligned. Further process reviews to take place once the restructure has been agreed.		
<b>Service Head:</b>	Jackie Edwards	<b>Performance status:</b>	On target
<b>Action</b>	15821	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E57: Implement digital modules for cleaning services training for access on their mobile devices		
<b>Comment</b>	219 mobile phones delivered. Reduction to further roll out due to summer holiday period, high sickness rate, and a reluctance to attend. Pressure on trainers also, due to other training requirements across the department and the authority.		
<b>Service Head:</b>	Jackie Edwards	<b>Performance status:</b>	On target
<b>Action</b>	15828	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E61: To identify areas of concern and improvement and Develop Wellbeing action plans for each division		
<b>Comment</b>	Lessons have been learnt from a P&S Wellbeing hour pilot and staff will be encouraged to utilise the flexi scheme to continue with the benefits identified. Physio scheme will be implemented for operational staff in Q3.		
<b>Service Head:</b>	Ainsley Williams	<b>Performance status:</b>	On target



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<b>ACTIONS - Theme: WBO13. Better Governance and use of Resources</b>			
<b>Sub-theme: B6 - Managing risks, performance and finance</b>			
Action	15798	Target date	31/03/2025
<b>Action promised</b>	E45: Continued participation in Ash Dieback Project Team to deliver Ash Dieback projects to minimize risk to the travelling public		
<b>Comment</b>	Summer surveys of Ash Dieback along our A & B roads will finish in the next fortnight as temperatures drop and leaf fall increases. An end of season meeting has been arranged on 18th October with the Tree Safety Officer and highways operational team to review progress and performance of the surveys and general discussion on Ash Dieback effects across our network.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15799	Target date	31/03/2023
<b>Action promised</b>	E45: Continue with survey programmes for highways and action identified diseased trees to deliver Ash Dieback projects to minimize risk to the travelling public		
<b>Comment</b>	Summer surveys of Ash Dieback along our A & B roads will finish in the next fortnight . Where highway trees have been identified as diseased Category 1 or Category 2 then the Tree Safety Officer will liaise with the operational manager to develop tree felling works packages to issue to contractors to remove diseased trees that pose a risk to the highway. This work is currently ongoing.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15800	Target date	31/03/2023
<b>Action promised</b>	E45: Preparation and implementation of tree felling programmes to deliver Ash Dieback projects to minimize risk to the travelling public		
<b>Comment</b>	Summer surveys of the A and B roads will be completed in the next fortnight. The Tree Safety officer will assess trees that pose a risk to the highway from the surveys and will issue notices to landowners to request they conduct their own survey or arrange removal of the trees if deemed high risk ( Category 1 ). This work is ongoing.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15801	Target date	31/12/2022
<b>Action promised</b>	E46: Rollout of electronic invoicing improve financial management/DUAL RESPONSIBILITY(CT/IR)		
<b>Comment</b>	All willing companies are currently on board and submitting electronic invoices. Work will continue with very low numbers of smaller companies to submit electronically.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	
Action	15804	Target date	31/03/2023
<b>Action promised</b>	E47: Identify supplementary recruitment processes in conjunction with HR		
<b>Comment</b>	The cleaning service are currently putting together a flyer which will be sent to comms. to check to enable the service to advertise in doctors surgeries, dentists, community centres etc to attract as many applicants as possible. This idea was discussed at the recent APSE meeting regarding issues with recruitment and maintain staff. The cleaning services manager will discuss with HR the possibility of making the application for cleaners simpler and on paper due to the difficulties some applicants face.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	
Action	15808	Target date	31/03/2023
<b>Action promised</b>	E52: Identify and develop performance management data sets to improve income generation and management of SLA's		
<b>Comment</b>	Development of Landscape management tender is 75% complete with only bolt on additional items such as bio-diversity to be added , Key items for pricing SLA` s are complete and staff are now utilising the revised tender schedules for pricing of new SLA` s and working through existing SLA` s. We have met and engaged with Heads of the Gwendraeth Valley Schools, Tumble, Pontyberem, Llechyfedach and Llannon and agreed to pilot the roll out of the revised schedules to these schools in the first instance.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
Action	15812	Target date	31/03/2023
<b>Action promised</b>	E56: Implement parking payment apps to develop car parking facilities to improve customer choice and improve operational efficiency		
<b>Comment</b>	Progress reviewed with Gary Owen 17/10/22 - soft implementation due later this week, assuming no technical issues are encountered a full launch will be arranged with Comms in a few weeks time.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15813	Target date	31/03/2023
<b>Action promised</b>	E56: Increase % of payments from pay & display car parks received electronically to improve customer choice and improve operational efficiency		
<b>Comment</b>	All town centre car parks have electronic payment options for customers where viable. Customer transactions continue to be monitored.		
<b>Service Head:</b> Stephen G Pilliner		<b>Performance status:</b> On target	
Action	15820	Target date	31/03/2023
<b>Action promised</b>	E55: Carry out stock conditions to enable more accurate planning of future estate useCorporate priority required for programme for the 1100 buildings over 5 years. Carry out 100 in 22/23.		
<b>Comment</b>	160 Buildings surveyed to date		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO13. Better Governance and use of Resources</b>			
<b>Sub-theme: B7 - Good transparency and accountability</b>			
Action	15814	Target date	31/03/2023
<b>Action promised</b>	E57: Implement paperless project training courses to all departments to reduce costs and improve processes to enable digital working		
<b>Comment</b>	Further paper documents require digitizing to reduce paper. Handheld devices with stylus' required for attendees during courses, and to capture signatures. SSW and RA can then be stored on their mobile devices for points of reference		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	
Action	15818	Target date	31/03/2023
<b>Action promised</b>	E54: Engage with the Education Dept to raise awareness of Headteacher responsibilities and attend Headteacher meetings when requested to highlight the importance of compliance and maintenance (Environment)		
<b>Comment</b>	School Handyvan trial project has been launched with all schools having received at least 1 inspection. Feedback has been sought from schools to establish the effectiveness of the service. Current performance schools rate the service on average at 4.3 out of 5. Schools operational group has been established with Headteachers. Property is attending on agreed frequency to discuss issues.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	
Action	15819	Target date	31/03/2023
<b>Action promised</b>	E54: Adapt a risk-based approach with risk rating so that corporately we be aware, together with the mitigation required & the result on risk rating should these works be completed. This will inform MEP strategy & be a factor in securing grant funding. Carrying out works identified whilst evaluating risks associated utilising the handy van service		
<b>Comment</b>	Risk descriptions and rating are being captured as part of the School Handyvan Service (SHS) process. These risks are being addressed by the SHS or communicated to the school for discharging. All actions required to be undertaken including those approved and not approved by schools is captured on Total repairs.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	
Action	15822	Target date	31/03/2023
<b>Action promised</b>	E58: Develop reporting mechanism for managers to utilise management information data within the TOTAL system (Environment)		
<b>Comment</b>	Part of the System Developments teams work involves the development of reports that aid service managers and officer within the department to conduct the running of their service. The Systems Development Team has continued to collaborate with officers and managers of the Service enabling the team to deliver reports in a prompt and efficient fashion with up-to-date information that enables the Service to conduct their required operations efficiently and promptly, an example of which is a recent automated report which highlights daily missed refuse collections enabling the service to act promptly to resolve any issues.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	
Action	15825	Target date	31/03/2023
<b>Action promised</b>	E58: Delivery of 420 mobile phone project to 649 posts for Cleaning Services Staff and our operational staff to enable improved communication, training, access to resources and enable digital working		
<b>Comment</b>	219 cleaning staff have had Samsung mobile devices, with 63 highways staff also received the mobile devices.		
<b>Service Head:</b> Jackie Edwards		<b>Performance status:</b> On target	
Action	15826	Target date	31/03/2023
<b>Action promised</b>	E58: Identify an IT system that will allow automated updates for our repairs service which deals with 70,000 repairs per annum. System is to improve methods of self-serve & reporting of issues for tenants, provide progress updates by sub-contractors to ensure live updates and provide electronic feedback on the repair		
<b>Comment</b>	Systems development phase of the project has taken longer than expected due to technical issues with integrating to our corporate finance system. Due to other pressures within the corporate finance systems team, we have had to pause this part of the project until December. Even with this interruption, we plan to stay on course for the project target completion date by bringing other steps of the project timelines forward, such as the introduction and demonstrations of the system to users, systems testing of all other processes and integrations, and making sure that other steps in the project timelines are delivered by the time we reach the resolution with the outstanding corporate finance integration. This will then lead to the pilot, user acceptance testing, user training, then go-live.		
<b>Service Head:</b> Jason Jones (Env)		<b>Performance status:</b> On target	



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO5. Create more jobs and growth throughout the county							
Sub-theme: D-Strengthen the foundational economy and community resilience.							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The percentage of high risk businesses that were liable to a programmed inspection that were inspected, for: i) Trading Standards  PPN/001i	Not applicable		Q2: 26  End Of Year: 99	Target: 5  Result: 16	Target: 25  Result: 47  Calculation: (98 ÷ 209) × 100	Target: 50	Target: 100
<b>Comment</b>	PI is on target, currently on course to remain on target for End of Year. High risk premises inspections are safety related, premises such as Sunbed establishments, second hand shops, car dealers and petrol stations. This PI is in addition to reactivate work in relation to complaints or intelligence received under other TS legislation.						
<b>Service Head:</b> Jonathan Morgan				<b>Performance status:</b> On target			
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The percentage of high risk businesses that were liable to a programmed inspection that were inspected, for: iii) Animal Health  PPN/001iii	Not applicable		Q2: 25  End Of Year: 94	Target: 10  Result: 25	Target: 28  Result: 40  Calculation: (65 ÷ 164) × 100	Target: 50	Target: 100
<b>Comment</b>	PI is on target, currently on course to remain on target for End of Year. High risk premises inspections are made up of licenced premises such as dog breeders, riding establishments, pet shops... etc, High Risk Farm inspections and Marts. This PI is in addition to reactivate work in relation to complaints or intelligence received such as reports of illegal dog breeding, animal cruelty or stray horses.						
<b>Service Head:</b> Jonathan Morgan				<b>Performance status:</b> On target			



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS</b> - Theme: WBO5. Create more jobs and growth throughout the county Sub-theme: E-Developing learning, skills, employability and encouraging a spirit of entrepreneurship.			
<b>Action</b>	15636	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E2: Work with corporate procurement to identify how we can capitalise on local procurement activities to provide objective criteria to support local companies for all procurement activities e.g., zero carbon, in terms of public contract regulations.		
<b>Comment</b>	Following a dedicated CMT on Procurement, there has been a task and finish group set up to review corporate procurement arrangements .		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
<b>Action</b>	15637	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E2: Improve procurement practices to enable us to deliver our 3-year property maintenance programme		
<b>Comment</b>	Following a dedicated CMT on Procurement, there has been a task and finish group set up to review corporate procurement arrangements .		
<b>Service Head:</b> Ainsley Williams		<b>Performance status:</b> On target	
<b>Action</b>	15638	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E3: Waste service strategy creating jobs		
<b>Comment</b>	Meetings have been held by HR and DOR approved. Ongoing advert for recruitment. Phase 1 staff employed with the remaining staff to be employed in Q3.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	





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**ACTIONS** - Theme: WBO7. Help people live healthy lives (Tackling risky behaviour and obesity)

Sub-theme: A - Eat and breathe healthily

Action	16131	Target date	31/03/2023
<b>Action promised</b>	Air Quality action plan progress and matters arising will be reported through the Net Zero Carbon plan report		
<b>Comment</b>	Reviewed in conjunction with environmental health and the sustainable development team conclusion that the proposal should not be taken forward in the light that the two frameworks require statutory reporting and to bring them together would be duplication of effort and of no discernible value to customers.		
<b>Service Head:</b> Rhodri Griffiths		<b>Performance status:</b> On target	



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>Theme:</b> WBO8. Support community cohesion, resilience, and safety							
<b>Sub-theme:</b> D - Support Safer Communities							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The average number of calendar days taken to repair all street lamp failures during the year  THS/009	Not applicable		Q2: 7.00  End Of Year: 9.22	Target: 8.00  Result: 5.58	Target: 8.00  Result: 5.79  Calculation: 1779 ÷ 307	Target: 8.00	Target: 8.00
<b>Service Head:</b> Stephen G Pilliner				<b>Performance status:</b> On target			



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### Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



<b>ACTIONS - Theme: WBO8. Support community cohesion, resilience, and safety</b>			
<b>Sub-theme: D - Support Safer Communities</b>			
<b>Action</b>	15639	<b>Target date</b>	30/04/2022
<b>Action promised</b>	E4: Work with Welsh Government to ensure that the Authority implements planned 20mph national legislation changes relating to restricted road status (April 2022)		
<b>Comment</b>	Legislation considered by Senedd 12th July for potential coming into force date September 2023. Project planning on-going in liaison with WG. Grant funding secured for 2022/23.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15640	<b>Target date</b>	30/09/2022 (original target 30/09/2022)
<b>Action promised</b>	E4: Form a project team to take forward 20 mph initiative (subject to Welsh Government funding)		
<b>Comment</b>	Project Team has been set up and first meeting is due to take place on 30/09/2022.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15641	<b>Target date</b>	31/12/2022
<b>Action promised</b>	E4: Develop a 20mph Implementation Project Plan with suitable milestones and resource requirements		
<b>Comment</b>	Project implementation plan in place and project is currently on track for completion by September 2023.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15642	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver kerb craft initiatives to 950 pupils to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	368 children completed training in Q1. A further 293 commenced training in Q2.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15643	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver cycling courses to 600 pupils to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	166 pupils trained in Qtr2. Plan to train 100 in Qtr3.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15644	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver 20 initiatives outside schools for road safety awareness to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	3 initiatives have been undertaken, with two postponed until October due to a lack of resource from external partner.		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15645	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver 70 Bikerdown training with partners to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	A further 21 candidates were trained in Qtr2		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15646	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver 43 DragonRider training with partners to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	A further 19 candidates were trained in Qtr 2		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15647	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E5: Deliver 25 Passplus training with partners to promote road safety training and campaigns to encourage safe active travel		
<b>Comment</b>	A further three candidates were trained in Qtr2		
<b>Service Head:</b>	Stephen G Pilliner	<b>Performance status:</b> On target	
<b>Action</b>	15648	<b>Target date</b>	30/04/2022
<b>Action promised</b>	E6: Carry out statutory consultation to renew the current public space protection order (PSPO) to encourage responsible dog ownership		
<b>Comment</b>	Statutory consultation to renew current public spaces completed in December 2021, report submitted to CMT in March 2022 and was approved to extend the existing PSPO's for a further three years. Current orders will expire in June 2025.		

<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15650	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E6: Undertake robust enforcement of litter infractions		
<b>Comment</b>	The team are currently experiencing difficulties in carrying out routine patrols of such areas as town centres, fast food outlets etc. This is in part due to officer's absence and the high volume of incidents which have been captured on cctv, which has been deployed at "hot spot" locations. As a result of cctv being deployed and where small items which have been illegally deposited at areas such as bring sites, are deemed to be litter, the team have had an amount of success at identifying offenders and who have subsequently been held to account.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	
<b>Action</b>	15651	<b>Target date</b>	31/03/2023
<b>Action promised</b>	E6: Undertake robust enforcement activities for Fly-tipping		
<b>Comment</b>	The Enforcement team have been both re-active and pro-active in their efforts to tackle fly tipping. CCTV remains in two locations which were identified as "fly tipping hot spots". Whilst incidents of fly tipping have significantly reduced at both locations and perpetrators identified, sporadic incidents of fly tipping still occur at both locations. To raise awareness and educate users of the recycling facilities, several press releases have been produced highlighting the actions carried out by the Enforcement team. Officers also receive reports of fly tipping from members of the public, and where there is sufficient evidence to pursue the perpetrator, these are dealt with by way of fixed penalty notices and or through the courts.		
<b>Service Head:</b> Daniel W John		<b>Performance status:</b> On target	

NO TARGET SET



## Scrutiny measures & actions full monitoring report Place, Sustainability & Climate Change scrutiny - at Half Year 2022/23



Theme: WBO5. Create more jobs and growth throughout the county							
Sub-theme: D-Strengthen the foundational economy and community resilience.							
Measure Description	2021/22 Comparative Data			2022/23 Target and Results			
	Best Quartile	Welsh Median	Our Actual	Quarter 1	Quarter 2	Quarter 3	End of Year
The number of fraud incidence identified by Trading Standards PPN/003	Not applicable		New measure	--	--	--	Target: <b>NO TARGET</b>
<b>Comment</b>	This is a new PI created to assess the "scale of fraud reported to the County by its consumers and businesses", as recommended by the Public Protection Scrutiny Committee, following their Task & Finish review of FESS (Financial Exploitation Safeguarding Scheme). In determining which of the enquiries received constitute a 'fraud', regard is given to the Welsh Government definition issued in 2019. Being a new PI, there is no target set.						
<b>Service Head:</b> Jonathan Morgan			<b>Performance status:</b> N/A				

**Y PWYLLGOR CRAFFU  
LLE, CYNALIADWYEDD A NEWID HINSAWDD  
15 RHAGFYR 2022**

**Y WYBODAETH DDIWEDDARAF AM  
Y STRATEGAETH WASTRAFF**

**Y Pwrpas:**

Cyflwyno adroddiad ar gynnydd y prosiect a'r wybodaeth ddiweddaraf ynghylch cyfnod interim Strategaeth Wastraff 2021 ac amlinellu polisiâu rheoli gwastraff cysylltiedig cyn y newidiadau gwastraff interim a fydd yn cael eu cyflwyno ym mis Ionawr 2023.

**GOFYNNIR I'R PWYLLGOR CRAFFU:-**

1. Nodi cynnydd a darpariaeth Strategaeth Wastraff 2021
2. Adolygu ac asesu'r wybodaeth yn yr Polisi Gwastraff ac Ailgylchu a darparu unrhyw argymhellion, sylwadau neu gyngor i'r Aelod Cabinet.

**Y Rhesymau:**

Rhoi'r wybodaeth ddiweddaraf am Strategaeth Wastraff 2021-2025 a'r gwasanaethau fydd yn cael eu cyflwyno ym mis Ionawr 2023 sydd ag amcan strategol clir o wella casgliadau gwastraff domestig wrth ymyl y ffordd ac o ganlyniad cynyddu cyfraddau ailgylchu yn Sir Gaerfyrddin. Yn ogystal, crynhoi'r polisiâu rheoli gwastraff presennol sy'n ofynnol er mwyn gwella perfformiad gweithredol a strategol.

**YR AELOD O'R CABINET SY'N GYFRIFOL AM Y PORTFFOLIO:-**

Cyng. Edward Thomas

**Y Gyfarwyddiaeth:**

Adran Lle a Seilwaith

**Enw Pennaeth y**

**Gwasanaeth:** Daniel John

**Awdur yr Adroddiad:**

Geinor Lewis

Yana Thomas

**Swyddi:**

Pennaeth Dros Dro y  
Gwasanaethau Gwastraff ac  
Amgylcheddol

Rheolwr Strategaeth a Pholisi  
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# EXECUTIVE SUMMARY

## PLACE, SUSTAINABILITY & CLIMATE CHANGE SCRUTINY COMMITTEE

15<sup>TH</sup> DECEMBER 2022

### WASTE STRATEGY UPDATE

#### Introduction

Carmarthenshire County Council currently provides waste services to approximately 91,000 households through the delivery of a fortnightly residual general waste collection and co-mingled kerbside recycling service as well as a weekly food collection. Kerbside bulky and garden waste are offered as chargeable services, in addition to a network of Bring-sites available for glass recycling in the main with provision for textiles and small electrical items at busier sites.

Whilst the current service model has previously enabled the authority to exceed the statutory 64% target, we did fail to meet this last financial year, evidencing further change is required to meet this and the 70% target from 2024/25.

The Carmarthenshire Waste Strategy 2021 – 2025 was approved by Cabinet in October 2021. This strategy outlines a comprehensive programme of works to deliver service transformational change to achieve 70% recycling by 2024/25, providing a base for further improvements to achieve zero waste by 2050 and working towards reducing the carbon impact of the service in line with our future carbon reduction ambitions.

The strategy provides a phased approach to service change with an interim solution to be delivered in 2022, with a longer-term service change to achieve the Blueprint collection methodology by 2024.

In February 2019 members unanimously resolved to declare a climate emergency and committed to become a net zero carbon local authority by 2030. The future waste service design presents a real opportunity for achieving this ambition. The Council's objective combined with current WG waste fleet aspirations mean that the Council has the opportunity to develop and maximise its ULEV fleet capacity to deliver the long-term strategy. As transport emissions make up a large part of the Council's overall emissions, this approach can deliver significant benefits to our overall carbon emissions. In addition, the development of the Eco- Park and potential for centralised depot at Nantycaws presents a real opportunity to develop new renewable energy production and charging infrastructure for the proposed Waste fleet and could unlock wider commercial charging potential.



## Interim Position

The interim phase of the Waste Strategy will commence in November this year with the new collection methodology commencing for residents on the 23rd January 2023. This will comprise of:

- Dry recycling [blue bags] collected weekly
- Non-recyclable material [black bags] three black bags every three weeks, and the
- introduction of a glass collection service to 95% of properties in Carmarthenshire for glass bottles and jars to be collected from kerbside every three weeks.
- With food waste collection continuing to be collected weekly.

This change has required the procurement of an additional 23 vehicles in total, with the introduction of the first three electric refuse collection vehicles into the fleet to support our wider objectives. The current fleet from the 23rd of January 2023 will be utilised to collect the dry recycling material on a weekly basis until the blueprint methodology is implemented in 2024, whereby new vehicles are required.

Whilst the residual waste and glass recycling are collected by separate vehicles and crew, it was important to try and maintain a consistent waste collection day/week for the householder. Due to the operational placement of vehicles in the three principal depots, and geographical spread of the county we have been unable to ensure that all households are collected on the same day, however by undertaking some changes to the blue bag recycling round, we have managed to achieve around 44% of households on the same day for collection for their Blue, Black and Glass collection.

Waste collections currently are managed and operated from three different depots in the county based in Johnstown, Glanamman & Trostre. Due to the number of vehicles and the requirement for additional front-line employees [17 HGV drivers, 28 loaders] it has required a fourth depot to be introduced in Cross Hands for the interim measure, until an agreed option for location for the second phase of the strategy is agreed. The premises at Cross Hands has been leased for a period of two years following a successful planning application for the change of use for its intended use and the receipt of an operator's license for the site. The glass and residual fleet will operate from this new depot.

86,730 [95%] of properties in Carmarthenshire will be in receipt of glass collection from their home. Between Monday 21st November 2022 and Friday 20th January 2023, residents will be delivered a year's supply of blue bags and food waste liners for the brown kitchen caddy, and a black 44L box for their glass bottles and jars.

Residents will also receive an information pack through the post between the 14th November 2022 and January 20th 2023 which will provide guidance and further information in relation to the changes, including the days of the week their collections will be collected and a calendar to assist with the black and glass three weekly collections.

A robust engagement and communication plan has been developed to guide and assist residents in Carmarthenshire with the changes to their waste collections. Various communication strategies have been planned for pre and post roll out of the new service, to include social media campaigns, planned work to update the current website in relation to the changes, members seminars to ensure that members are fully informed of the changes to assist their constituents, posters to be installed at bus stop and FAQ's on the website.

As some residents will have their blue and black bags collected on different days of the week, we will be introducing a SMS and email notification service that residents will be able to sign up for. This service will send a reminder either via email or text message to the resident the evening before their collection day, to remind the resident of what commodity we will be collecting the following day.

There are unfortunately 2,954 properties which will be unable to be serviced by the kerbside glass collection but we will be working at getting these onto the service in the near future. The reasoning that these properties have not been able to join the glass recycling scheme at this time, is for reasons such as:

- the property is located in a long reach area and access via the 7.5t glass collection vehicle isn't feasible from both size and health and safety.
- The property is serviced by a private / non adopted road or
- Access to the property is via narrow lanes, which are unsuitable for a 7.5t glass collection vehicle.

As part of the service change we will be rationalising our network of Glass Bring Sites, we will continue to provide this service at strategic locations around the County during the interim period, to ensure residents who will not receive a kerbside collection will maintain access to glass recycling in their local community.

### **Integrated Impact Assessment**

As of any service change, an Integrated Impact Assessment has been completed and measures have been put in place to ensure that these changes do not have a negative impact on Carmarthenshire residents. On the back of this assessment, we have developed a community engagement plan which is based on education and enforcement. Recycling advisors will be engaging with residents in person, targeting areas that we currently experience high contamination and low participation to recycling. Waste Wardens will be employed in time for the roll out in January 2023, to investigate noncompliance and enforce when needed if advice and guidance is not followed.

### **Finance**

The Council, like many others, is under increasing financial pressure following a difficult period through COVID-19 response and due to the ongoing national economic position with further impact on services imminent from Welsh Government revenue support reductions compounded further by the decline in the Single Revenue Grant for Environmental Services, which has been a key source of core funding for the Council's Waste Services for many years. Given that we are at a low-cost base for collection under the current regime due to the operation of a single collection fleet, any switch to an alternative system to accommodate a weekly collection of Dry Recycling is going to be costly from a fleet and resource perspective. However, there is capital financial support from Welsh Government for Local Authorities in undertaking waste service change to Blueprint compliant collections.

We have been working with colleagues in Welsh Government to develop the opportunity for support funding, developing and submitting a business case for consideration.

As a result of this exercise and business case, the WG have recognised the considerable opportunities associated with the potential plans outlined for improving the collection of high-quality materials alongside support for their processing and use. Not just in waste and resource efficiency, but also in renewable energy, transport, and regional economic development. We have received notification of support funding approval for £14.3m from the WG and the Minister for Climate Change based upon our service change timelines. And the decarbonisation of our fleet resource and the benefit on wider WG objectives.

This capital support combined with increased material values and lower treatment costs inherent with Blueprint collections, will result in overall savings in 2024/25 compared to the increased cost of the interim position.

## **Circular Economy**

Carmarthenshire has been successful in obtaining funding to develop our circular economy ambitions within the County. WE have recently implemented a series of projects delivering the re-use, repair, and re-manufacture of waste streams. The projects include:

- Repair workshop and re-use village at Nantycaws
- Re-use shop in Llanelli town centre
- Commercial recycling centre at Nantycaws
- Paint re-use facility

These projects add vital pieces of the jigsaw to Carmarthenshire's contribution to Wales becoming a leader in recycling. However, it is still required to develop our domestic waste collections to supplement these developments so that we can deliver against the objectives contained within the WG strategy.

## **Next Steps**

Following the roll out of the interim service model in January the procurement of vehicles for the long-term solution needs to be undertaken in earnest, with routing and service design for the recycling collections commenced. This work delivers the necessary improvements in recycling quality and will dictate our capacity for the utilisation of ULEV vehicles in the longer term. We need to finalise the long-term depot configuration and service design proposals and commence design, planning and ultimately build of this centralised approach.

## **Waste Policy**

With the impending waste changes roll out in January 2023, which have the strategic objective of improving kerbside domestic waste collections and increasing recycling capture in Carmarthenshire a change and formalisation of waste management policies is required.

The waste policies that underpin our services have previously been fragmented, whereby sections of our policy approach have been amended or added to within separate reports and papers passed through the democratic process, as and when change is necessary or required with no public document to consolidate them.

To provide clarity to officers, Members, and the public, we have created a singular waste management policy document. This has been achieved through collating, amending, and updating existing policies to ensure the service is working towards a cohesive strategic approach to enable residents to reuse or recycle as much of their domestic waste as they can. This document outlines how Carmarthenshire County Council is to deliver the refuse and recycling collection services, our network of HWRC's and Re-use facilities as well as the actions required for householders to participate fully in the service to recycle and dispose of their waste.

**REPORT ATTACHED?**

**YES - Waste and Recycling Policy**

# 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: Daniel W John

Head of Waste & Environmental Services

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

## 1. Finance

To deliver the interim the net service cost increase from the baseline will be £1.63m per year. With the proposed timeline this would equate to a figure of £2.4m for an 18-month service programme. This will be funded through divisional reserves and budget growth allocation.

£14.6m capital funding has been obtained from WG and will support the capital costs required to effect the longer term change.

## 4. ICT

There is a comprehensive IT development programme for Waste and Environmental Services with resource currently identified. IT Development for information systems relating to our kerbside collection fleet will be required to deliver our long-term aspirations of service improvement.

## 5. Risk Management Issues

The current Welsh Government statutory target is 64% recycling, increasing to 70% recycling by 2025, and possibly 80% by 2030, with the aim for Wales to be a zero waste (100% recycling) nation by 2050. If the Authority fails to meet the statutory targets, it could face large financial penalties. This risk of recycling performance failure is identified as part of the corporate risk along with mitigating measures.

## 6. Physical Assets

Additional physical resources have been necessary to deliver the interim options set out. With the purchase and lease of additional vehicles to deliver the service configuration. The service has also entered into a lease agreement on a unit at cross hands to effect collections of the additional services.

Detailed modelling is being undertaken to fully understand the requirements going forward.

In addition, the development of infrastructure at Nantycaws and transfer stations will be progressed with WG and regional support.

## **7. Staffing Implications**

Additional staffing resources have been necessary in the interim options set out. With 47 operatives required and currently being employed.

Robust workforce planning and training actions have been undertaken for in-house staff with 18 new drivers trained from within the current service.

Trade Unions have been actively engaged in the service change and monthly meetings are scheduled to continue with colleagues.

<b>CABINET MEMBER PORTFOLIO HOLDER AWARE/CONSULTED</b>	YES
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**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

**THERE ARE NONE**

Mae'r dudalen hon yn wag yn fwriadol

# Carmarthenshire County Council Waste and Environmental Services

## Waste and Recycling Policy

23<sup>rd</sup> January 2023

[carmarthenshire.gov.wales](http://carmarthenshire.gov.wales)

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## Introduction

Carmarthenshire County Council's Refuse and Recycling Collection Policy aims to ensure that refuse and recycling services operate effectively and efficiently in order to maximise recycling and reduce the amount of waste sent for treatment and disposal.

The Council currently provides waste services to approximately 91,000 households through the delivery of a:

- weekly co-mingled kerbside recycling service
- weekly food waste recycling collection
- three weekly glass recycling collection
- three weekly residual general waste collection
- Fortnightly AHP and Nappy Waste collection(subscription service)
- Kerbside bulky and garden waste collections are offered as chargeable services,
- A network of 4 Household Waste Recycling Centre's (Whitland, Nantycaws, Trostre, Wernddu)
- Recycling Bring-sites available for glass recycling and provision for textiles and small electrical items at busier sites.
- Re-use and repair shops located at Nantycaws and Llanelli Town Centre and
- A commercial waste recycling facility located at Nantycaws.

Under the terms of the Environmental Protection Act, 1990, Carmarthenshire County Council (the 'Council') is classed as a Waste Collection and Disposal Authority, and as such, under section 45 (1), has a statutory duty to collect household waste from all domestic properties in the County. Under Section 46(4) of the Act, the Council has specific powers to stipulate:

- The size and type of the collection receptacle(s);
- Where the receptacle(s) must be placed for the purpose of collecting and emptying;
- The materials or items which may or may not be placed within the receptacle(s).

This document outlines how Carmarthenshire County Council is to deliver the refuse and recycling collection services, our network of HWRC's and Re-use facilities as well as the actions required for householders to participate fully in the service to recycle and dispose of their waste.

## Kerbside Collections

Carmarthenshire County Council operate a suite of Kerbside collections. The services are conducted from Monday to Friday inclusive, except on Bank Holidays when the collection days are agreed with key stakeholders and notified to residents in advance. Collections are conducted between the hours of 6am – 2pm (except for AHP and nappy waste collections which are 7am- 3pm).

### Collection Frequency

The Council will collect household waste and recycling on the following basis

- Weekly Dry Recycling and food waste
- Three Weekly Black bag – limited to three 60L sacks
- Three Weekly Glass recycling (Where available)
- Fortnightly AHP and Nappy Waste (Subscription service)
- Fortnightly Garden Waste (Chargeable subscription service)

### Presentation of refuse and recycling receptacles

Refuse and recycling must be presented at the kerbside by 6.00am on the day of collection and not before 6pm the day before collection. Recycling receptacles must be back within the property boundary the same day of collection.

If receptacles are not presented by 6.00am on the day of collection, bins reported as missed will not be considered a 'missed' collection for reporting reasons. Responsibility for disposal of the waste will then become that of the householder, we will not return to collect the waste. Refuse and recycling receptacles not presented for collection at the time the collection operatives arrive at the property will be recorded.

Should a missed collection be reported on the designated day of collection, and subject to the record sheet failing to show the receptacle as not being presented for collection, the Council will be required to go back and collect the waste within 3 working days.

Waste must be presented in the correct receptacles, specified by the council. Waste presented in the incorrect receptacle will be left uncollected and recorded against the property. A sticker will be placed on the receptacle and a record of the infringement taken. This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

Where householders do not present their refuse or recyclables for collection in accordance with Council requirements, the householder will have the following options:

- take the waste to the Household Waste Recycling Centre;
- store the waste until the next collection day

The crew will return emptied waste receptacles as close to the collection point as possible, avoiding blocking any accesses to property. They will endeavour to close lids on bins and consider any conditions on the day of collection that may affect where they position the

empty bin upon return, to limit damage, health and safety issues for pedestrian or other road users or reduce as best they can the probability of the potential for lost or damaged bins due to adverse weather conditions. Bins which are not taken back into the boundary of the property following a collection, may be identified as 'abandoned' and removed by the Council

Where appropriate, spillages or loose recycling will be cleaned up by the collection crew using the cleaning tools stored on the collection vehicle. If additional cleansing is required, the collection crew will notify their supervisor to request further cleansing via the cleansing service.

Our Crews are there to provide you support and advice on recycling and waste collection issues. Crews will not tolerate and are instructed to report any verbal abuse or bad behaviour from the public towards them, directly to their supervisor at the earliest opportunity, such behaviour will not be condoned and will be dealt with via the councils' policies and procedures.

### **Dry Recycling (blue bags)**

All households are provided with a weekly comingled collection of dry mixed recycle. Residents receive a supply of single use blue bags annually. These bags are free of charge and each household received three rolls of fifty-two bags per roll, each year.

Households can present unlimited blue bags each week to recycle as much of their household waste as possible on their designated collection day. The blue bags provided are to be used for kerbside recycling collection use only. The bags should not be used for anything else other than the intended purpose stipulated by the council.

If the householder requires an additional supply due to the number of people living within the property resulting in additional dry mixed recycling capacity needs, further rolls are available at prescribed outlets, listed on the council website.

One additional roll can be obtained per visit. If for health or infirmity reasons a resident or their relative, friend or neighbour on their behalf, cannot access any of the outlets, residents can contact the Hwb to request a delivery to their home.

Annual deliveries are conducted to every household in the county regardless of number of inhabitants within the household. If householders do not use the blue bag supply provided, they can return surplus stock to any of the councils principal Hwbs in; Carmarthen, Llanelli or Ammanford.

Recycled items must be clean and dry before placing into the bags. The following can be recycled weekly in the blue bags;

- Paper
- Cardboard
- Metal cans and tins; aerosols and foil
- Plastics bottles, pots, tubs and trays
- Food and drink cartons such as Tetra Pak

Large cardboard boxes can be flat packed and placed underneath or alongside (in a secure manner) the blue bags.

Any contamination or presentation of blue bags on the incorrect collection day will be uncollected, a sticker will be placed on the bag and a record of the infringement taken. This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

## Food Waste

All households in the county are provided with a weekly collection of food waste. Residents are provided with a 23-litre plastic food waste bin and 5 litre plastic kitchen caddy. Residents are also provided with 7 litre liners for their kitchen caddies. These liners when full should be tied and transferred into the 23-litre food waste bin to be presented at kerbside/ collection area on the designated collection day.

Due to the methods and vehicles used for food waste collection in some areas and for households that are serviced by cage vehicles, additional 30 litre liners are provided for the 23 litre food waste bins. All 30 litre liners must be tied firmly within the food waste bin by the resident ahead of collection to ensure all food waste is contained securely whilst transferring the food from bin to vehicle and during transit.

The following can be recycled using the weekly food collection service:

- Food scraps
- Fruit and vegetable peelings
- Meat and fish including bones
- Seafood shells
- Egg shells
- Tea bags and coffee grounds
- Waste pet food

It is the resident's responsibility to;

- Put food waste in the liners provided and present for collection within the 23-litre food waste bin
- Not overfill the bin and make sure the lid is shut and secured by folding the handle down fully to lock the lid in place to prevent spillages
- Place the bin at the collection point before 6am on collection day.
- Collect the bin from the collection point once emptied
- Wash out the bin after collection to remove any food residue and to keep the food bin clean

Any contamination or presentation of the food waste bin on the incorrect collection day will be uncollected, a sticker will be placed on the bag and a record of the infringement taken. This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

Residents may place out more than one food waste caddy per collection.

The food waste bin, kitchen caddy and liners provided are to be used for kerbside food waste collection use only. They should not be used for anything else other than the intended purpose stipulated by the council.

If the householder requires an additional supply of liners due to the number living within the property resulting in additional food waste capacity needs, further rolls are available from the councils principal Hwbs in; Carmarthen, Llanelli or Ammanford. One additional roll can be obtained per visit.

Replacement food waste bins and caddies for damaged or stolen bins are also available via the Hwb or through completing an online 'request a recycling item' form.

If for health or infirmity reasons a resident or their relative, friend or neighbour on their behalf, cannot access any of the prescribed outlets, residents can contact the Hwb to request a delivery to their home.

## **Glass bottles and jars**

The collection will take place every three weeks using a 45-litre kerbside box to all eligible households. Boxes will be issued initially through the roll out delivery process.

If any box is lost or damaged the service will allow no more than one additional box to be ordered within a six-month time period. If a further box is requested within this timeframe, contact will be made with the resident to determine the issue.

Resident can only place out one box for collection. The box should not be used for anything else other than the intended purpose stipulated by the council. Collections will only be made from Council issued boxes compliant with our health and safety standards.

The following can be placed in the box for three weekly kerbside collections.

- All glass bottles and jars

Including;

- ✓ glass bottles, such as those used for beer, wine and soft drinks
- ✓ glass jars, such as those used for baby food and sauces
- ✓ non-food and drink glass bottles and jars, such as those used for perfume, aftershave and face creams

It is the resident's responsibility to;

- Make sure glass bottles and jars are empty and rinsed
- Put glass bottles and jars into the box loosely, not in plastic bags.
- Not overfill the box or put out any additional glass.
- Place the box at the collection point before 6am collection day.
- Collect the box from the collection point once emptied
- Keep the box clean

A replacement box for kerbside bottles and jar recycling because of damaged or lost bins are available via completing an online 'request a recycling item' form or residents can contact the Hwb to request a delivery to their home.

Any contamination or presentation of the box for glass bottles and jars on the incorrect collection day will be uncollected, a sticker will be placed on the box and a record of the infringement taken. This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

## **Garden Waste**

*\*Requires registration and is a seasonal subscription (paid for) service*

Fortnightly garden waste collections are available via subscription. The service is in operation during the months of March – November for household garden waste only.

Residents registering for the service will be provided with council issued receptacles for garden waste collection and details of their collection day. Residents can register for a collection online or by contacting the Hwb. This is a chargeable service with charges paid annually either via direct debit or a one-off reduced price (10% discount) on full year cost and which covers a 240-litre green waste wheeled bin and its collection.

A comprehensive terms and conditions document attached (appendices 1) provides a complete guide to the garden waste service provision.

## **Absorbent Hygiene Products (AHP) Nappy Waste**

A Fortnightly AHP/ Nappy Waste collection is available via subscription. The service consists of collections for; Hygiene waste comprising of categories 1-4 below and children's disposable nappy waste category 4.

Offensive Waste (as defined in the Controlled Waste Regulations 2012) means waste that:

- a) Is not clinical waste;
- b) Contains body fluids, secretions or excretions and;
- c) Whose collection and disposal are not subject to special requirements to prevent infection.

Waste eligible for the service can consist of:

- 1) Disposable bed pans & liners, incontinence pads, bed and chair pads
- 2) Colostomy/stoma bags, catheter bags and urine bottles
- 3) Plastic gloves & disposable aprons
- 4) Nappies including any bags & wipes

Residents registering for the service will be provided a supply of rolls containing purple bags. The bags must be placed out for collection on the designated collection day.

Hygiene waste customers may also request either 240 or 360 litre purple lidded wheel bins to store their waste. Residents can register for a collection online or by contacting the Hwb on 01267 234567. Children's Nappy customers will not be eligible for any wheeled bins.

AHP/Nappies cannot be placed in any bag other than the bags which have been supplied by the council or the waste will not be collected. Persistent misuse of purple bags for any waste other than AHP will have stickers placed on the bag advising the resident that there is an issue. Any household found to be using the AHP bags for general waste will be visited by a Community Recycling Advisor who will provide information on the correct use of the bags. They will issue advice and guidance for using the service and explain any breaches. Any further breaches will follow the waste education and enforcement process.

A review will be undertaken every two years to establish that everyone registered for the service is using the service and circumstances have not changed. A comprehensive terms and conditions document attached (appendices 2) provides a complete guide to the AHP service provision.

### **Black bag residual waste**

General household rubbish – that is, rubbish that cannot be recycled or composted is collected in black bags. These are not provided by the Council, so residents will need to purchase their own.

The EPA (46(1)) permits Councils to require householders to place waste for collection in receptacles of a kind and number specified. On this basis a restriction on the amount of residual (refuse/black bag waste) is enforced.

The following **RESTRICTION** is applicable within CCC:

- a. Households are permitted to put out for collection up to **three** black bags of residual waste (refuse/black bag waste) every three weeks, which equates up to 180 litres in capacity;
- b. **Householders are to provide black bags** for residual waste collections, the Council does not supply black bags to householders;
- c. Each bag must be no larger than **60 litres in volume** and bags above 60 litres or oversized bags (such as wheelie bin liners) will not be collected. Equally very heavy bags will not be collected as the bags need to be lifted into a waste vehicle and manual handling guidelines will be adhered to;
- d. All residual waste must be placed in black bags only, residual waste presented in any other coloured bag will not be collected.
- e. Side waste of bulky domestic items intended for residual waste collection presented alongside black bags will not be collected.

The waste will remain uncollected if

- there are any visible items suitable for recycling within the residual waste or
- the residual black bag waste has been presented on the incorrect collection day or
- more than the prescribed quantity and size is presented.



A sticker will be placed on the bag(s) and a record of the infringement taken. This will then commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

## **Black Bag Limit Exemptions**

### Large families

Where a household has 6 or more permanent occupants, they may make a request for an exemption to this limit, so long as they are complying with the authorities full recycling schemes. A home visit may be required for the Council to qualify the application.

If successful households will be granted an allowance of **one** extra residual black bag per three weeks.

Approved households are provided with council issued distinct stickers which can be placed on the additional bag to verify to the collection crew that they have officially requested and been approved for the exemption.

The stickers have a unique identification and can only be issued via this process and is the only sticker officially recognised by the collection crews for collection.

One whole sticker is to be used for the additional bag allowance, no part sticker or any other sticker will be recognised as having followed the official process. Only one sticker per three-week cycle will be allowed.

If additional waste is presented a notice will be placed on the bag by the collection crew and a record of the infringement taken if the additional bag/s are not seen to be compliant with the scheme.

This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme. Once households have used their supply and if they require more, they must reapply whereby a full review is undertaken with the applicant to ensure that where possible, all other waste is recycled.

### Ashes

Residents who produce ash from coal solid fuel fires, are allowed an unlimited allocation of residual waste bags at kerbside for ash waste and they are conforming with the full kerbside recycling scheme.

Residents will receive an allocation of council issued, distinct stickers, once they have used their supply and if they require more, they must reapply whereby a full review is undertaken with the applicant to ensure that where possible, all other waste is recycled. Exemption Stickers must be used on ash waste bags only and normal residual waste will be limited to three black bags per fortnight.

Due to the weight of clinker and ash, the bags should not be filled and residents are requested to fill the bags a third full due to the weight.

The householder will be expected to comply with the authorities full recycling schemes before consideration for and exemption is undertaken.

Eligible households are provided with pink stickers which can be placed on the additional ash bags to verify to the collection crew that they have officially requested and been approved for the exemption. The stickers have a unique identification and can only be issued via this process and is the only sticker officially recognised by the collection crews.

One whole sticker is to be used for the additional ash bag allowance, no part sticker or any other sticker will be recognised as having followed the official process. Anything other than the official whole sticker presented on the additional bags will result in the bags being left uncollected. A notice will be placed on the bags by the collection crew and a record of the infringement taken. This will commence a comprehensive education and enforcement process to assist residents to contribute fully to the recycling scheme.

Residents can apply for an exemption by completing the online form on our website or by phoning 01267 234567.

### Pet waste

Pet waste must be double bagged and mixed with other domestic waste within the residual black bag waste only. Any excess disposable pet bedding or cat litter can be taken to a recycling centre. There are no extra allowances for this type of waste in black bags.

Such waste should be double bagged and separated from other waste if taking to the recycling centre, as bags are checked, and residents would be asked to separate any recyclable items.

Any waste pet food can go in the food bin.

## Receptacles, Dustbins and Wheeled Bins

Householders may use standard 'dustbin(s)' to store their bags on the kerbside. However, the dustbin(s) must be of a standard size (80 to 90 litres) and the householder must still house their waste in the prescribed bags for the collection i.e., black, blue or purple bags pending on the collection the householder wished to use the dustbin for.

The authority will not be liable to replace any broken dustbins as they are used purely on the resident's preference to contain bagged waste.

Wheeled bins purchased privately by the resident are permitted for black bag residual or blue bag dry recycling for storage purposes only; on collection day householders must put their bags on the kerbside for collection, and not present within the wheeled bin for collection. No waste will be collected from the wheeled bin on health and safety grounds and a sticker will be placed on the bin and a record of the infringement made. This will commence a comprehensive education and enforcement process to assist residents with the waste policies.

The council provides services that use wheeled bins such as garden waste and AHP. The bins are purchased via a comprehensive procurement process and the bins adhere to British Standards and the working practices assigned to such services undergo a robust health and safety risk assessment and safe systems of work to allow collection crews to undertake collections safely from wheeled bins issued only by the council. The vehicles also have the

standard wheeled bin lifting mechanism to support the lift of council issued bins safely and within the health and safety guidelines.

The council do not have a way of determining the standards of the privately purchased bins and therefore will not collect from privately owned bins.

All refuse and recycling receptacles supplied to householders shall always remain the property of the Council Assisted lift collections

Any damage to wheeled bins caused by the collection crews during the collection process will be replaced free of charge. Replacement wheeled bins or recycling boxes shall be delivered to householders as soon as practicable after the request has been made

## Assisted Collections

Requires registration and limited to infirm residents

Residents who are temporarily or permanently unable transport their waste to access kerbside services due to their limited ability, and there is no one else to help, can apply for an assisted collection. The service is not available if there are able bodied residents living at the same address.

Residents can register for an assisted collection online or via the Hwb on **01267 234567**

Confirmation of the following will be required when applying for an assisted collection:

- Full contact details of person applying for the service
- Reason for application
- Details of anyone else living in the same household
- Reasons why any other occupants are unable to move the waste and/or recycling
- Provision of copy documents to confirm proof of eligibility (e.g. Blue badge, single person Council Tax allowance)
- Confirmation of which services the applicant requires assistance for i.e. temporary or permanent
- Agree to the Council making further checks on information provided by applicant when required

Applicants will need to complete a form to ascertain eligibility for the scheme. Once the form is fully completed and documents are provided as proof of eligibility, consideration by an officer from the Waste Services Team will determine the eligibility and potentially arrange a further visit to the property to undertake a health and safety risk assessment inspection to determine the new designated collection point.

Residents who require a temporary assisted collection, for example during the recuperation period following an operation, will agree the length of time in which they require assistance and the assistance will automatically be terminated after that date. If residents require assistance for a longer time than originally agreed, they will be required to reapply.

Once the assisted collection has been established the collection point will be confirmed with the appropriate crews.

Residents should allow ten working days to be contacted for the assisted collection to be confirmed.

Residents should inform the council if they or a family member no longer require the service or need to amend their contact details.

A review of the assisted lift database will be conducted every two years to ensure the most up to date records are kept.

The decision of the supervising/authorised officer will be final

## **Bulky Waste Collections**

### *Chargeable service*

We provide a bulky waste collection and will collect up to three items for £25 from your usual refuse and recycling collection point.

Residents can register for a collection online on My Account or by calling 01267 234567. Depending on their preference residents can select a slot within a six-week timeframe or can be allocated the next available slot for collection in their area and advised of the collection date.

Payment can be made by debit or credit card by calling the Hwb or online via the My Account booking system. Once payment has been authorised the collection will be booked in.

A bulky collection booking is for three items, if at the time of booking the resident does not have three items then an item can be added later. An item can also be changed up to two full working days before the collection is due to take place.

Collection points for bulky waste items will usually be at the normal refuse 'and recycling collection point for the property to accommodate the collection vehicle unless there is an operational requirement to provide a different collection location due to an assisted lift\* or type of waste being deposited\*\*.

All items for bulky waste collection must be fully accessible to our collection crews.

Residents agree that the items they dispose of via the bulky waste service can be assessed for the purpose of repair and reuse via the Eto project.

Residents must remove the seals from any refrigerators or freezers to avoid children, pets or wildlife becoming trapped within.

No additional items will be collected other than those listed and paid for in the bulky waste collection application

Residents can opt to receive a reminder either via text or email

There are no concessions for this service.

Collection crews do not enter property.

\*If the resident receives an assisted lift for their usual kerbside collection and requires assistance with a bulky collection an additional risk assessment must be carried out. The booking is put on hold whilst an assessment is undertaken. The officer from the waste services team will confirm with the resident following a visit to the property if the location complies with health and safety standards for operatives to lift and manoeuvre the waste based on the bulky items in question.

\*\*If a change of location to the usual kerbside collection is requested due to constraints on space at the normal collection point or limited access to the pavement/ public highway due to the nature of the bulky waste requiring presentation, an application form can be completed to determine the feasibility of the request. An officer from the waste services team will need to assess and conduct a health and safety risk assessment, they will then confirm what location would be best to collect the waste from or decline the application.

This will be done ahead of booking the bulky collection.

### Cancellations and Refunds

If cancellations are made at least three full working days before the day of the scheduled collection date, residents will be granted a full refund. Cancellations made after this period will be non-refundable.

If for any reason the collection operatives are unable to collect the items, for example due to adverse weather conditions, the operatives will attempt to collect the items as soon as operationally possible.

No refund will be given if, for any reason, the collection operatives attend the property to find:

- The items are not presented at the time of collection
- The items are not presented at the agreed collection point;
- The incorrect items have been placed for collection or the number of items has been exceeded;
- The items are presented in such a way that the operatives are unable to safely collect the items;
- The property is secured and the collection operatives cannot gain access to the external area where agreement has been made to collect from; or
- Another company / source has collected the items.

## Compost Bins

'Soil Saver' compost bins (330 litre) are available to purchase for £12 including delivery, via the councils website or by contacting the Hwb on 01267 234567

- The bin dimensions are height 100cm and diameter 80cm. An information booklet is also included. The bins are available to Carmarthenshire residents only.
- Bins will be delivered within 10 working days
- An unlimited number can be ordered.

## Christmas and New Year Collections

Waste increases during the Christmas and New Year period and should be managed through using the full kerbside recycling scheme available to all domestic residents.

All accepted recycling materials should be placed in the blue recycling bags and food waste caddy for weekly recycling and glass bottles and jars in the prescribed box every three weeks or any surplus can be taken to the nearest bring site wherever possible.

Blue bag dry mixed recycling and food waste is unlimited and if residents are contributing to the full kerbside scheme reasonable excess in residual waste may be collected during this seasonal influx in domestic waste arisings.

## Distribution Outlets for bags and caddies

To encourage residents of Carmarthenshire to recycle as much as possible, the council has established numerous collection points throughout the county for the free collection of blue bags. In the official council offices (Hwbs) in the three principal towns, residents can collect blue bags, food waste caddies, and liners free of charge. The recycling items obtained from the Hwbs should be used for domestic collections only.

The additional collections points are in other council buildings or at private outlets and they supply blue bags only. A list of outlets is available on our website.

The Hwbs in the principal towns can also accept surplus blue bags which residents can return and which will be redistributed. Broken or damaged bags should not be returned.

## Education and Enforcement Process

The Council's policy is to promote the responsible management of waste from householders, businesses and visitors. Building awareness and having an educational approach is important to help residents understand their role and assist with improving recycling and operating efficient services. Education and enforcement activities will follow these principles and be used as a staged approach.

The council will educate householders about the requirements of restricted residual waste in the first instance. Enforcement will be used only for those householders and persons that have received prior education and guidance, which has then not been adhered to.

There are circumstances to which the education and enforcement processes shall follow and will be applied to;

- exceeding the residual black bag restriction
- contamination of recycling blue bags, food waste, glass bottles and jars, AHP and nappy waste and/ or garden waste
- and for placing any waste out on the incorrect day.

The process maps in appendices 3 and 4 demonstrate the stages for each process to allow individuals to support our strategic and operational objectives.

If residents still fail to comply with the waste receptacles/recycling notice they will receive a £100 fixed penalty notice. If residents still do not comply after FPN the maximum penalty on conviction can be up to £1000.

## Collection Points

As a Council we undertake the majority of our collections from the edge of the adopted highway, in certain circumstances we have made arrangements whereby collections can take place from the edge or the rear of a property and on occasion on an unadopted road. In these cases, the road owner is expected to sign an indemnity regarding road conditions and the location is subject to a condition survey and risk assessment. This approach is in place to protect our workforce from injury and to limit our vehicles suffering damage from some of the unadopted and private roads that are in a very poor condition.

### Housing developments and unadopted roads

Whilst residents move into their new home on any new development, much of the site can remain unfinished awaiting development or building works in a phased manner. This involves the use of heavy machinery, storage of building materials, vehicles on roadways, erection of scaffolding, hazardous hard hat areas and many trip hazards. There may also be incomplete roadways and pavements, raised manhole covers, raised gullies/hydrants, and raised edges on kerbs. To always ensure our staffs safety, a development will only be entered by our vehicles and crews when all building works are fully completed or an agreement is reached with the developer for a phased entry, whereby a larger development may take several years to complete.

During the development, arrangements for waste collections will be agreed with the developer. Those with infirmities/disabilities may apply for Assisted Lifts, however it would be the responsibility of the developer to ensure this material is moved to the collection point on behalf of the resident.

It is only upon receipt of a section 38 agreement (required from the Highways Section) or indemnifying letter from the developer, that we would undertake a risk assessment to enter the development for waste collection either in a staged or completed build phase.

### Rear Lanes and Long Reach Properties

#### Private roads

Some properties in Carmarthenshire are situated along narrow, private lanes or country tracks which are not maintained by the Highways department. These have the potential to damage council refuse vehicles and provide hazards for our crews such as potholes or overgrown vegetation and overhanging branches. Parked cars may block full access and there may be blind bends and no turning circle for our vehicles. The council will request that residents present their waste at the closest location to the primary highway network where collection vehicles can travel safely.

In certain circumstances, a risk assessment will determine the designated collection point for such properties to use at the nearest primary highway network. These collection points may serve one or several properties along a lane or branch of lanes. The collection points will be serviced at the same frequency as the kerbside service.

If a resident that lives on a private lane cannot present their waste at the allocated collection point and requires assistance, they can apply for an assisted lift collection. Those that may be awarded an assisted lift collection will receive a visit so that a full risk assessment can be conducted to determine the health and safety requirements. The service will need to at times determine on a case-by-case basis the most efficient means of collecting the waste. In any circumstance the landowner would need to meet set guidelines issued by waste services regarding maintained road surfaces, adequate turning area for a vehicle specified by the council, lighting and cut back of overgrowth of vegetation or/and overhanging branches routinely as a minimum.

### **Highway maintained roads**

The collection crews will record on their daily debrief forms and report back to the supervisor of any highway defects that require attention and that may hinder or prohibit them for undertaking their collection rounds. Any road, bridges or hedge/tree overgrowth that requires attention will be reported to the highways department for remedial works to be conducted at the earliest opportunity.

### **Parked cars**

Collections may sometimes be hindered or cannot take place at all by the designated collection vehicle due to access restricted by parking of motorists. The collection crew will endeavour to call back later in the collection day if they encounter a vehicle which prohibits them from entering a road/street to collect from households. If this is still not possible a parked car process has been developed to highlight the problems experienced by the service to those that may have parked in an inconsiderate manner and blocked access to larger vehicles. Appendices 5 demonstrates the process.

## **Missed Collections**

There is a facility on our website to check for any waste collection disruptions which may lead to missed collections this facility should be utilised in the first instance.

Refuse and recycling must be presented at the kerbside by 6.00am on the day of collection and not before 6pm the day before collection. Recycling receptacles must be back within the property boundary the same day of collection.

If receptacles are not presented by 6.00am on the day of collection, bins reported as missed will not be considered a 'missed' collection for reporting reasons. Responsibility for disposal of the waste will then become that of the householder, we will not return to collect the waste. Refuse and recycling receptacles not presented for collection at the time the collection operatives arrive at the property will be recorded.

Should a missed collection be reported on the designated day of collection, and subject to the record sheet failing to show the receptacle as not being presented for collection, the Council will be required to go back and collect the waste within 3 working days.



Residents can report a missed collection on the council website or by calling 01267 234567. Missed collections should not be reported until after 2pm (3pm for Hygiene and Nappy waste) on the day of collection, due to any time delays experienced by the collection crew.

## **Email and text messaging service**

The waste service provides an email or text messaging service to residents who wish to receive reminder notification of their kerbside collection service. Registration for this service can be made via My Account. The residents address details and method of contact will be obtained at registration.

Residents will receive a message based on their preferred communication method reminding them the evening before their collections to place their waste out for collection. The service is available for blue bag dry recycling, food waste, glass bottle and jars, black bags, AHP and garden waste collection services.

Sign up to the service provides agreement that residents are willing to receive messages regarding their waste collection service, this may in some instances mean additional alert messages due to disruptions in collections such as vehicle breakdowns or adverse weather conditions.

It is the resident's responsibility to amend their contact details or cancel the service. Residents must amend their details via My Account if their contact detail have changed or they have moved address as the messages sent will be pertaining to the detail available via the My Account contact and address details.

## **Holiday homes, holiday rentals, caravan parks/sites and bed and breakfast establishments**

A free recycling and food waste collection and a chargeable residual waste collection will be provided to holiday premises within the county whose owners pay Business Rates to Carmarthenshire County Council. For the purposes of clarity, holiday premises are those that are rented for monies for the purposes of providing holiday accommodation. This policy does not include transitory traveller camps or any sites which do not have valid planning or planning exemption for such use.

Members of the public who reside in holiday homes, permanent traveller sites or caravan parks for longer than 3 months and pay council tax will be treated as householders and receive the full recycling and residual waste service free of charge. Owners of second homes who use them solely for their own family or friend use and do not receive any kind of income from renting the premises will also be entitled to the full recycling and residual waste service free of charge.

The authority may reserve the right to request payment from holiday premise owners or management companies for the provision of wheeled bin containers on site supplied and serviced by the local authority to contain the waste specified for recycled waste.

## Cemeteries and Places of worship

### Domestic waste

Places of worship who do not conduct additional activities on site that generate monies for profit or for the purposes of giving monies to a nominated charity (that is not part of the religious establishment), will also be treated as domestic waste. This includes any waste generated through religious festivals irrespective of denomination. At the discretion of the council waste from cemeteries which are stand alone or within the grounds of a place of worship will be treated as domestic waste except for large burial grounds.

### Commercial waste charges

Places of worship who run businesses on their sites, such as a paid for creche, restaurant, hire out meeting rooms, hall spaces for commercial activity, etc will be treated as commercial waste. Large cemeteries will be treated as commercial and would need to have a commercial collection agreement.

## Collection of waste from charities

The Controlled Waste Regulations 2012 changed the charging mechanism to impose a charge for both collection and disposal of waste from charitable organisations. The only exception is for registered charities which accept donations of items from the public e.g. clothes, crockery, furniture etc. This type of waste remained under the classification of household waste and therefore the disposal cost must be excluded from the commercial charge for these clients only.

The remaining registered charity clients are charged the full commercial rate for collection and disposal of waste as they do not accept donations of household items from the public.

## Household Waste Recycling Centres

Carmarthenshire has four HWRCs, Trostre in Llanelli, Nantycaws near Carmarthen, Wernddu near Ammanford and Whitland. The sites are for the use of Carmarthenshire residents and for the disposal of domestic waste only. Trostre, Wernddu and Nantycaws also have adjacent transfer stations which may take commercial waste.

All four sites are open between the hours of 08:30 – 18:00 during the Summer (Apr – Sept) and between 08:30 – 16:00 during the winter (Oct – Mar).

Whitland is open Wed – Sun but does also open on Bank Holiday Mondays (unless these fall on Christmas/Boxing or New Year's Day)

The other three sites are open 7 days a week except for Christmas/Boxing and New Year's Day.

### Proof of Residency

- Any person visiting the HWRCs in Carmarthenshire will be required to produce proof of residency when requested by site staff
- Proof of residency will be taken to include items such as driving licence, council tax bill or recent utility bill (within 3 months) with a CCC address. There are some mitigating circumstances such as those that pay Carmarthenshire council tax but have an out of county postal address these can be accommodated through discussion with officers.
- Those who are not able to produce proof of residency when requested, will be turned away from the site.
- Any individual suspected to be accessing the HWRC with waste from a commercial origin will be refused entry.

#### Permits and vehicle guidance

Our recycling centres are for the use of Carmarthenshire residents to dispose of household waste only. We've introduced a free permit system for certain vehicle types to ensure that businesses are not using the recycling centres illegally to dispose of commercial waste.

This is an online application, whereby the vehicle registration document and proof of residency must be uploaded to be approved. Successful applicants are issued with twelve tickets which they can use throughout the year and reapply upon the anniversary of the permit expiry. Supplementing this permit scheme is a vehicle guidance document showing which vehicles are allowed entry, which require permits and which are prohibited from the sites. Applications for permits can be found on the council website at: [Recycling centre permits \(gov.wales\)](#)

For residents that do not have vehicles and hire vans on a short-term basis, they will have access to the HWRC in a hired van (sign writing not essential) if the hire agreement is three days or less and the hire agreement and proof of residency is shown on site.

Trailer of 2.44 meters (8 foot) in bed length will be permissible regardless of the number of axles but will be limited by which type of vehicle can enter the site with a trailer.

Any individual suspected to be accessing the HWRC with waste from a commercial origin will be refused entry.

#### Black bag sorting

We recommend that you sort your waste into recyclable and non-recyclable materials before coming to the recycling centre. Many household items can be recycled, either in your blue bag or your food waste bin. Other items such as glass, clothes and small electrical items can be recycled at the recycling centre or smaller recycling banks.

If residents bring black bags to the recycling centre, they will be required to sort them at one of our designated sorting stations.

Our recycling policy for HWRC's:

- Unsorted black bag waste is not accepted
- Householders are instead required to sort all recyclable material from non-recyclable materials prior to arriving at the HWRCs.

- On arrival householders are required to place recyclable items in the relevant recycling container, and only non-recyclable items in the residual waste (general waste/black bag) skip.
- If a person arrives at the HWRCs with unsorted waste, they will be given the option to either sort their black bags in a designated sorting area at the site or return home to sort their black bag waste.
- Any bags sorted on site must be sorted by householders, site staff will be able to provide guidance but will not assist with the sorting.
- The deposit of recyclable items in the residual skips will not be permitted.

### Donation Stations

Residents are encouraged to donate any domestic waste item which is of reasonable condition that can be cleaned, repaired or upcycled at the 'Eto' repair and reuse facility, when attending the HWRC.

- Donation stations are located at all four HWRC and are located near the entrance of the HWRC to encourage residents to donate items at the designated donation station before disposing for recycling or waste disposal within the HWRC skips.
- No waste after deposited in the skips can be taken by the public for repair or reuse purposes.
- All waste donated must be left at the donation stations for repair and reuse
- All waste donated must be domestic waste such as;
  - Garden equipment
  - Wood and wooden items
  - Bikes
  - Electricals
  - Furniture
  - Household items
  - Sports equipment
  - Children's toys
  - CDs & DVDs
  - Books
  - Tiles
  - Rugs
- No donated items can be taken from the donation station by the public when deposited by others
- Donation stations are open during the same operating times as the HWRCs

### Education and enforcement:

Any person that leaves unsorted black bag waste at, or in the vicinity of, the HWRCs, will be considered to have committed the offence of 'fly tipping' as per s34 of the EPA 1990, and will be subject to CCCs Enforcement Policy.

The council's enforcement officers can on occasion visit the recycling centre to undertake spot checks. Thus, to ensure that residents are compliant with the disposal of waste on site and to determine no commercial activity is occurring on any of the four recycling centres.

#### Disposal of blue bags (dry recycling)

Residents can dispose of their blue bags, containing dry recycled materials, at all four HWRCs in dedicated skips. From 1<sup>st</sup> April 2023, following a review removal of the blue bag skip may be possible as there will be a weekly provision for the collection of these at kerbside. Recycling provision for dry mixed recycling items that may come from black bag sorting on site will be available.

#### Plasterboard (gypsum) waste and asbestos

Plasterboard is made of the mineral gypsum, which produces hydrogen sulphide gas (rotten egg smell) in landfills. Plasterboard is no longer permitted in landfills but must be recycled and as this material is found mostly in construction materials a limit is put on the amount that can be taken into the HWRCs. This is restricted to three standard bin bags per month. The plasterboard in the bags needs to be decanted into the plasterboard containers on site.

Only cement bonded asbestos is allowed at the HWRCs (Chrysotile). Blue and Brown asbestos (Crocidolite & Amosite) are not allowed and require specialist treatment and disposal.

The cement bonded asbestos must be double bagged, and the bags sealed. Up to three bags of asbestos are permitted for disposal at the HWRCs each year.

Whole sheets of cement bonded asbestos and quantities of both asbestos and plasterboard more than the three bags, are taken to Nantycaws, over the weighbridge and an appropriate disposal fee paid to the site operator.

#### Refrigerators and freezers – COLD units

Up to and no more than three domestic fridges, freezers, wine coolers or fridge freezers (including American style domestic fridge freezers and domestic chest freezers) per household to be deposited at the HWRC per visit. No commercial coolers, fridges, or freezers are allowed on site.

Fridges must be clean and contain no food or other items that are not inherently part of the apparatus. It is advisable to remove the seals to avoid children, pets or wildlife becoming trapped within.

#### Charities

Any registered charity using the Household Waste Recycling Centres (HWRCs) for the disposal or recycling of waste will need to contact the waste section of the local authority

for permission to use the site. Charities will need to register with the waste section prior to use of any of the HWRCs and will need to provide the following:

- Provision of a registered charity number
- Registration number and make of the vehicle delivering waste to the site
- 24 hours' notice of delivery of materials to a named HWRC.

The following disposal conditions will apply:

- Disposal of recyclable or compostable materials will be free of charge with unlimited visits.
- Disposal of residual black bag waste will be limited to two times a month.

Hardcore, rubble and any other construction materials will be chargeable and will need to go over the weighbridge at Nantycaws or via the commercial recycling centre in accordance with the opening times of the facility.

If waste is picked up by a charity whereby, they receive monies for its disposal, then this material will have to be diverted to a transfer station or landfill and the appropriate disposal fee paid.

## **Eto – repair and reuse**

Eto is a Welsh Government Circular Economy grant funded project that will help everyone in Carmarthenshire to be more sustainable, cut down on waste and give a second life to perfectly good items.

Re-using is a great way to save the energy used from making new products, helping to reduce carbon footprint and allow residents to do their bit to protect the environment.

The project is set up to help create a circular economy in Carmarthenshire, keeping items in use for longer and all the benefits that brings.

Repaired, re-used and re-purposed items are available at;

- Eto, 31 Stepney Street, Llanelli
- Canolfan Eto, Nantycaws Recycling Centre, Llanddarog Road, Carmarthen

Donated items will be assessed to ensure that they are in a suitable condition and are safe to be re-used, repaired or re-purposed. After this, any necessary work will be carried out before items are sold.

All electrical items will be subject to Portable Appliance Testing (PAT) which is a routine inspection of electrical appliances to ensure they are safe to use.

No warranty is provided.

Returns can be made, and full refund provided based on consumer rights legislation.

Opening hours of Eto shops are published on the council's website.



## Appendix

### Appendices 1 - Garden Waste Terms and Conditions

#### **Terms and Conditions**

These are the terms of the agreement between Carmarthenshire County Council, County Hall, Carmarthen, Carmarthenshire SA31 1JP and the customer regarding this garden waste service.

#### **Service**

1. This service is available to Carmarthenshire residents for household use only.
2. Collections will take place on the first garden waste collection day after delivery of your bin and on a fortnightly basis thereafter. Online ordering will result in immediate notification of day and week of collection. Alternatively, if you order via other methods, you will receive communication stipulating your collection day and week.
3. Bin(s) should be stored on your property and put out for collection before 6am on collection day. If we receive a missed collection call from you, we will refer to our on-board camera system to detect if the bin was out for collection. We will not call back if the bin was not presented at the time of collection.
4. All garden waste must be placed loose inside the bin and the bin lid must be closed for collection. We will not collect the following: • Bagged garden waste • Overflowing bins • Bins that are too heavy • Bins that contain non-permitted items (full list on our website)
5. Some properties may not be suitable for this service due to restricted access for our collection vehicles. In that event we reserve the right to withdraw the garden waste collection service and to notify you accordingly. If payment has been processed a full refund will be given.

#### **Delivery of wheeled bin(s) and collections of garden waste**

6. We aim to deliver the bin(s) within 10 working days of receiving your payment. However, this may not be possible on every occasion. You will be kept informed of any delay.
7. The bin(s) remain the property of the council and must not be defaced or inscribed in any way. Customers are responsible for keeping their containers clean and return the bins to their residential property as soon as collections have been made. Damaged or stolen bin(s) must be reported immediately on [www.carmarthenshire.gov.wales/gardenwaste](http://www.carmarthenshire.gov.wales/gardenwaste) or call 01267 234567. The council reserves the right to make a charge to replace any containers damaged because of misuse by the customer.
8. If the access road to your property for the collection vehicle or crew is blocked, the council will endeavour to return once the area is clear. In exceptional circumstances, if a collection vehicle is repeatedly restricted from collecting the bin(s), residents may be asked to take their containers to an agreed collection point.
9. Dependant on demand you may not receive a new bin and you may instead be provided with a bin returned from a previous customer, in this event we will clean and wash the bin before delivering.
10. The authority will not be liable for any injury or damage resulting from the use or movement of the bin, except where death or personal injury is due to negligence on the part of the council or its employees.



11. Wheeled bins will not be collected in from you at the end of each season, they should be retained and stored for the next season.

### **Charges and subscriptions**

12. Subscriptions are renewed annually at the start of the season. The contract will terminate at the end of each season. The season dates are subject to change. Existing customers will receive a renewal notice, for the following years' service, in advance of the payment deadline each year.

13. Payments for the service will be published on Carmarthenshire County Council website. No concessions are available for this service.

14. You will pay the full cost whatever point in the year you subscribe to the service. Once collections have started from your wheeled bin, there will be no refund if you; • decide to cancel the service at any point during the season • if collections cannot be carried out for reasons beyond the council's control • if you report a missed collection but our enquiries confirm that the bin was not presented at the normal collection point at the time of collection.

15. If you do not renew the garden waste contract for the new season you are required to contact us on [ENVGardenWaste@carmarthenshire.gov.uk](mailto:ENVGardenWaste@carmarthenshire.gov.uk) to make arrangements for collection of the bin. Failure to surrender the bin will result in a charge of £25

16. If you move house within Carmarthenshire - please let us know at least 10 working days before you are due to move so that we can make sure your bin gets emptied at your new address and advise of any changes to your personal contact details. Likewise, if you move outside the county, please contact us so that we can make arrangements to collect the bin. Email us on; [ENVGardenWaste@carmarthenshire.gov.uk](mailto:ENVGardenWaste@carmarthenshire.gov.uk)

### **Cancellation of the service**

17. You have a right to cancel this contract within 14 days of the contract being concluded, without giving any reason. If you exercise these statutory cancellation rights, we will give you a full refund within 14 days of cancellation. For further information on your cancellation rights and how to exercise them, see the Instructions for cancellation and model cancellation form in the Schedule to these terms and conditions.

### **Our rights to terminate**

18. Carmarthenshire County Council reserves the right to terminate this service at any time if:

a) We decide that your property is not suitable for this service due to access to the property being restricted. A full refund will be given.

b) You fail to make any payments to the council under this contract at the required time. There will be no refund for monies received and you remain liable to pay full annual cost of the service.

c) You regularly place items out for collection which do not qualify as household garden waste, or which are prohibited items listed on our webpage;

[www.carmarthenshire.gov.wales/gardenwaste](http://www.carmarthenshire.gov.wales/gardenwaste) There will be no refund for monies received and you remain liable to pay full annual cost of the service

**Your rights to terminate**

19. In addition to your statutory cancellation rights (in clause 16) you can also terminate this contract at any time by giving us 7 days' notice in writing. If you terminate under this clause, we will not give you a refund.

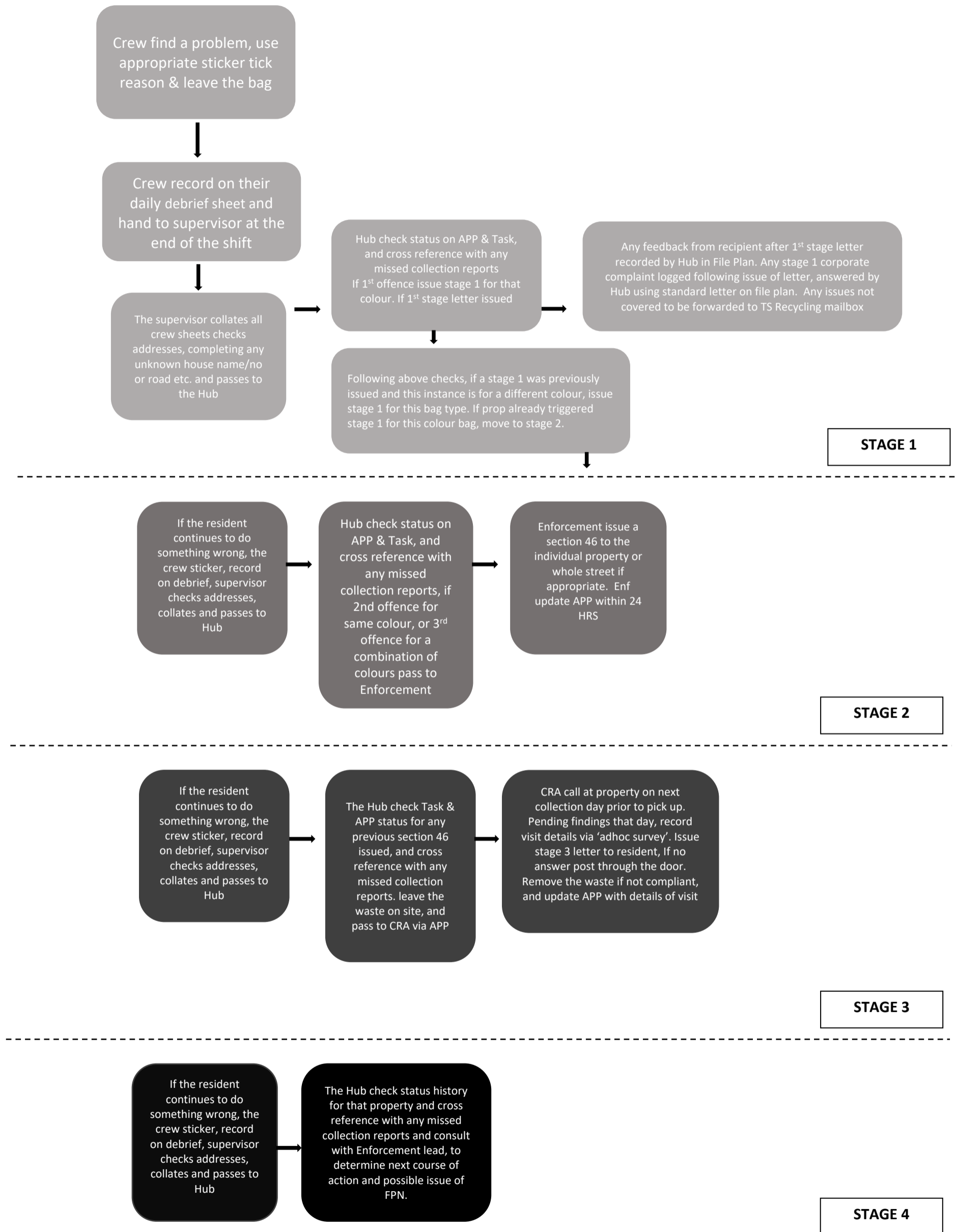
## Appendices 2 – AHP and children’s nappy waste terms and conditions

1. This service is for Carmarthenshire residents only and solely for domestic use. You confirm that the waste is not from a commercial business, e.g., a residential care home, or a registered child minder.
2. Once you receive your purple bags, you can start putting them out on your next Hygiene & Nappy Waste collection day. You can look this up on our webpage where you can also download and print a collection calendar.
3. Bags should be placed out before 7am for collection at your usual refuse/recycling collection point.
4. Do not report a missed collection until after 3pm on the day of collection. Any reports after 3pm will be checked against our onboard camera footage to verify the waste was out and at the correct location when we called at your property. If the bags were not out, we will notify you and not return until the next scheduled collection day. You will need to remove the bags from the collection point until then.
5. All hygiene and nappy waste must be placed in purple bags provided. All bedpans, catheter and stoma bags should be emptied if possible before placing in the purple bag.
6. Some properties may require a visit to see how we can assist with offering the service. If this is the case, you agree to this and you will be contacted directly.
7. We aim to deliver the purple bags within 10 working days of receiving your application. We will contact you should this be delayed. When you require further bags, you must apply for more to be delivered to your registered address. Requests can be made via our website or by contacting Customer Services on 01267 234567. Please ensure you leave enough time for delivery to take place.
8. Once you have applied, you will remain a customer until you contact us to advise you wish to cancel.
9. If you need to stop your collections temporarily, please contact us. If you do not put waste out on three consecutive collections, we will contact you to see if you still require the service. A review of customers will also be carried out every two years.
10. If you are completing the form on behalf of someone else, you agree for us to contact you using the information you provided. We will notify you of any service change/delays on their behalf, and you will inform them of the changes.
11. If you require the service for children’s nappies, the child/children can only be registered for the service under one Carmarthenshire address. If relatives are helping to care for your child at another property, they cannot register for the service as well. However, you can give them purple sacks for any used nappies, but they must pass them back to you for collection from your own registered address.
12. You agree to contact us and amend your address details if you move house, change your email address or other contact details.
13. You agree to inform us to cancel collections once the service user no longer requires the service

**Appendices 3 – Individual property education and enforcement process map**

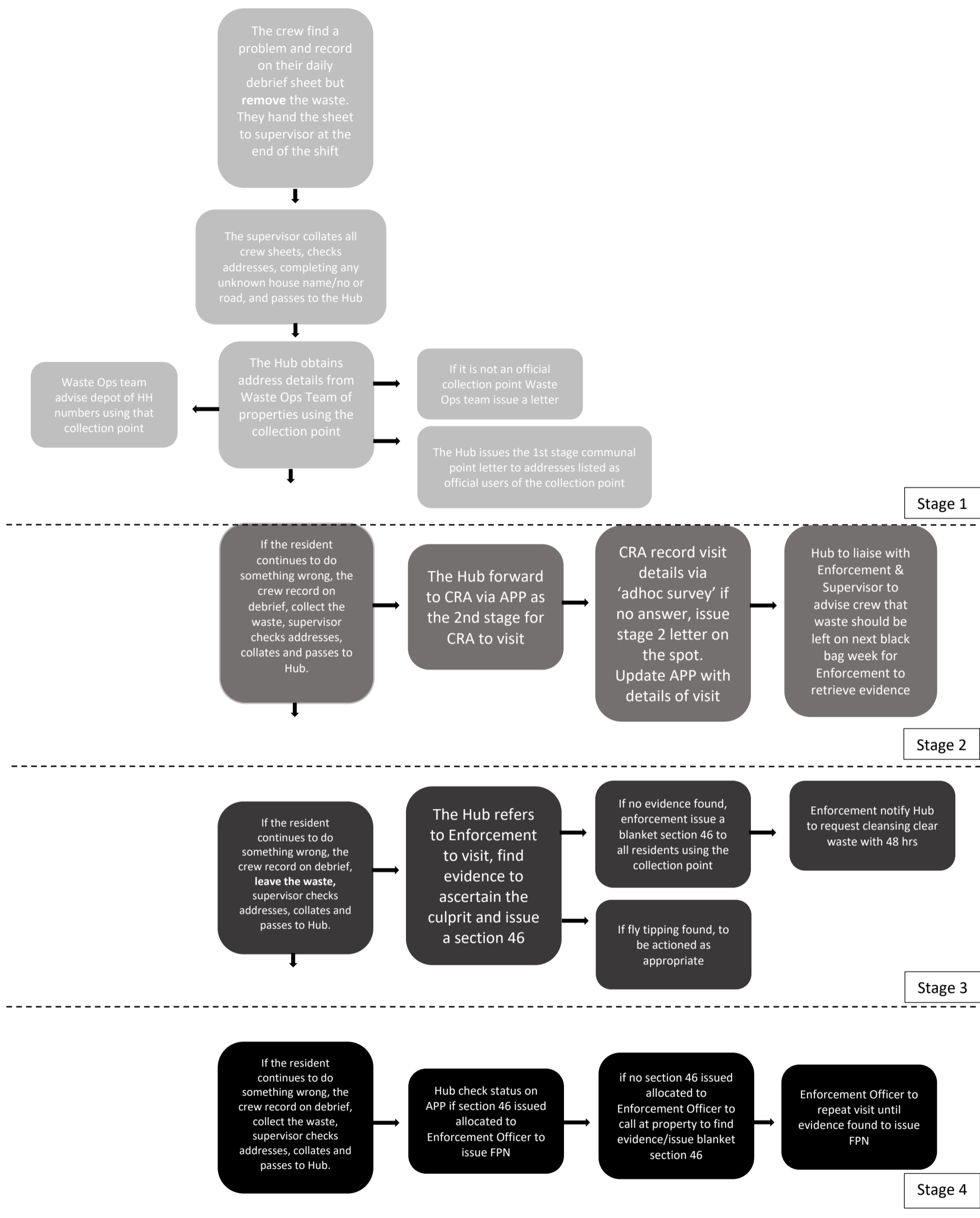
**Education/Enforcement Process 2022**

**Process for individual properties, not adhering to blue/black bag policy (not communal waste points)**

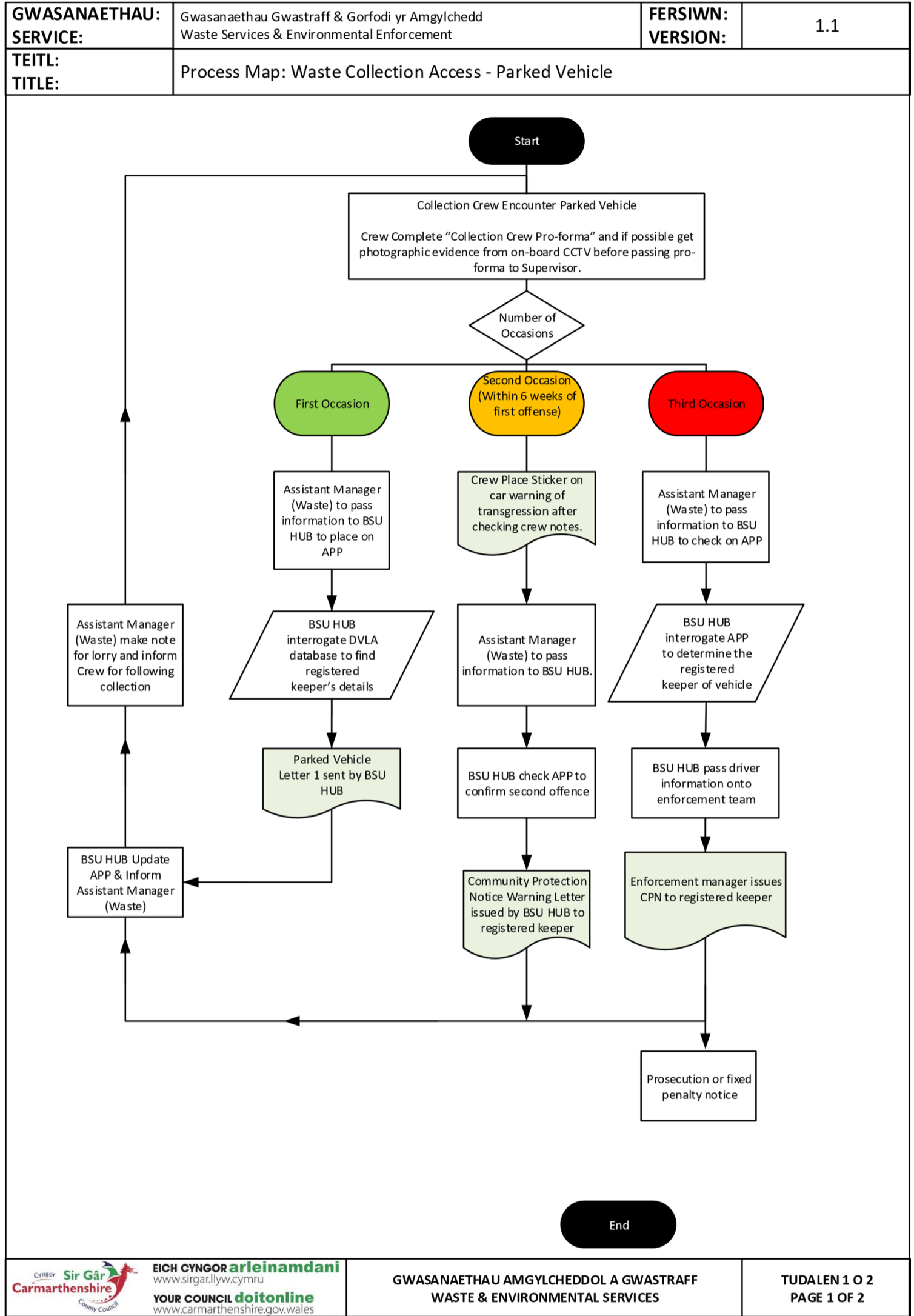


Appendices 4 – Communal collection point education and enforcement process

Education/Enforcement Process  
Process for properties with communal collection points



Appendices 5 – Parked Cars Process

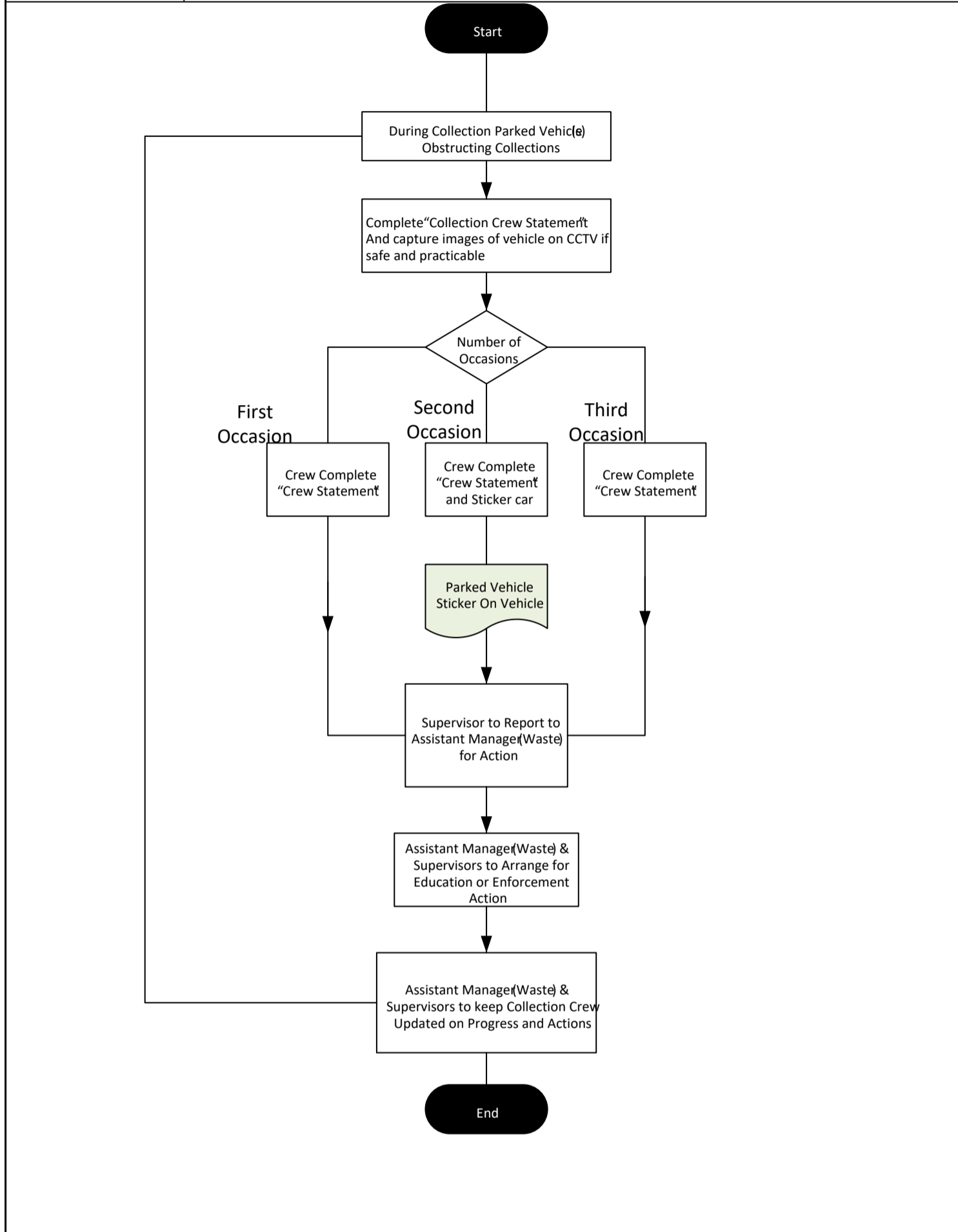


**EICH CYNGOR arleinamdani**  
www.sirgar.llyw.cymru  
**YOUR COUNCIL doitonline**  
www.carmarthenshire.gov.wales

**GWASANAETHAU AMGYLCHEDDOL A GWASTRAFF**  
**WASTE & ENVIRONMENTAL SERVICES**

**TUDALEN 1 O 2**  
**PAGE 1 OF 2**

<b>GWASANAETHAU:</b> <b>SERVICE:</b>	Gwasanaethau Gwastraff & Gorfodi yr Amgylchedd Waste Services & Environmental Enforcement	<b>FERSIWN:</b> <b>VERSION:</b>	
<b>TEITL: TITLE:</b>	Process Map: Waste Collection Access - Parked Vehicle (Collection Team Process)		



Mae'r dudalen hon yn wag yn fwriadol



**Y PWYLLGOR CRAFFU  
LLE, CYNALIADWYEDD A NEWID HINSAWDD  
15 RHAGFYR 2022**

<b>STRATEGAETH SEILWAITH GWEFRU CERBYDAU TRYDAN CYNGOR SIR CAERFYRDDIN</b>		
<b>Y Pwrpas:</b>		
Mae'r adroddiad hwn wedi ei baratoi i roi diweddariad am y cynnydd ar y strategaeth.		
<b>GOFYNNIR I'R PWYLLGOR CRAFFU:-</b>		
<b>Adolygu ac asesu'r wybodaeth sydd yn yr Adroddiad a darparu unrhyw argymhellion, cylwadau, neu gyngor i'r Aelod Cabinet cyn i'r Cabinet ystyried yr adroddiad.</b>		
<b>Y Rheswm/Y Rhesymau</b>		
Cymeradwywyd y Strategaeth Seilwaith Cerbydau Trydan gan y Cabinet ar 6 Rhagfyr 2021, ac roedd y strategaeth yn nodi gweledigaeth, sef: "Datblygu a hyrwyddo rhwydwaith o bwyntiau gwefru trydan, sy'n darparu ar gyfer ac yn annog twf yn y defnydd o gerbydau trydan yn y dyfodol, ac wrth wneud hynny, yn diogelu ein rhwydwaith trafndiaeth yn y dyfodol ac yn cyfrannu at dargedau lleihau llygredd lleol a byd-eang".		
<b>YR AELOD CABINET SY'N GYFRIFOL AM Y PORTFFOLIO: -</b>		
Y Cyngorydd Edward Thomas,		
<b>Y Gyfarwyddiaeth</b> <b>Enw Pennaeth y Gwasanaeth:</b> Stephen Pilliner  <b>Awdur yr Adroddiad:</b> Thomas Evans	<b>Swydd:</b> Pennaeth Trafnidiaeth a Phrifyrdd  <b>Cynlluniwr Trafnidiaeth – Strategaeth a Seilwaith</b>	<b>Rhifau ffôn:</b> 01267 228150 <b>Cyfeiriadau E-bost:</b> <a href="mailto:SGPilliner@sirgar.gov.uk">SGPilliner@sirgar.gov.uk</a>  <b>Rhifau ffôn:</b> 01267 228150 <b>Cyfeiriadau E-bost:</b> <a href="mailto:tjevans@sirgar.gov.uk">tjevans@sirgar.gov.uk</a>

**PLACE, SUSTAINABILITY & CLIMATE CHANGE  
SCRUTINY COMMITTEE  
15 DECEMBER 2022**

**EXECUTIVE SUMMARY**

**CARMARTHENSHIRE COUNTY COUNCIL -  
ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY**

**1. SUMMARY OF PURPOSE OF REPORT.**

Cabinet approved the Electric Vehicle Infrastructure Strategy on 6<sup>th</sup> December 2021, the strategy set out a vision: “To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reduction targets”.

The Electric Vehicle Infrastructure Strategy is an enabler to assist the authority with decarbonisation as it helps stimulate demand for Ultra Low Emission Vehicles and in particular the uptake of electric vehicles. It will also provide confidence for people who visit the county thereby supporting the local economy.

There were 13 recommendations contained within the strategy:

- EV1 - Facilitate the Provision and Delivery of Public EV Charge Points
- EV2 - Maintain Parking Management Policies Supportive of EVs
- EV3 - Encourage EV Charge Points at Key Employment Centres, and transport interchanges.
- EV4 - Encourage the Use of EVs in The CCC Fleet.
- EV5 - Trial New Technologies and Encourage Innovation
- EV6 - Investigate ways to Encourage Charge Point Provision through the Planning Process
- EV7 - Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.
- EV8 - Encourage Taxis and Public Transport Providers to Upgrade to EVs
- EV9 - Provide Publicly Available Information About EV Charging Options
- EV10 - Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.
- EV11 - Encourage Electric Car Clubs
- EV12 - Work in Partnership with Other Organisations
- EV13 – Continually Review and Refresh This Strategy

Since the strategy was adopted and in line with recommendation EV1, the new purpose-built rapid charging EV Hub in Cross Hands has been opened to the public at the end of March 2022 (the first of its kind in Wales). To date, there have been approximately 3,300 sessions across the site, delivering over 75,000kWh of energy and saving an estimated 38 tonnes of Co2 emission compared with petrol/diesel cars.

Additional funding has also been secured from the Office for Zero Emission Vehicles (OZEV) via their Onstreet Residential ChargePoint Scheme to further expand the fast-charging network across the county.

We have also made progress with EV4 by implementing EV infrastructure within operational depots this year as we prepare to decarbonise our own fleet. The works details are included below:

- Trostre Depot, Llanelli – 3 x 50kW rapid chargers & 6 x 7-22kW fast chargers;
- Cillefwr Depot, Carmarthen – 2 x 50kW rapid chargers & 4 x 7-22kW fast chargers;
- Glanamman Depot, Glanamman – 2 x 7-22kW fast chargers;
- County Hall, Carmarthen – 1 x 50kW rapid charger & 1 x 7-22kW fast charger.

Funding has also been secured for the electrification of the bus fleet for the T1 TrawsCymru route linking Carmarthen and Aberystwyth. The charging hub for this will be based in Carmarthen with new facilities available for buses and drivers.

By assisting public transport operators in their transition to using more EVs we are also linking with recommendation EV8 of the strategy.

In respect of EV4, It is worth noting that we are in the process of incorporating 3n. 26 tonne refuse collection vehicles into our waste fleet which

A regional EV study and rapid ChargePoint feasibility report for the Swansea Bay City Region have been commissioned via the Metro programme and seek to layout a foundation for a consistent approach to EV infrastructure across Southwest Wales. This will, in turn, be influenced by emerging Regional Transport Plans, however guidance has not yet been received on these as of yet.

Specialist support has been offered by the transport planning section, in line with recommendation EV10 and EV12 from the strategy to residents, community groups, businesses and internal departments on the requirements/funding opportunities of installing EV infrastructure.

In addition to the above, and in line with recommendation EV7 of the strategy, CCC have been contacted by private investment companies and individuals following the recent good work undertaken by CCC in the field of EV investment and have expressed their desire to install further provision at sites across the county.

Following recommendations EV8 and EV9 we launched an updated section on the CCC website detailing information about our EV infrastructure network, grants available to the public and the strategy itself. A single point of contact has also led to a number of residents directly contacting us to discuss potentially purchasing EVs.

Should the purchase of electric vehicles continue to grow, there is likely to be demand for charging facilities near people’s homes/houses. This can be challenging in urban environment due limits with on street space and competing demands for road space around domestic properties. The Council will continue to work with stakeholders and partners to explore developments in the area.

<b>DETAILED REPORT ATTACHED ?</b>	<b>YES – CCC EV Infrastructure Strategy</b>
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# IMPLICATIONS

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

Signed: S.G. Pilliner

Head of Transportation & Highways

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

## 1. Policy, Crime & Disorder and Equalities

The strategy will enable and encourage the development of EV charging infrastructure and associated resources across the county. This will help to reduce inequalities in terms of infrastructure provision and help to enable transition to EVs for those, for example, without off street parking.

## 2. Finance

There is no budget allocation to deliver the strategy, the authority works proactively to secure grant funding from the Welsh Government and other external funding sources.

## 7. Staffing Implications

The strategy is a live strategy and there is a need to review it within 3 years given the fast-moving changes to both policy and direction from Welsh Government.  
Staff will be expected to update the strategy or secure funding to enable this.

<b>CABINET MEMBER PORTFOLIO HOLDER AWARE/CONSULTED</b>	YES
<b>Section 100D Local Government Act, 1972 – Access to Information</b>	
<b>List of Background Papers used in the preparation of this report:</b>	
<b>THERE ARE NONE</b>	

# Electric Vehicle Charging Infrastructure Strategy

2022



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## Executive Summary

Between 31 October - 12 November 2021, Glasgow hosted the 26<sup>th</sup> United Nations (UN) Climate Change Conference of the Parties (COP26) to accelerate action towards the goals of the Paris Agreement and the UN Framework Convention on Climate Change<sup>1</sup>. Carmarthenshire County Council and the Welsh Government are committed to delivering net zero targets by 2030 and 2050 respectively, having both declared climate emergencies in 2019. As one of the larger contributors to greenhouse gas emissions and as set out in Llywbr Newydd decarbonising the transport sector is fundamental to achieving environmental ambitions. With increasing emphasis placed upon more sustainable forms of travel, the role of Electric Vehicles (EVs) to reduce emissions and improve air quality, alongside commitments to ban the sale of new petrol and diesel vehicles by 2030<sup>2</sup>, a regional EV Infrastructure Strategy for Carmarthenshire is required to ensure the EV charging infrastructure fulfils future demand. Hydrogen is also emerging as an energy source for the vehicle sector as are other interventions such as car sharing and electric bikes.

As the first step to establishing the unique requirements for Carmarthenshire's EV infrastructure network, this strategy provides an evidence base and recommendations for a convenient, reliable, and accessible charging network that instils confidence amongst users. It also aims to encourage uptake of EVs for businesses, residents, and visitors by demonstrating the availability of a strategic infrastructure network when and where needed Carmarthenshire's Vision is as follows:

“to develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reductions”

The strategy is structured into three sections:

- baseline,
- forecasting, and
- recommendations.

It complements recent publications, such as Welsh Government's 'EV Charging Strategy for Wales'<sup>3</sup> (March 2020), drawing upon regional forecasts and taking into account projected infrastructure requirements.

The baseline section reviews relevant national and local policies to highlight key commitments and references broader UK policies for context. It also presents an EV Charge Point (EVCP) assessment of the current number, type and location of

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<sup>1</sup> <https://ukcop26.org/>

<sup>2</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

<sup>3</sup> <https://gov.wales/sites/default/files/publications/2021-03/electric-vehicle-charging-strategy-wales.pdf>

EVCPs already installed using publicly available data, analyses EV uptake to date and presents a grid capacity assessment from available data/engagement with the distribution network operator (DNO), Western Power Distribution (WPD).

The forecasting section is based on Welsh government forecasts for projected EVCP requirements as well as integrated market research. 'Fast charger dominant' and 'rapid charger dominant' scenarios are extracted from the Welsh Government EV Charging Strategy to ascertain specific forecasts for Carmarthenshire.

The final section entails recommendations for the strategy, including developing solutions based on three 'use-cases': (1) Residential, (2) Destination and (3) Strategic Road Networks (SRN). Residential charging focuses on domestic (on, and off-street) charging, where EV owners will typically use a slow charger to charge their vehicles over a long period of time. Destination charging refers to charging facilities for customers which may act as a means of improving customer experience, commonly using fast charging points that at locations such as gyms, supermarkets, public parks, tourist locations and even workplaces. SRN charging refers to chargepoints used to top up vehicles during long journeys along Carmarthenshire's SRN. A typical charging location along the SRN would be motorway service stations. Options for procurement and operating models are detailed, as well as 'complimentary measures' (i.e. non-EVCP interventions such as EV car clubs or partnerships with organisations). A key recommendation is to review and refresh this strategy continually in order to keep it relevant. The following recommendations are made to facilitate realisation of Carmarthenshire's vision for accelerated uptake of EVs throughout the region:

- EV1 - Facilitate the Provision and Delivery of Public EV Charge Points
- EV2 - Maintain Parking Management Policies Supportive of EVs
- EV3 - Encourage EV Charge Points at Key Employment Centres, and transport interchanges.
- EV4 - Encourage the Use of EVs in Their Fleet.
- EV5 - Trial New Technologies and Encourage Innovation
- EV6 - Investigate ways to Encourage Charge Point Provision through the Planning Process
- EV7 - Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.
- EV8 - Encourage Taxis and Public Transport Providers to Upgrade to EVs
- EV9 - Provide Publicly Available Information About EV Charging Options
- EV10 - Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.
- EV11 - Encourage Electric Car Clubs
- EV12 - Work in Partnership with Other Organisations
- EV13 – Continually Review and Refresh This Strategy



## Vision Statement

This Strategy sets out a vision, supported by relevant policies, to encourage and promote the development of infrastructure necessary to enable employees, residents, communities, visitors, businesses and other organisations to use EVs as part of their everyday routine/use. It will also outline ways in which Carmarthenshire County Council (CCC) will encourage and enable EV use across all sectors.

EV users in Carmarthenshire should be confident that they will be able to recharge their vehicles easily and quickly at convenient locations. The uptake of EVs will lead to improvements in air quality in Carmarthenshire, as well having wider benefits such as helping mitigate climate change through decarbonisation of transport.

Vision: “To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reduction targets”

With the increasing number of EVs being sold and national policies set to increase uptake further, it is important we work towards and support the introduction of more charging points across the County. This strategy is the first step in encouraging this and illustrates our commitment as a Council to raising the profile of EVs and their many benefits.

Supporting the deployment of EV infrastructure is an important part of future proofing Carmarthenshire’s transport network and sustaining resilient communities. The Council introduced a number of pool cars to its fleet when EVs were far less commonplace and will continue to work to advance the EV transition in the area.

In doing so, the Council’s actions fit in with the Well-being of Future Generations Act which requires public bodies in Wales “to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.”

This EV strategy in particular aligns with:

- A Globally Responsible Wales,
- A Healthier Wales,
- A Resilient Wales, and
- A More Equal Wales.



Figure 1 Seven Well-Being Goals of Welsh Government's 'Well-being of Future Generations Act' (Source: <https://gov.wales/well-being-of-future-generations-wales>)

“Carmarthenshire County Council are pleased to launch this Electric Vehicle Charging Strategy. We recognise the opportunities Electric Vehicles provide in supporting our decarbonisation ambitions set out in ‘Prosiect Zero Sir Gâr’ and with the ever-increasing number of electric vehicles on our roads, we need to ensure that drivers have access to a coherent network of EV charging infrastructure across the County.

We are working closely with partners and Welsh Government to identify new areas where extra provision will prove beneficial, not just along the strategic road network, but also inclusive of destination charging and for specific initiatives such as the ‘Ten Towns’. We remain committed to supporting the development of high quality, reliable EV infrastructure to the residents, businesses and visitors of Carmarthenshire.

This strategy supports us in these goals and helps to plan and set targets for the next 10 years.”

**Cllr Hazel Evans Cabinet Member for Environment**

# 1. Background

## Overview

Carmarthenshire is in Southwest Wales and as well as having an established agricultural economy, it has administrative and economic hubs in its three major towns, Llanelli, Carmarthen and Ammanford. Llanelli is the largest town in the county; however, Carmarthen has been an important centre since Roman times and remains the administrative centre. In 2017, the county was estimated to have a population of 188,771<sup>4</sup>, with a significant proportion of the population being in rural regions.

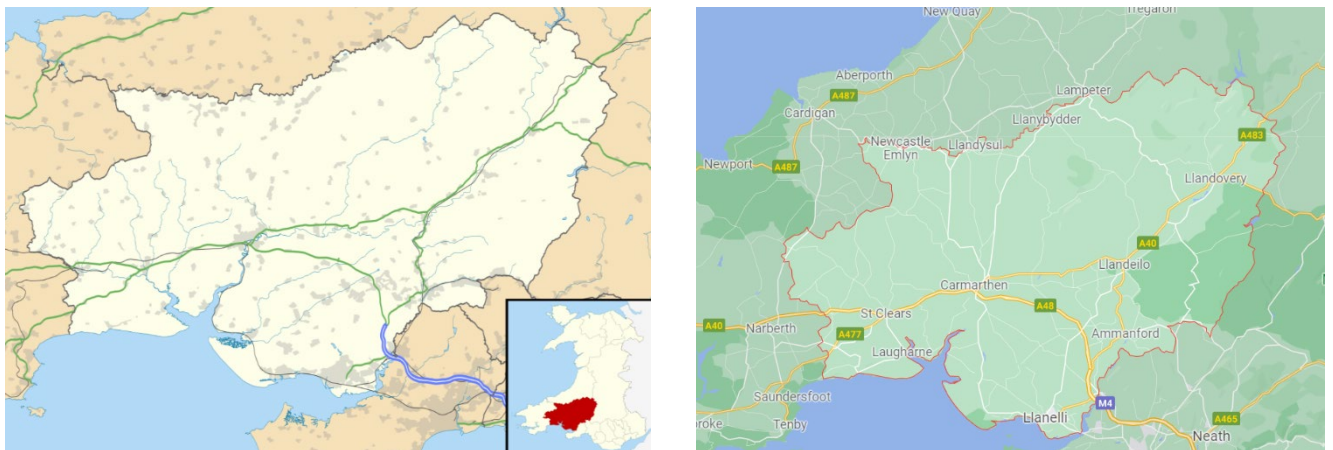


Figure 2 - Situation of Carmarthenshire

Carmarthenshire is bordered by Pembrokeshire, Ceredigion, Swansea, Neath Port Talbot, with three of these combining with Carmarthenshire to comprise the Swansea Bay City Region. Swansea is a regional centre for Southwest Wales with most employment now in the service sector, developing from its industrial heritage.

Carmarthenshire is undertaking strategic action to support the economic recovery and growth of rural towns across the County through the ‘Ten Towns<sup>5</sup>’ Initiative. Developing economic growth plans to drive forward an agenda for change for each of the respective towns and their wider hinterland. The ‘Ten Towns’ Initiative focuses upon the following areas: Cross Hands, Cwmaman, Kidwelly, Laugharne, Llandeilo, Llandovery, Llanbydder, Newcastle Emlyn, St. Clears and Whitland.

Carmarthenshire County Council are also delivering the Pentre Awel<sup>6</sup> development at a site along the Llanelli coastline. Bringing together business, research, education, community healthcare and modern leisure facilities, Pentre Awel aims to create 1,853 jobs and training/apprenticeship opportunities. It is expected to boost the local economy by a £467million over the next 15 years.

<sup>4</sup> <https://www.carmarthenshire.gov.wales/home/council-democracy/research-statistics/census-information#.YTIkG45KiUI>

<sup>5</sup> <https://www.carmarthenshire.gov.wales/home/business/development-and-investment/ten-towns/#:~:text=Our%20Ten%20Town%20initiative%20is%20to%20support%20the,regeneration%20of%20rural%20Carmarthenshire.>

<sup>6</sup> <https://www.carmarthenshire.gov.wales/home/business/development-and-investment/pentre-awel/>

The aim of this EV Charging Infrastructure Strategy is to aid in the transition to EV's for the population of Carmarthenshire as well as visitors and those travelling through the county via the strategic road network. This Strategy will ensure there is a focus on these strategic routes, the three major towns, as well as considering more rural and remote communities. This document is important as it provides a delivery roadmap to ensure that an EV charging network will be available when and where it is required.

Carmarthenshire also has a large tourism industry, enticing visitors with its outdoor activities, beaches, and rich heritage.

### **Purpose of this EV Strategy**

This EV Strategy has been created to provide a plan and technical evidence base that supports the transition to zero emission vehicles for Carmarthenshire's residents, organisations, businesses, and visitors. The aims of the strategy include:

1. To support the County Council with existing EV infrastructure planning and delivery work. The strategy will also provide an evidence base for future investment decision-making by Government, The Council and the private sector
2. To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs the transport network and contributes to local and global pollution reductions.

In achieving these aims, the EV strategy will contribute to broader Welsh Government goals of carbon neutrality in the public sector by 2030. As stated in The Welsh Public Sector Net Zero Carbon Reporting Guide (2021)<sup>7</sup>:

'The aim of this guide is to develop a universal guide set of instructions for use by Welsh public bodies, to estimate baseline emissions, identify priority sources and to monitor progress towards meeting the target collective ambition of a carbon neutral public sector by 2030'.

In February 2019, Carmarthenshire County Council declared a Climate Emergency and made a commitment to becoming a net zero carbon local authority by 2030. Carmarthenshire County Council was also the first local authority in Wales to publish a net zero carbon action plan.

Analysing the current network, high-level demand forecasts and a review of the Welsh Government EV Strategy projections, as well as base and future grid capacity, this strategy delivers a comprehensive update to the existing roadmap, identifying milestone objectives for 5- and 10-year periods. The strategy provides recommendations for the implementation of an infrastructure programme based on best practice review, including technological, procurement, delivery and maintenance options. The report further outlines a series of recommendations for policy

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<sup>7</sup> [https://gov.wales/sites/default/files/publications/2021-05/welsh-public-sector-net-zero-reporting-guide\\_1.pdf](https://gov.wales/sites/default/files/publications/2021-05/welsh-public-sector-net-zero-reporting-guide_1.pdf)

development, strategic investment priorities and complementary measures for public sector investment.

## 2. Electric Vehicles in Context

### Uptake

EVs sales are set to increase in the UK due to the national targets set by the government. Whilst car ownership is typically lower in dense urban areas than it is in rural areas due to higher public transport or active travel use, the conversion from petrol/diesel to EV is still likely to be quicker in urban areas due to easier access to chargepoints. We are already seeing this happening with the city of London having an electric car ratio of one for every 20 cars, which is 10 times the national average<sup>8</sup>. Also, as they have higher population densities the amount of people purchasing new cars will be higher.

In addition, due to the uptake of EVs there will be a subsequent increase in charging infrastructure at locations of high footfall. Strategic road networks and highways which may be more rural are also set to see an uptake in charging infrastructure due to their role in ensuring that vehicles can recharge for long distance journeys or for people who live far from local communities. Carmarthenshire is predominately rural, with around 60% of its residents living in rural areas<sup>9</sup>, therefore encouraging the strategic deployment of charge points is particularly important to ensure that residents of more deprived and/or rural areas have access to charging infrastructure.

EV

### Environmental Benefits

As an EV is run on electrical power it has no exhaust emissions like that of a conventional combustion vehicle. This presents a key benefit to EVs as they operate in harmony with the wider environment and can improve the quality of air in which people across our cities, towns and villages breath. Following the Paris Agreement that necessitates 'Net Zero' greenhouse gas emissions, the UK have set an ambitious target to become Net Zero by 2050, such a target will see significant change to the transport industry where the sale of new petrol and diesel vehicles is to be banned in the Wales by 2035.

EVs are not only a cleaner mode of transport than combustion vehicles but they are more efficient at converting energy into motion also<sup>10</sup>, and as such have a lower carbon footprint than conventional vehicles, even when charging from mains electricity<sup>11</sup>. Due to new advanced energy generation, EVs can now be charged from renewable energy sources within the power grid, or directly from renewable sources on your home or on local charging hubs such as solar PV. Due to this greenhouse gas emissions can be reduced even further, presenting the opportunity for a clean mode of transport to use a clean form of power.

### Running Cost Benefits

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<sup>8</sup> Electric Vehicle Adoption in the UK | comparethemarket.com

<sup>9</sup> <https://www.carmarthenshire.gov.wales/media/1214849/corporate-strategy-18-23.pdf>

<sup>10</sup> <https://fueleconomy.gov/feg/evtech.shtml>

<sup>11</sup> [https://www.carbonfootprint.com/electric\\_vehicles.html](https://www.carbonfootprint.com/electric_vehicles.html)

Although EVs are currently more expensive to purchase than a petrol or diesel vehicle, EVs are cheaper to run from a day-to-day perspective. Typical running costs are 3-4p per mile compared to 12-15p per mile for combustion vehicles<sup>12</sup>. They are cheaper to maintain than combustion vehicles and the cost to service, maintain and repair is cut by more than half<sup>13</sup>. This is because EVs have fewer components that require regular maintenance which is inherently down to the reduced number of moving parts in the vehicle itself as well as improved vehicle technology.

## **Range Anxiety**

The driving range is typically lower than fossil fuel vehicles and charging time that is longer. New EVs are also more expensive to buy than fossil fuel vehicles. However, the driving range is increasing and the range of an electric car in the UK now is typically between 100 to 300 miles<sup>14</sup>.

Increases in the average distance travelled per person per year occurred in the three decades 1970 to 2000, for personal travel. This was largely due to increases in average trip lengths since the 1970s, which rose over 50% to 7 miles in 2014. However, since the early 2000s average distance and trip length have levelled off.

Charging times are reducing as charging technology improves, and as more charge points are installed, using EVs becomes more practical.

As the number of EV users increases, having enough chargepoints in an area will not only help aid the issues associated with range anxiety but will also ensure different charging areas stays economically competitive, socially equitable in terms of access to services and furthermore encourage more visitors to the area. As well as these benefits they can also provide an additional income to the chargepoint host and demonstrates the areas commitment to the environment, innovation and future trends, which supports the Swansea Bay City Deal vision “To place the region at the forefront of energy innovation and establish the region as a globally significant player in the production and storage of energy”<sup>15</sup>.

Range anxiety has a major impact on large scale public uptake of EV's. To ease this anxiety, investment is needed to construct a comprehensive high quality EV charging network. The public need to be confident in the fact that on their journey they will be able to find an appropriate EV charger in close proximity. EV uptake depends heavily on a step change in current mobility practices and to support this the public need to be confident the infrastructure is in place to allow this.

## **Cost Comparison**

To provide an overview regarding the shape of the current EV market a cost comparison has been conducted, this analysis also includes an overview of EV battery capacities and ranges which have evolved over the last few years. Data has

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<sup>12</sup> <https://www.zap-map.com/electric-vehicles/ev-benefits/>

<sup>13</sup> <https://www.consumerreports.org/car-repair-maintenance/pay-less-for-vehicle-maintenance-with-an-ev/>

<sup>14</sup> <http://www.carbuyer.co.uk/reviews/recommended/best-electric-cars>

<sup>15</sup> <http://www.swanseabaycitydeal.wales/>

been collected from the EV Database (<https://ev-database.uk/>) as this takes several sources into account to provide an industry-wide view of vehicle costs, battery size and typical range. The analysis on vehicle range can vary depending on driving style and climate, therefore a combined average of both city and highway travel has been selected under mild conditions to reflect that of the Carmarthenshire County.

All non-2021 EV prices presented are based on second-hand vehicles available to purchase in the current UK market. Prices are based on market availability from websites such as Autotrader during October 2021.

The cost provided was the 10<sup>th</sup> lowest price vehicle. This is to exclude any potential outliers (cars that are in poor condition) so to give a fair representation on the average price of the second-hand car from that specified year.

Second-hand vehicles have been presented as they represent a likely purchase option for a large proportion of general public ownership. If there is to be a large uptake in EVs based on government targets, it is unlikely that these will be made up of a significant number of second-hand models due to their affordability in the current market. Note inflation is not accounted for in price comparison.

The analysis conducted presents an overview of the following three EVs: Renault Zoe, Tesla Model 3 & the Nissan Leaf. Table 1 – 3 present this analysis.

### Renault Zoe (Supermini)

Table 1 - Renault Zoe Model Development

Model Year	Range (miles)	Battery Size (kWh)	Retail Price (GBP)
2018	180	44.1 kWh	£14,490 <sup>16</sup>
2021	220	52 kWh	£27,595 <sup>17</sup>

### Tesla Model 3 (Standard)

Table 2 - Tesla Model 3 Model Development

Model Year	Range (miles)	Battery Size	Retail Price (GBP)
2019	190	50 kWh	£39,500 <sup>18</sup>
2021	250	55 kWh	£40,990 <sup>19</sup>

<sup>16</sup> <https://www.autotrader.co.uk/> as of 04/10/2021

<sup>17</sup> <https://www.renault.co.uk/electric-vehicles/zoe.html> as of 04/10/2021

<sup>18</sup> <https://www.autotrader.co.uk/> as of 04/10/2021

<sup>19</sup> [https://www.tesla.com/en\\_gb/model3](https://www.tesla.com/en_gb/model3) as of 04/10/2021



## Nissan Leaf (Standard)

Table 3 – Nissan Leaf Model Development

Model Year	Range (miles)	Battery Size	Retail Price (GBP)
2015	120	30 kWh	£9,500 <sup>20</sup>
2018	160	40 kWh	£25,995 <sup>21</sup>

As is evident from the tables above, vehicle range and battery are consistently increasing over time<sup>22</sup>. This is including improvements in vehicle where the newer model has a more advanced user interface and all-round aesthetic build.

Despite some EVs still being relatively expensive to date, research does show that brand new EVs are set to become cheaper to make than petrol or diesel vehicles by 2027<sup>23</sup>. Research also suggests that some segments of EV production and sales may achieve price parity by 2026. Due to economies of scale, as well as battery technology improvements, costs are envisaged to come down further in real terms. Given BloombergNEF projections about costings, the forecasts made assumed that vehicles will become more affordable which will trigger an increase in EV uptake.

### Accessibility of Chargepoints

The predicted uptake of EVs across Wales provides an indication of the scale that Carmarthenshire will have to match in terms of the availability of charging infrastructure. Rural local authority areas such as Carmarthenshire will require comparatively high numbers of charging units to be deployed (compared to urban areas such as Cardiff and Swansea) as Carmarthenshire is set to see the 3<sup>rd</sup> largest uptake of EVCPs in Wales according to figures presented in the official EV Charging Strategy for Wales (2021). As such, substantial planning, resources and investment will be required across the public and private sector to deliver the charging needs of the county.

Carmarthenshire will roll out its own charging strategy that will be broken down into three groups: Residential, Destination and Strategic. Further information on these categories has been presented in Table 3.

**Residential charging** presents the most likely form of EV charging, as EV owners will have the opportunity to plug into a dedicated domestic EV charging unit whenever required. Commonly EV charging could commence after work where a daily EV recharge could be conducted overnight. The Welsh Government will introduce requirements for new homes to implement charging infrastructure through changes to building regulations. Encouraging or incentivising the uptake of EVCPs on a residential basis will play an integral part in ensuring the availability of

<sup>20</sup> <https://www.autotrader.co.uk/> as of 04/10/2021

<sup>21</sup> <https://www.nissan.co.uk/vehicles/new-vehicles/leaf.html> as of 04/10/2021

<sup>22</sup> <https://ev-database.uk/#sort:path~type~order=.rank~number~desc|range-slider-range:prev~next=0~600|range-slider-bijtelling:prev~next=0~600|range-slider-acceleration:prev~next=2~23|range-slider-fastcharge:prev~next=0~1100|range-slider-lease:prev~next=150~2500|range-slider-topspeed:prev~next=60~260|paging:currentPage=0|paging:number=9>

<sup>23</sup> Price parity for electric cars and vans within 'five years' | Electric fleet news

infrastructure within Carmarthenshire, whilst reducing the demand public charging points. Residential charging is less feasible for residents without off-street parking, but there are various options for on-street parking that will be considered, such as public parking charging bays, rising chargepoints and lamppost chargepoints.

**Destination charging** is installed at many different types of locations (workplaces, supermarkets, gyms etc.). This form of charging infrastructure will become increasingly important for all EV owners in the future, particularly those unable to or choosing not to charge at home. These chargers are publicly available, and therefore sufficient infrastructure needs to be provided to keep pace with rising levels of demand.

**Strategic charging** is a very important part of Carmarthenshire's EV infrastructure plans as there is a key Strategic Route Network which covers the county. These routes can be viewed in Figure 9. Ensuring that there is charging infrastructure available in strategic routes will facilitate the commuting and business needs in the region, including work-purpose EV cars and small vans or for tourists, travelling longer distances with confidence of overcoming range anxiety. The chargepoints within this purpose will most likely be Rapid or Ultra-Rapid to ensure that users spend less time recharging and can continue their journey after a short break.

The EV Charging Strategy for Wales highlighted that much of the charging infrastructure installed to date has not been designed with the needs of disabled users in mind. Specific issues include heavy cables and difficult connectors presenting problems for those with mobility and dexterity impairments. One in five people in the UK have a disability and there are indications that EV uptake amongst disabled customers has been limited to date<sup>24</sup>. Therefore, ensuring an equal opportunity for disabled users to have ease of accessibility to EV charge points must be considered in accordance with the Disability Discrimination Act 1995 (DDA), and all chargepoints should be DDA compliant.

Table 3 describes the different types of charging locations discussed, including their likely target users, challenges and the advantages associated with each one.

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<sup>24</sup> <sup>24</sup> <https://www.motability.org.uk/about/news/electric-vehicle-charge-points-lack-accessibility>

Table 3 - Description of different types of charging infrastructure and their likely target users and challenges.

Types of Chargers	Description	Likely Target Users	Challenges	Advantages
<b>Residential (Off-Street Charging)</b>	Personal charge point located within the user's residential property.	Users with off-street parking availability.	Onus is on the user to arrange installations.	Flexibility to charge when suits. Confidence in the quality of the charge point. Prevents congestion.
<b>Residential (On-street Charging)</b>	Stand-alone pillars, typically 'fast' chargers. Kerbside charging points developed to avoid trailing cables.	Users with no off-street parking e.g., terraced housing. Visitors to destinations where on-street parking is available.	Managing parking to ensure access and others don't block spaces when not charging. Funding and arranging installation can be time consuming. Any obstructions (cables or pillars) in the footway will have an adverse impact on disabled access and will reduce usability as active travel routes. Standalone pillars also raise liability issues should damage or electrocution occur. Any on street charging scheme needs to be CCC promoted and controlled scheme.	Incentivises the purchase of EV's for those who do not have access to off-street parking.
<b>Destination Charging</b>	Fast charging is provided at destinations such as gyms and shopping centres. Hotels may take advantage of overnight charging.	Destination visitors.	Not strategically planned or managed – based on individual investment decisions at destination.	Customers are motivated to stay for longer. Demonstrates environmental commitment and supports brands values. Increases convenience of charging for EV users.
<b>Strategic Charging (including SRN)</b>	Used to top up midway through a journey e.g., motorway services. Predominantly along the SRN.	Business travel users, private leisure users, freight and logistics.	Market segmentation, resulting in incompatibility across charging equipment and supporting payment and data infrastructure. Sufficient grid capacity must be available to accommodate high powered charging.	Demonstrates environmental commitment and supports brands values. Increases convenience of charging for EV users.

## Car Clubs

With their relatively low running costs, EVs lend themselves well to car clubs. These can allow residents who do not own their own vehicle or have limited access to public transport, to travel to other areas more frequently. The shared ownership

aspect of car clubs can encourage communities in living more cooperatively, working together towards a low carbon, low-cost future. Rural communities can become isolated if there is limited public transport and access to amenities, and young people leaving to study often may struggle to return as residents. Providing shared cars may help with this.

### 3. Policy Context

Most transport responsibilities are devolved within Wales and as such the Welsh Government has a responsibility for transport policy, planning, and delivery. A summary of relevant policies and strategies are listed below:

#### **Welsh Government Policy**

Welsh Government has the ambition for the public sector in Wales to be carbon neutral by 2030<sup>25</sup>, and expects ultra-low emission vehicles to have a key role in achieving this.

The latest plan from Welsh Government<sup>26</sup> states:

- Where practicably possible, all new heavy goods vehicles in the public fleet are ultra-low emission by 2030.
- All new cars and light goods vehicles in the public sector fleet are ultra-low emission by 2025.

#### **Wales Transport Strategy**

A new Wales Transport Strategy has been published in 2021 with commitments to EV infrastructure and Taxis/Private Hire Vehicles. The strategy states that over the next 5 years, the Welsh Government will:



Upgrade, improve and future-proof the road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability resilience, modal shift and electric bike, motorbike and vehicle charging.



Deliver the Welsh EV Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices.



Work with the sector to move all taxis and PHVs to zero-emission and make certain that the required infrastructure is in place to support the transition to zero-emission taxis.

The strategy notes that the proposed Climate Change Committee carbon reduction pathway for Wales means emissions from surface transport must be roughly halved between 2020 and 2030 from 6 to 3 million tonnes CO<sup>2</sup>. Welsh Government note that

<sup>25</sup> [https://gov.wales/sites/default/files/publications/2021-05/welsh-public-sector-net-zero-reporting-guide\\_1.pdf](https://gov.wales/sites/default/files/publications/2021-05/welsh-public-sector-net-zero-reporting-guide_1.pdf)

<sup>26</sup> <https://gov.wales/welsh-public-sector-be-carbon-neutral-2030>

whilst EVs may provide the biggest emissions savings, this is unlikely to be the main source of savings until the late 2020s and possibly later and thus other measures need to be considered.

### EV Charging Strategy for Wales: Facilitating the Transition to Net Zero

As alluded to in the Wales Transport Strategy (2021), the Welsh Government published a specific EV Charging Strategy for Wales<sup>27</sup> in 2021 with key action points. The strategy covers the period until 2030 yet recognises the urgency of taking action now to ‘put us (Wales) on the right path by setting the vision for 2025’.

The Strategy outlines the current situation regarding EV ownership and associated infrastructure in Wales, with 105 EVs licensed per 100,000 of population (2020) and 21 chargepoints per 100,000 of population (2020). There are approximately 320 workplace chargers installed in Wales, at least 145 on-street chargers, approximately 300 destination chargers at around 150 locations and approximately 130 rapid chargers at 70 ‘on-route’ locations. The vision is that by 2025, all users of electric cars and vans are confident that they can access EV charging infrastructure when and where they need it.

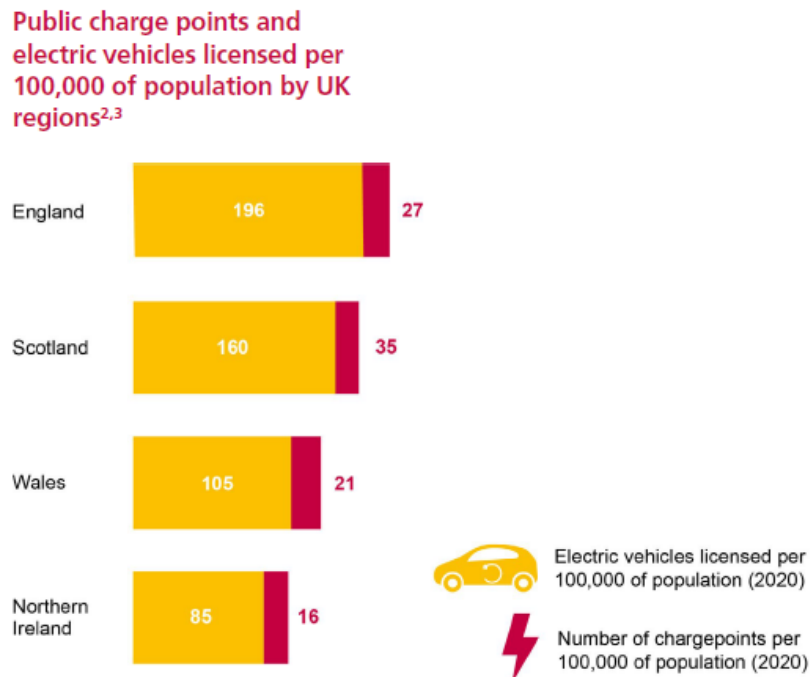


Figure 3 - Public Chargepoints and EVs licensed per 100,000 of population by UK regions (source: Welsh Government)

Based on the scenarios modelled for EV uptake, the following conclusions are made to be taken forward in action planning:

1. The need for a substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales. Meeting the need for up to 55,000 fast chargers in Wales, alongside home charging, will be a key area of focus to promote equality of access to charging.

<sup>27</sup> <https://gov.wales/sites/default/files/publications/2021-03/electric-vehicle-charging-strategy-wales.pdf>

2. The need for better quality charging, to improve the user experience for electric cars and vans Desirable quality outcomes include contactless debit/credit card payment and associated app-based system, information about charging on main roads to help drivers choose where/when to charge, reliable infrastructure with high availability and clear pricing information).
3. To work within the current regulatory framework with these stakeholders to plan for the decarbonised grid network (including heat, renewable electricity generation and transport) so that the needs of charging will be met in a way that is efficient for network management incorporating smart technology.

An action plan from the aforementioned strategy conclusions was scheduled to be published in June 2021, with the Welsh Government recognising its enabling role in delivering this charging infrastructure through the use of regulatory and planning levers, land use planning guidance, use of public land and resources, funding, and targeted support programmes. The strategy further states that targeted action planning will be undertaken to meet the rapidly growing need for charging to ensure that a lack of EV charging infrastructure does not become a barrier to transitioning to electric cars and vans.

The Welsh Government has set out its legal commitment to achieve net zero emissions by 2050 and are passing regulations in 2021 to set interim targets for 2030, 2040 and 2050, against carbon budgets (2021-25 and 2025-2030). To be transposed into Welsh Building Codes, the Energy Performance Buildings Directive signal the requirement for all new homes with associated parking be ready for EV charging. The same obligation is placed on any refurbishment scheme covered by the Code. The following outcomes to develop into the forthcoming EV action plan have been identified regarding infrastructure:

*Table 4 - Charging Infrastructure in Relation to Welsh Government Policy Commitments*

<b>Slow Charging (3.6kW AC)</b>	(a) All new homes with an associated car parking space will be ready to have EV charging installed.
	(b) Homeowners and occupiers with off-street parking in Wales will be supported to charge at home.
	(c) Home charging will be 'smart enabled' for value and efficiency.
<b>Fast Charging (7kW - 22kW AC)</b>	(a) need to have between 30,000 and 55,000 fast chargers available for use by 2030 (currently have less than 1% of this installed).
	(b) New non-residential buildings with more than 10 parking spaces will have a charge point provided by 2025.
	(c) Business provides charging facilities at places of work for the use of staff and visitors.
	(d) Destinations provide charging facilities for the use of customers which may act as a means of improving customer experience.
	(e) On-street charging and in car parks will be encouraged in villages, towns and cities throughout Wales; with a view to installing on average one charge point for one in every three EVs that cannot charge at home.
	(f) Charging hubs, including out of town park and ride, and supporting active travel will feature in enabling decarbonised multi-modal journeys across Wales.
<b>Rapid Charging (43kW AC)</b>	(a) predicted that up to 4,000 rapid/ultra-rapid chargers will be needed in Wales over the next ten years (currently have less than 3% of this installed).

<b>&amp; (50kW - 120kW DC)</b>	(b) By 2025, a rapid charging network will be provided across the strategic trunk road network of Wales, providing charging at a distance of approximately 20 miles.
	(c) In urban centres taxis and private hire vehicles will have extensive access to charging facilities by 2025.

The strategy also comments on quality outcomes for EV users such as charging facilities to be available to everyone, including those with accessibility needs and payment platforms to be simple, accessible and easy to use with clear pricing information available.

Sustainable outcomes, notably, where possible, EV charging should be installed at locations that complement other modes of sustainable transport, including the use of public transport, walking, and cycling. Consideration will be given to allowing sufficient additional spare capacity and cableways to meet anticipated need for EV charging.

#### Welsh Government Policy Commitment Summary:

1. Upgrade, improve and future-proof the road network, addressing congestion pinch points and investing in schemes that support road safety, journey reliability resilience, modal shift and electric bike, motorbike and vehicle charging.
2. Deliver the Welsh EV Charging Strategy and encourage the use of motorbikes and powered light vehicles instead of cars where there are no other transport choices.
3. Work with the sector to move all taxis and PHVs to zero-emission and make certain that the required infrastructure is in place to support the transition to zero-emission taxis.
4. Need for a substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available need for a substantial increase in the number of slow, fast and rapid/ultra-rapid chargers available in Wales.
5. Need for better quality charging, to improve the user experience for electric cars and vans and to work within the current regulatory framework with these stakeholders to plan for the decarbonised grid network

### **Net zero carbon status by 2030: A route map for decarbonisation across the Welsh public sector**

Accelerating the rollout of EV charging infrastructure constitutes a specific component in the routemap to achieve Welsh Public Sector net zero greenhouse gas emissions by 2030. As part of the 'Mobility and transport' priority area for action identified in the routemap, EV policy commitments are present in action points across the three distinct phases plans. The three phases of action the routemap identifies for achieving net zero ambitions by 2030 are as follows:

- 'Moving Up A Gear' (2021-22) - understanding the context and what needs to be done and where action needs to accelerate.
- 'Well on our way' (2022-26) - where there is an expectation that low

carbon is becoming the norm and the Welsh Public Sector are definitely on the way to net zero status.

- 'Achieving our goal' (2026-30) - where choosing zero carbon has become routine, culturally embedded and self-regulating.

As part of the 'Moving Up a Gear' phase of action, the policy document highlights the Welsh Government will: (1) understand the nature and use of our fleet, future patterns of usage, and a feasible technological pathway for an ultra-low emission transformation, (2) accelerate the roll-out of EV charging infrastructure and our staff will be offered the opportunity to test ultra-low emission vehicles, and (3) commit to fleet transformation plans (considerable upscaling of ULEV uptake). As part of the 'Well On Our Way' phase of action points, all new cars and light goods vehicles in the public sector fleet are set to be ultra low emission by 2025. Where possible, all new Heavy goods vehicles in the public fleet are ultra low emission by 2030, as part of the final 'Achieving Our Goal' phase of this plan.

#### **Welsh Government Policy Commitment Summary:**

1. We will understand the nature and use of our fleet, future patterns of usage, and a feasible technological pathway for an ultra-low emission transformation.
2. We will accelerate the roll-out of EV charging infrastructure and our staff will be offered the opportunity to test ultra-low emission vehicles.
3. We commit to fleet transformation plans and there is a considerable upscaling of ULEV uptake.
4. All new cars and light goods vehicles in the public sector fleet are ultra low emission by 2025.
5. Where practicably possible, all new Heavy goods vehicles in the public fleet are ultra low emission by 2030.

#### **Southwest Wales Policy**

The Joint Local Transport Plan for Southwest Wales (2015 - 2020)<sup>28</sup> provides a consistent policy which is applied across the four councils in Southwest Wales: Carmarthenshire County Council, City and County of Swansea, Neath Port Talbot County Borough Council and Pembrokeshire County Council. It lists EVs as an emerging trend and outlines an EV Charging Network scheme "to investigate and implement a network of EV charging points across Southwest Wales. This will seek to draw together fragmented existing provision and install new sites at strategic locations using standardised technology." It also mentions the Sustainable Travel Centres scheme in Carmarthenshire, which helped fund the Rapid charger at Nant y Ci.

Work is due to commence on the next version of the Regional Transport Plan. This EV Charging Infrastructure Strategy will inform the process. Feeding into regional

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<sup>28</sup> <https://www.swansea.gov.uk/localtransportplan>



plans that will translate into an integrated Metro system for Southwest Wales, this Charging Infrastructure strategy will also inform development of the South West Wales Metro<sup>29</sup>.

The Economic Regeneration Strategy for the Swansea Bay City<sup>30</sup> region whilst not specifically covering EVs, includes in its strategic aims to “keep a strong eye on the emerging market and technology trends” and “Nurture and support our emerging growth sectors”.

#### **South West Wales Policy Commitment Summary:**

1. An EV Charging Network scheme “to investigate and implement a network of EV charging points across South West Wales. This will seek to draw together fragmented existing provision and install new sites at strategic locations using standardised technology”.

#### **Carmarthenshire County Council Policy**

##### **Route towards becoming a Net Zero Carbon Local Authority by 2030**

Carmarthenshire County Council’s ‘Route towards becoming a net zero Carbon Local Authority by 2030’ is an important local policy driver for this EV strategy. On the 20<sup>th</sup> February 2019, Carmarthenshire specifically declared a ‘notice of Motion’ entailing the following:

1. Declare a climate emergency.
2. Commit to making Carmarthenshire County Council a net zero carbon local authority by 2030.
3. Develop a clear plan for a route towards being net zero carbon within 12 months
4. Call on Welsh and UK Governments to provide the necessary support and resources to enable effective carbon reductions.
5. Work with Public Services Board and Swansea Bay City Deal partners to develop exciting opportunities to deliver carbon savings.
6. Collaborate with experts from the private sector and Third sectors to develop innovative solutions to becoming net zero carbon.”

The Council was the first local authority in Wales to have EVs in 2010, and currently has 10 EV cars, 1 EV van, and hybrid vehicles too and is aiming to increase its electric fleet as an alternative to existing diesel-powered vehicles. Grant funding from the Office for Low Emission Vehicles (OLEV) was secured to install 26 electric charging points for public use throughout the County. The Council has reduced carbon emissions from its fleet mileage by 19% between 2012-2019. The Council has reduced carbon emissions from its business mileage by over 36% between 2012-2019.

The Council will adopt a pragmatic approach for the route towards the Council becoming a net zero carbon local authority by 2030 in recognition that this approach

<sup>29</sup> <https://gov.wales/swansea-bay-and-west-wales-metro>

<sup>30</sup> <https://www.swansea.gov.uk/swanseabaycityregioneconomicregenerationstrategy>

needs to be sufficiently flexible to accommodate changing circumstances, including the reporting requirements yet to be introduced by Welsh Government as part of its ambition for a carbon neutral public sector by 2030. The Council will review the most appropriate fuel powered vehicles for each of the Council's Services and develop appropriate carbon reduction target for the Council's fleet mileage as part of an annual review. This Council will also undertake a review of the Council's pool cars to identify opportunities for carbon reduction, finalise this EV strategy for the County and develop appropriate carbon reduction targets for the Council's business mileage as part of an annual review.

#### **Carmarthenshire County Council Existing Policy Commitment Summary:**

1. Review the most appropriate fuel powered vehicles for each of the Council's Services and develop appropriate carbon reduction target for the Council's fleet mileage.
2. Undertake a review of the Council's pool cars to identify opportunities for carbon reduction, finalise this EV strategy for the County and develop appropriate carbon reduction targets for the Council's business mileage.

#### **Other Carmarthenshire Policies / Strategies**

EVs and related issues are already covered in several Carmarthenshire Council policies; the document Carmarthenshire County Council Moving Forward in Carmarthenshire: the next 5-years<sup>31</sup> states that the Council plans to "improve the infrastructure for the use of EVs especially in rural areas"

Carmarthenshire County Councils Corporate Strategy<sup>32</sup> outlines the need to invest in infrastructure to support more sustainable journeys.

As part of Carmarthenshire County Council's commitment to increase the supply of affordable housing, EV points are included in all council new build developments.

Carmarthenshire County Council has three Air Quality Management Areas, in Carmarthen, Llanelli and Llandeilo, as shown in the maps in Annex A. Whilst not providing the full solution to improving air quality issues it is recognised that wider EV use in these areas could make a positive impact on air quality.

The Taxi Licencing team have Licence Conditions for Hackney Carriages and Private Hire Vehicles in Carmarthenshire, which includes a minimum size of 1200cc, but they have an exemption for electric cars which are fully compliant with all Conditions of Licence to have an Engine Capacity of below 1200cc.

The Carmarthenshire Parking Strategy 2018 includes several proposals relating to EVs, including:

<sup>31</sup> <https://www.carmarthenshire.gov.wales/media/1212982/moving-forward.pdf>

<sup>32</sup> <https://www.carmarthenshire.gov.wales/media/1214849/corporate-strategy-18-23.pdf>

- Increase the use of iconography on the County Council website to promote car park facilities such as; electric charging points, public transport connectivity, cycle parking, opening times and tariffs.
- To facilitate increased use of EVs appropriate charging facilities and parking spaces will be provided for EVs.
- Consideration should be given to parking spaces at new developments for EVs with associated infrastructure.
- Where appropriate, provide electric charging facilities and spaces to short term parking for EVs.

The current Local Development Plan<sup>33</sup>, adopted December 2014, does not specifically cover EVs but states that it “looks to tackle the causes and effects of climate change within our communities”, and describes how Transport takes up a sizable proportion (28%) of the overall figure for the County’s carbon footprint.

The emerging Local Development Plan includes a Sustainability Appraisal<sup>34</sup>, which has amongst its objectives:

1. To maintain/reduce the levels of the UK National Air Quality pollutants (objective 3.1).
2. To reduce the emission of greenhouse gases (objective 4.1).
3. Improve the integration of different modes of transport (objective 6.5).
4. Promote the use of more sustainable modes of transport (objective 6.6).

#### **Carmarthenshire County Council Existing Policy Commitment Summary:**

1. Plans to improve the infrastructure for the use of EVs especially in rural areas. Review the most appropriate fuel powered vehicles for each of the Council’s Services and develop appropriate carbon reduction target for the Council’s fleet mileage by March 2021.
2. Carmarthenshire undertake a review of the Council’s pool cars to identify opportunities for carbon reduction, finalise this EV strategy for the County and develop appropriate carbon reduction targets for the Council’s business mileage  
Taxi licensing team exemption for electric cars which are fully compliant with all Conditions of Licence to have an Engine Capacity of below 1200cc.
3. Parking Strategy proposals - parking spaces will be provided for EVs during periods of charging.
4. Consider the appropriateness of promoting powered light vehicles.

This will allow us to reference EV provision as part of the ongoing development process.

<sup>33</sup> <https://www.carmarthenshire.gov.wales/home/council-services/planning/planning-policy/local-development-plan-2006-2021/#.W32HsfIKgdU>

<sup>34</sup> <https://www.carmarthenshire.gov.wales/media/1215165/sa-scoping-non-technical-summary-final.pdf>

## **UK Policy**

Building upon previous UK strategy documents for low emission vehicles and related infrastructure<sup>35</sup>, the 2021 publication of 'Decarbonising transport - A Better, Greener Britain'<sup>36</sup> and 'HM Transitioning to zero emission cars and vans: 2035 delivery plan'<sup>37</sup> provide important action points to decarbonise transport by 2050. The main commitments of each policy are summarised below, to which Carmarthenshire County Council's EV strategy will compliment.

### **Decarbonising Transport - A Better, Greener Britain**

Although transport policy is devolved and responsibility rests with the Welsh Government (the proposals in this plan apply to England only), it is useful to understand the direction UK Government is moving towards in terms of EV policy and strategy.



By law, the UK's Emissions must now be net zero by 2050. The Government have committed to remove all emissions from road transport:

2030 - end sale of new petrol and diesel cars and vans

2035 - all new cars and vans must be 100% zero emission at the tailpipe

2035- all new L-category vehicles to be fully zero emissions at the tailpipe.

2040- End the sale of all non-zero emission HGVs.

Given the crucial role that local authorities must play in supporting the roll-out of charging, and to navigate the complexities involved, the Government will publish an EV infrastructure guide for local authorities later this year. For those households unable to charge at their home, the On-Street Residential Scheme supports local authorities in installing EV infrastructure on-street and in public car parks and the workplace Charging Scheme/EV Homecharge scheme are committed to continue.

The Government will further regulate to ensure that all new home and workplace chargepoints have smart capability by the end of this year and through regulation by Ofgem, network operators must ensure that they provide connecting customers with the cheapest option that meets their requirements.

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<sup>35</sup> E.g. Department for Transport's 'Road to Zero' (2018)

<https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy>, 'Government Vision for England's Rapid Chargepoint Network' (Department for Transport, 2020) <https://www.gov.uk/government/publications/government-vision-for-the-rapid-chargepoint-network-in-england/government-vision-for-the-rapid-chargepoint-network-in-england> and 'Decarbonising Transport – Setting the Challenge' (Department for Transport, 2020) [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/932122/decarbonising-transport-setting-the-challenge.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/932122/decarbonising-transport-setting-the-challenge.pdf)

<sup>36</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

<sup>37</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1005301/transitioning-to-zero-emission-cars-vans-2035-delivery-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005301/transitioning-to-zero-emission-cars-vans-2035-delivery-plan.pdf)

### UK Policy Commitment Summary:

1. 2030 - end sale of new petrol and diesel cars and vans
2. 2035 - all new cars and vans must be 100% zero emission at the tailpipe
3. £2.8 billion to support the switch to clean vehicles across the UK, through a range of funding packages.
4. UK's Emissions must be net zero by 2050.

### **HM Transitioning to zero emission cars and vans: 2035 delivery plan**

 HM Government

Transitioning to zero emission cars and vans: 2035 delivery plan



Whereas the 'Decarbonising Transport' strategy is holistic, encompassing multi-modal action points, the 'HM 2035 Delivery Plan' expands upon specific commitments made regarding zero emission cars/vans.

The 2035 delivery plan states: 'our commitment to transitioning to zero emission vehicles is for the whole of the UK. The grants for plug-in cars and vans, as well as the grants for home, workplace and on-street chargepoints are all available UK-wide. Where funding is provided for England-only programmes, the devolved administrations will receive additional funding through the Barnett formula'.

Figure 3 is taken from the 2035 delivery plan and visualises the forthcoming government guidance as well as funding to realise ambitions around net zero cars and vans<sup>38</sup>.

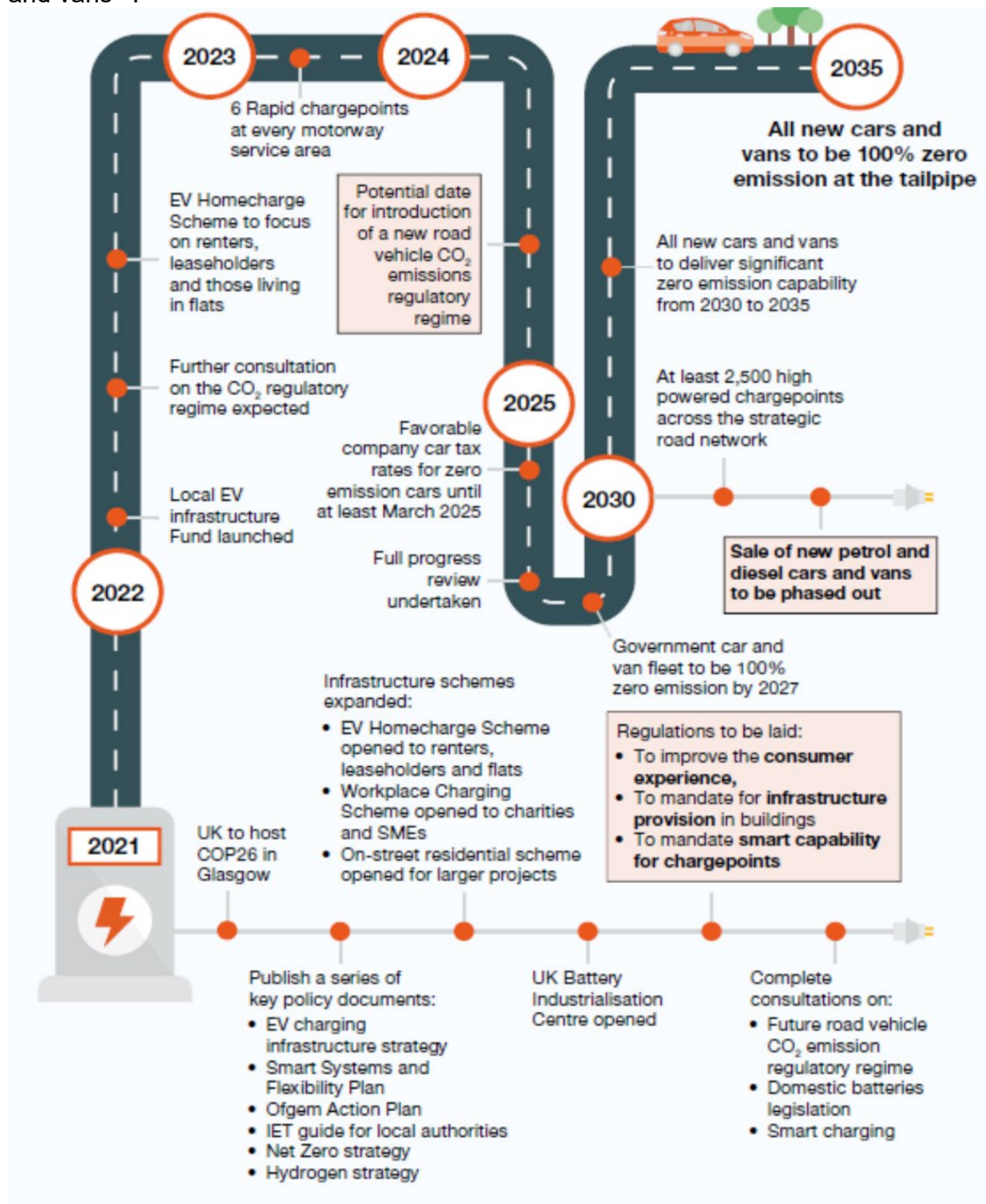


Figure 4 - Timeline of Key deliverables (source: HM Government)

<sup>38</sup> Note, not all initiatives on the roadmap apply to Wales/are available funding sources (e.g. Local EV Infrastructure fund).

Table 5 below summarises the main commitments across three broad areas of the delivery plan.

Table 5 - Commitments Summary - Transitioning to zero emission cars and vans: 2035 delivery plan

Increasing uptake of zero emission vehicles	Accelerating infrastructure roll-out	A Sustainable Transition
Aim to introduce a new road vehicle CO <sup>2</sup> emissions regulatory regime in 2024.	Publish an EV Infrastructure Strategy in 2021.	Published our smart charging consultation response and later this year will legislate to mandate that all private chargepoints must be smart.
Continue to fund the plug-in van grant until at least 2022/23.	Support provision of on-street chargepoints until at least 2024/25.	Publish with Ofgem a second phase of the Smart Systems and Flexibility Plan (SSFP) in 2021 to set out reforms needed to secure flexibility across the energy system, including EVs.
Review the Category B derogation in 2021.	Ofgem is considering changing the way charges for connecting to the electricity network are allocated. It has recently published a consultation proposing that all network reinforcement costs should be socialised across energy bill payers in future. This should often reduce the costs of connecting EV chargepoints to the network. Any changes are expected to come into force in 2023.	In conjunction with Ofgem, publish a plan to maximise the contribution of EV flexibility in 2022.
Accelerate Government fleet commitment - 100% of our car and van fleet will be fully zero emission at the tailpipe by 2027.	Shift the support of the EV Homecharge Scheme (EVHS) to focus on leaseholders, renters and those living in flats from April 2022.	Publish a call for evidence for Vehicle-to-everything (V2X) technologies in a net zero energy system.
We will work closer than ever with local authorities, to encourage uptake of central government funding and ensure more widespread action in the transition to ZEVs.	Continue to fund EVHS until at least 2024/25	Publish a consultation on domestic batteries legislation in 2021 to ensure we have an appropriate legal framework governing the increasing numbers of EV batteries
	Continue to fund the Workplace Charge Scheme until at least 2024/25	Publish a Net Zero Strategy including the recommended actions of the Green Jobs Taskforce in 2021.

Carmarthenshire County Council are looking to provide and encourage the installation of relevant infrastructure to help meet these targets.

**UK Policy Commitment Summary:**

1. Continue to fund the plug-in van grant until at least 2022/23.
2. Support provision of on-street chargepoints until at least 2024/25.
3. Continue to fund EV Home Scheme until at least 2024/25.
4. Continue to fund the Workplace Charge Scheme until at least 2024/25.
5. Accelerate Government fleet commitment - 100% of our car and van fleet will be fully zero emission at the tailpipe by 2027.



## 4. Baseline Context

### Introduction

A baseline assessment has been conducted to understand Carmarthenshire's existing position in relation to EV uptake, the EV network, and the existing grid capacity. Additionally, the baseline includes a review of the existing EV and EVCP technologies currently in the market.

The baseline of this EV strategy provides a key role in determining the starting off point and in turn influences forecasting, EVCP recommendations/ complimentary measures and the ambitions and targets set and upheld via policy.

### Types of EV

#### **Battery EVs (BEV) or simply EVs (EV)**

These are fully EVs with no Internal Combustion Engine. Electricity is stored within battery packs usually under the car and the power is used to run the electric motor. EVs are charged via electricity from an external source usually at home, work or via a public charge point.

#### **Hybrid EVs (HEV)**

Hybrid vehicles are powered by both petrol/diesel? and electricity. The electricity is usually powered by 'regenerative braking' or in newer 'self-charging' the petrol engine generates electricity whilst in use.

#### **Plug in Hybrid EV (PHEV)**

Plug in vehicles can recharge battery via 'regenerative braking' or can be plugged in to an external source. PHEV models usually have around 10-40 miles on one charge.

### **Baseline EV Registrations**

Vehicle registrations for Ultra Low Emission Vehicles (ULEVs), (broken down into Battery EVs (BEVs) and Plug-in Hybrid EVs (PHEVs)) in Carmarthenshire County Council study area have been analysed to establish a baseline position from which EV uptake scenarios can be developed.

The data used can be found in the Department for Transport (DfT) dataset (VEH01) (subset dataset VEH0132)<sup>39</sup>.

ULEVs are vehicles that reported to emit less than 75g of carbon dioxide (CO<sub>2</sub>) from the tailpipe for every kilometre travelled. In practice, the term typically refers to BEVs, PHEVs and fuel cell EVs. For clarity and to assist further analysis of EV uptake in the future (Section 4), the data presented in this section exhibits separate totals for ULEV, PHEV and BEV registrations.

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<sup>39</sup> <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Details of ULEV registrations for Carmarthenshire were taken from the DfT dataset VEH0132. This dataset provided the total number of ULEV registrations, BEV registrations and PHEV registrations at the end of each quarter (Q) from 2011 Q4 to 2020 Q4 for the UK, Wales and Carmarthenshire.

Vehicles are allocated to a local authority according to the postcode of the registered keeper. This is the keeper's address for privately owned vehicles or the company's registered address for company owned vehicles. The address does not necessarily reflect where the vehicle is located. This is especially true for large fleets kept by companies involved with vehicle management, leasing or rentals. Significant changes in the number of vehicles from year to year can often occur when these companies change their registered address.

Registrations can be assumed to be a minimum as due to some major dealerships being based outside of the Carmarthenshire boundary, some vehicles will be registered outside the boundary and used within Carmarthenshire. Therefore, the registered vehicles can be assumed to be conservative.

An initial analysis has been undertaken to gauge the level of ULEV uptake as a proportion of total vehicles registered. This has been conducted for the UK, Wales and Carmarthenshire. The figure below illustrates the level of ULEV uptake in relation to the total vehicles registered within the respective defined geography. It can be seen that the UK has a higher proportion of ULEVs, reaching 13% at the end of 2020.

Carmarthenshire's ULEV uptake is in line with the level of ULEV uptake in Wales, whereby the proportion of ULEVs out of the total vehicles registered follow a similar trajectory.

This highlights that Carmarthenshire's rate of adoption is in line with Wales with regards to the number of ULEV in proportion to the total vehicles registered.

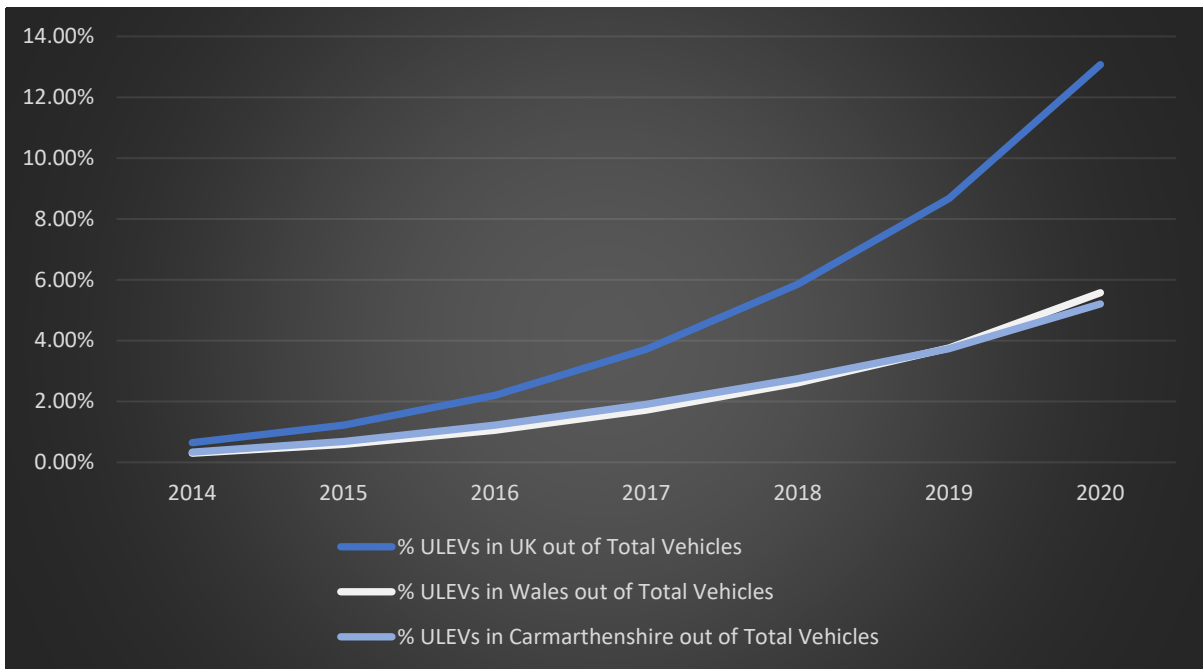


Figure 5 - % of ULEV Uptake out of Total Vehicles Registered for the UK, Wales and Carmarthenshire (2014 – 2020)

Figure 4 illustrates ULEV uptake in Carmarthenshire and in Wales from 2011 Q4 to 2020 Q4 to convey both the rate of increase and the number of ULEVs that have been registered in Carmarthenshire which contributes to the national uptake. This dataset has been presented on a cumulative basis, highlighting the total number of ULEVs by the end of each quarter whilst considering the average life span of a vehicle. For the basis of this analysis, it has been assumed that all registered ULEVs will remain within Carmarthenshire and in Wales.

By the end of 2020 Q4, the level of ULEV uptake in Carmarthenshire, cumulatively, accounted for 6% (5,852 ULEVs) of the registered ULEVs across Wales, illustrated in Figure 5 below. For context, the DfT dataset for ULEV registrations for Cardiff reveals that the capital city accounts for approximately 10% (10,211 ULEVs) of the registered ULEVs in Wales.

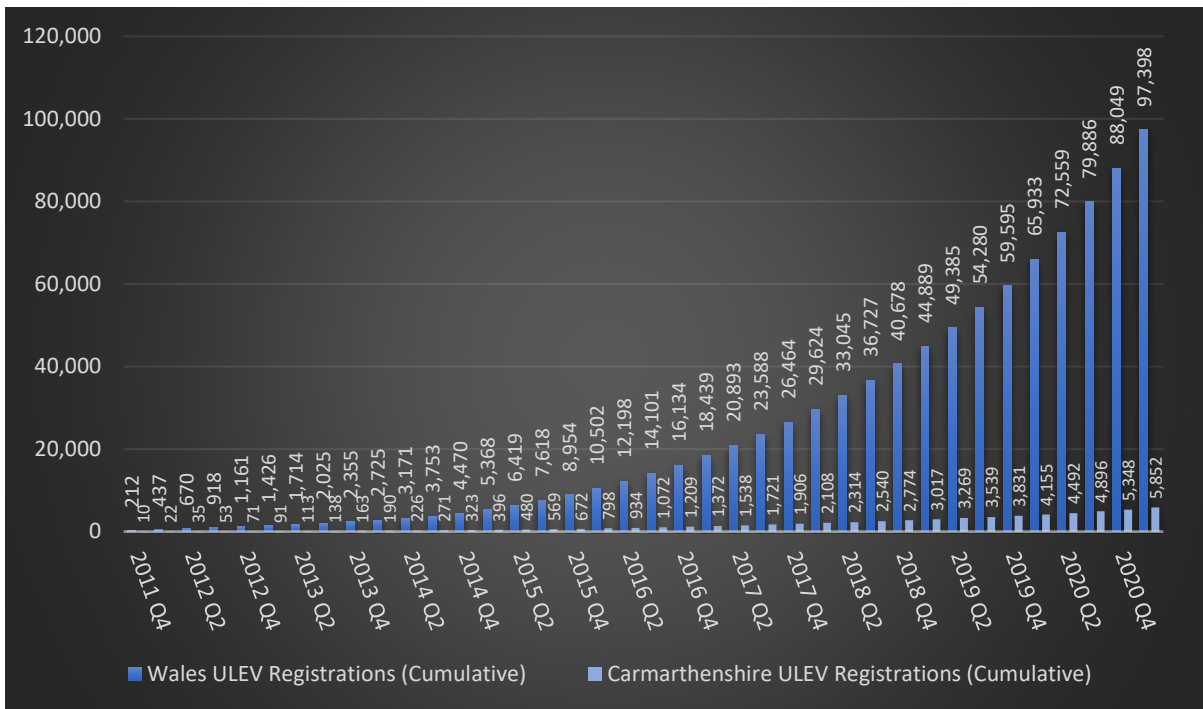


Figure 6 - ULEV Registrations for Wales and Carmarthenshire (Cumulative) (2011 Q4 – 2021 Q1)

A breakdown of ULEV registrations by BEV and PHEV has been illustrated for Carmarthenshire between 2011 Q4 and 2021 Q1, shown in Figure 7. Between 2011 Q4 and the end of 2014 Q1, it is shown that there were early adopters for BEVs, whilst zero presence of PHEV uptake. From 2014 Q2 to 2019 Q2, a rise in PHEV emerged, from 5 registered PHEVs to 128, respectively, for said quarter. However, following 2019 Q3, a sharper uptake of BEVs can be evidenced (129 BEVs registered in 2019 Q3 in contrast to 291 BEVs registered in 2021 Q1, an increase of 126%), a result of clear policy, market forces, funding and increase in charging infrastructure.

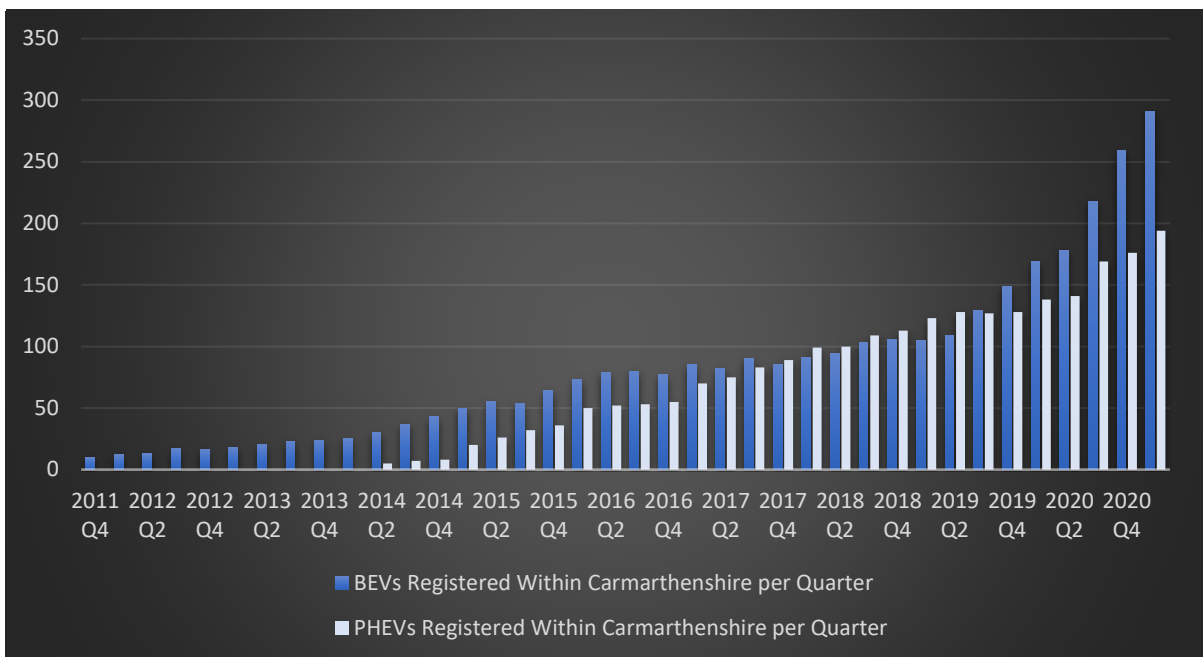


Figure 7 - BEV vs PHEV Registrations Within Carmarthenshire (2011 Q4 – 2021 Q1)

Figure 7 highlights ULEV uptake by type within Carmarthenshire from 2011 Q4 to 2021 Q1. With regards to the data series for “% ULEV of Total Vehicle Registration”, this has been illustrated from 2012 Q3 to capture a cumulative total amount ULEV registrations which cover 4 quarters, which can then be used to take as proportion for total number of vehicles registered for 2012. Due to the granularity of total vehicle registrations (on a yearly basis) it has been assumed that each quarter the number of total vehicle registrations stay the same for that year.

The data displays progressive increase in the number of EV’s registered in the County over this time from 10 ULEV registrations by 2011 Q4, to 504 ULEV registrations by 2021, Q1.

As a percentage of total vehicle registrations, there is an increase from 0.06% in 2012 to 5% in 2020, highlighting an increase of 4.94% in terms of the proportion of total vehicles registered to be ULEV. Although total ULEVs in Carmarthenshire is shown to be a minimal 5% of total vehicle registration, it is very likely that the projections for ULEV % will increase at a rapid rate, due to charging infrastructure investment (reducing range anxiety), innovation within BEV technology, defined policy targets and increased awareness on the environmental benefits of EV adoption.

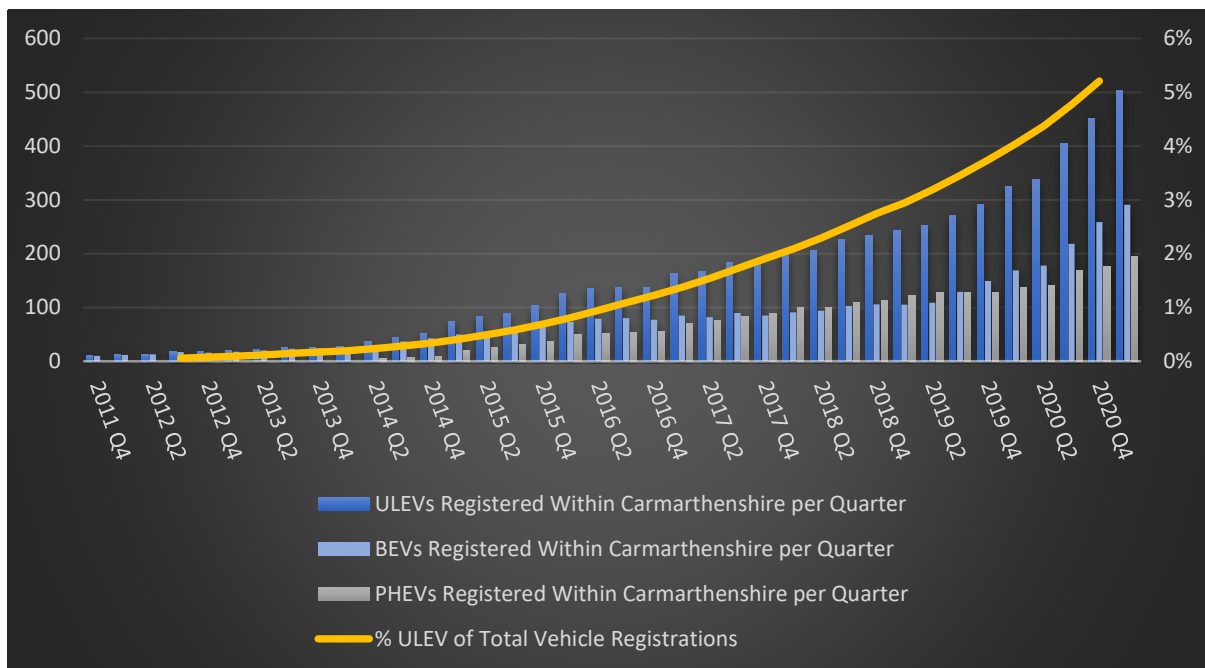


Figure 8 - ULEV Registrations by Type Within Carmarthenshire and Proportion of ULEVs in Relation to Total Vehicles Registered (2011 Q4 – 2021 Q1)

## EV Charging

Whilst EVs can be charged via a normal household plug socket, charging with this method takes a long time. EVs are usually charged via dedicated charge points. There are three main EV charger types described in Table 6 below; the times given are estimates.

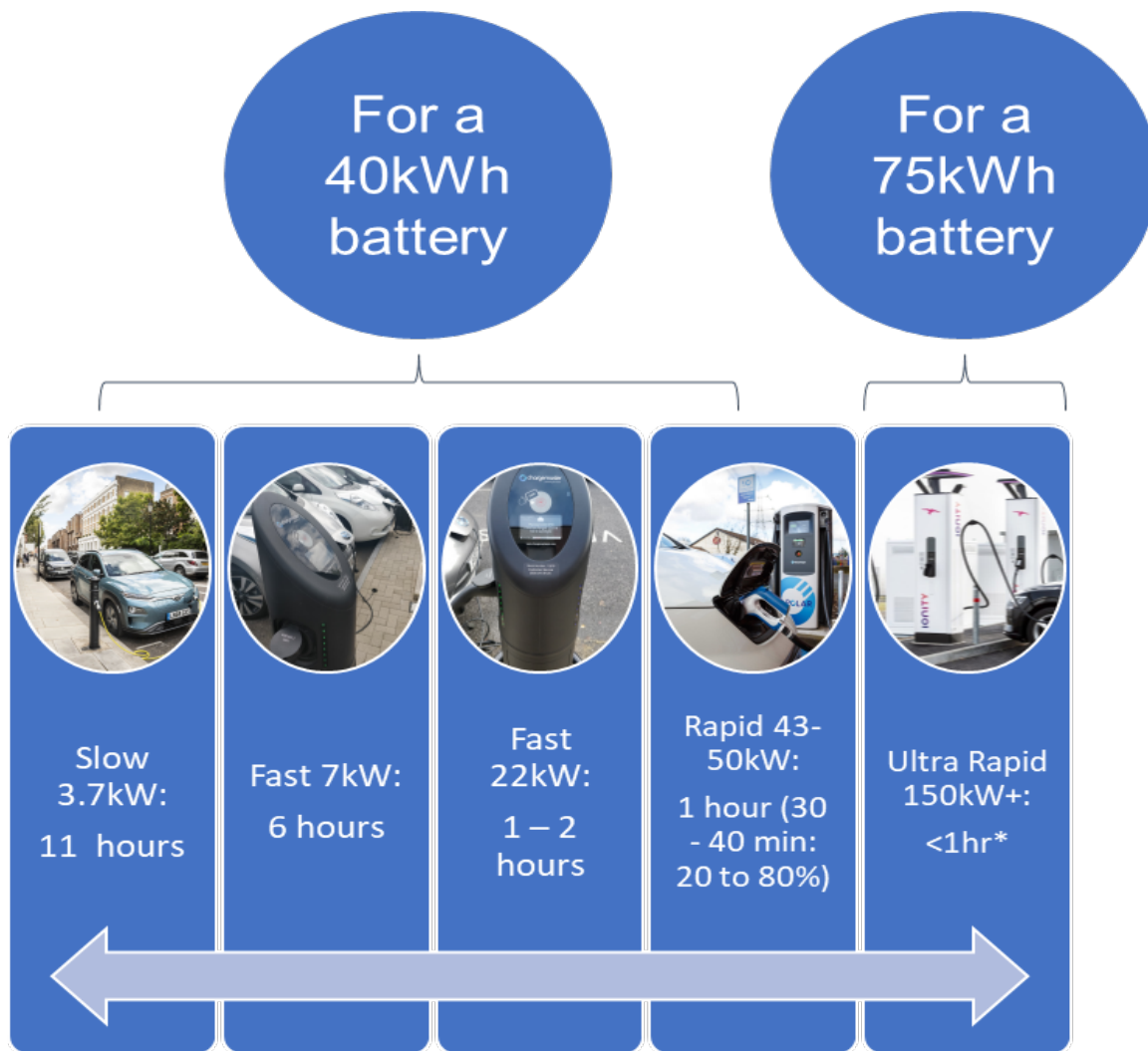
Table 6 - Charger Types and Times

Charger Type	Typical use case	Power	Typical Charging Time	Comment
Slow	Residential	3.6kW	6-12 hours	Time given is to fully charge. Slow charging is equivalent to charging via a mains socket.
Fast	Destination	7kW – 22kW	3-6 hours	Time taken to achieve a full charge.
Rapid	Destination & SRN	43kW, 50kW, 120kW	20 minutes – 1 hour	Time given is to 80% charge where the unit's power output will reduce to preserve battery life and maximise charging levels.
Ultra-Rapid	SRN	150kW	10 – 20 Minutes	Due to high current via this charging method incurs, many older vehicles cannot handle the charge due to thermal impacts on the battery, therefore this form of charging is more common in modern vehicles with larger battery capacities.

Using the power outputs stated in Table 6 this has been applied to a 40kWh battery and a 75kWh battery, shown in Figure 8 to highlight an approximate charge time based on battery size<sup>40 41</sup>. The 75kWh battery has been included to showcase the charge time for an Ultra Rapid chargepoint.

<sup>40</sup> <https://pod-point.com/guides/driver/how-long-to-charge-an-electric-car>

<sup>41</sup> <https://www.projectev.co.uk/ev-fast-charging-all-you-need-to-know>



\*Charging time based on the Tesla Model S (2019)

Figure 9 - Charging Technology – Defined Power Output and Charging Duration (Based on a 40kWh and a 75kWh Battery)

### EV Charging and the Highway Network

Data provided by Zap-map<sup>42</sup> gives the total number of publicly available connectors in the UK as over 21,000 (Jan '19) across almost 7,500 different locations. This has increased from just over 13,000 connectors in November 2017. However, in Wales there are only 655 connectors.

Carmarthenshire has over 60 active chargepoints, the majority being Fast chargepoints, with a small number of Rapid chargepoints, with plans to facilitate the delivery of more. Some of these are available to any member of the public at any time, however others are only available some of the time or are for eligible customers of the charge point owner only.

CCC Corporate Strategy<sup>43</sup> describes how Carmarthenshire has the second largest highway network in Wales, covering 3,536 Kilometres, more than double the Welsh

<sup>42</sup> <https://www.zap-map.com/statistics/#region>

<sup>43</sup> <https://www.carmarthenshire.gov.wales/media/1214849/corporate-strategy-18-23.pdf>

average of 1,566 Kilometres. EV charge points should be available to destination and through traffic, at specific destinations as well as for residents.

Figure 9 below shows the location of existing publicly available EVCP infrastructure across Carmarthenshire in August 2021. Clusters are shown around the three largest towns, Carmarthen, Llanelli and Ammanford. Fast chargers are the most common, with them accounting for 51 out of 62 chargers in Carmarthenshire. Rapid chargers currently account for 5 of the EVCP's,



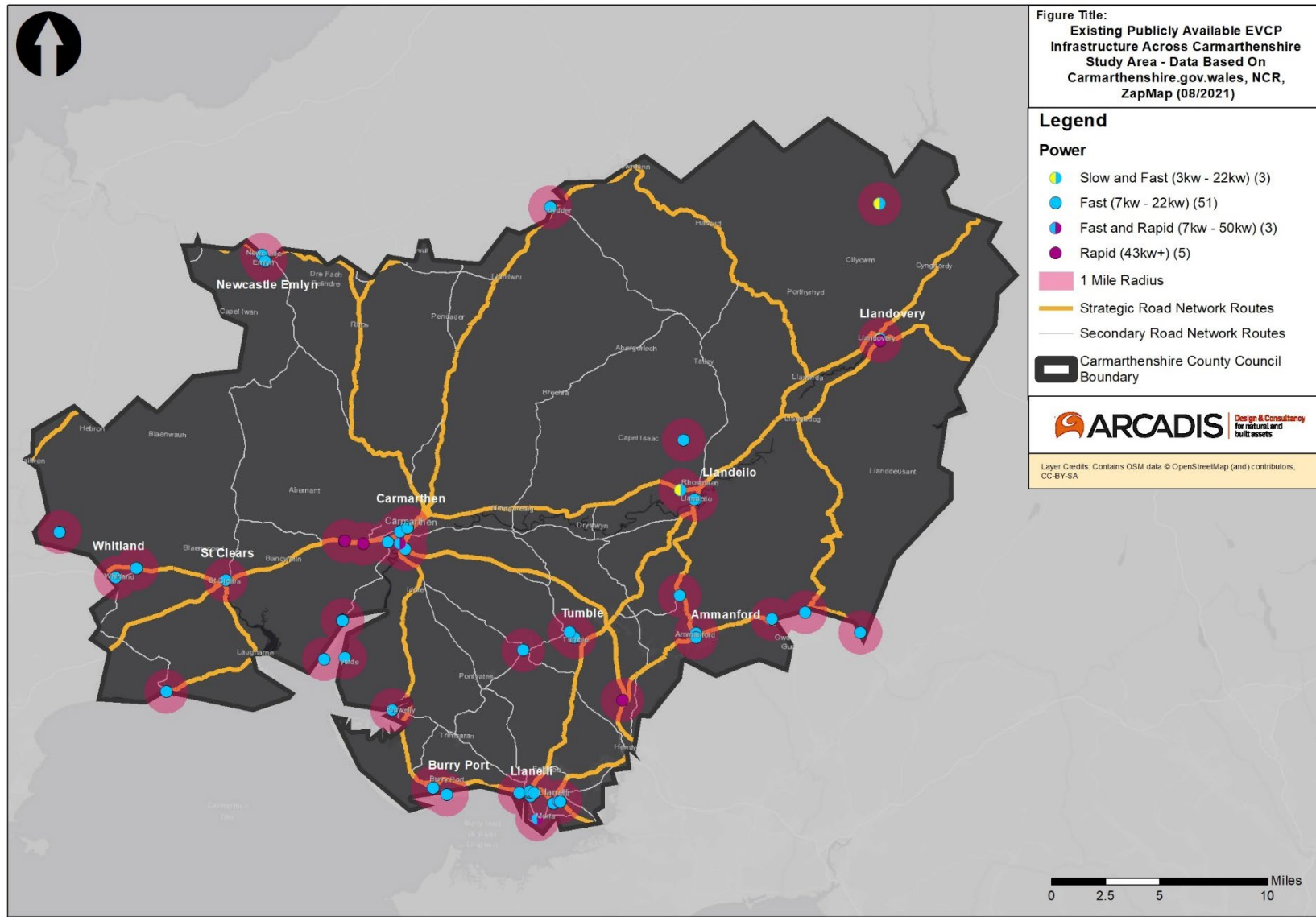


Figure 10 - Existing EVCP Infrastructure Across Carmarthenshire Study Area (08/2021)

## Grid Capacity

For EVs to be charged, the delivery of power from the grid network must be in line with network capacities. This is particularly important during peak demand times which can be subjective depending on the area of EVCP operation. To assess available network capacity a nominal use case scenario was applied to each substation in the Carmarthenshire area.

### Use case scenario

The selected use case scenario for Carmarthenshire simulates the implementation of Rapid EV chargers. This scenario was simulated to develop a baseline energy analysis of primary substations (33kV/11kV) and the demand headroom across the Carmarthenshire area.

The Swarco C63 ONE 43kW AC EV charger, with a power factor of 0.98 for accurate capacity analysis was used. This charger was selected as it provides a power output adequate to provide a full recharge (0% to 100%) for most EVs in little over an hour. Furthermore, this style of charging station is more cost effective than that of DC charging stations and can be integrated directly with the AC network.

The demand headroom for all primary substations was calculated based on 'Firm Capacity' and 'Measured Peak Demand' gathered via the Western Power Distribution online energy database. It should be noted that due to the usage of Firm Capacity opposed to Max Capacity/Ratings of the substations, a more general/universal analysis was conducted. However, for a more subjective analysis of individual substations in the future, the usage of Max Capacity/Ratings is advised.

Based on this baseline analysis all substations with available headroom in the Carmarthenshire area, and within 2km of the border, were evaluated and broke down into a Red, Amber, Green (RAG) categories. The RAG categories were based on the number of chargers that could be implemented within each substations connected network for this particular use case. The RAG Key can be viewed in Table 7 below.

Table 7 - RAG Key for Primary Substations

RAG Status	Number of Chargers	Infrastructure
Green	>100	No upgrades required to install over 100 rapid chargers
Amber	10-100	Upgrades required to install over 100 rapid chargers
Red	<10	Upgrades required to install over 10 rapid chargers

Analysis concluded that the Carmarthenshire grid network is currently in a healthy condition to facilitate a large uptake of EVCPs. The network at this point will require

no upgrades to primary substation capacities but may require upgrades regarding the connection of new charging sites as per the standard process. Further analysis may be conducted at distribution level (11kV/400V) to assess headroom, as and where required, for the development of EVCPs in the future at lower voltage levels for more specific site plans.

Figure 10 presents a mapped analysis of the RAG rating and locations of all primary substations in the Carmarthenshire area with available headroom. It should be noted that when referring to the north/northeast of Carmarthenshire within the map, there may be considerably large areas that appear to be without a primary substation in close proximity. This is as these areas are particularly rural and will not rely on a large primary substation for power but will instead use secondary substations which will provide sufficient power to the area. This would however require further investigation upon delivery.

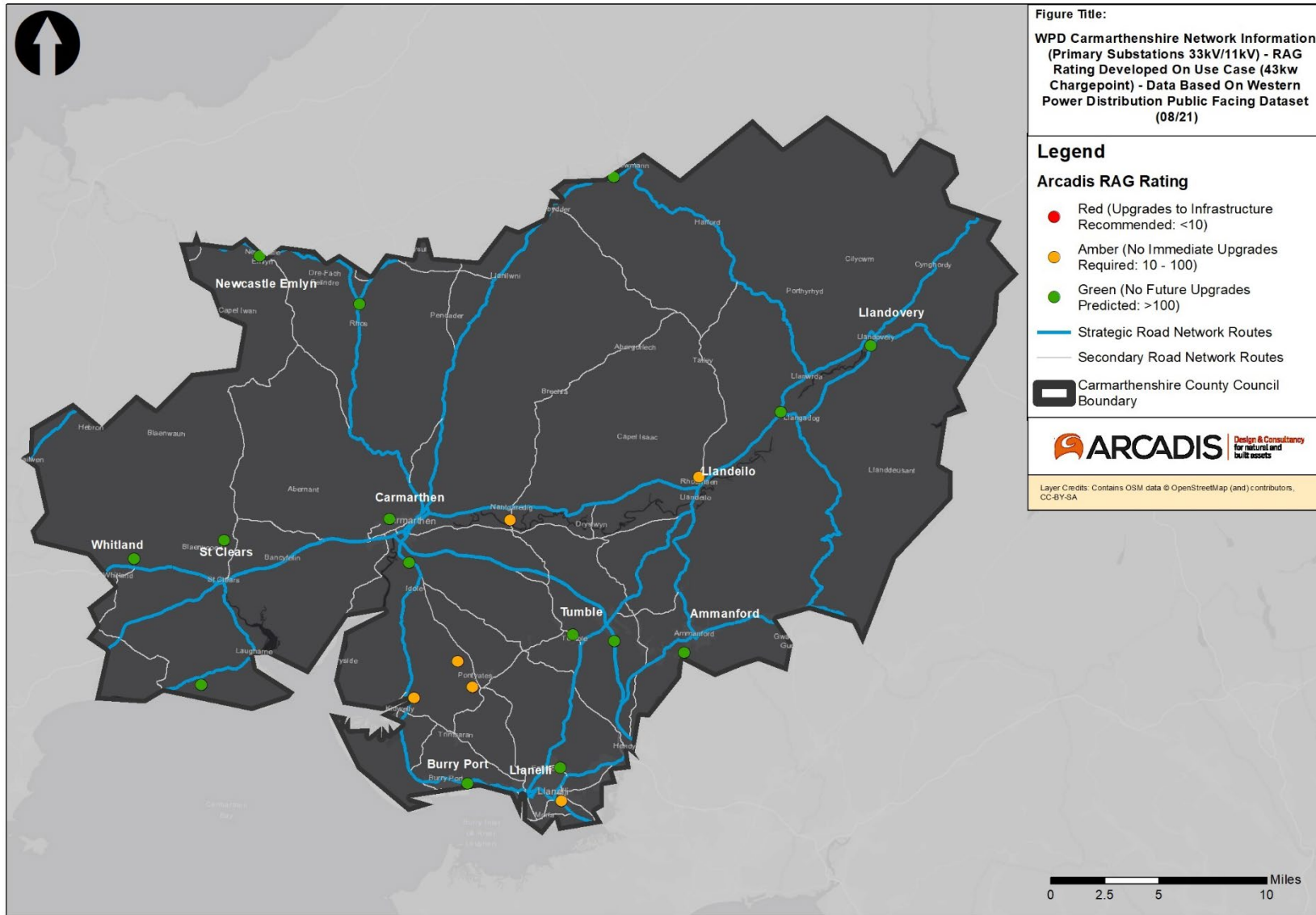


Figure 11 - RAG Assessment for Primary Substations

## 5. Forecasting

### EV Expansion

According to the IEA report, Global EV Outlook 2018<sup>44</sup>, sales of new electric cars worldwide surpassed 1 million units in 2017, a record volume which represents a growth in new electric car sales of 54% compared with 2016. The same report also lists how in the UK the total electric car stock (including hybrids) went from 86,440 in 2016 to 133,670 in 2017, with a UK target of 396,000 to 431,000 electric cars by 2020.

The growth in EVs is set to continue, and The Future Energy Scenarios<sup>45</sup> document produced by the National Grid in July 2018, predicts that in the UK there could be as many as 11 million EVs by 2030 and 36 million by 2040.

The report Roll-out of Public EV Charging Infrastructure in the EU by Transport and Environment<sup>46</sup> finds that “Despite the considerable emphasis on the importance placed on public recharging to drive EV acceptance, the data shows that public chargers are only used for about 5% of charging events. Furthermore, as the market matures this share is expected to decline with a preference for more fast charging over slow kerbside sites. The visibility of public recharging may however be important in encouraging existing drivers of conventional cars to switch to electric options although public chargers are rarely used.”

This reiterates evidence from trials and pilots that exposure to EVs and EV infrastructure results in an increase in uptake in EVs and EV infrastructure usage. Examples of this include EV taxis / private hire, EV rental or hire vehicles, and EV public service vehicles.

Leadership from both national and local governments is therefore vital in the strategic deployment of public chargepoints needed to facilitate and encourage the uptake of EVs.

There are a number of potential funding sources for chargepoint installation, some of which are listed in Annex G.

### EVCP Forecast Modelling (EV Charging Strategy for Wales, 2021)

To develop an EVCP forecasting model that presents the trends regarding the uptake of EVCPs in Carmarthenshire, the official ‘EV Charging Strategy for Wales’ has been used to represent Carmarthenshire, which is projected to have the second largest uptake of EVCPs in all of Wales, second to that of Cardiff. A breakdown of EVCP uptake on a local authority basis for 2025 and 2030 is presented in Figure 11

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<sup>44</sup> <https://webstore.iea.org/global-ev-outlook-2018>

<sup>45</sup> <http://fes.nationalgrid.com/fes-document/>

<sup>46</sup> <https://www.transportenvironment.org/publications/roll-out-public-ev-charging-infrastructure-eu>

respectively, as presented in the associated strategy. The strategy itself can be reviewed in further detail via the footer link<sup>47</sup>.

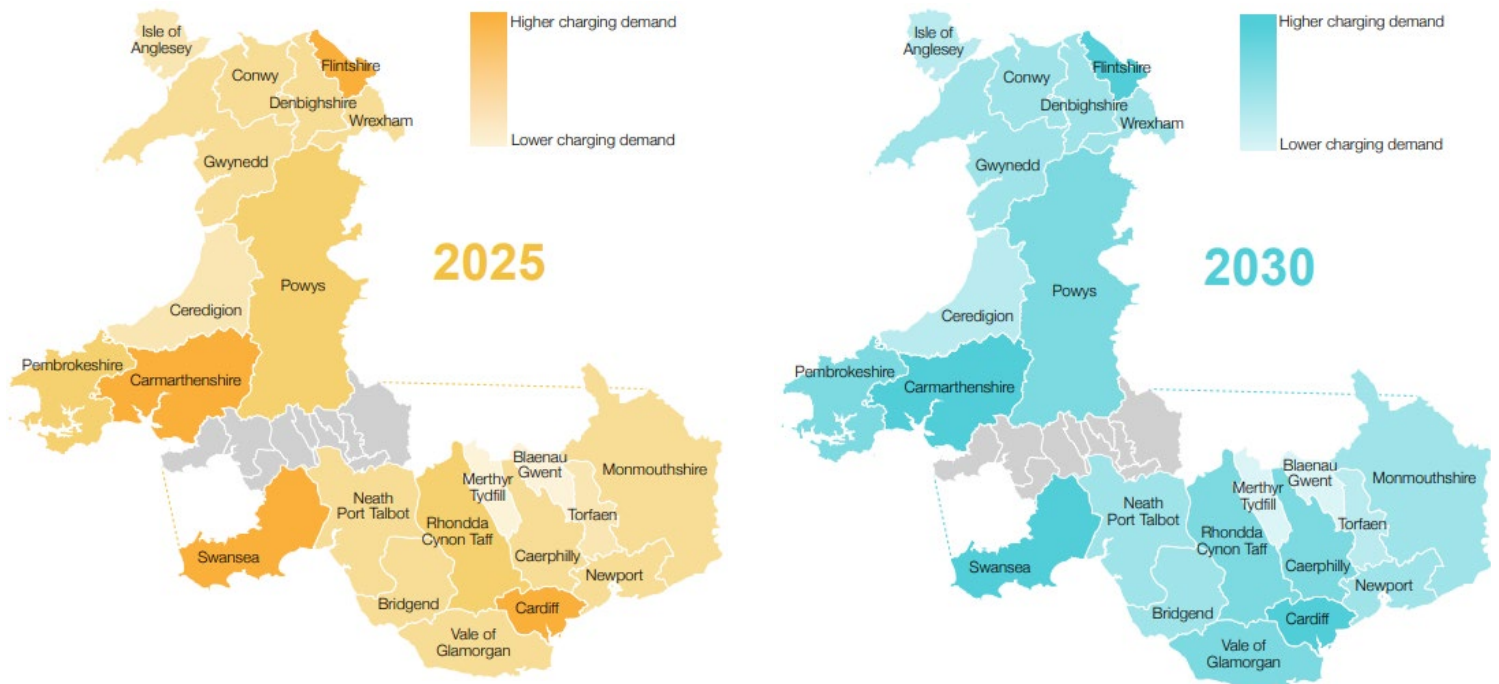


Figure 12 - Charging Demand Forecasts

The strategy itself takes 2 different approaches to modelling the increase of EVCPs. The first being ‘Fast charging dominant’ and the second being ‘Rapid charging dominant’. As charging infrastructure requirements can be heavily dependent on user behaviours and locations of deployment, these two scenarios were developed to provide a projection considerate of one method becoming more favourable than the other, whether that be financially or logistically.

It should be noted that this modelling will be reviewing publicly available EVCP and therefore domestic EVCPs will not be included.

**Fast charging dominant** - Based on the widespread use of fast charging measures this scenario assumes EV charging will be utilised at locations where several hours of slower charging would be appropriate such on-street hubs, workplaces or Train stations. Fast charging is less demanding on the electrical grid network and is often more cost effective.

The EVCP modelling data has been extrapolated from the Wales EV Strategy as well as current EVCP registration databases to provide a projection from now until 2030 for the uptake of a ‘Fast charging dominant’ EVCP approach. This data

<sup>47</sup> <https://gov.wales/sites/default/files/publications/2021-03/electric-vehicle-charging-strategy-wales.pdf>.

modelling will use key milestones of 2021, 2025 and 2030 to provide a linear output for all years in between and is presented in Figure 12 below.

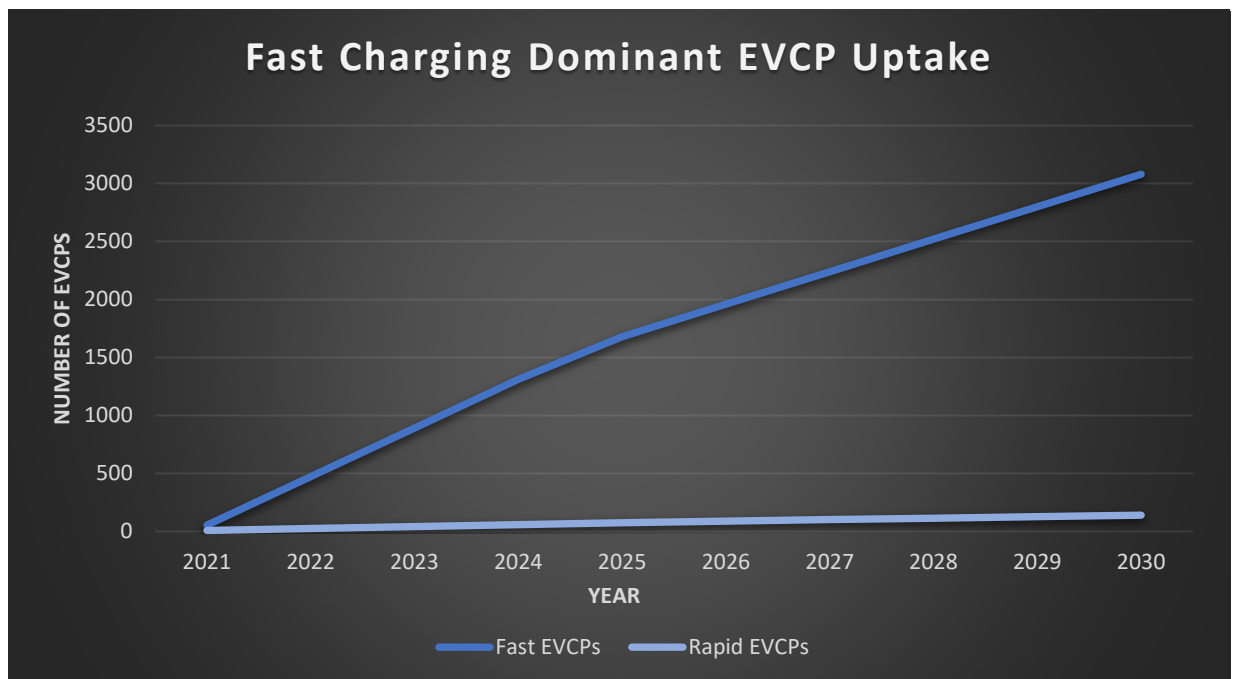


Figure 13 - Fast Charging Dominant EVCP Uptake

**Rapid charging dominant** – Based on the widespread use of rapid chargers. This scenario assumes that car battery capacities will continue to grow, permitting a much greater electrical range than current EVs. Along with improved battery performance and a reliable grid network this method will allow EV owners to achieve a much more convenient charge time to relieve the stresses of range anxiety and long journey breaks.

Again, the EVCP modelling data has been extrapolated from the Wales EV Strategy for the uptake of a 'Fast charging dominant' EVCP approach. This data modelling will use key milestones of 2021, 2025 and 2030 to provide a linear output for all years in between and is presented in Figure 13.

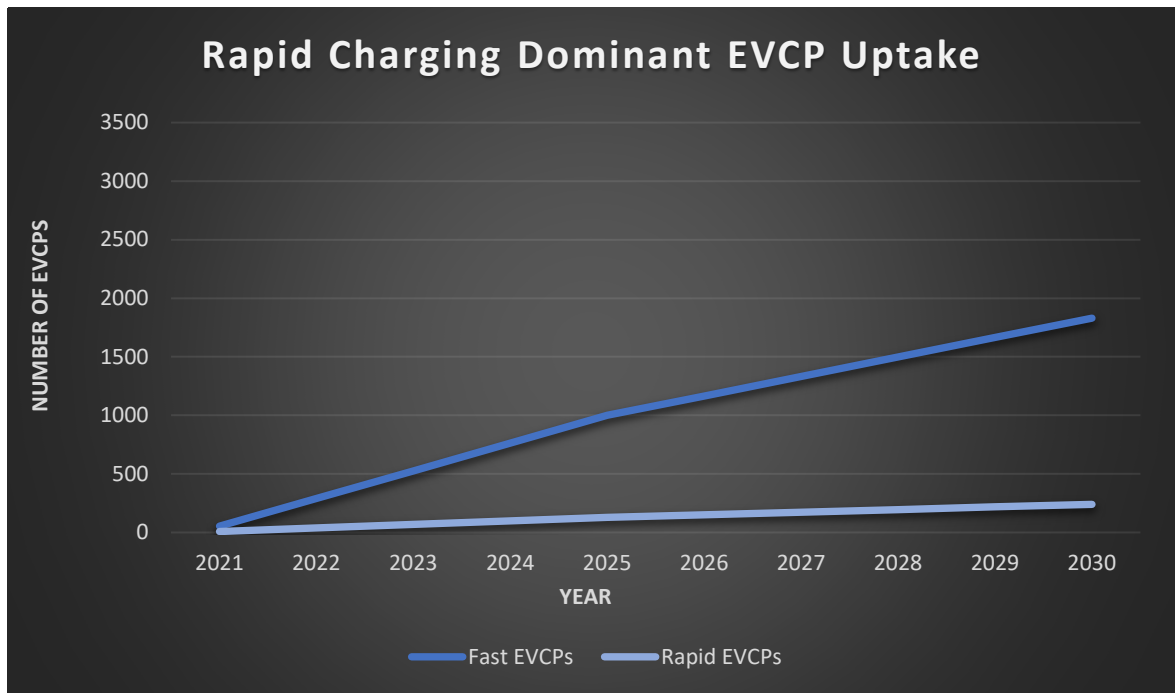


Figure 14 - Rapid Charging Dominant EVCP Uptake

To compliment the modelled EVCP uptake data for both EV charging scenarios, a side-by-side presentation of key milestone table arrays for both Fast charging dominant & Rapid charging dominant in Carmarthenshire has been presented across Table 8 & Table 9. This helps clearly distinguish between both approached where 2030 targets present significant differences in projections.

It should be noted that the displayed installation targets are not a representation of CCC individual responsibility but are in fact a representation of the collective responsibility set for Carmarthenshire inclusive of private investment by Welsh Government.

Table 8 - Welsh Government Fast Dominant Scenario

Fast charging dominant EVCP uptake (Carmarthenshire Milestones)		
Year	Fast EVCPs	Rapid EVCPs
2021	54	8
2025	1680	75
2030	3080	140

Rapid charging dominant EVCP uptake (Carmarthenshire Milestones)		
Year	Fast EVCPs	Rapid EVCPs
2021	54	8
2025	1000	130
2030	1830	240

Table 9  
- Welsh

Government Rapid Dominant Scenario



## Future Vehicle Technology

As EV ownership continues to rise and national targets regarding the decarbonisation of transport become more accelerated, the concerns of range anxiety and recharge times become increasingly relevant. Therefore, industry professionals are constantly looking to innovate new concepts that improve the user experience with regards to EVs.

The power drawn from the grid to charge an EV will be AC. However, an EV battery itself can only store power as DC meaning somewhere along the line there must be a power conversion.

The difference between AC and DC charging is that AC charging requires power to be converted within the vehicle itself via an onboard charger, whereas DC charging has a converter built into the charger itself which can feed power directly to the EV battery. A visual example of both AC and DC charging has been provided in the infographic below.

Despite DC chargers being larger and more expensive, they can achieve much higher power levels than that of AC charging, therefore achieving a much faster charge time for users. DC charging can utilise power electronic devices such as voltage boosters to reduce the requirements from the grid whilst achieving high power levels to charge EVs quicker. Such a charging topology can be referred to as Ultra-Rapid or Hyper charging where the EVCP itself can be rated anywhere from 150kW-350kW. Developments such as Hyper charging present an exciting opportunity to mitigate any issues associated with EV charging times.

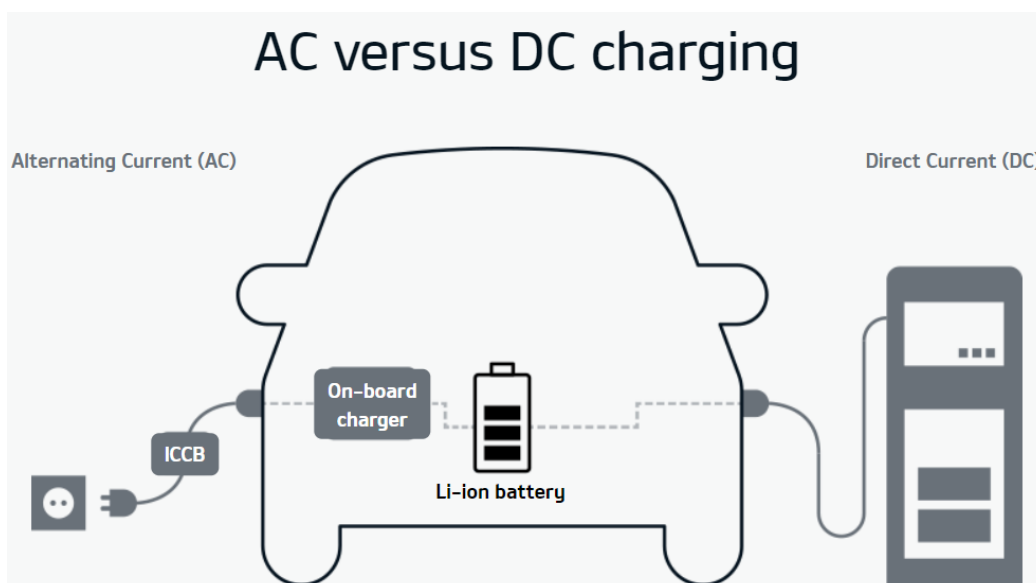


Figure 15 - AC vs DC Charging

## Future Grid Demand

Carmarthenshire has 25 substations that are feasible for extra demand that will be encountered from an increase in EVCPs. This has been plotted back in the baseline chapter displaying grid capacity and a use case scenario RAG assessment.

By utilising the Welsh EV strategy forecast data for EVCP uptake for a 'Rapid charging dominant scenario' a model can be simulated to analyse the future demand headroom for each substation in line with their firm capacities. This model has been simulated for years 2021, 2025 and 2030. It should be noted that rapid charging dominant has been selected due to it being a more likely scenario to deliver charge points for Strategic Road Networks (SRN) within Carmarthenshire.

For this modelling if a substation is running over its capacity, it will gain a Red rating, if the substation is running below an available headroom of 1MVA it will gain an Amber rating and if it has over 1MVA it will gain a Green rating.

This model will incorporate domestic (5kW) charging, local fast (22kw) charging and rapid (43kW) charging to represent the most considerate and accurate forecast. It should be noted that this analysis has been evenly split across all substations and to develop a more specific and accurate analysis of each substation, more precise EV forecasting measures will be required for each community in Carmarthenshire opposed to Carmarthenshire as a whole. Furthermore only 25% of domestic EVs will be incorporated into this analysis as not all 100% will be charged at one time but some overlapping may occur due to slow charging rates.

Key Milestone results:

- **2021:** All substations can operate safely within substations firm capacity ratings. With 1 substation operating below 1MVA headroom.
- **2025:** 23 of the substations can operate safely with 2 substations forecast to be operating over substation capacity.
- **2030:** only 14 substations can operate safely with 11 substations forecast to be operating over substation capacity.

Table 10 provides a representation of the number and RAG rating of substations based on future grid demand based on the Welsh EV strategy.

*Table 10 - Future Grid Capacity RAG Analysis*

Future Grid Capacity RAG Analysis			
Year	Red (operating over substation capacity)	Amber (operating with below 1MVA headroom)	Green (operating with more than 1MVA headroom)
2021	0	1	24
2025	2	2	21
2030	11	5	9

### Demand Mitigation Opportunities

When reviewing EVCP options CCC will consider opportunities to use innovative technologies that can sustainably aid the charging process and protect the grid. CCC

will encourage charge point suppliers to use innovative solutions to aid the EV uptake in Carmarthenshire, for example the integration of renewable energy generators such as solar PV could be used to reduce the demand that a charging location/hub would have on the grid.

Battery energy storage systems (BESS) represent another option that can be utilised at charge points where the grid may require some demand alleviation, or at points of high throughput where EV charging demand may be particularly large. This technology will allow power to be stored from onsite renewable sources or the grid network when demand is low allowing a discharge to EVs when grid demand is high, alleviating pressure on the grid network.

In addition, smart EV charging systems that control charger output in line with active infrastructure loadings will be considered, to maximise EV charging penetration levels whilst maintaining network stability.

All the above will be considered on an SRN, Destination and Residential basis when applicable.

Currently CCC is delivering a sustainable EV Charging Hub located at Cross Hands in Carmarthenshire, working with Arcadis and Swarco. This project represents not only the initiative that CCC are taking, but also the incorporation of solar panels on the roof that feed into battery back-up storage on site is one example of the measures that can be used to protect the grid network and sustainably charge EVs. This charging site is presented in Figure 15.



Figure 16 - Cross Hands EV Charging Hub (in construction)

### **Vehicle to Grid (V2G)**

Another innovative and exciting prospect of EVs would be their potential to aid in grid balancing.

UK distribution systems achieve frequency response by using a primary and secondary response system. This refers to low frequency events around 50Hz. During a period when the system frequency falls below 50 Hz there must be quick action taken to avoid a blackout. During a period where the frequency is over 50Hz, there must be adequate action taken to avoid the possibility of damaging supplied devices.

A principal problem with renewable power sources is their intermittency, and as we continue to move towards Net Zero, the decentralization of power systems such as solar and wind farms will continue to grow and dominate the market, thus making the issue of grid balancing vital.

Therefore, digital control within decentralised power systems is becoming more important. Integrating digital systems with technologies such as BESS provides an opportunity to harness energy and ensure that the grid remains stable during the ever-changing daily supply and demand cycle.

BESS currently requires a high capital investment for installation, due to the high manufacturing and installation costs. EVs present an alternative solution due to their ability store and release electricity during periods of low or high demand, furthermore due to the vast amount of EVs that is expected to be on the market in the future there will be enough collective battery capacity to provide this service without major influence on EV users. Therefore, grid balancing with EVs may prove to be a useful tool in the future.

Generally, the more charge and discharge cycles the EV battery goes through, the more it degrades. However, this is based on high levels of battery discharge, often more than 50%. In the case of vehicle to grid (V2G) operation, each vehicle would be subject to a discharge of a very low percentage as there would be a collective input from multiple vehicles connected to the network. This removing the concerns of battery degradation.

### **Alternative Fuels and Technology - Hydrogen**

Hydrogen vehicles are similar in many ways to EVs and run on a motor powered by electricity. The difference between a hydrogen vehicle and a BEV is that a hydrogen vehicle uses a hydrogen fuel cell instead of a battery.

While EV charging via the electrical grid network represents some inefficiencies with the conversion from AC to DC power, the process of generating hydrogen to be used in fuel cell vehicles represents a much more complex procedure than that of connecting directly to the grid network for a BEV. The process from the generation right the way through to usage of hydrogen is relatively inefficient, and despite its ability to provide a greater range than that of BEVs these inefficiencies drive up the costs of hydrogen charging compared to electrical charging, and even when range is considered, the BEV is still considerably more favourable based on charging cost.

Despite this many manufacturers are experimenting with hydrogen vehicles as they could prove to be a great option for larger transportation vehicles such as planes, trains, and lorries. The Government has recently published a UK Hydrogen Strategy

(August 2021)<sup>48</sup>. The strategy (p53) highlights: ‘hydrogen is likely to be fundamental to achieving the full decarbonisation of transport, with particular potential in areas of heavy transport ‘that batteries cannot reach’’. The first multi-modal hydrogen transport hub had £3 million investment committed in 2021 in Tees Valley, which it is stated could provide a blueprint for the creation of hubs in other areas across the UK<sup>49</sup>.

However, EVs continue to see much faster growth and are currently the more widely adopted low emission vehicle of the two. As such, this strategy focuses on EVs, however the national policy position will be kept under review and the inclusion of hydrogen vehicles in more detail will be considered for future versions of Carmarthenshire County Councils EV Strategy.

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<sup>48</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1011283/UK-Hydrogen-Strategy\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1011283/UK-Hydrogen-Strategy_web.pdf)

<sup>49</sup> P175 Decarbonising transport - A Better, Greener Britain  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf)

## 6. Recommendations

### Introduction

Recommendations have been brought forward in this section of this EV Strategy, with the objective to outline options for funding sources, the approach to procurement and operating models.

Policy objectives have been recommended based on the development and findings of this EV Strategy thus far, in the efforts to accommodate and/or accelerate EV uptake in the region and achieves Carmarthenshire's overarching vision.

### Applicable Funding Sources

The recent government publications analysed in section two of this strategy<sup>50</sup> provide an update of funding scheme commitments, grants and incentives available regarding EVs and the associated infrastructure:

#### Infrastructure

##### *On-street Charging*

- The On-Street Residential Chargepoint Scheme provides local authorities access to up to 75% of funding to install EV infrastructure on-street and in public car parks.
  - From April 2021 the scheme has changed to address prohibitively high electrical connection costs by increasing the maximum funding available per chargepoint installation from £7,500 to £13,000. The funding will also help to encourage larger rollouts of charging infrastructure projects by removing the £100,000 maximum project cap.

##### *Off-street Charging*

- For properties with dedicated off-street parking, the EV Homecharge Scheme will provide funding towards the cost of a chargepoint and its installation. From April 2022, focus will shift to supporting leaseholders, renters and those living in flats.
- The Government will continue to fund EVHS until at least 2024/25.

##### *Workplace Charging*

- Workplace Charging Scheme (WCS) The Workplace Charging Scheme will provide funding towards the cost of the purchase and installation of EV chargepoints at workplaces. Since April 2021, the scheme has been opened up to small and medium enterprises (SMEs), as well as the charity sector, providing a boost as staff return to work. B&Bs will be eligible for the grant to provide visitors with certainty that they will be able to charge when they visit

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<sup>50</sup> 'Decarbonising transport - A Better, Greener Britain' and 'HM Transitioning to zero emission cars and vans: 2035 delivery plan'

- The Government will continue to fund the WCS until at least 2024/25

### Vehicle Grants/Tax incentives

- £582 million for plug-in car, van, taxi, and motorcycle grants until 2022-23, reducing Zero Emission Vehicle (ZEV) purchase prices for consumers.
  - Plug-in car grant provides up to £2,500 towards the purchase of a car priced under £35,000.
  - Plug-in van grant provides funding of 35% of the purchase price for eligible vans up to £3,000 for vans less than 2.5 tonnes, and up to £6,000 for vans between 2.5 and 3.5 tonnes.
- Favourable company car tax rates for zero emission cars up to at least March 2025, zero emission cars and electric vans pay no vehicle excise duty, and a nil rate of tax is applied to zero emission vans within the van benefit charge.

### Supply Chain

- £1bn to build EV supply chain at pace and scale in the UK. (First £500m delivered through Automotive Transformation Fund over next 4 years (battery cell manufacturing and gigafactories).

### Research and Development

- Faraday Battery Challenge (FBC) is a £330 million programme designed to create the innovation ecosystem needed for the UK to become a battery science superpower.
- Driving the Electric Revolution Challenge, delivered by UK Research & Innovation (UKRI), provides £80 million to scale-up and unite UK supply chains to deliver fundamental components of EVs and net zero – power electronics, electric motors, generators and drives (PEMD). Funding is committed to support this initiative until at least 2025.

### Procurement and Operating Models

There are a wide range of potential operating models due to the complex roles in procurement, installation, operation and maintenance of EV chargepoints. Due to commercial agreements, contractual terms and available incentives, there is a great number of bespoke operating models in existence, but some typical and common operating models and their advantages and disadvantages are explained below.

When procuring EV charging infrastructure up to £25,000, 3 quotes must be sought from companies. Any charging units with a total life cost of over £25,000 are procured via a tendering process through Sell2Wales. This includes all rapid chargers and fast charger packages covering a number of sites.

Table 11 - Typical Models of EVCP Operation

	LA Operated	Private Agreement	Private Licensed	Private Operated
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Land costs	LA	LA	LA	Private
EVCP Infra	LA	LA	Private	Private
Installation	LA	LA	Private	Private
Maintenance	LA	Private	Private	Private
Operation/	LA	Private	Private	Private
Revenue	LA	Mixed	Mixed	Private

There are currently 2 operating models implemented by Carmarthenshire County Council:

### **LA Operated**

Purchase, installation and operation of the charging units by the local authority. This can be via grant funding or internal CCC funds. Currently in use on the St Peters and Mart Car Park chargers.

#### **Advantages:**

- All income generated will come straight back to the council;
- Charging units remain an asset of the council;
- Free to move chargers around to other sites if necessary;
- Flexibility in charging;

#### **Disadvantages:**

- After initial period maintenance and monitoring costs must be absorbed by the Council.
- As technology develops the units may require upgrading – full cost for this to be absorbed by the council.

### **Private Licensed**

Agreement with a company to provide and maintain units as a service to the public. Currently in use on the Nant y Ci and Llandovery Rapid Chargers.

#### **Advantages:**

- No initial cost or need to find/secure funding;
- No ongoing cost or risk to the Council;
- All maintenance, upgrade and monitoring covered by the external company.

#### **Disadvantages:**

- Any profits must be split between third party and the Council;



## Other Operating Models

There are a range of alternative operating models not currently utilised by Carmarthenshire County Council which include, but are not limited to:

- Private Agreement - If new charging points were to be installed by local authorities on local authority land, private operators could be used to maintain and / or operate the EVCPs, with a fee paid to the operator, or a shared revenue risk model to offset any future costs to the local authority. Grant funding could be sourced to offset the initial cost, but it is likely there would still be DNO costs and installation costs;
- Private Operated - If the charging points were purchased, installed, and operated by a private operator, there would be no initial capital cost for a local authority in terms of procurement and installation of the infrastructure, or operating costs in terms of maintenance. Grant funding could be sourced to help encourage private operators to install further EVCPs, possibly through a match funding agreement;
- Using development control or planning permission requirements to encourage private operator funded EV chargepoint installation.

## Proposed Policies

Following the review of current National, Regional and Local policies on EV's, a series of policy objectives have been developed which will assist us in achieving our overarching Vision:

“To develop and promote a network of electric charging points, that provides for and encourages future growth in EV use, and in doing so future proofs our transport network and contributes to local and global pollution reductions”

The policy options have been considered for implementation in Carmarthenshire to accommodate or accelerate EV uptake in the region. These options have been generated and considered based on achievability, benefit, and risk.

### **EV1 Facilitate the Provision and Delivery of Public EV Charge Points**

Carmarthenshire County Council will facilitate the provision of a charging network that provides mixed speed public charging infrastructure which is available, affordable, consistent, convenient and user friendly.

Carmarthenshire Council will investigate strategic locations throughout the county for fast and rapid charge points and identify zones where charge point installation should be particularly encouraged. The Council will consider the speed of charging for each location considered, providing a range of Fast and Rapid chargers as appropriate.

The EV chargers should primarily be placed in locations that are accessible to the majority to ensure good uptake. At the same time, the council will work with rural communities to ensure that less-populated rural areas are not excluded from EV use by lack of infrastructure and will seek to identify funding sources for charge points in more remote areas where the private sector may be less likely to install. The Council

will monitor usage statistics of charge points and use this in informing future decisions and strategy.

Funding contributions will be required from a range of contributors, including private sector investment for new development, property owners for planning applications, UK Government and Welsh Government and Carmarthenshire County Council. The quantum from each is yet to be understood, and will be dependant on locations, delivery options (including chargepoint type) and demand timescales.

Different areas of the County will have different needs with regards to EV charge points, but consideration needs to be given to public charge points in the following environments:

1. Locations near the strategic road network, with at least a pair of rapid and a fast charger at least every 20 miles.
2. Destination chargers for tourist, leisure, and shopping venues.
3. Shared carparks and other locations to encourage people without off-road parking to use EVs.
4. Employment centres.
5. Air Quality Management Areas.

Carmarthenshire County Council will also investigate the possibility of lamppost chargers and other solutions such as rising chargers within the footway to encourage use of EVs amongst residents without off-street parking.

### **EV2 Maintain Parking Management Policies Supportive of EVs**

Carmarthenshire County Council will, where appropriate, provide electric charging facilities and spaces in parking bays at council owned car parks. Installations have already been completed at several council owned car parks as of September 2021 fast charge points are installed at 28 locations across the county. In addition, there are rapid charge points at the Park & Ride car park at Nant-y-Ci and Castle Car Park in Llandovery. The Cross Hands charging hub is due to be opened imminently and will provide a further 4 rapid chargers (50kW) and 1 super rapid (150kW) on the strategic road network.

The council has had positive feedback on the installation of the current charge points, with one EV owner saying that they would not have visited Carmarthen had there not been EV charging facilities available.

### **EV3 Encourage EV Charge Points at Key Employment Centres, and Public Transport Interchanges.**

Carmarthenshire County Council will seek to put out a tender to EV charge point providers for facilities at their main staff car parks. Some of these car parks act as council employee parking during the week and public parking at weekends, giving an additional benefit. They will also investigate available grant funding to install EV charge points at destinations used for leisure purposes.

Carmarthenshire County Council will also seek to encourage and facilitate EV parking at other employment centres, by providing information to employers about EVs, and pass any enquires about EVs onto the relevant organisations.

#### **EV4 Encourage the Use of EVs in the Fleet**

Carmarthenshire County Council will investigate opportunities to upgrade its fleet to EVs and other similar technologies such as hydrogen. The Council are developing a fleet strategy in 2022. A successful trial has already been undertaken involving the introduction of EVs in the council's fleet, with six vehicles based at Parc Myrddin Parc Dewi Sant and Spilman Street– two Mitsubishi iMIEVs and four Peugeot IONs. This initiative took place when Public Body use of EV's was in its infancy and saw Carmarthenshire become the first Local Authority in Wales to do so.

Carmarthenshire County Council are currently reviewing their fleet strategy in terms of introducing EVs into the fleet, changing the mix of technologies and will pilot the use of further EVs in the fleet, and will also seek to install EV chargepoints in their depots. The Council will also investigate training for staff so that more work on the EVs in the fleet can be done in house.

#### **EV5 Trial New Technologies and Encourage Innovation**

When looking at EV options for their fleet Carmarthenshire County Council will consider opportunities to use innovative technologies. The Council will also encourage charge point suppliers to use innovative solutions, for example integration with renewable energy generators or batteries at charge points where the grid is lacking capacity

#### **EV6 Investigate ways to Encourage Charge Point Provision through the Planning Process**

Carmarthenshire County Council will seek to support the inclusion of EV charging points within developments they permit. Planning Policy Wales 10 states that the planning system should encourage and support the provision of ULEV charging points as part of new development and suggests that planning authorities should seek a minimum of 10% of car parking spaces to have ULEV charging points. Carmarthenshire County Council will review ways in which to proactively encourage and facilitate the provision of EV charge point as part of the emerging Local Development Plan and other planning policy, and the draft Highways Design Guide for developers.

#### **EV7 Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.**

Carmarthenshire County Council will research possible incentives to encourage the installation of publicly available charge points on private land. They will investigate the precedent from other Local Authorities and discuss with relevant departments the applicability to Carmarthen. This is likely to be via the South West Wales Regional EV Network meetings and can also be used to review available grant and other

funding opportunities that can aid in identifying and providing information to landowners about funding options.

### **EV8 Encourage Taxis and Public Transport Providers to Upgrade to EVs**

Taxi firms are well placed to benefit from the use of EVs. Taxis based at urban centres are likely to be undertaking mostly shorter journeys and would be more suitable to switch to vehicles that run solely on electricity, with hybrids being better suited to firms or vehicles undertaking longer trips to rural areas.

Carmarthenshire County Councils licensing team have already exempted EVs from the 1200cc minimum size vehicle for private hire, and the Council will investigate other mechanisms to encourage EV use amongst Carmarthenshire's taxi companies. The Council will send out appropriate information about EVs to all taxi companies on their register and seek to facilitate the installation of EV charge points at taxi ranks. This information could include estimates of cost savings on fuel and maintenance, and where possible cite examples from other taxi firms that have converted to EVs, see case study below.

#### **Case Study: 'AJ's Taxis' EV Fleet Transition, Llanelli**

The achievability and benefits for taxi firms to transition to full EVs within Carmarthenshire has been long standing. This is evidenced by an exemplar case study located within Llanelli, whereby a taxi firm had been declared the first taxi firm in Wales to go fully electric and successfully operates as being eco-friendly. This highlights the case for change to EV is achievable and can incur numerous commercial and environmental benefits.

### **EV9 Provide Publicly Available Information About EV Charging Options**

Carmarthenshire County Council will provide easily accessible information with regards the charging infrastructure available within the county so that both locals and visitors with EVs are confident in finding a place to charge. There is a map showing charge points on the Council's website<sup>51</sup> and this map will be developed further with further information such as charger type and pricing structure labelled.

Signage will be placed near charge points to assist vehicle owners in finding them. Public facing communication will be provided where suitable to direct residents and visitors to the Council's website where further information can be accessed for those looking to upgrade to EVs.

### **EV10 Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.**

Carmarthenshire County Council will investigate other ways to encourage EV use, for example organising clear air day events and EV supplier days. The council will

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<sup>51</sup> <https://www.carmarthenshire.gov.wales/home/council-services/travel-roads-parking/electric-car-charging-points/#.W03wVE2ouUk>

seek to utilise existing community links and knowledge within the third sector, such as Carmarthenshire Energy Ltd and the Community Transport Association.

### **EV11 Encourage Electric Car Clubs**

Carmarthenshire County Councils Corporate Strategy<sup>52</sup> outlines how 60% of the County's people live in rural areas, and that many residents, particularly elderly ones, do not have access to a car or van. The strategy states "community-based services are important to enable people to continue to live within their communities; it can mean the difference between a person staying independent at home or entering residential care."

Additionally, the document 'A Strategic Regeneration Plan for Carmarthenshire 2015'<sup>53</sup> highlights the limited penetration and frequency of service of public transport provision in parts of rural Carmarthenshire seeks to "invest further in the application of new technologies to ensure that our local businesses are able to compete in wider market" as well as highlighting the importance of "access to rural transport".

Electric car clubs could be used to help to meet these goals when integrated with the public transport sector, to strengthen rural communities and allow elderly and vulnerable residents to remain independent.

Carmarthenshire County Council will support communities who wish to consider setting up electric car clubs and will refer any enquiries they get onto relevant bodies. The council will also lend support to organisations promoting electric car clubs. They will also include details of existing EV car clubs and similar schemes such as the Eco Travel Network<sup>54</sup> in the information they provide to business and residents in the area. This type of initiative could encourage more low carbon tourism to the area, for example visitors arriving by public transport and having access to EVs whilst staying.

### **EV12 Work in Partnership with Other Organisations**

Many of the publicly available chargepoints in the UK are not owned by the landowner of the site they are located on, but are owned by another organisation, typically a private sector company, who pay the supply and installation costs of the charge points and either take a percentage of the income or pay a lease to the landowner. This allows landowners who lack the capital or who do not want to take the financial investment of a charge point installation.

Carmarthenshire County Council will work with these organisations in identifying sites suitable for charge points on council owned land and tendering for installation. The Council will also seek to provide information on charge points and reputable installers to local business. The Council will work with community groups and other

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<sup>52</sup> <https://www.carmarthenshire.gov.wales/media/1214849/corporate-strategy-18-23.pdf>

<sup>53</sup> <https://www.carmarthenshire.gov.wales/media/1212060/strategic-regeneration-plan-for-carmarthenshire-2015-2030-pdf.pdf>

<sup>54</sup> <http://www.ecotravelnetwork.co.uk/>

not for profit organisations in supporting the development of community owned charging hubs in the county.

The cost of installing EV charge points can vary considerably depending on the capacity of the electrical distribution network in the area. When considering charge point locations Carmarthenshire County Council will liaise with Western Power Distribution (DNO) to ensure costs and grid availability are taken into consideration.

Carmarthenshire County Council will also seek to work with neighbouring local authorities on promoting EV use and the strategic deployment of charge points, to develop a coherent consistent approach across the Swansea Bay City Region and in doing so realise potential economies of scale in terms of procurement and contract arrangements.

Setting up a “Carmarthenshire EV Centre of Excellence” will be considered with the inclusion of academics, local authority representatives, private EVCP operators, vehicle manufacturers and EV strategy consultants. This would enable open discussion, knowledge share, lessons learnt and exchange of best practice between key stakeholders, with the objective to improve the rollout of EVCP infrastructure and its operational use. This proposed policy will be further explored and investigated.

### **EV13 Continually Review and Refresh This Strategy.**

The market for low emission vehicles is changing rapidly, and many of the policies outlined here may need revision as the technologies develop. As such, Carmarthenshire County Council will need to keep this strategy under regular review with a periodic strategy refresh undertaken depending on any major changes in policy or availability of funding.

The table below summarises the policies and actions:

*Table 12 - Summary of Proposed Policies*

<b>Policy</b>	<b>Action</b>
EV1	Facilitate the Provision and Delivery of Public EV Charge Points
EV2	Maintain Parking Management Policies Supportive of EVs
EV3	Encourage EV Charge Points at Key Employment Centres, and transport interchanges.
EV4	Encourage the Use of EVs in the Fleet
EV5	Trial New Technologies and Encourage Innovation
EV6	Investigate ways to Encourage Charge Point Provision through the Planning Process
EV7	EV7 - Investigate incentives for Private Developers and Landowners to Provide Charge Points on Existing Developments and explore the potential for the use of S106 contributions.
EV8	Encourage Taxis and Public Transport Providers to Upgrade to EVs
EV9	Provide Publicly Available Information About EV Charging Options

EV10	EV10 - Inform Businesses and Residents about opportunities to upgrade to EVs and develop a comms plan to support the EV Infrastructure Strategy.
EV11	Encourage Electric Car Clubs EV
EV12	Work in Partnership with Other Organisations
EV13	Continually Review and Refresh This Strategy

## **7. Measuring Success**

Carmarthenshire County Council are committed to their vision of developing and promoting a network of electric charging points that provides for and encourages future growth in EV use, and in doing so future proofs the transport network and contributes to local and global pollution reductions. Recognising the importance of self-accountability and delivering to timescales stated, the following milestone objective programme has been created based on 5 and 10-year time-periods. Typically, a 15-year time-period would also be included, but there is now unlikely to be targets or ambitions after a 10-year period due to Welsh and UK Government bringing targets dates forward to 2030.



## 5-year Milestone Objectives

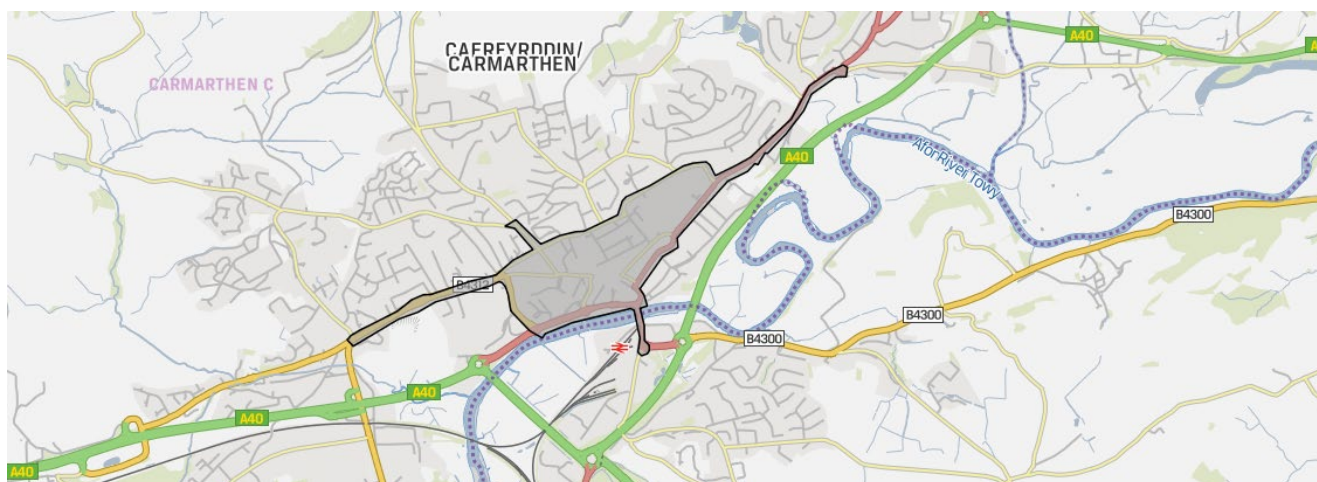
Milestone (KPI)	Measure	Timescale	Driver	Source/Reference
Facilitate EVCP provision in line with WG forecasts (not just CCC installations)	Fast EVCPs – between 1000 and 1680 available Rapid EVCPs – between 75 and 130 available	By 2025	EV Charging Strategy for Wales – Requirement for Carmarthenshire	EV Charging Strategy for Wales
Review and refresh this strategy every 3 years	Document and associated documents updated within 3 years	Before the end of 2024	Requirement to keep strategy and policy relevant and appropriate.	Carmarthenshire County Council EV Charging Infrastructure Strategy
Investigate and encourage development of car club within Carmarthenshire with a significant EV fleet	Car club with EV vehicles in operation		Facilitate EV uptake through public procurement	Carmarthenshire County Council EV Charging Infrastructure Strategy

## 10-year Milestone Objectives

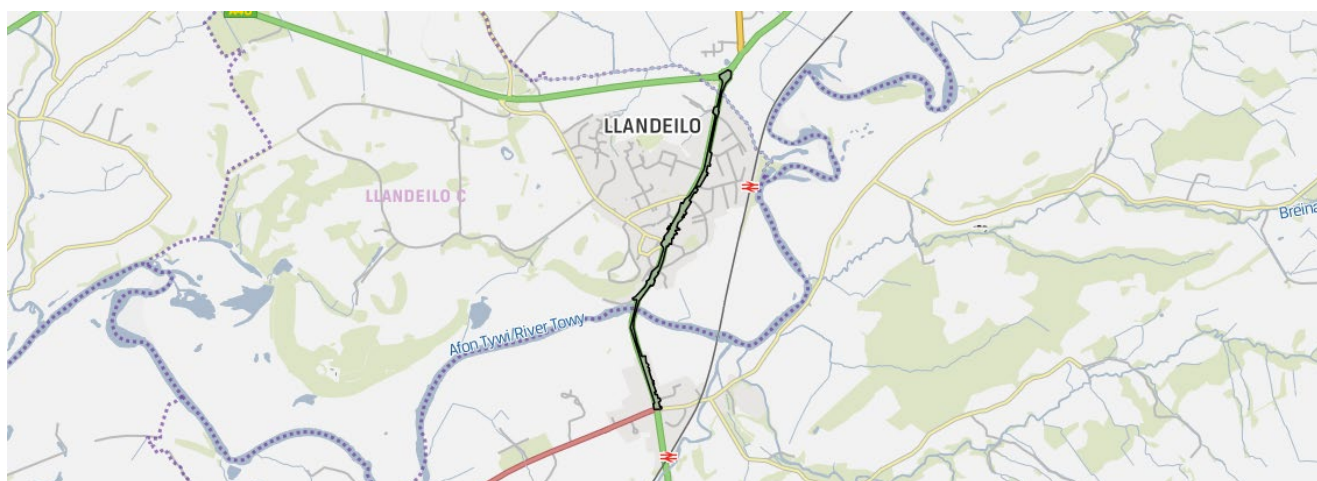
Milestone (KPI)	Measure	Timescale	Driver	Source/Reference
Facilitate EVCP provision in line with WG forecasts (not just CCC installations)	Fast EVCPs – between 1830 and 3080 available Rapid EVCPs – between 140 and 240 available	By 2030	Welsh Government EVCP requirements for Carmarthenshire	EV Charging Strategy for Wales
Carmarthenshire County Council to be net zero carbon local authority.	Greenhouse gas emissions net zero across fleet.	2030	Welsh Public Sector net zero greenhouse gas emissions by 2030	Net zero carbon status by 2030: A route map for decarbonisation across the Welsh public sector
Established car club within Carmarthenshire with whole EV fleet	Car club with all EV vehicles in operation		Facilitate EV uptake through public procurement	Carmarthenshire County Council EV Charging Infrastructure Strategy

# Annex A – Air Quality Management Areas

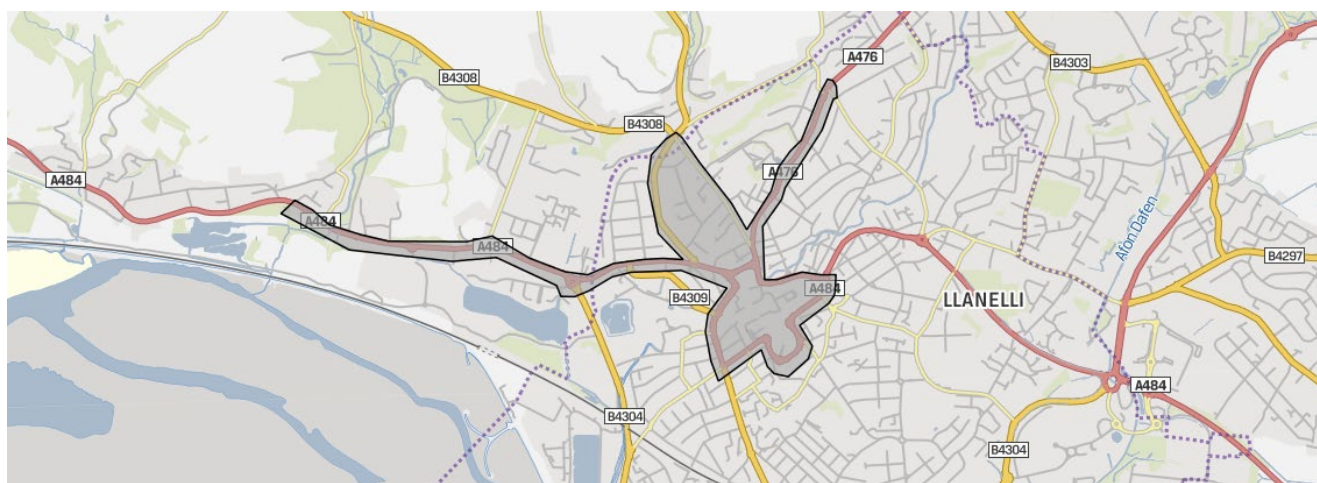
## Carmarthen



## Llandeilo



## Llanelli



Mae'r dudalen hon yn wag yn fwriadol

## PWYLLGOR CRAFFU LLE, CYNALIADWYEDD A NEWID YR HINSAWDD

15 RHAGFYR 2022

### EITEMAU AR GYFER Y DYFODOL

#### Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

Nodi'r eitemau ar gyfer y dyfodol i'w hystyried yng nghyfarfod nesaf y Pwyllgor Craffu Lle, Cynaliadwyedd a Newid yr Hinsawdd i'w gynnal ar 23 Ionawr, 2023.

#### Rhesymau:

Mae'n ofynnol yn ôl Cyfansoddiad y Cyngor bod Pwyllgorau Craffu, ar dechrau bob blwyddyn y cyngor, yn datblygu ac yn cyhoeddi Blaenraglen Gwaith sy'n nodi'r pynciau a'r adroddiadau sydd i'w hystyried yn ystod y blwyddyn.

#### Angen cyfeirio'r mater at y Cabinet er mwyn gwneud penderfyniad: NAC OES

#### Yr Aelod Cabinet sy'n gyfrifol am y Portffolio:

Cyng. Aled Vaughan Owen (Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd)  
Cyng. Edward Thomas (Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith)  
Cyng. Alun Lenny (Adnoddau)

#### Awdur yr Adroddiad:

Janine Owen

#### Swydd:

Swyddog Gwasanaethau  
Democrataidd

#### Rhifau Ffôn / Cyfeiriad E-Bost:

01267 224030  
JanineOwen@sirgar.gov.uk

# PLACE, SUSTAINABILITY AND CLIMATE CHANGE SCRUTINY COMMITTEE

15<sup>TH</sup> DECEMBER 2022

## FORTHCOMING ITEMS

The Council's Constitution requires Scrutiny Committees, at the commencement of each municipal year, to develop and publish a Forward Work Plan which identifies the issues and reports to be considered at meetings during the course of the year. When formulating the Forward Work Programme the Scrutiny Committee took into consideration those items included on the Cabinet's Forward Work Plan.

The list of forthcoming items attached includes those items which are scheduled in the Place, Sustainability and Climate Change Scrutiny Committee's Forward Work Plan to be considered at the next meeting, to be held on 23<sup>rd</sup> January, 2022.

Scrutiny Committee members, as part of their role are required to regularly refer to the Cabinet Forward Plan in order to identify any future pre-decision reports, within the scrutiny remit for inclusion onto the Committee's FWP.

Council/Cabinet Forward Plan can be viewed by clicking [HERE](#)

REPORT ATTACHED?

YES:

- List of Forthcoming Items;
- Items circulated to the Committee under separate cover since the last meeting held on 24th November 2022;
- Place, Sustainability and Climate Change Scrutiny Committee - Forward Work Plan.

# 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: **Linda Rees-Jones** **Head of Administration & Law**

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

<b>CABINET MEMBER PORTFOLIO HOLDER AWARE / CONSULTED</b>	YES
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**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

Title of Document	Locations that the papers are available for public inspection
Cabinet Forward Plan	<a href="https://democratiaeth.sirgar.llyw.cymru/mgListPlanItems.aspx?PlanId=17&amp;RP=1">https://democratiaeth.sirgar.llyw.cymru/mgListPlanItems.aspx?PlanId=17&amp;RP=1</a> 31

Mae'r dudalen hon yn wag yn fwriadol



## FORTHCOMING ITEMS for next meeting to be held on 23<sup>rd</sup> January 2022

In order to ensure effective Scrutiny, Members need to be clear as to the purpose of requesting specific information and the outcome they are hoping to achieve as a consequence of examining a report.

Proposed Agenda Item	Background	Reason for report	Cabinet Member
<b>Revenue Budget Consultation 2023/24 – 2025/26</b>	As part of the Council's consultation procedures on the development of its 2023/24 – 2025/26 budget strategy, all scrutiny committees are provided with the opportunity of considering commenting on the Strategy.	<i>Pre-decision report</i> To enable the scrutiny committee to consider and comment on the budget settlement, departmental service budgets and efficiency savings proposals and to make any recommendations for change to the Cabinet and Council	Cllr. Alun Lenny - Cabinet Member for Resources
<b>Highways Maintenance Manual</b>	The Highways Maintenance Manual sets policies for maintenance of the highways network. The policies are a key part of our Highways Asset Management Plan. It is a portfolio of policies that is developed over time.	<i>Pre-decision report</i> Scrutiny Members requested that this item be included onto the Committee's Forward Work Plan. To provide the Committee with an opportunity to scrutinise the report.	Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services
<b>Departmental Business Plans 2023/24-2024/25</b>  <i>Extracts relevant to this scrutiny's remit</i>	As part of the Business Plan Development process, the Committee is invited to consider and comment on the Departmental Business Plans 2023/24 – 2024/25 relevant to its remit.	Scrutiny Members requested to receive the departmental business plans to provide them with an opportunity to scrutinise the development and implementation of service business plans including the monitoring of progress against specified actions and targets [in accordance with Article 6, 6.2 - Generic Terms of Reference for all Scrutiny Committees].  The Committee will be able to consider, comment and make any recommendations for changes to the Departmental Business Plans in respect of the plans for 2023/24 – 2024/25.	Cllr Aled Vaughan Owen – Cabinet Member for Sustainability, Decarbonisation and Climate Change  Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services

Proposed Agenda Item	Background	Reason for report	Cabinet Member
<b>WG Speed Limit Changes in Legislation (20MPH)</b>	To provide an update on legislative change being introduced by Welsh Government in September 2023 which will reduce the current 30mph default speed limit on restricted (streetlit) roads in residential areas to 20mph.	Scrutiny Members requested that this item be included onto the Committee's Forward Work Plan as the new Legislation affects most communities in Carmarthenshire.	Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services
<b>Equestrian Strategy</b>	A strategy in progress. One of the key actions in the Rights of Way Improvement Plan was to develop an Equestrian Strategy. The strategy will review the equestrian sector and its contribution to the local economy and will include a draft action plan to support the sector relative to resources available.	Scrutiny Members requested that this item be included onto the Committee's Forward Work Plan as it is a matter that affects most communities in Carmarthenshire.  The Committee is encouraged to consider, comment and make any recommendations.	Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services

**Items to be circulated under a separate cover to Scrutiny Committee members**  
*(as agreed at the Committee's Forward Work Programme development session on 21<sup>st</sup> September 2022 and 1<sup>st</sup> November 2022)*

Proposed Agenda Item	Background	Reason for report	Cabinet Member
<b>Budget Monitoring April 2022 to October 2022</b>	This is a standard bi-monthly budget report covering the revenue and capital budgets for the Environment Department, Public Protection Services and Community Safety which fall within the remit of the Place, Sustainability and Climate Change Scrutiny Committee	To enable members to exercise their scrutiny role.	Cllr. Alun Lenny - Cabinet Member for Resources
<b>Sandbag Policy 2022</b>	The 2022 Sandbag Policy has been drafted as science and thinking pertaining to flood risk management and sandbag use has, and is changing. Much of the operational usage and incident response (chapter-4) use remains largely unchanged, but the opportunity has been taken, in light of recent significant flooding, to include additional information i.e. how to report flooding and property protection.	Scrutiny Members requested that this item be included onto the Committee's Forward Work Plan.	Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services

<p><b>CWM Business Plan and Progress Report</b></p>	<p>The CWM Environmental Ltd Business Plan is for the three year period 2022-23 to 2024-25 and has been produced to set out the company's strategic objectives, its service delivery objectives, the commercial risks that it faces together with its anticipated financial performance. It also ensures that CWM's strategy is aligned with and delivers upon Carmarthenshire's waste agenda and wider objectives</p> <p>The Progress report provides a mid-year update on performance and actions against the business plan for the 2022-23 financial year</p>	<p>Scrutiny Members requested that this item be included onto the Committee's Forward Work Plan as it is a matter that affects most communities in Carmarthenshire.</p>	<p>Cllr. Edward Thomas - Cabinet Member for Transport, Waste and Infrastructure Services</p>
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Mae'r dudalen hon yn wag yn fwriadol

**Items circulated to the Committee under separate cover since the last meeting held on 24<sup>th</sup> November 2022**

*(in accordance with the Committee's Forward Work Programme)*

In line with the Place, Sustainability and Climate Change Committee's decision to receive and scrutinise reports outside of the formal committee process, the following reports were forwarded to all members of the Scrutiny Committee by e-mail on 25<sup>th</sup> November and 2<sup>nd</sup> December 2022:

1.	<b>CANLLAW DYLUNIO DRAENIO PRIFFYRDD AR GYFER DATBLYGIADAU NEWYDD</b> <b>HIGHWAY DRAINAGE DESIGN GUIDE FOR NEW DEVELOPMENTS</b>
2.	<b>ADRODDIAD MONITRO GWEITHREDU GORCHWYL A GORFFEN: CYNLLUN DIOGELU RHAG CAMFANTEISIO ARIANNOL - Y GWASANAETHAU SAFONAU MASNACH</b> <b>IMPLEMENTATION MONITORING REPORT TASK AND FINISH -TRADING STANDARDS SERVICES FINANCIAL EXPLOITATION SAFEGUARDING SCHEME (FESS)</b>
3.	<b>ADRODDIAD MONITRO CYLLIDEB CYFALAF A REFENIW 2022/23</b> <b>REVENUE &amp; CAPITAL BUDGET MONITORING REPORT 2022/23</b>

**[Cliciwch yma i weld pecyn addrodiad](#)**

**[Click here to view the report pack](#)**

The Committee had no observation/comments/queries in relation to the above reports.

Mae'r dudalen hon yn wag yn fwriadol

# Place, Sustainability and Climate Change Scrutiny Committee - Forward Work Plan 2022/23

4 <sup>th</sup> October 2022	24 <sup>th</sup> November 2022	15 <sup>th</sup> December 2022	23 <sup>rd</sup> January 2023	24 <sup>th</sup> February 2023	14 <sup>th</sup> April 2023
E&PP Scrutiny Annual Report 2021/22	Highways Asset Management Plan Annual Statement update	Quarterly Performance Monitoring Report Q2	Highways Maintenance Manual	CCC Strategy for Trees and Woodland	
E&PP Scrutiny Committee Actions Update report 2021/22.	Air Quality Management Area (AQMA) Report	Electric Vehicle Charging Infrastructure Strategy – 12 month review	Revenue Budget Consultation 2023/24 – 2025/26	Phosphate levels in rivers within Special Areas of Conservation	
E&PP Forward Work Programme 2022/23	County Council Annual Report	Waste Strategy	Departmental Business Plans		
Net Zero Carbon Annual Progress report	To revise the Task and Finish Planning and Scoping Document on Fly- Tipping		Equestrian Strategy		
Environment Act Forward Plan Update	Public Space Protection Order (Enhancement on dog related controls)		WG Speed Limit Changes in Legislation (20MPH)		

**Scrutiny Committee Members to scrutinise the following reports via e-mail – Forthcoming Items to include feedback.  
As agreed at the Committees Forward Work Plan Development Sessions held on 21<sup>st</sup> September 2022 and 1<sup>st</sup> November 2022**

Quarterly Performance Monitoring Report Q1	Task & Finish Implementation Report – FESS <i>Financial Exploitation &amp; Safeguarding Scheme</i>	CCC Corporate Strategy	Budget Monitoring April 2022 to October 2022		Budget Monitoring April 2022 to December 2022
Communities Departmental Business Plan 2022-23	Highway Drainage Design Guide	Graffiti Policy	Sandbag Policy 2022		
Budget Monitoring - 21/22 Outturn April 22 to June 2022	Budget Monitoring April 2022 to August 2022		CWM Business Plan and Progress Report		

## PS&CC Scrutiny Member – Focussed Development Sessions:-

The Committee has requested for the following focused development sessions to take place following each of the scheduled formal Committee meetings (unless otherwise notified).

- Highway Asset Management Plan Annual Statement –**14<sup>th</sup> November 2022**
- Waste / Local Environment Quality Strategy –**24<sup>th</sup> November 2022**
- Flooding – **15<sup>th</sup> December 2022**
- Conservation and update on the managing land pilot scheme for Pollinators in Carmarthenshire – **23<sup>rd</sup> January 2023**
- Substance Use – **24<sup>th</sup> February 2023**
- Enforcement / Pollution – **March 2023 (date to be arranged)**
- To be determined – **April 2023**
- WG Speed Limit Change in Legislation (20mph) –Workshop Oct/Nov via Highways & Transport

## TASK & FINISH REVIEW:

The Committee at its FWP Development Session held on 9<sup>th</sup> April 2021, considered a topic suggestion received from Llandyfaelog Community Council suggesting that the Committee consider the issues in relation to fly-tipping in Carmarthenshire. Committee Members recognised that fly tipping was an increasing problem in Carmarthenshire and that the consequence of fly-tipping had a detrimental effect on the environment and communities.

The Committee at its meeting on 2<sup>nd</sup> July 2021 unanimously resolved that its Task and Finish arrangements for 2021-22-23 would be as follows:

- 1) \*Review on the Fly tipping within Carmarthenshire
- 2) Review on Dog Breeding in Carmarthenshire.

**Update:** The Task and Finish Group at its first meeting on 8<sup>th</sup> September, 2021 received an update from the Director of Environment on internal matters that had arisen since the Scrutiny Committee agreement on its Task and Finish arrangements and the endorsement of the review planning and scoping document in July. Considering the information received, the Group unanimously agreed to defer the review on Flytipping to 2022 following the Election process. The Committee at its meeting on 25<sup>th</sup> November 2021 received and noted a report from the Task and Finish Group which outlined the reasons for the deferral. A revised Planning and Scoping Document is scheduled for 24<sup>th</sup> November 2022.

*This decision supersedes the Committee's decision made at its meeting held on 15<sup>th</sup> November 2019 – “unanimously resolved that dog breeding in Carmarthenshire be the subject for Committee's next Task and Finish review in 2021”.*



## PWYLLGOR CRAFFU LLE, CYNALIADWYEDD A NEWID HINSAWDD

24 TACHWEDD 2022

**PRESENNOL (Yn y Siambr)** Cynghorydd J.D. James (Cadeirydd)

**Cynghorwyr (Yn y Siambr):**

K. Davies, P. Cooper.

**Cynghorwyr (Yn rhithwir):**

S.M. Allen

T.A.J. Davies

D.C. Evans

T.M. Higgins

N. Lewis

B.D.J. Phillips

S. Godfrey-Coles

**Hefyd yn bresennol (Yn y Siambr):**

- Cynghorydd A. Vaughan Owen, Yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd.
- Cynghorydd E. Thomas, Yr Aelod Cabinet dros Transport, Gwasanaethau Trafnidiaeth, Gwastraff a Seilwaith;
- Cynghorydd P.M. Hughes, Yr Aelod Cabinet dros Trefniadaeth a'r Gweithlu.

**Hefyd yn bresennol (Yn y Siambr):**

A. Williams, Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff;

J. Morgan, Pennaeth Cartrefi a Chymunedau Mwy Diogel;

S. Pilliner, Pennaeth Priffyrdd a Thrafnidiaeth;

J. Edwards, Rheolwr Gwella Busnes;

D.W. John, Rheolwr Gwasanathau Amgylcheddol;

E. Evans, Prif Swyddog Gwasanaethau Democraidd;

S. Rees, Cyfieithydd Ar Y Pryd;

J. Owen, Swyddog Gwasanaethau Democraidd [Cymerwr Cofnodion].

**Hefyd yn bresennol (Yn rhithwir):**

S.E. Watts, Rheolwr Diogelu'r Amgylchedd;

S. Charles, Rheolwr Strategaeth a Seilwaith Trafnidiaeth;

C.N. Nelson, Rheolwr Asedau Priffyrdd;

R. James, Swyddog Cynllunio Perfformiad a Busnes;

R. S. Waters, Rheolwr Gwasanaethau Priffyrdd a Thrafnidiaeth;

L.J. Jones, Swyddog Iechyd yr Amgylchedd;

K. Thomas, Swyddog Gwasanaethau Democraidd.

**Y Siambr, Neuadd y Sir, Caerfyrddin, SA31 1JP ac o bell:10:00yb - 12:26yp**

### 1. YMDDIHEURIADAU AM ABSENOLDEB

Derbyniwyd ymddiheuriadau am absenoldeb gan y Cynghorydd G.B. Thomas.

**2. DATGANIADAU O FUDDIANNAU PERSONOL GAN GYNNWYS UNRHYW CHWIPIAU PLEIDIAU A RODDIR MEWN YMATEB I UNRHYW EITEM AR YR AGENDA.**

Ni chafwyd dim datganiadau ynghylch unrhyw chwip waharddedig.  
Ni chafwyd dim datganiadau o fuddiant personol.

**3. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW)**

Dywedodd y Cadeirydd nad oedd dim cwestiynau wedi dod i law gan y cyhoedd.

**4. BLAENRAGLEN WAITH DIWEDDARAF AR GYFER 2022/23**

Cafodd y Pwyllgor ei Flaengynllun Gwaith diweddaraaf ar gyfer 2022/23 i'w ystyried a'i gymeradwyo yn unol â'i benderfyniad a wnaed yn ei gyfarfod ar 4 Hydref 2022 [gweler cofnod 6.2] lle "penderfynwyd cyflwyno Blaengynllun Gwaith Lle, Cynaliadwyedd a Newid Hinsawdd ar gyfer 2022/23 gydag adroddiadau cyn gwneud penderfyniadau a nodwyd o Flaengynllun y Cabinet i'w cymeradwyo yn y cyfarfod nesaf."

Roedd aelodau'r Pwyllgor wedi cyfarfod yn anffurfiol ar 21 Medi, 2022 i ddatblygu'r Blaengynllun Gwaith ymhellach. Bu'r aelodau yn ystyried Blaengynllun y Cabinet gan nodi pa adroddiadau i'w cynnwys ym Mlaengynllun Gwaith y Pwyllgor.

Yn ystod y cyfarfod anffurfiol, mynegwyd pryder ynghylch y lefelau ffosffadau mewn afonydd a'r effaith ar yr amgylchedd yn ogystal â datblygiadau cynllunio yn y dyfodol. Ar ôl derbyn briff ar y mater gan y swyddogion, roedd y Pwyllgor o'r farn y byddai'n fuddiol trafod a chraffu ar y mater hwn ymhellach. Felly, cynigwyd cynnwys adroddiad ym Mlaengynllun Gwaith y Pwyllgor. Eiliwyd y cynnig hwn.

**PENDERFYNWYD YN UNFRYDOL gymeradwyo Blaengynllun Gwaith Lle, Cynaliadwyedd a Newid Hinsawdd ar gyfer 2022/22, yn amodol ar gynnwys adroddiad ar y lefelau ffosffadau mewn Afonydd o fewn Ardaloedd Cadwraeth Arbennig.**

**5. GRWP GORCHWYL A GORFFEN 2022 DOGFEN GYNLLUNIO A CHWMPASU DDIWYGIEDIG ADOLYGU'R GWAITH O REOLI TIPIO ANGHYFREITHLON YN SIR GAERFYRDDIN**

Cafodd y Pwyllgor adroddiad a oedd yn amlinellu'r daith hyd yn hyn ers i'r Pwyllgor gymeradwyo'r ddogfen Cynllunio a Chwmpasu wreiddiol i Adolygu'r gwaith o Reoli Tipio anghyfreithlon yn Sir Gaerfyrddin yn ei gyfarfod ar 2 Gorffennaf 2021.

Yn ei Sesiwn Datblygu Blaengynllun Gwaith anffurfiol ar 1 Tachwedd, 2022, manteisiodd y Pwyllgor ar y cyfle i drafod Dogfen Cynllunio a Chwmpasu'r adolygiad a gafodd ei gymeradwyo ar 2 Gorffennaf 2021. Cafodd canlyniad y sesiwn ei atodi i'r adroddiad a oedd yn gofyn am gymeradwyaeth ffurfiol y Pwyllgor a ffurfio Grŵp Gorchwyl a Gorffen sy'n wleidyddol gytbwys er mwyn i'r adolygiad ddechrau.

Bu'r Pwyllgor yn ystyried nodau a chwmpas diwygiedig gwaith y Grŵp Gorchwyl a Gorffen, fel y nodir yn y ddogfen cynllunio a chwmpasu.

Er mwyn ffurfio Grŵp Gorchwyl a Gorffen gwleidyddol gytbwys, gofynnodd y Cadeirydd am hyd at 6 enwebiad gan y Pwyllgor.

**PENDERFYNWYD YN UNFRYDOL:-**

- 5.1 derbyn y Ddogfen Cynllunio a Chwmpasu Ddiwygiedig - Adolygu'r gwaith o Reoli Tipio Anghyfreithlon yn Sir Gaerfyrddin;**
- 5.2 cymeradwyo nodau a chwmpas gwaith y Grŵp Gorchwyl a Gorffen fel y nodir yn y Ddogfen Cynllunio a Chwmpasu ddiwygiedig;**
- 5.3 bod Aelodaeth y Grŵp Gorchwyl a Gorffen sy'n gytbwys yn wleidyddol o ran Adolygu'r Gwaith o Reoli Tipio Anghyfreithlon yn Sir Gaerfyrddin fel a ganlyn:-**

	<b>Y CYNGHORYDD</b>	<b>PARTI</b>
<b>1.</b>	<b>Y Cynghorydd Arwel Davies</b>	<b>Plaid Cymru</b>
<b>2.</b>	<b>Y Cynghorydd Neil Lewis</b>	<b>Plaid Cymru</b>
<b>3.</b>	<b>Y Cynghorydd Dorian Phillips</b>	<b>Plaid Cymru</b>
<b>4.</b>	<b>Y Cynghorydd John James</b>	<b>Llafur</b>
<b>5.</b>	<b>Y Cynghorydd Shelly Godfrey-Coles</b>	<b>Llafur</b>
<b>6.</b>	<b>Y Cynghorydd Sue Allen</b>	<b>Annibynnol</b>

**6. ADRODDIAD BLYNYDDOL CYNGOR SIR CAERFYRDDIN AR GYFER 2021/22**

Cafodd y Pwyllgor adroddiad a oedd yn atodiad i Adroddiad Blynyddol y Cyngor ar gyfer 2021/22. Roedd yr adroddiad yn gofyn am ystyriaeth y pwyllgor mewn perthynas â'r meysydd o fewn maes gorchwyl y Pwyllgor.

Rhoddodd yr Aelod Cabinet dros y Gweithlu a Threfniadaeth golwg gorfforaethol ar yr adroddiad i'r Pwyllgor. Cyflwynodd yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd a'r Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith rannau o'r adroddiad blynyddol sy'n rhan o faes gorchwyl y Pwyllgor Craffu.

Canolbwyntiodd yr Aelodau ar yr adrannau canlynol yn y ddogfen sy'n berthnasol i faes gorchwyl y Pwyllgor:

- Amcan Llesiant 10: Gofalu am yr amgylchedd nawr ac ar gyfer y dyfodol
- Amcan Llesiant: Gwella seilwaith a chysylltedd priffyrdd a thrafnidiaeth

Codwyd y cwestiynau/materion canlynol ar yr adroddiad:-

- Cyfeiriwyd at dudalen 72 a 132 yr Adroddiad Blynyddol. Gwnaed sylw fod tudalen 72 yn nodi nad oedd y targed o 64% ar gyfer y gyfradd ailgylchu wedi'i gyrraedd yn dilyn y tân yng Nghyfleuster Ailgylchu Deunyddiau Nantycaws, er hynny, nodwyd ar dudalen 132 fod Adolygiad Archwilio Cymru 2021/22 wedi canfod bod y Cyngor wedi cyrraedd ei dargedau ailgylchu statudol. Mewn ymateb i'r sylw, esboniodd y Cyfarwyddwr Lle a Seilwaith, er bod Adolygiad Archwilio Cymru wedi'i gynnal yn 2021/22, roedd y wybodaeth ystadegol a ddefnyddiwyd yn yr adolygiad yn dod o 2020/21 a dyna pryd yr oedd y targed statudol o 64% wedi'i gyrraedd, gan gadarnhau bod y wybodaeth yn yr adroddiad yn gywir.

Mewn ymateb i ymholiad pellach, cadarnhaodd y Cyfarwyddwr Lle a Seilwaith na fyddai'r Awdurdod yn cael ei gosbi am beidio â chyrraedd y targed ac esboniodd fod Llywodraeth Cymru yn gwbl ymwybodol o uchelgais y Cyngor i symud tuag at lasbrint newydd ar gyfer y dull casglu lle disgwylir i'r rhagfynegiadau fod yn fwy na'r targed.

- Cyfeiriwyd at Siop ETO ar dudalen 77 yr adroddiad. Er mwyn bod o fudd i'r economi gylchol, gofynnwyd a oedd posibilrwydd y gallai pobl gymryd y nwyddau sy'n cael eu gwaredu mewn cynwysyddion ailgylchu cyn mynd i'r siop. Dywedodd Rheolwr y Gwasanaethau Amgylcheddol fod rhoddion sy'n cael eu gwaredu mewn canolfannau Ailgylchu Gwastraff y Cartref ar hyn o bryd yn cael eu nodi fel gwastraff ac felly ni fyddai'n bosib i aelodau'r cyhoedd dynnu eitemau o'r fath o gynwysyddion/sgipiau. Fodd bynnag, wrth gydnabod y budd i'r economi gylchol byddai'n rhywbeth i'w ystyried yn y dyfodol.
- O ran erydu arfordirol, gofynnwyd pryd y cafodd adolygiad cynhwysfawr ei gynnal ddiwethaf? Dywedodd y Cyfarwyddwr Lle a Seilwaith fod Cynllun Rheoli Traethlin rhanbarthol, a oedd yn cael ei oruchwylio gan Adran yr Amgylchedd, yn cynnwys mesurau ynghylch diogelu a rheoli'r arfordir. Yn ogystal â'r cynllun, byddai gwaith monitro gweithredol yn cael ei wneud yn dilyn pob storm i nodi ac ymateb i unrhyw ddifrod a lliniaru unrhyw risg i gymunedau.
- Cyfeiriwyd at yr adran ynghylch Rheoli'r Fflyd ar dudalen 74 y Cynllun Blynyddol. Gofynnwyd am esboniad yn dilyn sylw ynghylch gostyngiad yn y milltiroedd ynghyd â chynnydd yng nghyfanswm y diesel a ddefnyddiwyd. Esboniodd y Pennaeth Trafnidiaeth a Phrifyrdd fod y gostyngiad yn y milltiroedd a'r cynnydd mewn tanwydd oherwydd bod cerbydau arbenigol yn fwy cyffredin o fewn y sector gwastraff a oedd yn defnyddio mwy o danwydd na cherbydau safonol.

- Cyfeiriwyd at yr adran ynghylch Rheoli'r Fflyd ar dudalen 75 y Cynllun Blynyddol. O gofio bod costau trydan yn cynyddu, gofynnwyd a oedd yr Awdurdod wedi cymharu costau cerbydau disel â cherbydau trydan? Esboniodd y Pennaeth Trafnidiaeth a Phrifyrdd fod costau trydan a thanwydd yn cael eu hystyried fel rhan o brosiect gwerthuso byw o bob math o danwydd ac wrth i'r sector symud i ffynonellau ynni amgen. Mae gwaith wedi dechrau ar ddiweddarau'r Strategaeth Fflyd ddiwygiedig a fydd yn cael ei chyflwyno yn 2023.

Mewn ymateb i ymholiad ychwanegol a godwyd ynghylch technolegau newydd a datblygol, dywedodd y Pennaeth Trafnidiaeth a Phrifyrdd fod yr adran yn ymwybodol o'r technolegau newydd sydd ar gael yn y gwahanol sectorau ar y farchnad ac yn eu monitro'n barhaus. Er ei bod yn bwysig cadw golwg ar dechnolegau'r dyfodol cydnabuwyd ei fod yn fater cymhleth iawn o ran ystyried yr amseru a'r risgiau cysylltiedig.

Dywedwyd y dylai'r Awdurdod ystyried ei gyflenwad trydan yn y dyfodol, cyfleoedd i fanteisio ar gyfradd benodol - tariff amser defnyddio ac annog gwefru cerbydau dros nos. Cytunodd y Pennaeth Trafnidiaeth a Phrifyrdd y byddai'n fuddiol rhoi ystyriaeth i gynyddu effeithlonrwydd ynni o ran costau.

**PENDERFYNWYD YN UNFRYDOL fod Adroddiad Blynyddol Cyngor Sir Caerfyrddin ar gyfer 2021/22 yn cael ei dderbyn.**

**7. ADRODDIAD DATGANIAD BLYNYDDOL 2022 Y CYNLLUN RHEOLI ASED AU PRIFYRDD**

Cafodd y Pwyllgor Adroddiad Datganiad Blynyddol 2022 y Cynllun Rheoli Asedau Prifyrdd, a gyflwynwyd gan yr Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith.

Codwyd y cwestiynau/materion canlynol ar yr adroddiad:-

- Mewn ymateb i sylw a godwyd ynghylch pryder am gyflwr ffyrdd gwledig sy'n dirywio, dywedodd y Pennaeth Trafnidiaeth a Phrifyrdd fod y brif broblem o ganlyniad i'r her gyson rhwng gofynion cynyddol a chyllidebau llai, ac nad oedd hyn yn unigryw i Sir Gaerfyrddin. Roedd dull seiliedig ar risg y Cynllun Rheoli Asedau Prifyrdd yn canolbwyntio adnoddau cyfyngedig ar feysydd sydd â'r angen mwyaf a oedd yn cadw'r ffyrdd dosbarth uwch mewn cyflwr sefydlog. Lle bo'n briodol, byddid yn gofyn am arian a grantiau gan Lywodraeth Cymru er mwyn datrys unrhyw ddifrod o storm.
- Wrth ganmol y lori tarmac poeth, 'hotbox', a ddefnyddiwyd yn Sir Gâr yn ddiweddar, gofynnwyd a fyddai'r gwasanaeth yn cynyddu yn y dyfodol? Dywedodd y Pennaeth Trafnidiaeth a Phrifyrdd fod yr adroddiad yn tynnu sylw at enghreifftiau o sut roedd technoleg yn cael ei defnyddio wrth foderneiddio gwaith sy'n cael ei wneud i wella effeithlonrwydd a pherfformiad, gan gynnwys defnyddio'r 'hotbox'. Roedd y fenter atgyweirio tyllau yn y ffordd gyda deunydd poeth ynghyd â threialu'r cerbyd 'hotbox' yn darparu dull mwy gwydn na atgyweirio tyllau yn y ffordd gyda deunyddiau oer.

Nodwyd, o ganlyniad i gyfnod prawf llwyddiannus, byddai dau gerbyd 'hotbox' yn cael eu cyflwyno, gan wella ymhellach ein heffeithlonrwydd atgyweirio gydag un ymweliad 'atgyweirio'r tro cyntaf'.

- Wrth gydnabod bod angen proses flaenoriaethu, heb gyllid digonol dywedwyd bod gostyngiadau pellach mewn cronfeydd ar gyfer priffyrdd gan y llywodraeth ganolog a'r lefel gynyddol o ddirywiad o ran ffyrdd diddosbarth yn achos pryder.

## **PENDERFYNWYD YN UNFRYDOL dderbyn Adroddiad Datganiad Blynyddol 2022 y Cynllun Rheoli Asedau Priffyrdd.**

### **8. Y WYBODAETH DDIWEDDARAF - ANSAWDD AER**

Bu'r Pwyllgor yn ystyried adroddiad diweddarau ynghylch ansawdd aer a gafodd ei gynnwys ym Mlaengynllun Gwaith y Pwyllgor ar gais y Pwyllgor gan ei fod yn destun pryder parhaus ac yn flaenoriaeth i bobl Sir Gaerfyrddin a thu hwnt.

Roedd yr adroddiad, a gyflwynwyd gan yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd, yn cynnwys y gwaith a wnaed o ran Ansawdd Aer yn Sir Gaerfyrddin sydd â thair Ardal Rheoli Ansawdd Aer ar hyn o bryd - Llandeilo, Caerfyrddin a Llanelli. Roedd y diweddariad hwn yn nodi gwybodaeth am fonitro Nitrogen Deuocsid (NO<sub>2</sub>) ar draws Sir Gaerfyrddin gan gymharu canlyniadau â'r blynyddoedd blaenorol. Cafodd diweddariad ar y cynnydd o ran y Cynllun Cyflawni Ansawdd Aer ei gynnwys hefyd.

Codwyd y cwestiynau/materion canlynol ar yr adroddiad:-

- Cyfeiriwyd at y wybodaeth a roddwyd am ansawdd yr aer yn Heol Rhosmaen, Llandeilo a oedd yn dangos lefelau uchel iawn o NO<sub>2</sub>. Dywedwyd bod ansawdd yr aer yn Llandeilo wedi bod yn bryder ers rhyw 20 mlynedd a mwy a bod y mater ond yn gwaethygu o flwyddyn i flwyddyn. Dangosodd y dystiolaeth fod lefelau NO<sub>2</sub> ddwywaith dros y terfyn cyfreithiol. Pwysleisiwyd mai'r unig ateb i wella ansawdd aer gwael yn Llandeilo fyddai datblygu ffordd osgoi.

Mewn ymateb i ymholiad a godwyd ynghylch adolygiad ar ddatblygu ffordd osgoi Llandeilo, roedd yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd yn cydnabod, er bod y ffigurau'n dynodi cyfartaleddau ar gyfer adegau penodol o'r dydd, gallai'r ffigurau hefyd fod yn uwch o lawer ar adegau eraill o'r dydd a'r flwyddyn. Yn ogystal, cydnabuwyd bod ffordd osgoi yn angenrheidiol nid yn unig i wella ansawdd yr aer ond hefyd i ddarparu gwell diogelwch ffyrdd. Eglurodd y Pennaeth Trafnidiaeth a Phriffyrdd i'r Aelodau mai'r ffordd drwy Llandeilo oedd y brif gefnffordd rhwng Abertawe a Manceinion. Roedd y ffordd wedi mynd trwy'r Canllawiau Arfarnu Trafnidiaeth Cymru yn ddiweddar a byddai'r canlyniad hwn wedyn yn destun ymgynghoriad pellach. Byddai'r cam hwn yn pennu'r rhestr derfynol o gynlluniau i'w hystyried.

Dyweddodd yr Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith ei fod, fel aelod lleol dros Llandeilo, wedi ysgrifennu sawl gwaith at Lee Waters AS, y Dirprwy Weinidog Newid Hinsawdd, ynghylch y mater hwn ond nid oedd wedi cael ateb. Fodd bynnag, dywedodd ei fod fel Aelod Cabinet, wedi ysgrifennu at y Gweinidog yn ddiweddar ac roedd yn falch o gyhoeddi bod cyfarfod rhithwir wedi ei drefnu ar gyfer dydd Llun, 28 Tachwedd rhwng Arweinydd y Cyngor a'r Dirprwy Weinidog Newid Hinsawdd a bod ffordd osgoi Llandeilo ar yr agenda. Yn dilyn y wybodaeth am y cyfarfod a drefnwyd, cynigwyd bod e-bost yn cael ei anfon at y Dirprwy Weinidog Newid Hinsawdd ar ran y Pwyllgor i gefnogi ffordd osgoi Llandeilo. Eiliwyd y cynnig hwn.

- Dywedwyd y gallai'r ddeddfwriaeth newydd mewn perthynas â chyflwyno terfyn cyflymder o 20mya ar ffyrdd preswyl a strydoedd prysur i gerddwyr hefyd gael effaith gadarnhaol ar ansawdd aer. Dywedodd yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd nad oedd llawer o dystiolaeth ar hyn o bryd i brofi'r naill ffordd neu'r llall, fodd bynnag, roedd y tebygolrwydd y byddai cerbydau'n teithio'n arafach yn debygol o gael effaith gadarnhaol. Ychwanegodd y Rheolwr Gwasanaethau Priffyrdd a Thrafnidiaeth y byddai cyflwyno'r terfynau cyflymder o 20mya yn gwneud y ffyrdd yn fwy diogel i gerddwyr a beicwyr, ac y byddai'r newid yn nulliau teithio o fudd i'r amgylchedd ac yn hybu cymdeithas iach.
- Dywedwyd bod pobl, yn gyffredinol, yn gyndyn i roi'r gorau i'w ceir gan nad oedd y drafndiaeth gyhoeddus yn ddull teithio cyfleus.

**PENDERFYNWYD YN UNFRYDOL y dylid anfon e-bost o'r Pwyllgor Craffu at y Dirprwy Weinidog Newid Hinsawdd er mwyn cyfleu cefnogaeth gref y Pwyllgor ar gyfer datblygu ffordd osgoi Llandeilo a fyddai'n gwella ansawdd yr aer yn Llandeilo a'r cyffiniau.**

## **9. YSTYRIED GORCHYMYN DIOGELU MANNAU AGORED CYHOEDDUS YCHWANEGOL (PSPO) AR GYFER GORCHMYNION CŴN SIR GAERFYRDDIN**

Bu'r Pwyllgor yn ystyried adroddiad ynghylch ystyried Gorchymyn Diogelu Mannau Agored Cyhoeddus Ychwanegol (PSPO) ar gyfer Gorchymynion Cŵn Sir Gaerfyrddin.

Roedd yr adroddiad a gyflwynwyd gan yr Aelod Cabinet dros Newid Hinsawdd, Datgarboneiddio a Chynaliadwyedd yn cynnwys canlyniadau arolwg ymgysylltu diweddar mewn perthynas â'r potensial i gyflwyno rheolaethau cŵn atodol drwy gyfrwng Gorchymyn Gwarchod Mannau Cyhoeddus ychwanegol lle mae tystiolaeth yn cefnogi'r angen am orchymynion ychwanegol.

Nodwyd bod 3,354 o gwynion ynghylch Ymddygiad Gwrthgymdeithasol cysylltiedig â chŵn gan gynnwys baw cŵn wedi dod i law ers i'r gorchymyn ddod i rym yn 2016.

Er mwyn dysgu mwy, cynhaliwyd arolwg ymgysylltu i nodi meysydd / problemau lle gallai fod angen gorchmynion ychwanegol sy'n rhagori ar y rhai presennol. Yn ystod yr un cyfnod, roedd 108 o hysbysiadau cosb benodedig wedi'u rhoi ac roedd 6 erlyniad wedi'u rhoi ar waith i droseddwyr nad oedd wedi talu'r hysbysiad cosb benodedig.

Er mwyn gweithio tuag at fynd i'r afael â'r pryderon parhaus o ran ymddygiad gwrthgymdeithasol cysylltiedig â chŵn mewn cymunedau, cynhaliwyd arolwg ymgysylltu i gasglu barn a nodi meysydd neu broblemau lle gallai fod angen gorchmynion ychwanegol sy'n rhagori ar y Gorchmynion Gwarchod Mannau Cyhoeddus presennol.

Cynhaliwyd yr arolwg ymgysylltu wedi'i dargedu gyda rhanddeiliaid allweddol yr effeithiwyd arnynt gan ymddygiad gwrthgymdeithasol cysylltiedig â chŵn a chafodd ei gynnal dros gyfnod o wyth wythnos rhwng 10 Ionawr a 11 Mawrth 2022.

Darparwyd canlyniadau ac adborth yr arolwg ymgysylltu yn yr atodiad i'r adroddiad.

O ganlyniad i'r arolwg ymgysylltu, esboniodd yr Aelod Cabinet fod yr opsiynau o ran gorchmynion ychwanegol i'w hystyried yn cynnwys:

- Gwahardd cŵn o Gaeau Chwaraeon (fesul safle neu ar draws y sir)
- Cadw cŵn ar dennyn ym mhob man cyhoeddus.
- Modd o godi baw ci

I gefnogi'r opsiwn uchod, darparodd yr adroddiad a'r Aelod Cabinet y camau nesaf awgrymedig i'r pwyllgor eu hystyried.

Holwyd ynghylch y canlynol mewn perthynas â'r adroddiad:-

Wrth nodi bod y rhan fwyaf o achosion o faw cŵn yn digwydd ar lwybrau'r stryd gan gŵn ar dennyn lle mae perchnogion cŵn yn dewis peidio â chasglu a gwaredu'n gyfrifol, awgrymwyd mabwysiadu'r cysyniad o ddamcaniaeth perswâd a oedd eisoes wedi bod yn llwyddiannus mewn Cynghorau eraill. Eglurodd Pennaeth y Gwasanaethau Amgylcheddol fod damcaniaeth perswâd eisoes yn rhan allweddol o'r Cynllun Rheoli Ansawdd yr Amgylchedd Lleol a phe bai Cynghorau Tref/Cymuned yn dymuno cymryd rhan mewn defnyddio'r cysyniad o ddamcaniaeth perswâd, roedd pecynnau Baw Cŵn ar gael ar gyfer Cynghorau Cymuned. Yn ogystal, yn dilyn cyfnod prawf, roedd defnyddio stensils wedi bod yn llwyddiannus o ran annog cerddwyr cŵn i osod eu gwastraff yn y bin agosaf drwy ddilyn yr olion pawennau stensiledig ar y llawr. Hefyd, eglurwyd bod adnoddau wedi'u cyfeirio at ardaloedd sydd â'r angen mwyaf.

Ychwanegodd yr Aelod Cabinet, er mwyn cyfeirio'r adnoddau sydd ar gael yn briodol, y dibynnir yn fawr ar dderbyn gwybodaeth gan aelodau'r gymuned.



Cydnabuwyd bod y Sir yn dibynnu ar 8 Swyddog Gorfodi, ac er bod angen targedu adnoddau yn unol â'r wybodaeth a dderbynnir, codwyd pryder nad oedd y Swyddogion Gorfodi ar gael 24/7 i ddal troseddwy'r ar ôl oriau swyddfa neu oriau golau dydd.

Gwnaed sylw pellach y byddai tywydd garw yn rheswm ychwanegol i gerddwyr cŵn beidio â chodi baw eu cŵn ac adleisiwyd y sylw cynharach na fyddai'r swyddogion gorfodi ar gael y tu allan i oriau er gwaethaf y wybodaeth a ddarparwyd. Esboniodd Rheolwr y Gwasanaethau Amgylcheddol fod rôl yr 8 Swyddog Gorfodi yn cynnwys amrywiaeth o droseddau gwahanol ledled Sir Gaerfyrddin gan gynnwys tipio anghyfreithlon, taflu sbwriel, cerbydau wedi'u gadael ac ati, yn ogystal â baw cŵn. Eglurwyd, er nad oedd yn bosibl i'r adnoddau cyfyngedig weithredu ar bob cwyn, roedd cyfeiriad yr adnoddau yn cael ei reoli ar sail blaenoriaeth. Roedd hyn yn cynnwys dull wedi'i dargedu yn seiliedig ar y wybodaeth a ddarparwyd gan aelodau'r cyhoedd a Chynghorwyr sy'n rhoi'r dystiolaeth i dargedu meysydd sy'n peri pryder.

Eglurodd yr Aelod Cabinet fod yr adroddiad yn dilyn yr arolwg ymgysylltu yn darparu opsiynau o ran gorchmynion ychwanegol, gan ofyn am sylwadau ar waharddiadau o gaeau chwaraeon naill ai fesul safle penodol neu waharddiad ar draws y sir? Wrth adolygu'r adborth o'r arolwg ymgysylltu, nodwyd mai prin oedd yr ymatebion a gafwyd gan glybiau/cymdeithasau chwaraeon a allai awgrymu efallai nad oedd gan rai ardaloedd broblem gydag ymddygiad gwrthgymdeithasol sy'n gysylltiedig â chŵn. Wrth ystyried hyn, eglurwyd bod un o'r opsiynau i'w hystyried yn cynnwys datblygu pecyn cymorth yn benodol ar gyfer clwb/cymdeithasau chwaraeon i ddangos dystiolaeth o unrhyw broblemau a phe bai problem glir roedd gan y clwb chwaraeon fynediad at ddull clir i gyflwyno cais ynghyd â'r dystiolaeth i osod Gorchymyn Gwarchod Mannau Cyhoeddus sy'n benodol i safle.

Yn ogystal, cafodd yr aelodau wybod am y posibilrwydd o weithredu'r opsiwn i orfodi cerddwyr cŵn i gael modd o godi baw cŵn.

Mewn ymateb i sylwadau a godwyd ynghylch gwahardd cŵn o fannau chwarae ledled Sir Gaerfyrddin, dywedodd yr Aelod Cabinet wrth y Pwyllgor fod y Gorchymyn Gwarchod Mannau Cyhoeddus sylfaenol presennol yn cynnwys gwahardd cŵn o bob maes chwarae i blant. Er eglurder, ychwanegodd y Cyfarwyddwr Lle a Seilwaith fod y Gorchymyn Gwarchod Mannau Cyhoeddus presennol yn cwmpasu pob maes chwarae 'caeedig'.

Gwnaed sawl sylw o blaid yr opsiwn o Orchymyn Gwarchod Mannau Cyhoeddus ychwanegol i wahardd cŵn o gaeau chwaraeon, ond cydnabuwyd, er y byddai hyn yn ddull cyson roedd yna hefyd lawer o berchnogion cŵn cyfrifol ac ni fyddent yn dymuno cosbi teuluoedd rhag dod â'u cŵn wrth gefnogi chwaraewyr wrth ochr y cae.

Er mwyn darparu dull cyson, y bwriad oedd cyflwyno Gorchymyn Gwarchod Mannau Cyhoeddus ychwanegol i wahardd cŵn o bob cae chwaraeon yn Sir Gaerfyrddin.

Dyweddodd yr Aelod Cabinet, gyda chefnogaeth Rheolwr y Gwasanaethau Amgylcheddol, y byddai'n rhaid cadw at gyfres o brofion cyfreithiol o ran cyflwyno Gorchymyn Gwarchod Mannau Cyhoeddus ychwanegol i wahardd cŵn o gaeau chwaraeon ledled y sir. Byddai'r profion cyfreithiol yn gofyn am sicrwydd bod gan yr Awdurdod sail resymol lle byddai cyflwyno gorchymyn ychwanegol yn atal y troseddau a nodwyd ar draws y Sir rhag digwydd neu ddigwydd eto. Yn ogystal, rhaid i hyn fod yn seiliedig ar dystiolaeth ac yn ymateb cymesur. Dywedwyd wrth yr aelodau nad oedd y dystiolaeth ofynnol ar gael ar hyn o bryd i ddangos bod problem eang a fyddai'n gofyn am Orchymyn Gwarchod Mannau Cyhoeddus ar gyfer gwahardd cŵn yn gyffredinol o gaeau chwaraeon. Yn ogystal, mae'n ofynnol i'r Awdurdod gynnal y lle sydd ar gael i gerddwyr cŵn gerdded eu cŵn heb dennyn mewn rhai ardaloedd cymunedol, felly gallai cyflwyno gwaharddiad cyffredinol olygu na fyddai rhai ardaloedd o'r Sir yn gallu darparu'r lle sydd ar gael i gerdded cŵn heb dennyn, a fyddai'n achosi problem.

Byddai'r dull fesul safle yn cefnogi'r broses o gasglu tystiolaeth i gyhoeddi rheolaethau mewn ardaloedd penodol, yn targedu adnodd yn well, yn cefnogi cymunedau ac yn sicrhau y byddai cyflwyno unrhyw Orchymyn Gwarchod Mannau Cyhoeddus yn y dyfodol yn gymesur ac yn bodloni'r profion cyfreithiol angenrheidiol.

Yn dilyn y cyngor a ddarparwyd, dywedwyd mai'r rhesymeg y tu ôl i'r Gorchymyn Gwarchod Mannau Cyhoeddus ychwanegol i wahardd cŵn o bob cae chwaraeon yn Sir Gaerfyrddin oedd er mwyn darparu dull cyson ledled y sir yn unig. Wrth gydnabod bod teuluoedd yn dod â chŵn i'r cae i gefnogi chwaraewr, awgrymwyd gwahardd cŵn o fewn ffin cae chwaraeon.

Codwyd pryder hefyd ynghylch peryglon y clefyd sy'n gysylltiedig â baw cŵn. Yn ogystal, gwnaed awgrymiadau i helpu i gryfhau pwerau'r Swyddogion Gorfodi presennol drwy ddefnyddio Swyddogion Cymorth Cymunedol yr Heddlu a wardeiniaid parcio. Teimlwyd nad oedd y dirwyon yn ddigon i rwystro a bod enwi a chodi cywilydd yn bwysig a dylid defnyddio'r dull hwn yn fwy. Dywedodd y Cyfarwyddwr Lle ac Isadeiledd fod modd i Swyddogion Cymorth Cymunedol yr Heddlu arfer yr un pwerau â swyddog gorfodi. Yn ogystal, roedd gan wardeiniaid parcio rôl bendant fel swyddogion gorfodi sifil fel rhan o'r Ddeddf Rheoli Traffig ac felly byddai'n anodd iawn ehangu'r rôl honno i'w defnyddio ar gyfer gorfodi materion eraill.

Cyfeiriwyd at ganlyniadau'r arolwg. Wrth sylwi mai dim ond 12 allan o 72 o Gynghorau Cymuned yn Sir Gaerfyrddin oedd wedi ymateb, nodwyd y byddai wedi bod yn ddefnyddiol pe bai mwy o ymatebion wedi dod i law gan roi darlun gwell o'r mater.

Ar ôl ystyried y cyngor a'r ymatebion a ddarparwyd gan yr Aelod Cabinet a'r swyddogion, cynigiwyd cyflwyno Gorchymyn Gwarchod Mannau Cyhoeddus ychwanegol i wahardd cŵn o gaeau chwaraeon penodol yn y Sir. Eiliwyd y cynnig hwn.

Dyweddwyd y byddai'n rhaid datblygu pecyn cymorth gan fod meysydd pryder eraill megis traethau a pharciau.

Cafwyd trafodaeth ynglŷn â'r opsiwn o gyflwyno gorchymyn i orfodi cerddwyr cŵn i gario modd o godi baw cŵn. Dywedwyd bod hyn wedi'i gyflwyno mewn Awdurdod arall yng Nghymru gyda chanlyniad llwyddiannus, fodd bynnag, dywedwyd y byddai'n anodd plismona a gallai achosi gwrthdaro. Dywedodd y Cyfarwyddwr Lle a Seilwaith wrth aelodau y byddai hwn yn fesur ychwanegol i'r swyddogion gorfodi pan fyddant yn ymgysylltu â cherddwyr cŵn sydd â'r nod o newid ymddygiad a meddylfryd gan gyfrannu at ddamcaniaeth perswâd.

**9.1 PENDERFYNWYD YN UNFRYDOL dderbyn yr adroddiad ynghylch Ystyried Gorchymyn Diogelu Mannau Agored Cyhoeddus Ychwanegol (PSPO) ar gyfer Gorchmynion Cŵn Sir Gaerfyrddin.**

**9.2 PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CABINET fod Gorchymyn Diogelu Mannau Agored Cyhoeddus ychwanegol yn cael ei gyflwyno i wahardd cŵn o feysydd chwaraeon diffiniedig yn y Sir.**

## **10. EITEMAU AR GYFER Y DYFODOL**

Ystyriodd y Pwyllgor y rhestr o eitemau i gael eu cynnwys ar yr agenda ar gyfer y cyfarfod nesaf oedd i'w gynnal ar 15 Rhagfyr 2022 a rhoddwyd cyfle i'r Pwyllgor wneud cais am unrhyw wybodaeth benodol yr hoffai'r Aelodau ei chynnwys yn yr adroddiadau.

Yn ogystal â'r adroddiadau a oedd i'w cyflwyno yng nghyfarfod ffurfiol y Pwyllgor Craffu ar 15 Rhagfyr, nododd yr Aelodau'r adroddiadau a fyddai hefyd yn cael eu dosbarthu iddynt y tu allan i broses ffurfiol y Pwyllgor ar gyfer craffu.

**PENDERFYNWYD YN UNFRYDOL dderbyn y rhestr o'r eitemau i'w hystyried yng nghyfarfod nesaf y Pwyllgor ar 15 Rhagfyr, 2022.**

## **11. LLOFNODI YN GOFNOD CYWIR COFNODION Y CYFARFOD A GYNHALIWDYD AR 4 HYDREF 2022**

**PENDERFYNWYD Ilofnodi cofnodion cyfarfod y Pwyllgor oedd wedi ei gynnal ar 4 Hydref, 2022, gan eu bod yn gywir.**

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**CADEIRYDD**

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**DYDDIAD**

Mae'r dudalen hon yn wag yn fwriadol