

# Pecyn Dogfennau



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

**DYDD IAU, 19 IONAWR 2017**

## **AT: YR AELOD O'R BWRDD GWEITHREDOL DROS GWASANAETHAU TECHNEGOL**

**YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD O'R  
CYFARFOD PENDERFYNIADAU AELOD O'R BWRDD GWEITHREDOL  
DROS GWASANAETHAU TECHNEGOL A GYNHELIR YN YSTAFELL 65,  
NEUADD Y SIR, CAERFYRDDIN AM 10.00 AM, DYDD MERCHER, 25AIN  
IONAWR, 2017 ER MWYN CYFLAWNI'R MATERION A AMLINELLIR AR YR  
AGENDA SYDD YNGHLWM**

*Mark James* DYB

**PRIF WEITHREDWR**



**AILGYLCHWCH OS GWELWCH YN DDA**

|                                     |                               |
|-------------------------------------|-------------------------------|
| <b>Swyddog Democrataidd:</b>        | <b>Kevin Thomas</b>           |
| <b>Ffôn (Ilinell uniongyrchol):</b> | <b>01267 224027</b>           |
| <b>E-bost:</b>                      | <b>kjthomas@sirgar.gov.uk</b> |
| <b>Cyf:</b>                         | <b>AD016-001</b>              |

# AGENDA

1. DATGANIADAU O FUDDIANNAU PERSONOL
2. GWAHARDD GYRRU, BOAT 57/74, LLWYBR SANT ILLTUD, RHWNG PORTH TYWYN A PHENYMYNYDD. 3 - 18
3. GWRTHWYNEBIADAU I ORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (AC EITHRIO CAERFYRDDIN, LLANELLI A RHYDAMAN) (CYFYNGU AR AROS A MANNAU PARCIO AR Y STRYD) (AMRYWIAD RHIF 22) 2015 19 - 62
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5. GWRTHWYNEBIAD I'R BWRIAD O GYFLWYNO TWMPATHAU Ffordd ag iddynt frig crwn ar heol ffoland - CWMAMAN 75 - 84
6. LLOFNODI FEL COFNOD CYWIR HYSBYSIAD PEBDERFYNIAD Y CYFARFOD A GYNHALIWWYD AR Y 16EG RHAGFYR, 2016 85 - 86

**PENDERFYNIAD GAN AELOD O'R BWRDD GWEITHREDOL  
25 IONAWR 2015.**

|  |                                 |
|--|---------------------------------|
| <b>Yr Aelod o'r Bwrdd<br/>Gweithredol:</b> | <b>Y Portffolio:</b>            |
| <b>Y Cyngorydd Hazel Evans.</b>            | <b>Y Gwasanaethau Technegol</b> |

**Gwahardd gyrru, BOAT 57/74, Llwybr Sant Illtud, rhwng Porth Tywyn a Phenymynydd.**

**Yr argymhellion / penderfyniadau allweddol sydd eu hangen:**

Ystyried y gwrthwynebiadau a ddaeth i law i'r gorchymyn gwahardd gyrru arfaethedig ar hyd (BOAT) 57/74, Llwybr Sant Illtud rhwng Porth Tywyn a Phenymynydd, fel y cyhoeddwyd ar 26 Hydref 2016.

Argymhellir bod y gwrthwynebiadau a ddaeth i law yn cael eu nodi, ond bod y Gorchymyn Rheoleiddio Traffig yn cael ei gyflwyno, a rhoi gywbodaeth am hynny i'r gwrthwynebwyr.

**Y Rhesymau:**

Ystyrir bod y gorchymyn gwahardd gyrru arfaethedig yn y lleoliad hwn yn angenrheidiol am resymau diogelwch ar y ffyrdd.

|   |   |  |
|---|---|--|
| <p>Y Gyfarwyddiaeth<br/>Yr Amgylchedd<br/>Enw Pennaeth y Gwasanaeth:<br/>Stephen Pilliner.<br/>Awdur yr Adroddiad:<br/>John McEvoy.</p> | <p>Swydd:<br/>Pennaeth Priffyrdd a<br/>Thrafnidiaeth<br/><br/>Rheolwr Traffig a Diogelwch<br/>Ffyrdd.</p> | <p>Rhif Ffôn<br/>01267 228150<br/>Cyfeiriad e-bost:<br/>sgpilliner@sirgar.gov.uk</p> |
|---|---|--|

**Declaration of Personal Interest (if any):**

None

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

N/A

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

**DECISION MADE:**

Signed:

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

EXECUTIVE BOARD MEMBER

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

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

## EXECUTIVE SUMMARY EXECUTIVE BOARD MEMBER DECISION 25<sup>TH</sup> JANUARY 2015

### Prohibition of driving, BOAT 57/74, St.Illtyd's Walk, Burry Port/Penymynydd

It is proposed to introduce a prohibition of driving order, to aid road safety along the Byway open to all traffic (BOAT) 57/74 which runs from its junction with Heol Ddu U 2323 at Penymynydd for a distance of 1.7 Kilometres in a South Westerly direction. The BOAT is considered unsafe for motorised vehicles. Exemptions will be allowed for pedestrians, horses, cyclists, and residents living along this BOAT.

On the 27<sup>th</sup> Nov. 2015, the Executive Board Member for Technical Services considered a report on proposals to introduce a Prohibition of Driving Order along the Byway Open to All Traffic (BOAT) 57/74 from its junction with Heol Ddu (U2323) at Penymynydd for a distance of 1.7km. The order proposed exemptions to allow for pedestrians, horses, cyclists, motorbikes and residents living along the BOAT to travel along its route.

The Executive Board Member was advised that following publication of the proposal, no objections had been received from the Statutory consultees. However, objections and a petition were received, with the main objection being against the proposal to grant and exemption for motorbikes to travel along the BOAT. Following consideration of those objections, it was recommended that the Order be published subject to the removal of the exemption for motorbikes i.e. to prohibit motorbikes travelling along the BOAT.

#### **Consultation:**

The proposals were advertised on the 26<sup>th</sup> Oct. 2016 and are listed in **Appendix 1** and indicated on a plan in **Appendix 2**.

Objections and officers comments are listed in **Appendix 3**.

#### **Recommendations:**

To consider objections received to the proposed prohibition of driving order along BOAT 57/74 St. Illtyds Walk, Burry Port to Penymynydd, as published on 26<sup>th</sup> October 2016.

It is recommended that the objections received be noted, but that the Traffic Regulation Order be introduced, and the objectors be informed accordingly.

|                                   |    |
|-----------------------------------|----|
| <b>DETAILED REPORT ATTACHED ?</b> | No |
|-----------------------------------|----|

## IMPLICATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

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

### 2. Legal

Traffic Regulation Order to be introduced by the Head of Administration and Law, if Executive Board Member approval is given.

### 3. Finance

Agreed expenditure from the Transport and Highways Division budget, to pay for the costs of introducing the prohibition of driving Traffic Regulation Order.

## CONSULTATIONS

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

Signed: S G Pilliner

Head of Transport & Engineering

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

**1. Scrutiny Committee – N/A**

**2. Local Member(s)**

Cllr. Patricia Jones, Cllr. John James and Cllr. Meryl Gravell. No objections.

**3. Community / Town Council**

Pembrey and Burry Port Town Council. Trimsaran Community Council. No objections.

#### 4.Relevant Partners

Roads Policing Unit, NHS Ambulance, Mid and West Wales Fire and Rescue Service, Road Haulage Association, Freight Transport Association. No objections.

Objections / observations were received from Carmarthenshire Horse Riders, the Local Access Forum, a member of the Carmarthenshire Byway User Group and the Council's Countryside Access Officer. There are detailed in Appendix 3.

#### 5.Staff Side Representatives and other Organisations

British Motorcyclists Federation (BMF), Carmarthenshire Tourist Association, Byways & Bridleways Trust. Representative of the Local Ramblers, Sustrans Cymru, Green Lane Association. No objections.

The Trail Riders Fellowship objects to the proposal. The objections are detailed in Appendix 3.

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

##### **THESE ARE DETAILED BELOW**

| Title of Document  | File Ref No. | Locations that the papers are available for public inspection   |
|--|--------------|---|
| Prohibition of Driving, BOAT 57/74, St. Illytd's Walk, Burry Port to Penymynydd.<br>Executive Board Member Decisions Meeting for Technical Services<br>Friday, 27th November, 2015 9.30 am |              | <a href="http://democracy.carmarthenshire.gov.wales/ieListDocuments.aspx?CId=174&amp;MId=310&amp;Ver=4">http://democracy.carmarthenshire.gov.wales/ieListDocuments.aspx?CId=174&amp;MId=310&amp;Ver=4</a> |

Mae'r dudalen hon yn wag yn fwriadol



## **HYSBYSIAD CYHOEDDUS**

### **GORCHYMYN SIR GAERFYRDDIN**

**(CILFFORDD SYDD AR AGOR I UNRHYW DRAFFIG 57/74  
LLWYBR ILLTUD SANT, PORTH TYWYN/PENYMYNYDD, LLANELLI)  
(GWAHARDD GYRRU) 2016**

HYSBYSIR trwy hyn fod Cyngor Sir Caerfyrddin yn bwriadu gwneud Gorchymyn dan Adran 1(1) a 2(1) i (2) o Ddeddf Rheoleiddio Traffig Ffyrdd 1984 fel y'i diwygiwyd a Deddf Rheoli Traffig 2004.

Effaith y Gorchymyn fydd:

Gwahardd unrhyw gerbyd rhag teithio ar hyd y darn ffordd a nodir yn yr Atodlen i'r Hysbysiad hwn (ac eithrio cerddwyr, ceffylau, beicwyr a phreswylwyr sy'n byw ar hyd y Gilffordd).

Mae manylion llawn am y cynnig hwn yn y Gorchymyn drafft, a gellir archwilio copi ohono ynghyd â map sy'n dangos y darn ffordd yr effeithir arno a datganiad am resymau'r Cyngor dros fwriadu gwneud y Gorchymyn, yn swyddfeydd Cyngor Sir Caerfyrddin yn y Ganolfan Gwasanaethau Cwsmeriaid yn Yr Hwb, Stryd Stepney, Llanelli yn ystod yr oriau swyddfa arferol.

Os ydych am wrthwynebu'r Gorchymyn arfaethedig dylech gyflwyno eich rhesymau dros wrthwynebu ar ffurf llythyr a'i anfon at y Pennaeth Gweinyddiaeth a'r Gyfraith, Neuadd y Sir, Caerfyrddin SA31 1JP erbyn y 18fed o Dachwedd, 2016.

**DYDDIEDIG y 26ain o Hydref, 2016**  
**Cyfeirnod y Ffeil: RWJ/HTTR-1314**  
**Llinell Uniongyrchol: (01267) 224074**  
**e-bost: [rwjones@sirgar.gov.uk](mailto:rwjones@sirgar.gov.uk)**

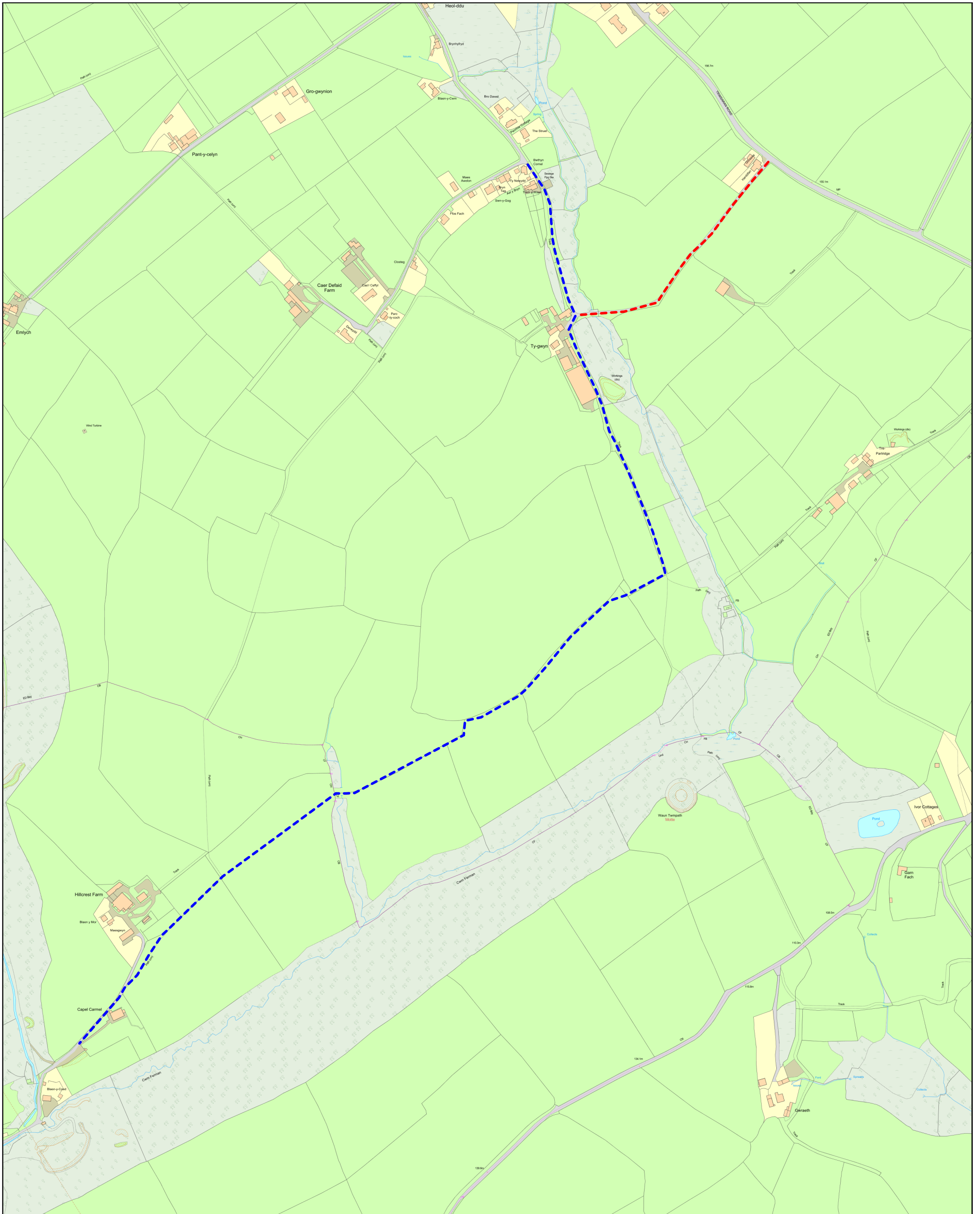
**MARK JAMES**  
**Y Prif Weithredwr**  
**Neuadd y Sir,**  
**CAERFYRDDIN**

### **YR ATODLEN**

**Gwahardd Gyrru (ac eithrio Cerddwyr, Ceffylau, Beicwyr a Phreswylwyr sy'n byw ar hyd y Gilffordd)**

| <b>Enw'r Ffordd</b>   | <b>Y darn ffordd yr effeithir arno</b>  |
|---|---|
| Cilffordd sydd ar agor i unrhyw draffig 57/74 Llwybr Illtud Sant rhwng Porth Tywyn a Phenymynydd. | O'i chyffordd â Heol Ddu, yr U2323 ym Mhenymynydd (ger yr eiddo a adwaenir fel Bwthyn Cornel) am bellter o 1.7 cilometr i gyfeiriad y de-orllewin, a dod i ben ger Capel Carmel, y Graig. |

Mae'r dudalen hon yn wag yn fwriadol



Mae'r dudalen hon yn wag yn fwriadol

## Appendix 3 Comments and responses

| Ref.   | Comments   | Response  |
|--|--|---|
| <b>Ref. 1</b>  | <b>Trail Riders Fellowship</b>   |   |
|  | <p>The Trail Riders Fellowship object to the proposed TRO on the following grounds:</p> <p>1. The Authority has not made its case that the road is unsafe for motorcycle traffic. No discernible reasoning is provided in the Statement of Reasons. The report to the Executive Board Member Decisions Meeting For Technical Services held on 27th November 2015 contains no demonstration of reasoning as to why motorcycle use of the road may be dangerous to the extent that a restriction is justified.</p> | <p>1.1<br/>In 2015 the County Council advertised its proposals to introduce a prohibition of driving order for this way, with exemption for use by motorbikes. There was a strong consensus in the responses to the consultation that motorbikes could pose a risk to the safety of pedestrians using the way and be harmful to livestock, in fields adjoining the way, and environmentally damaging to the fields accessible from the way. Based on the responses to the advertised proposals the County Council determined that motorbikes should be restricted from using the way.</p> |
|  | <p>2. The Order operates to prohibit use by invalid carriages, quadricycles, and horse drawn vehicles. No reasons are provided for banning those classes of vehicle.</p>   | <p>1.2 Appendix 4 of the report provides the outcome of a site risk assessment of this way undertaken in 2014. The assessment concludes that the topography of the terrain along sections of the way is too steep to allow four wheel vehicles to pass safely.</p>  |
| <p>3. The road can safely accommodate responsible motorcycling by members of the Trail Riders Fellowship. There are no safety improvements to be gained by banning members of the Trail Riders Fellowship from motorcycling on the road. To do so is unreasonable and irrational.</p> <p>The Trail Riders Fellowship respectfully request that the proposed Order is modified to provide further exemptions for:</p> <p>i. Invalid Carriages.<br/>ii. Motorcycle use that is subject of prior written authorisation by the Trail Riders Fellowship and which is being undertaken by a member of the Trail Riders Fellowship.</p> | <p>1.3</p> <p>i) The topography is extremely steep along sections of this way. It is considered unsafe to allow invalid carriages to use the way.</p> <p>ii) An exemption for a specified organisation to use motorbikes on this way may prove difficult to enforce. Motorbikes may cause alarm and distress to pedestrians on the way and to farm animals on fields adjoining the unfenced sections of the way.</p>   |   |
| <b>Ref. 2</b><br>Tudalen 13  | <b>A member of the Carmarthenshire Byway User Group</b>  |   |
|  | <p>“I would like to formally object to the above proposed prohibition of driving order.</p> <p>As a member of the Carmarthenshire Byway User Group I was asked to look at this route along with officers from the Council to discuss the</p>   | <p>2.1<br/>In 2015 the County Council advertised its proposals to introduce a prohibition of driving order for this way, with exemption for use by motorbikes. There was a strong consensus in the responses to the consultation that motorbikes could pose a</p>   |

Appendix 3 Comments and responses

Tudalen 14

| Ref.  | Comments   | Response  |
|-------|--|---|
|       | <p>possibilities for management of the route.</p> <p>I agreed with the previous proposal to prohibit 4 wheeled vehicles from using this route on the grounds of safety but cannot agree with the new proposal to prohibit all vehicles (except cyclists) from using this route.</p> <p>It was deemed at the meeting with officers that if the route was still regarded as 'safe' for cyclists and horse riders to use then there was no reason why 2 wheeled mechanically propelled vehicles (motorcycles) could also use the route safely.</p> <p>The County Council considers that the proposed prohibition of driving order is considered necessary on the grounds of 'Road Safety'.</p> <p>As this is the only reason stated I can not agree to this proposal as this reason is not relevant to motorcycles, which could still use the route safely.</p> <p>I would also like to remind you that a similar situation occurred on Byway 8/21 a few years ago when the route originally had a prohibition of driving order to all vehicles excepts cyclists placed on it. This was subsequently changed to a Prohibition to all vehicles except cyclists and motorcycles following objections from members of the public on the grounds that if the route was safe for horses and cyclists it was also safe for motorcycles. As Carmarthenshire County Council has previously agreed that if a route is safe for cyclists and horse riders it is also safe for motorcycles I cannot see how you can allow this proposal to go ahead in its current form.</p> <p>I would still support a prohibition of driving order for this route but motorcycles would need to be included as an exempted group."</p> | <p>risk to the safety of pedestrians using the way and be harmful to livestock, in fields adjoining the way, and environmentally damaging to the fields accessible from the way. Based on the responses to the advertised proposals the County Council determined that motorbikes should be restricted from using the way.</p> <p>In the responses to the 2015 consultation exercise concerns were raised that the fields and livestock would be vulnerable to abuse by motorbikes.</p> |
| Ref.3 | <p><b>Chair, Carmarthenshire Local Access Forum (LAF)</b></p> <p>The consensus of those members that have replied is that the LAF is not in support of excluding a user group from a route because of requests from the landowner(s) or from local people.</p> <p>The LAF would only support exclusion of groups if the route was</p>  | <p>3.1</p> <p>In 2015 the County Council advertised its proposals to introduce a prohibition of driving order for this way, with exemption for use by motorbikes. There was a strong consensus in the responses to the consultation that motorbikes could pose a risk to the safety of pedestrians using the way and be harmful to livestock, in fields</p>   |

**Appendix 3 Comments and responses**

| Ref.   | Comments   | Response   |
|--|--|--|
|  | <p>deemed as unsafe for that group to use. Hence the reason why we would support the exclusion of 4x4's from using the route as per the original TRO.</p> <p>The LAF does not feel that this TRO is appropriate for the route and would request that the inclusion of motorbikes be removed and that they be exempted from the TRO.</p>          | <p>adjoining the way, and environmentally damaging to the fields accessible from the way. Based on the responses to the advertised proposals the County Council determined that motorbikes should be restricted from using the way.</p> <p>In the responses to the 2015 consultation exercise concerns were raised that the fields and livestock would be vulnerable to abuse by motorbikes.</p>   |
| <p><b>Ref. 4</b></p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);"><b>Tudalen 15</b></p>      | <p><b>Carmarthenshire Riders Group</b></p>   |  |
|  | <p>If it's suitable for the landowners along the route to use with a 4x4 or tractor then it's suitable for the public.</p>   | <p>4.1 The main use of fields accessed along section of the way is for agricultural purposes. The surface of the way adjoining the fields is unsealed and on a steep gradient.</p> <p>The order grants exemption for residents (those who have an interest in the land) to use mechanically propelled vehicles to access the way. This will ensure that the future use of the way will be consistent with its history.</p> <p>Residents have a reasonable need for access by mechanically propelled vehicles to land in which they have an interest.</p> |
|  | <p>Also it's a location that could be built on and the one part by the chapel that is at a challenging angle, could be improved to allow safe access. The landowner could very well get his TRO and then improve the access point as an access road to a new property. If this point is made safe will the public then be allowed to use it.</p> | <p>4.2 The County Council has no proposals to carry out structural engineering improvement works along any sections of this way.</p>   |
| <p>It is suitable for motorbikes but has it been assessed for horse drawn carriages which are also vehicles.</p> | <p>4.3 Appendix 4 of the report provides the outcome of a site risk assessment of this way undertaken in 2014. The assessment concludes that the topography of the terrain along sections of the way is too steep to allow four wheel vehicles to pass safely.</p>   |  |

Appendix 3 Comments and responses

| Ref.          | Comments   | Response  |
|---------------|--|---|
| <p>Ref. 5</p> | <p><b>County Council Countryside Access Officer</b></p> <ul style="list-style-type: none"> <li>Byway Open to all Traffic (BOAT) 57/78 connects to BOAT 57/74 near Ty Gwyn farm (see attached plan). By imposing a prohibition of driving Order on the whole length of 57/74, 57/78 becomes a dead-end route which is likely to create problems where vehicles using it will be forced to turn back. If the northern portion of BOAT 57/74 could remain open to all traffic then BOAT 57/78 can remain a through route.</li> <li>Given the poor provision of 'off road' vehicular routes in the County of Carmarthenshire, the original proposal to prohibit 4x4 traffic but allow motorbikes (a decision based on surface conditions/suitability) may be more appropriate in this instance.</li> </ul> | <p>5.1<br/>The extent of BOAT 57/78 is indicated on Appendix 5. The proposed prohibition of driving order for BOAT 57/74 provides an exemption for pedestrians, horses, cyclists and residents living along the Byway. Residents using vehicles to access properties along BOAT 57/74 may travel along BOAT 57/78 for the purposes of access.</p> <p>5.2<br/>In 2015 the County Council advertised its proposals to introduce a prohibition of driving order for this way, with exemption for use by motorbikes. There was a strong consensus in the responses to the consultation that motorbikes could pose a risk to the safety of pedestrians using the way and be harmful to livestock, in fields adjoining the way, and environmentally damaging to the fields accessible from the way. Based on the responses to the advertised proposals the County Council determined that motorbikes should be restricted from using the way.</p> |

Tudalen 96



**Highway Route Review :- BOAT 57/74, Carmel Chapel, Burry Port to Penymynydd**

**Site Meeting / Safety Assessment ( 4<sup>th</sup> December 2014 )**

**Attendees**

1. Darren King ( Highways Service Manager )
2. Gary Baxter ( Acting Assistant Area Manager )
3. Cliff Cleaton ( Streetworks & Adoptions Manager )
4. Jonathan Tudor ( Countryside Access Manager )
5. Alan Warner ( Countryside Operations Manager )
6. Anna Owens ( H&S Advisor )
7. Mark Milward ( H&S Advisor )
8. Mark Hadley ( Llanerchindda Outdoor Pursuits / Green Lane Association ( GLASS ) Member )
9. Andrew Hadley ( Llanerchindda Outdoor Pursuits / Green Lane Association ( GLASS ) Member )

**Purpose of Site Meeting**

The byway review team and Health & Safety advisors met to undertake a safety assessment of the byway to assist the process of reviewing the future proposals for the route and in particular to determine the suitability of the route for all users and whether a Traffic Regulation Order would be appropriate to safeguard the welfare and safety of highway users.

The meeting was also attended by Mark and Andrew Hadley from Llanerchindda Farm who run an outdoor activities centre which includes quad bike treks and 4x4 courses and driving experiences. Following a byway user group meeting on 2<sup>nd</sup> December attended by Mark Hadley in which the byway at Burry Port was discussed Mark was asked to attend the site meeting to offer his knowledge and experience concerning byways and off road routes used by 4x4 vehicles. Mark is also a member of GLASS ~ Green Lanes Association ~ and his attendance would provide a very valuable appraisal of the byway route having had extensive experience of driving byways and other off road terrain around the Llandovery area.

**Assessment**

*( This assessment which runs north to south should be read in conjunction with the diagramatic Survey Form )*

• **Chainage 964m – 1323m ~**

Open grass field with evidence of wheel tracks which follow the route of byway as indicated on plan. A stream needs to be traversed with approaches to both sides steep in gradient with increasing crossfall. Vertical alignment steepens as you travel through the stream with both approaches very muddy.

There are no hedge boundaries at this location only the presence of a wooden post and wire mesh stockproof fencing to the westerly side. The byway beyond Ch.1323m then traverses open fields with a very steep gradient to the easterly side.



- **Chainage 1323m – 1528m ~**

From this chainage point the byway proceeds downhill at a very steep gradient and crossfall along the entire length of route to its end point adjacent the chapel. The route is located on an open grass field with no side boundary hedge protection and the field slopes steeply down to a river some 100 metres below. This section of the route was deemed a red zone or very high risk area for motorised vehicles due to the gradient and crossfall of the route.

The egress / access point of the byway is via a field gate directly onto the unclassified road and is approx 1 metre below carriageway level. Maintenance work would be needed at this point to allow safe access for highway users.



### **Conclusion**

The consensus of the entire group of officers and representatives from Llanerchindda / GLASS was that the route is deemed too dangerous for access by motorised vehicles due to the gradient and crossfall of the route at the chapel end and between the chainages identified above. Furthermore the route is not afforded protection from any boundary hedges or embankments and vehicles could quite easily lose control and run down the steep field to the water course below.

The survey group were unanimous in their conclusion that the route is unsafe for vehicular traffic and as such consider it appropriate to restrict use by motor cars. This conclusion has been reached by evidence on the ground and it is not the case that the route has fallen into disrepair but that the gradient of the route and adjacent open field terrain are deemed to be dangerous for motor vehicles to access. The group also agreed that the byway is safe for pedestrians, horse riders and motorbikes and that a Traffic Regulation Order reflecting this should now be implemented.

### **Recommendation**

Implement a permanent Traffic Regulation Order restricting access by motorised vehicles. Access to be permitted for pedestrians, horse riders and motorcycles only. Meeting to be arranged with Transportation colleagues to discuss recommendations and process for implementation.

**PENDERFYNIAD GAN AELOD O'R BWRDD GWEITHREDOL  
25 IONAWR 2015.**

|  |                                 |
|--|---------------------------------|
| <b>Yr Aelod o'r Bwrdd<br/>Gweithredol:</b> | <b>Y Portffolio:</b>            |
| <b>Y Cyngorydd Hazel Evans.</b>            | <b>Y Gwasanaethau Technegol</b> |

**Y Pwnc:**

**GWRTHWYNEBIADAU I ORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (AC EITHRIO  
CAERFYRDDIN, LLANELLI A RHYDAMAN) (CYFYNGU AR AROS A MANNAU PARCIO AR  
Y STRYD) (AMRYWIAD RHIF 22) 2015**

**Yr argymhellion / penderfyniadau allweddol sydd eu hangen:**

Ystyried y gwrthwynebiadau a gafwyd i'r cyfyngiadau gwahardd aros arfaethedig ar unrhyw adeg.

Argymhellir bod y gwrthwynebiadau a ddaeth i law yn cael eu nodi, ond bod y Gorchymyn Rheoleiddio Traffig yn cael ei gyflwyno, a rhoi gwybod am hynny i'r gwrthwynebwyr.

**Y Rhesymau:**

Hwyluso llif traffig dirwysr ac atal perygl i ddefnyddwyr ffyrdd eraill.

Hwyluso parcio am gyfnodau byr.

|   |   |  |
|---|---|--|
| Y Gyfarwyddiaeth<br>Yr Amgylchedd<br>Enw Pennaeth y Gwasanaeth:<br>Stephen Pilliner.<br>Awdur yr Adroddiad:<br>John McEvoy. | Swydd:<br>Pennaeth Priffyrdd a<br>Thrafnidiaeth<br><br>Rheolwr Traffig a Diogelwch<br>Ffyrdd. | Rhif Ffôn<br>01267 228150<br>Cyfeiriad e-bost:<br>sgpilliner@sirgar.gov.uk |
|---|---|--|

**Declaration of Personal Interest (if any):**

None

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

N/A

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

**DECISION MADE:**

Signed:

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

EXECUTIVE BOARD MEMBER

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

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

# EXECUTIVE SUMMARY

## EXECUTIVE BOARD MEMBER DECISION

### 25<sup>TH</sup> JANUARY 2017

#### OBJECTIONS TO THE COUNTY OF CARMARTHENSHIRE (WITH THE EXCEPTION OF CARMARTHEN LLANELLI AND AMMANFORD)(WAITING RESTRICTION AND STREET PARKING PLACES) CONSOLIDATION (VARIATION NO 22) ORDER 2015

#### 1. Purpose

1.1 The purpose of this report is to determine objections received to proposed prohibition of waiting at any time restrictions.

#### 2. Background

2.1 The Council proposes to make an order varying the County of Carmarthenshire (with the exception of Carmarthen, Llanelli and Ammanford) (Waiting Restriction and Street Parking Places) Consolidation (Variation No. 22) Order 2015 so as to include various new restrictions.

2.2 Full details of the proposed restrictions are listed in **Appendix 1** of the report.

#### 3. Consultation

3.1 The advertised proposals are listed in **Appendix 1**.

3.2 A summary list of all streets affected by the proposed traffic orders are listed in **Appendix 2**.

#### 4. Objections and comments

4.1 Nineteen representations have been received to the proposals and the following is a breakdown of them:

Factory Road, and, Rotary Way Pembrey - (Prohibition of Waiting at Any Time)

- 10 objections to the proposals

High Street, Tumble - (Prohibition of Waiting at Any Time)

- 6 objections to the proposals
- 1 petition objecting to the proposals

Trevaughan - (Prohibition of Waiting at Any Time)

- 1 objection to the proposals

Garden Lane, Llandovery - (Prohibition of Waiting at Any Time)

- 1 objection to the proposals

4.2 The objections and comments are summarised in **Appendix 3** along with officer comments.

#### 5.0 Recommendations

5.1 It is recommended that the objections received be noted, but that the Traffic Regulation Order be introduced, and the objectors be informed accordingly.

DETAILED REPORT ATTACHED ?

No

## IMPLICATIONS

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

Signed: **S G Pilliner**

Head of Highways & Transport

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

### 2. Legal

Traffic Regulation Order to be introduced by the Head of Administration and Law, if Executive Board Member approval is given.

### 3. Finance

Agreed expenditure from the Traffic Management revenue budget, to pay for the costs of introducing the Traffic Regulation Order.

## CONSULTATIONS

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

Signed: S G Pilliner

Head of Highways and Transport

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

### 1. Scrutiny Committee

N/A

### 2. Local Member(s)

Cllr. Alun Davies, Cllr. Peter Cooper, Cllr. David M Jenkins, Cllr. D W Hugh Richards, Cllr. Calum Higgins, Cllr. Edward Thomas, Cllr. Emlyn Dole, Cllr. Gareth B Thomas, Cllr. Hugh B Shepardson, Cllr. Ivor Jackson, Cllr. John James, Cllr. Kevin Madge, Cllr. L Mair Stephens, Cllr. Penny Edwards, Cllr. Patricia Mary Ethyl Jones, Cllr. D J Roy Llewellyn, Cllr. Philip Morris Hughes, Cllr. Sian Elizabeth Thomas, Cllr. Shirley Matthews, Cllr. Sian M Caiach, Cllr. Tegwyn Devichand, Cllr. Kim M Thomas, Cllr. W R Anthony Davies. No objections.

### 3. Community / Town Council

Cwmamman Town Council, Llanelli Rural Council, Llanedi Community Council, Llandeilo Town Council, Llannon Community Council, Pembrey and Burry Port Town Council, Llandovery Town Council, Llandyfaelog Community Council, St Clears Town Council, Llandybie Community Council.. No objections.

**4.Relevant Partners**

Roads Policing Unit, NHS Ambulance, Mid and West Wales Fire and Rescue Service, Road Haulage Association, Freight Transport Association. No objections.

**5.Staff Side Representatives and other Organisations**

N/A

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

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

**THERE ARE NONE**

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

Mae'r dudalen hon yn wag yn fwriadol



## **HYSBYSIAD CYHOEDDUS**

**GORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (AC EITHRIO CAERFYRDDIN, LLANELLI A RHYDAMAN) (CYFYNGU AR AROS, A MANNAU PARCIO AR Y STRYD) (AMRYWIAD RHIF 22) 2016**

HYSBYSIR trwy hyn fod Cyngor Sir Caerfyrddin yn bwriadu gwneud Gorchymyn dan Adran 1 (1), 2(1) i (3), 4(2), 1 2 4 a Rhan IV o Atodlen 9 i Ddeddf Rheoleiddio Traffig Ffyrdd 1984 ("y Ddeddf") fel y'i diwygiwyd a Deddf Rheoli Traffig 2004.

Mae hwn yn Hysbysiad diwygiedig i'r Hysbysiad a gyhoeddwyd ar y r 20fed o Ionawr, 2016. Bydd unrhyw wrthwynebiad wedi'i dderbyn or ol y'r Hysbysiad cyntaf yn cael ei gynwys yn adroddiad y Bwrth Gweithredol.

Effaith y Gorchymyn fydd diwygio Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Sir Gaerfyrddin ac eithrio Caerfyrddin, Llanelli a Rhydaman) (Cyfyngu ar Aros, a Mannau Parcio ar y Stryd) 2004 ("y Gorchymyn Cydgyfnerthu") (sy'n darparu ar gyfer cymryd camau gorfodi sifil mewn perthynas â thorri'r gwaharddiadau a'r cyfyngiadau ar aros) drwy roi'r cynlluniau â'r rhifau cyfatebol sydd wedi'u hatodi i'r Gorchymyn hwn yn lle'r cynlluniau oedd wedi'u hatodi i'r gorchymyn hwnnw. Canlyniad y diwygio arfaethedig fydd:

- 1 Gwahardd aros ar unrhyw adeg ar y darnau ffordd ac ar yr ochrau ffordd a nodwyd yn Atodlen 1 i'r Hysbysiad hwn.
- 2 Gwahardd ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 2 i'r Hysbysiad hwn.
- 3 Gwahardd ar aros ac eithrio llwytho a dadlwytho nwyddau ar yr ochrau ffordd a nodwyd yn Atodlen 3 i'r hysbysiad hwn.
- 4 Diwygio'r cyfyngiad ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 4 i'r Hysbysiad hwn.
- 5 Diwigio'r cyfyngiad ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 5 i'r Hysbysiad hwn i parcio i goetsys yn unig.
- 6 Dirymu'r "Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Sir Gaerfyrddin ac eithrio Caerfyrddin, Llanelli a Rhydaman) (Cyfyngu ar Aros, a Mannau Parcio ar y Stryd) 2004 ("y Gorchymyn Cydgyfnerthu") ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 6 i'r Hysbysiad hwn.

a bydd yn cymryd lle'r gwaharddiadau a'r cyfyngiadau presennol (os oes rhai) sydd yn effeithio ar y darnau ffyrdd a nodir yn yr Atodlenni i'r Hysbysiad hwn.

Bydd darpariaethau'r eithriadau arferol sydd yn y Gorchymyn Cydgyfnerthu yn weithredol o ran y darnau ffordd a'r ochrau ffordd y cyfeirir atynt ym mharagraff 1 a 2 uchod. Mae'r rhain yn cynnwys hawl teithwyr i esgyn i gerbyd neu ddisgyn ohono, llwytho a dadlwytho nwyddau, cyflawni gwaith adeiladu a gwaith arall, cyflawni dyletswyddau neu bwerau statudol a galluogi cerbyd i gael petrol, olew, dŵr neu aer o unrhyw garej sydd ger y cyfryw ddarnau ffyrdd y mae'r cyfyngiad arfaethedig yn effeithio arnynt.

Hefyd, mae'r Gorchymyn Cydgyfnerthu yn cynnwys y consesiynau parcio arferol (lle bo'n briodol) ar gyfer pobl anabl yn unol â'r Cynllun Bathodynnau Glas.

Ceir manylion llawn y cynigion hyn yn y Gorchymyn drafft a gall copi ohono ynghyd â'r cynlluniau a atodwyd iddo sy'n dangos y darnau ffordd yr effeithir arnynt, a datganiad ynghylch rhesymau'r Cyngor dros fwriadu gwneud y Gorchymyn, gael eu harchwilio yn swyddfeydd Canolfan Gwasanaethau Cwsmeriaid y Cyngor yn 3 Heol Spilman, Caerfyrddin ac yn yr Hwb, Stryd Stepney, Llanelli ac yn Swyddfeydd y Cyngor yn Heol Cilgant, Llandeilo ac yn Neuadd y Dref, Heol Iscennen, Rhydaman, yn ystod oriau arferol y swyddfa.

Os ydych am wrthwynebu'r Gorchymyn arfaethedig dylai eich rhesymau dros wrthwynebu cael eu cyflwyno ar ffurf llythyr a anfonir at y Pennaeth Gweinyddiaeth a'r Gyfraith, Neuadd y Sir, Caerfyrddin, SA31 1JP erbyn y 15fed o Orffennaf, 2016.

**DYDDIEDIG y 22ain o Fehefin, 2016**  
**Cyfeirnod y Ffeil: RWJ/HTTR-1346**  
**Llinell Uniongyrchol: (01267) 224074**  
**e-bost: [rwjones@sirgar.gov.uk](mailto:rwjones@sirgar.gov.uk)**

**MARK JAMES**  
**Y Prif Weithredwr**  
**Neuadd y Sir**  
**Caerfyrddin**

**ATODLEN 1**

**GWAHARDD AROS AR UNRHYW ADEG**

| <u>Y Lleoliad</u>                  | <u>Yr Ochr Ffordd</u> | <u>Y Darn Ffordd yr Effeithir arno</u>   |
|------------------------------------|-----------------------|--|
| Heol Cilsaig<br>Dafen              | Dwyrain               | O bwynt 5 metr i'r de o ganol ei chyffordd â Rhes-y-Glob am bellter o 33 metr tua'r de.                                      |
|                                    |                       | O bwynt 68 metr i'r de o ganol ei chyffordd â Rhes-y-Glob am bellter o 40 metr tua'r de                                      |
| Rhes-y-Glob                        | Gogledd               | O'i chyffordd â Heol Cilsaig am bellter o 13 metr tua'r gogledd  |
|                                    | De                    | O'i chyffordd â Heol Cilsaig am bellter o 4 metr tua'r dwyrain.  |
| Heol Llandyfaelog,<br>Llandyfaelog | Gogledd               | O bwynt 110 metr i'r gorllewin o ganol ei chyffordd â'r ffordd ddi-ddosbarth, yr U2227, am bellter o 40 metr tua'r gorllewin |
|                                    | De                    | O bwynt 100 metr i'r gorllewin o ganol ei chyffordd â'r ffordd ddi-ddosbarth, yr U2227, am bellter o 35 metr tua'r gorllewin |
| Heol Waterloo,<br>Pen-y-groes      | Dwyrain               | O bwynt 10 metr i'r gogledd o ganol ei chyffordd â Heol Caer Bryn am bellter o 20 metr tua'r de-ddwyrain.                    |
|                                    | Gorllewin             | O bwynt 10 metr i'r gogledd o ganol ei chyffordd â Heol Brynwar am bellter o 20 metr tua'r de-ddwyrain                       |
| Heol Brynwar,<br>Pen-y-groes       | Y ddwy                | O'i chyffordd â Heol Waterloo am bellter o 15 metr tua'r gorllewin   |
| Heol Caer Bryn,<br>Pen-y-groes     | Y ddwy                | O'i chyffordd â Heol Waterloo am bellter o 15 metr tua'r dwyrain   |
| yr A476, Heol Llandeilo,<br>Y Gât  | De                    | O bwynt 350 metr i'r gogledd-ddwyrain o ganol ei chyffordd â'r B4297 am bellter o 42 metr tua'r gogledd-ddwyrain             |
| Lôn yr Ardd,<br>Llanymddyfri       | Gogledd               | O bwynt 73 metr i'r gogledd-ddwyrain o'i chyffordd â Ffordd y Frenhines am bellter o 12 metr tua'r gogledd-ddwyrain          |
| Gwelfor, Porth Tywyn               | Y ddwy                | O'i chyffordd â Heol Elfed am bellter o 7 metr tua'r de-ddwyrain   |

|  |           |  |
|--|-----------|--|
| Heol Caer Bryn,<br>y Blaenau                             | Y ddwy    | O'i chyffordd â'r B4556, Heol Pen-y-groes am bellter o 10 metr tua'r de-orllewin                                       |
| Heol Pen-y-groes (y B4556)<br>y Blaenau                  | De        | O bwynt 10 metr i'r gogledd-orllewin o ganol ei chyffordd â Heol Caer Bryn am bellter o 10 metr tua'r gogledd-orllewin |
| Heol y Coroni, y Garnant                                 | Y ddwy    | O'i chyffordd â Heol Cwmaman am bellter o 10 metr tua'r de   |
| High Street, y Tymbl.                                    | De        | O bwynt 156 metr i'r dwyrain o ganol ei chyffordd â Heol Tyisha am bellter o 17 metr tua'r dwyrain.                    |
| Brynglas, Dre-fach,<br>Llanelli                          | Y ddwy    | O'r gyffordd â Heol Cwm-mawr am bellter o 10 metr tua'r de-orllewin  |
| Heol Cwm-mawr  | Gorllewin | O bwynt 15 metr i'r de-ddwyrain o ganol ei chyffordd â Brynglas am bellter o 30 metr tua'r gogledd-orllewin            |
| Penparc, y Tymbl   | Y ddwy    | O'r gyffordd â Heol y Neuadd am bellter o 15 metr tua'r de-orllewin  |
| Trafecan   | Gorllewin | O bwynt 343 metr i'r gogledd o ganol ei chyffordd â Derwen Fach am bellter o 21 metr tua'r gogledd                     |
| Rotary Way, Pen-brc                                      | Y ddwy    | O bwynt 200 metr i'r gorllewin o ganol y gyffordd â Heol y Ffatri am bellter o 258 metr tua'r gogledd-ddwyrain         |
| Heol y Ffatri, Pen-brc                                   | Y ddwy    | O'i chyffordd â Rotary Way am bellter o 156 metr tua'r de  |
| Teras y Graig, Porth Tywyn                               | Gogledd   | O bwynt 70 metr i'r gorllewin o ganol ei gyffordd â Than-y-bryn am bellter o 50 metr tua'r gogledd                     |
| Heol Llandsailo/<br>Heol Cross Hands,<br>yr A476         | Gorllewin | O bwynt 45 metr i'r de o ganol ei chyffordd â Chlos-y-Dderwen, am bellter o 47 metr tua'r de-orllewin                  |
|  | Dwyrain   | O bwynt 25 metr i'r gogledd-ddwyrain o ganol ei chyffordd â Chlos-y-Dderwen am bellter o 120 metr tua'r de-orllewin.   |
| Y ffordd sy'n arwain i<br>Tŷ Newydd Terrace, Cross Hands | Y ddwy    | O'i chyffordd â Heol Cross Hands am bellter o 10 metr tua'r de-ddwyrain  |
| Heol Penygarn,<br>Tŷ-croes                               | Gorllewin | O bwynt 35 metr i'r de o ganol ei chyffordd â'r TRA483 am bellter o 76 metr tua'r de                                   |
| Heol Parcdir, Pen-y-banc                                 | Y ddwy    | O'i chyffordd â'r TRA483 am bellter o 10 metr tua'r gogledd  |
| Heol y Ficerdy, y Garnant                                | Gogledd   | O'i chyffordd â Heol Ucha'r Orsaf am bellter o 100 metr tua'r gogledd-ddwyrain.  |

|                                 |         |   |
|---------------------------------|---------|---|
|                                 | De      | O'i chyffordd â Heol Ucha'r Orsaf am bellter o 46 metr tua'r gogledd-ddwyrain                                   |
| King Street, Talacharn          | Dwyrain | O bwynt 2 fetr i'r gogledd o ganol ei chyffordd â Victoria Street am bellter o 10 metr tua'r gogledd            |
|                                 | Dwyrain | O bwynt 41 metr i'r de o ganol ei chyffordd â'r ffordd sy'n arwain i Moir Gardens am bellter o 29 metr tua'r de |
| Heol y Garreg Las,<br>Llandeilo | Gogledd | O'i gyffordd â Heol Rhosmaen am bellter o 65 metr i gyfeiriad gorllewinol                                       |
|                                 | De      | O'i gyffordd â Heol Rhosmaen am bellter o 83 metr i gyfeiriad gorllewinol                                       |

#### ATODLEN 2

##### GWAHARDD AROS, DYDD LLUN – DYDD SADWRN, 8.00AM – 5.00PM

|                           |    |  |
|---------------------------|----|--|
| Heol y Ficerdy, y Garnant | De | O bwynt 46 metr i'r gogledd-ddwyrain o'i chyffordd â Heol Ucha'r Orsaf am bellter o 50 metr tua'r gogledd-ddwyrain |
|---------------------------|----|--|

#### ATODLEN 3

##### GWAHARDD AROS AC EITHRIQ I LWYTHO/DDADLWYTHO NWYBDAU

|                                    |    |   |
|------------------------------------|----|---|
| Heol Iscoed,<br>yr Hendy, yr A4138 | De | O bwynt 40 metr i'r de-orllewin o ganol ei chyffordd â Heol Harleyford am bellter o 12 metr tua'r de-orllewin   |
| Heol y Pwll,<br>y Pwll, yr A484    | De | O bwynt 4 metr i'r gogledd-orllewin o ganol ei chyffordd â Heol Waun Eos am bellter o 12 metr tua'r de-ddwyrain |

#### ATODLEN 4

##### CYFYNGU AR AROS, DYDD LLUN – DYDD SADWRN, 8.00AM – 6.00PM, 30 MUNUD, HEB DDYCHWELYD CYN PEN 30 MUNUD

|                             |    |  |
|-----------------------------|----|--|
| Heol Bryngwili,<br>yr Hendy | De | O bwynt 70 metr i'r de-orllewin o ganol ei chyffordd ag Arian Gwili am bellter o 12 metr tua'r de-orllewin |
|-----------------------------|----|--|

##### CYFYNGU AR AROS, DYDD LLUN – DYDD SADWRN, 8.00AM – 6.00PM, 1 AWR, HEB DDYCHWELYD CYN PEN 2 AWR

|                                    |         |   |
|------------------------------------|---------|---|
| Heol Pontarddulais,<br>Llangennech | Gogledd | O bwynt 163 metr i'r gogledd-ddwyrain o ganol ei chyffordd â'r ffordd sy'n arwain i Maesydderwen am bellter o 134 metr tua'r gogledd-ddwyrain |
|------------------------------------|---------|---|

##### CYFYNGU AR AROS, DYDD LLUN – DYDD SADWRN, 8.00AM – 6.00PM, 2 AWR, HEB DDYCHWELYD CYN PEN 2 AWR

|                                      |         |   |
|--------------------------------------|---------|---|
| Heol Gwscwm, Porth Tywyn,<br>yr A484 | Gogledd | O bwynt 47 metr i'r dwyrain o ganol ei chyffordd â Chlos Isfryn am bellter o 38 metr tua'r dwyrain. |
|--------------------------------------|---------|---|

**CYFYNGU AR AROS, DYDD LLUN – DYDD SADWRN, 1 AWR, HEB DDYCHWELYD CYN PEN 1 AWR**

Heol Cwmaman,  
Cwmaman, yr A474

Gogledd

O bwynt 44 metr i'r dwyrain o ganol ei chyffordd â  
Heol Isa'r Orsaf am bellter o 20 metr tua'r dwyrain.

O bwynt 79 metr i'r dwyrain o ganol ei chyffordd â  
Heol Isa'r Orsaf am bellter o 12 metr tua'r dwyrain.

**ATODLEN 5**

**DIWYGIO'R CYFYNGIAD PRESENNOL AR AROS – O 30 MUNUD HEB DDYCHWELYD CYN PEN  
30 MUNUD, RHWNG 8.00AM A 6.00PM O DDYDD LLUN TAN DDYDD SADWRN, I GYFYNGIAD 1 AWR  
HEB DDYCHWELYD CYN PEN 1 AWR, RHWNG 8.00AM A 6.00PM O DDYDD LLUN TAN DDYDD  
SADWRN**

Heol Stepney,  
Porth Tywyn

Gorllewin

O bwynt 6 metr i'r de o ganol ei chyffordd â  
Springfield Terrace am bellter o 14 metr tua'r de

O bwynt 4 metr i'r de o ganol ei chyffordd â'r lôn  
sy'n cysylltu Heol Stepney â Springfield Terrace am  
bellter o 17 metr tua'r de.

**DIWYGIO'R CYFYNGIAD AR AROS, 9.00AM – 6.00PM, 1 AWR, HEB DDYCHWELYD CYN PEN  
2 AWR, I GYFYNGIAD RHWNG 9.00AM A 6.00PM, 2 AWR, HEB DDYCHWELYD CYN PEN 1 AWR**

Stryd y Brenin, Llandeilo

De-ddwyrain

O bwynt 41 metr i'r de-orllewin o'i chyffordd â  
Bridge Street am bellter o 38 metr tua'r de-orllewin

Gogledd-orllewin

O bwynt 51 metr i'r de-orllewin o'i chyffordd â  
Bridge Street am bellter o 40 metr tua'r de-orllewin

**DIWYGIO'R CYFYNGIAD AR AROS, 9.00AM – 6.00PM, 30 MUNUD,  
HEB DDYCHWELYD CYN PEN 30 MUNUD, I GYFYNGIAD RHWNG 9.00AM A 6.00PM, 2 AWR,  
HEB DDYCHWELYD CYN PEN 1 AWR**

Stryd Siôr, Llandeilo

De-ddwyrain

O bwynt 21 metr i'r de o'i chyffordd â  
Stryd Caerfyrddin am bellter o 33 metr tua'r  
de-orllewin

**ATODLEN 6**

**DIRYMU'R GWAHARDDIAD PRESENNOL SEF GWAHARDD AROS AR UNRHYW ADEG**

Rhes Hir, Felin-foel,  
Llanelli

Gorllewin

O bwynt 12 metr i'r gogledd-orllewin o'i chyffordd â  
Rhes y Ffermwyr am bellter o 12 metr tua'r gogledd-  
orllewin

Heol Cwmaman, Cwmaman

Gogledd

O bwynt 88 metr i'r dwyrain o ganol ei chyffordd â  
Heol yr Orsaf am bellter o 3 metr tua'r dwyrain.



**GORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (AC EITHRIO CAERFYRDDIN  
LLANELLI A RHYDAMAN) (CYFYNGU AR AROS A MANNAU PARCIO AR Y STRYD)  
(AMRYWIAD RHIF 22) 2015**

Mae Cyngor Sir Caerfyrddin, gan ymarfer ei bwerau o dan Adran 1(1), 2(1) i (3), 4(2), 124 a Rhan IV o Atodlen 9 i'r Ddeddf Rheoleiddio Traffig Ffyrdd 1984 (y cyfeirir ati o hyn allan yma fel "Deddf 1984") fel y'i diwygiwyd a Deddf Traffig Ffyrdd 2004 a'r holl bwerau galluogol eraill, ac ar ôl ymgynghori â Phrif Swyddog yr Heddlu yn unol â Rhan III o Atodlen 9 i Ddeddf 1984 fel y'i diwygiwyd a Deddf Rheoleiddio Traffig Ffyrdd 2004, gyda hyn yn gwneud y Gorchymyn canlynol:-

- 1 Gwahardd aros ar unrhyw adeg ar y darnau ffordd ac ar yr ochrau ffordd a nodwyd yn Atodlen 1 i'r Hysbysiad hwn.
- 2 Gwahardd ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 2 i'r Hysbysiad hwn.
- 3 Gwahardd ar aros ac eithrio llwytho a dadlwytho nwyddau ar yr ochrau ffordd a nodwyd yn Atodlen 3 i'r hysbysiad hwn.
- 4 Diwygio'r cyfyngiad ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 4 i'r Hysbysiad hwn.
- 5 Diwigio'r cyfyngiad ar aros ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 5 i'r Hysbysiad hwn i parcio i goetsys yn unig.
- 6 Dirymu'r "Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Sir Gaerfyrddin ac eithrio Caerfyrddin, Llanelli a Rhydaman) (Cyfyngu ar Aros, a Mannau Parcio ar y Stryd) 2004 ("y Gorchymyn Cydgyfnerthu") ar y darnau ffordd ac ar yr ochrau ffordd ar yr amserau a nodwyd yn Atodlen 6 i'r Hysbysiad hwn.

Bydd darpariaethau'r eithriadau arferol sydd yn y Gorchymyn Cydgyfnerthu yn weithredol o ran y darnau ffordd a'r ochrau ffordd y cyfeirir atynt ym mharagraff 1 uchod. Mae'r rhain yn cynnwys hawl teithwyr i esgyn i gerbyd neu ddisgyn ohono, llwytho a dadlwytho nwyddau, cyflawni gwaith adeiladu a gwaith arall, cyflawni dyletsyddau neu bwerau statudol a galluogi cerbyd i gael petrol, olew, dŵr neu aer o unrhyw fodurdy sydd ger y cyfryw ddarnau ffordd y mae'r cyfyngiad arfaethedig yn effeithio arnynt.

Hefyd, mae'r Gorchymyn Cydgyfnerthu yn cynnwys y consesiynau parcio arferol (lle bo'n briodol) ar gyfer pobl anabl yn unol â'r Cynllun Bathodynau Glas.

Bydd y Gorchymyn yn dod i rym ar y ---- o -----, Dwy Fil Un Deg a Chwech, a gellid cyfeirio ato fel Gorchymyn Cydgyfnerthu Sir Gaerfyrddin ( Ac Eithrio Caerfyrddin Llanelli a Rhydaman) (Cyfyngu ar Aros a Mannau Parcio ar y Stryd) 2015

Gosodwyd **SÊL GYFFREDIN**  
**CYNGOR SIR CAERFYRDDIN** yma  
ar yr ---- o -----, 2016

Ger fy mron i,

-----  
**Linda Rees-Jones**  
**Pennaeth Gweinyddiaeth a'r Gyfraith**

## **Statement of Reason**

**Carmarthenshire County Council considers that the proposals will aid road safety and the free flow of traffic at these locations.**





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**SCALE** 1 : 2500

**DATE** 10/11/2015

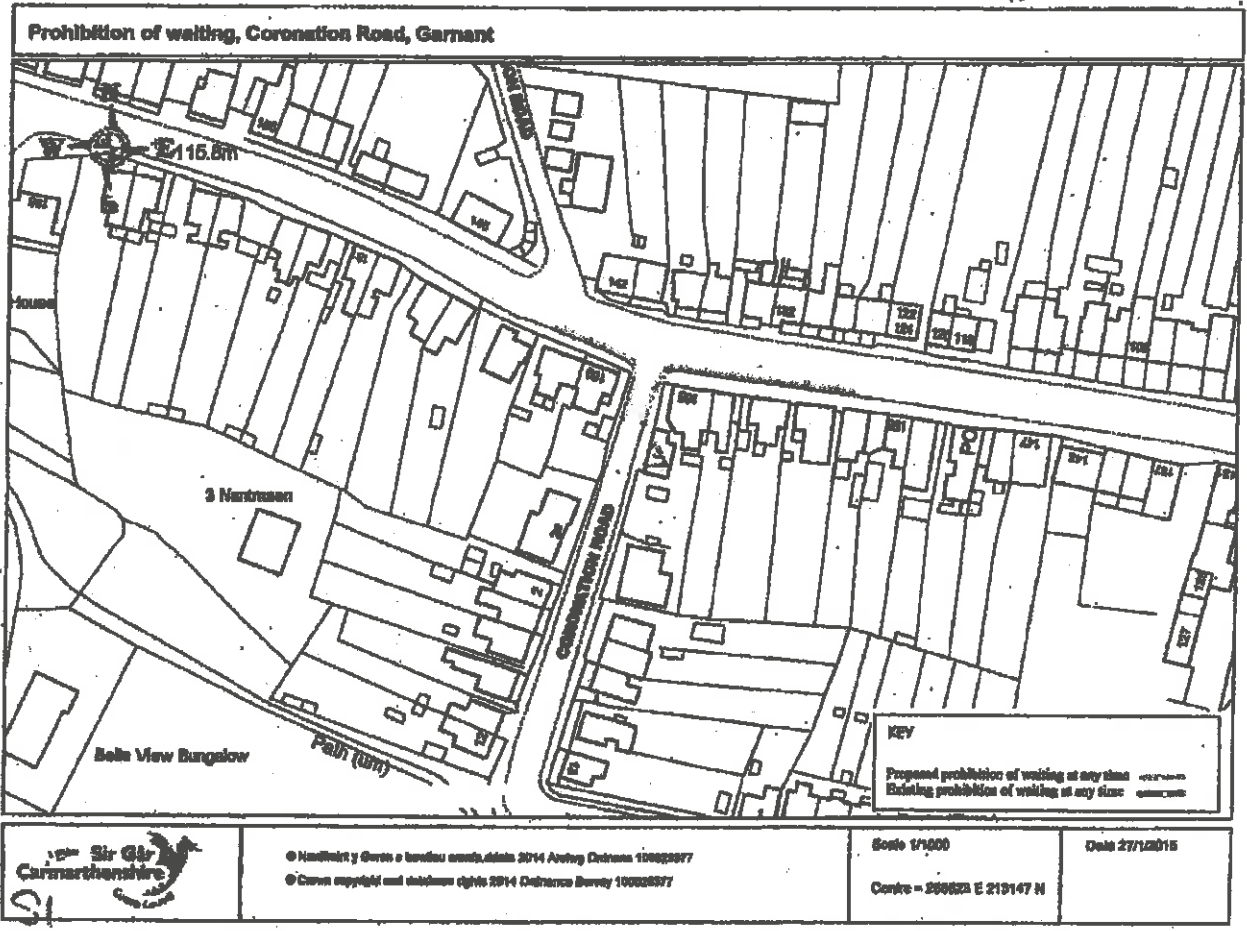
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**DRAWN BY**

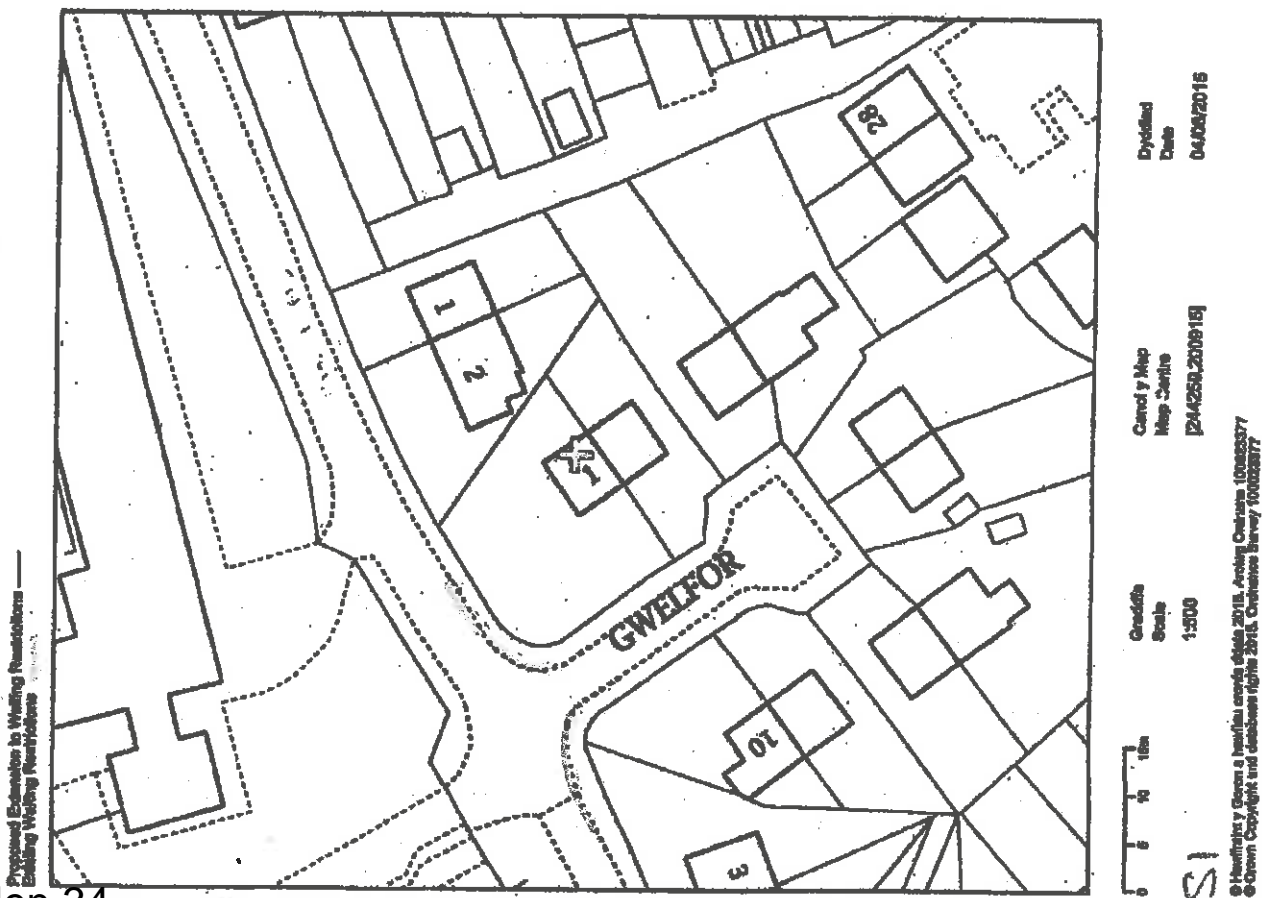
Page 1 of 1

**31** King Street, Laugharne Proposed Extension to existing Prohibition of Waiting at Any Time —

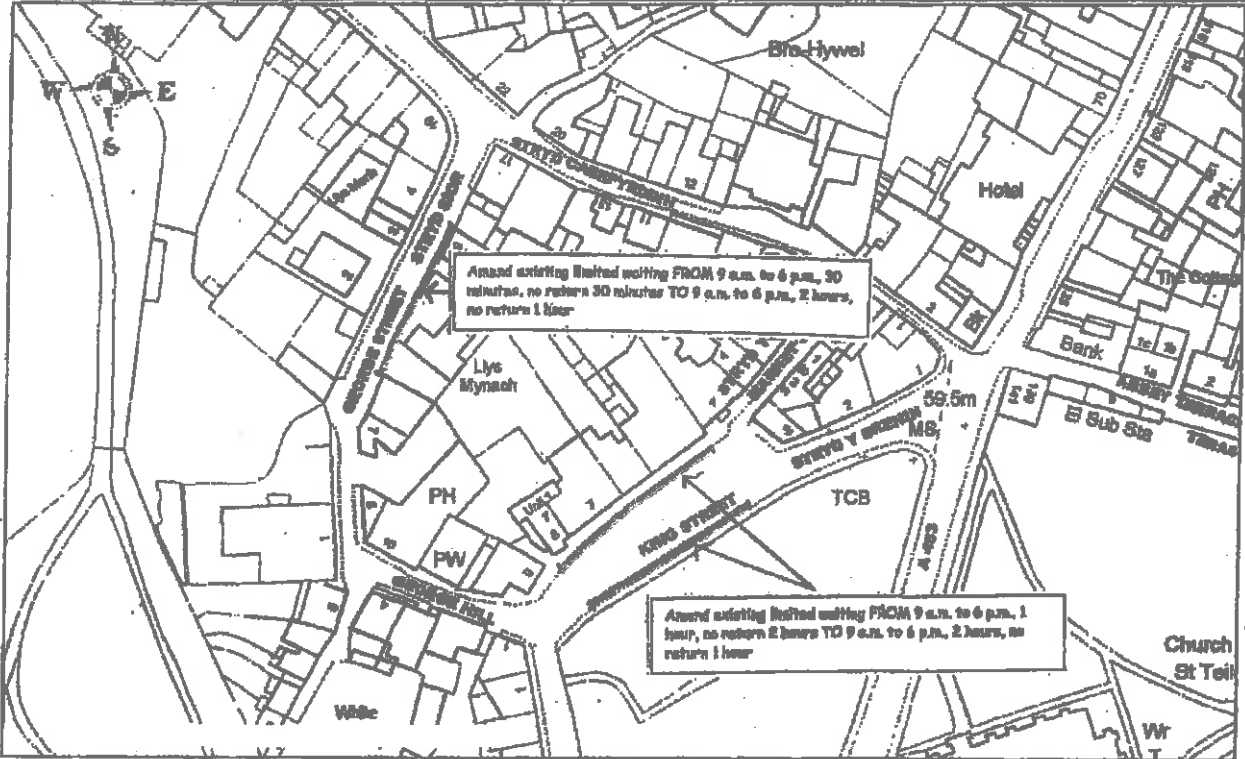
**34** Limited Waiting Heol Cwmamman Mon to Sat 1 Hour No Return 1 Hour — Revocation of Existing No Waiting at any Time —



**Waiting Restrictions Gwelfor, Burry Port**



**GEORGE STREET AND KING STREET, LLANDEILO, AMENDMENT OF LIMITED WAITING**



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Scale 1/1000  
 Centre = 202843 E 222323 N

Date 18/02/2014

S3

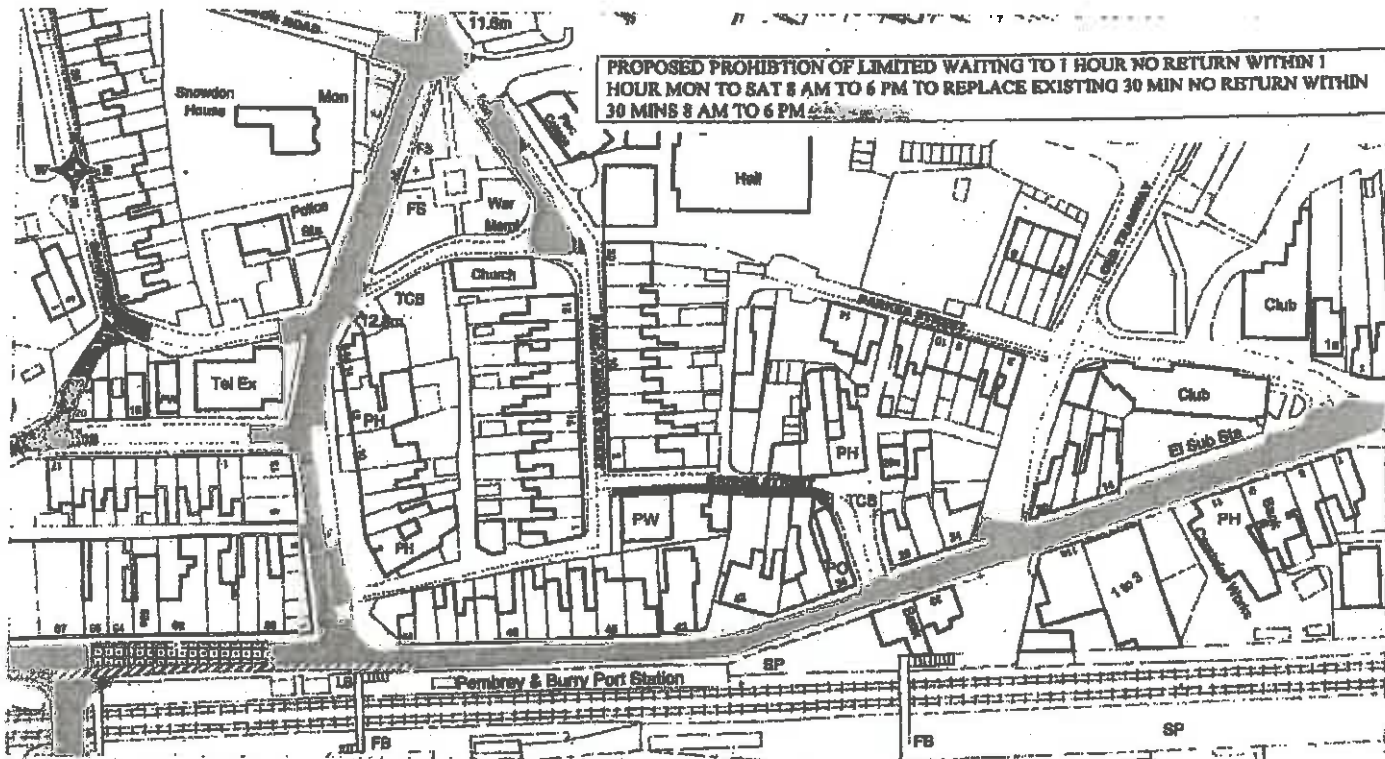
**PROPOSED LOADING BAY, ISCOED ROAD, HENDY**



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Scale 1/1250  
 Centre = 206286 E 202065 N

Date 18/02/2014



PROPOSED PROHIBITION OF LIMITED WAITING TO 1 HOUR NO RETURN WITHIN 1 HOUR MON TO SAT 8 AM TO 6 PM TO REPLACE EXISTING 30 MIN NO RETURN WITHIN 30 MINS 8 AM TO 6 PM

**Sir Gâr**  
Carmarthenshire  
Council

S5

**STEPNEY ROAD, BURY PORT**

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| DATE           | 18/01/2016 |
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| Page<br>1 of 1 |            |



**Sir Gâr**  
Carmarthenshire  
Council

S3

**PWLL ROAD, LLANELLI PROPOSED REGULATED LOADING BAY**

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| SCALE          | 1 : 1250   |
| DATE           | 12/10/2016 |
| DRAWING No.    |            |
| DRAWN BY       |            |
| Page<br>1 of 1 |            |

**PROPOSED LIMITED WAITING, MONDAY TO SATURDAY BETWEEN 8 AM AND 6 PM (2 HOURS) (NO RETURN WITHIN 2 HOURS) OUTSIDE JERUSALEM CHAPEL, GWSCWM ROAD, BURRY PORT**

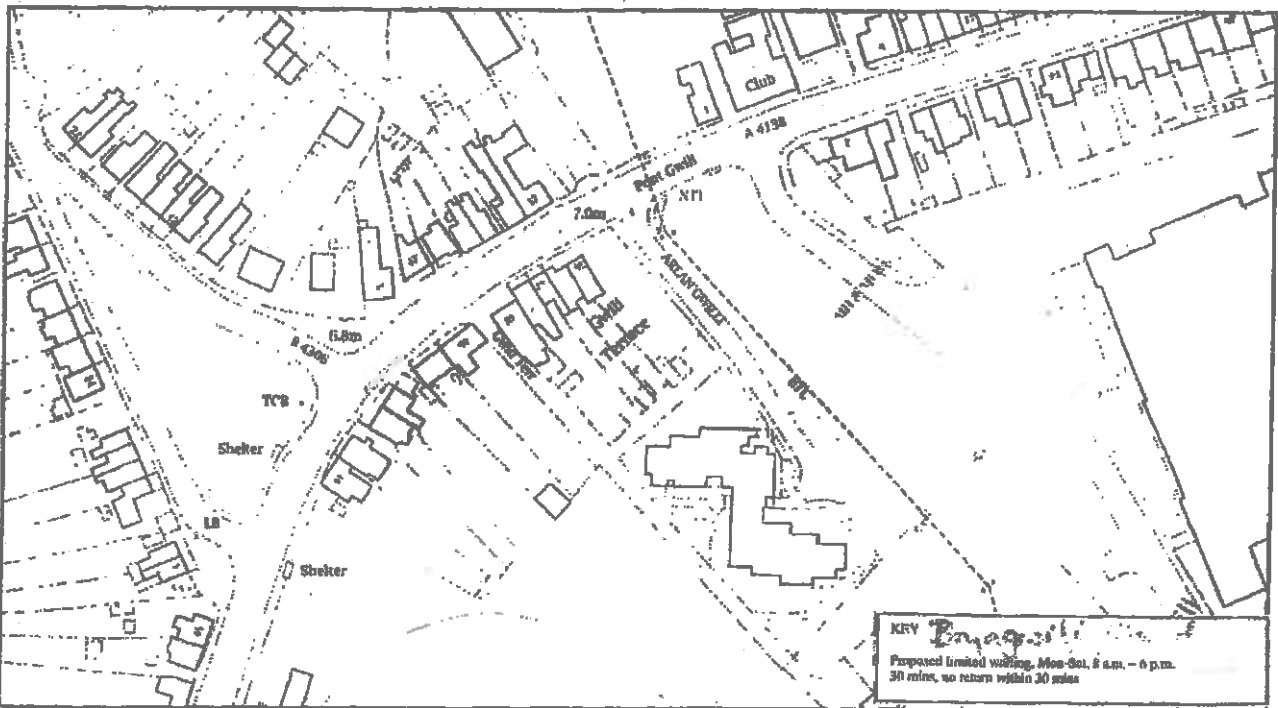


54

|  |   |   |   |
|--|---|---|---|
|  | <p>© Hereford y Bwrn a hyspiau awrddale 2016 Arrolwg Ordnance 100028377<br/>         © Crown copyright and database rights 2014 Ordnance Survey 100028377</p> | <p>Scale 1/1250<br/>         Canons = 244615 E 201408 N</p> | <p>Date 18/07/2014<br/>         BY212</p> |
|--|---|---|---|

GeoDiscoverer

Proposed limited waiting bay, Bryngwll Road, Hardy



KRY *Bryngwll*  
 Proposed limited waiting, Mon-Sat, 8 a.m. - 6 p.m.  
 30 mins, no return within 30 mins

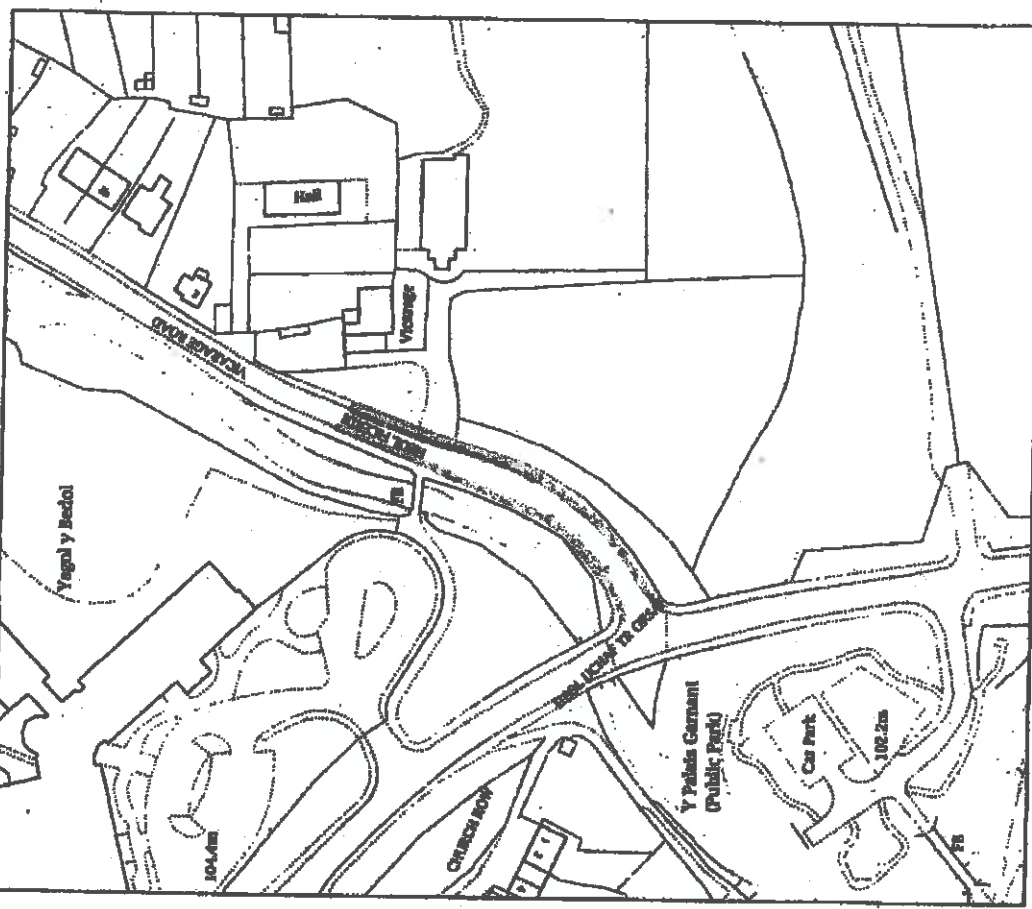
0 20 40 60m Gradfa Scale 1:1250

Canol y Map [258022.8, 203565.5]  
 Map Centre

Dydded 25/08/2016  
 Date

**Vicarage Road, Garmant**

Proposed Prohibition of Waiting at any Time  
 Proposed Prohibition of Waiting Hours - Sat between 8 am and 9 pm only



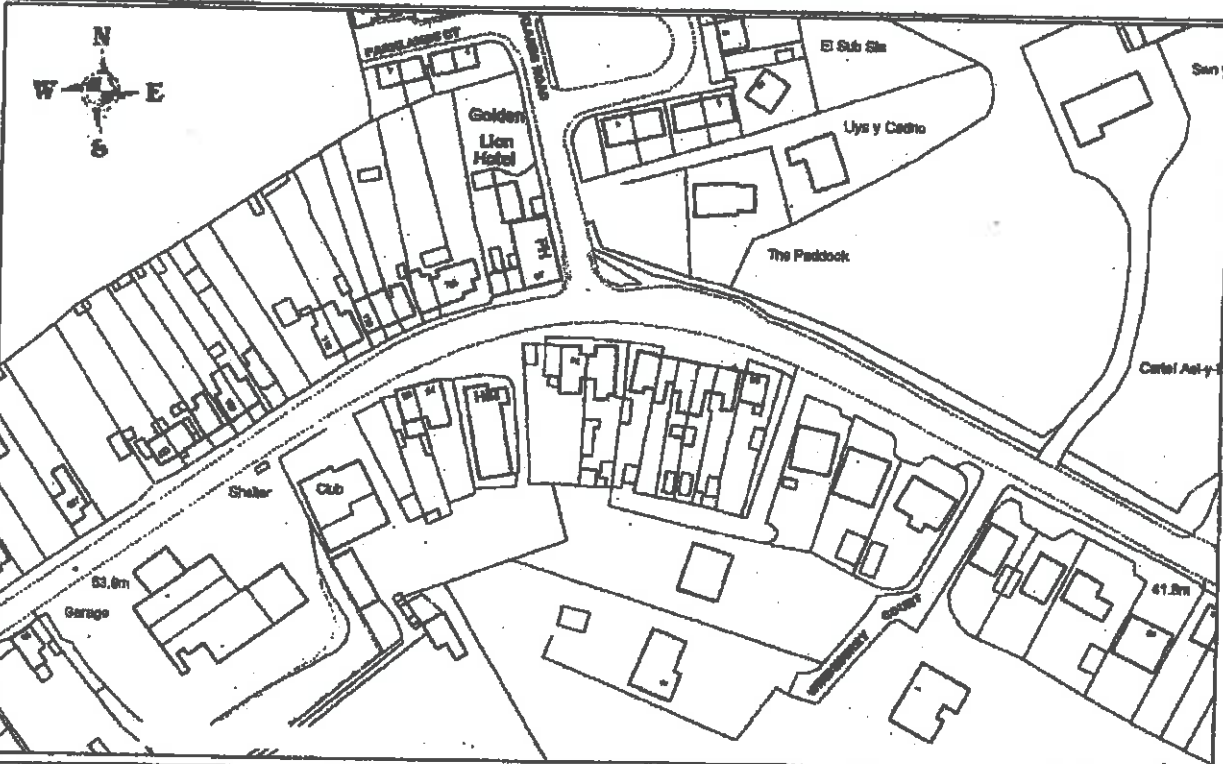
Carded y Map  
 Map Centre  
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Created Date  
 08/06/2015

Scale  
 1:1250

**S&S**  
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**PROPOSED PROHIBITION OF WAITING AT ANY TIME, PARKLANDS ROAD, ANMANFORD**



**S&S**  
 Sir Gâr  
 Carmarthenshire

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Scale 1/1250  
 Centre = 301760 E 211821 N

Date 11/05/2015



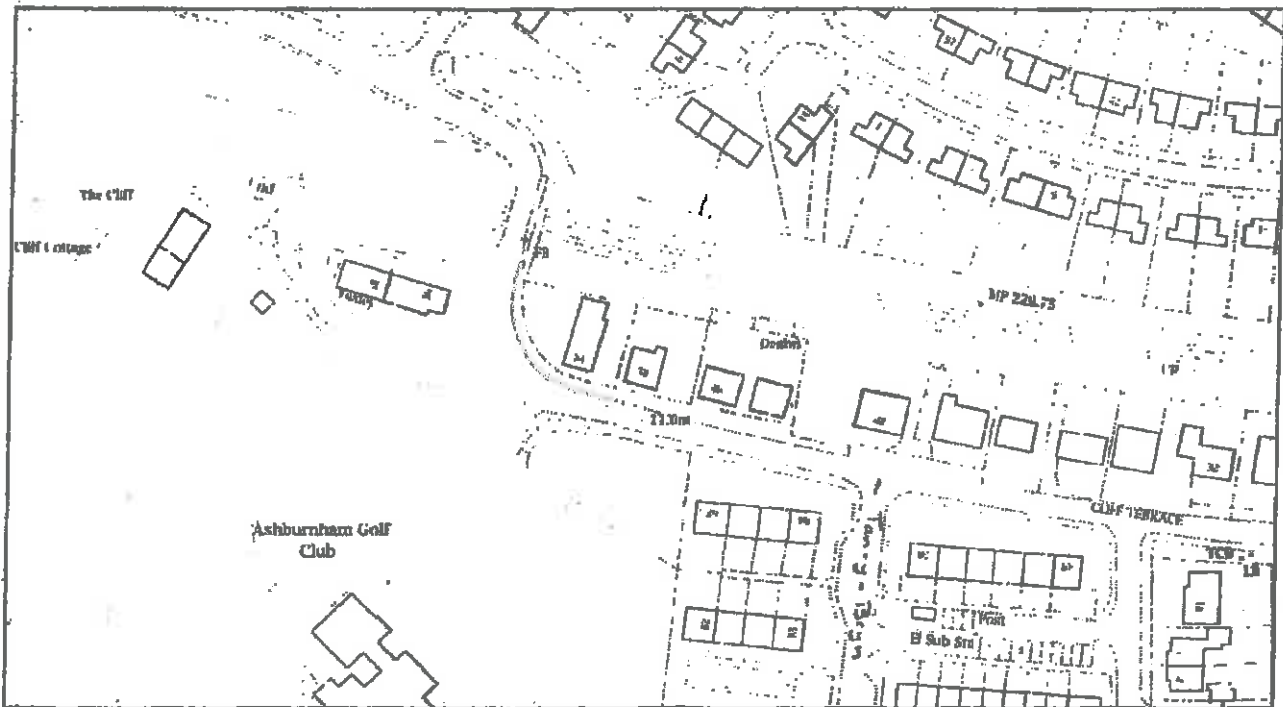
**PROPOSED EXTENSION TO PROHIBITION OF WAITING AT ANY TIME - PENYGARN ROAD, TYCROES**

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 Cofrestrwyd yn Gyfraith yn ôl ddeddf hysbysu  
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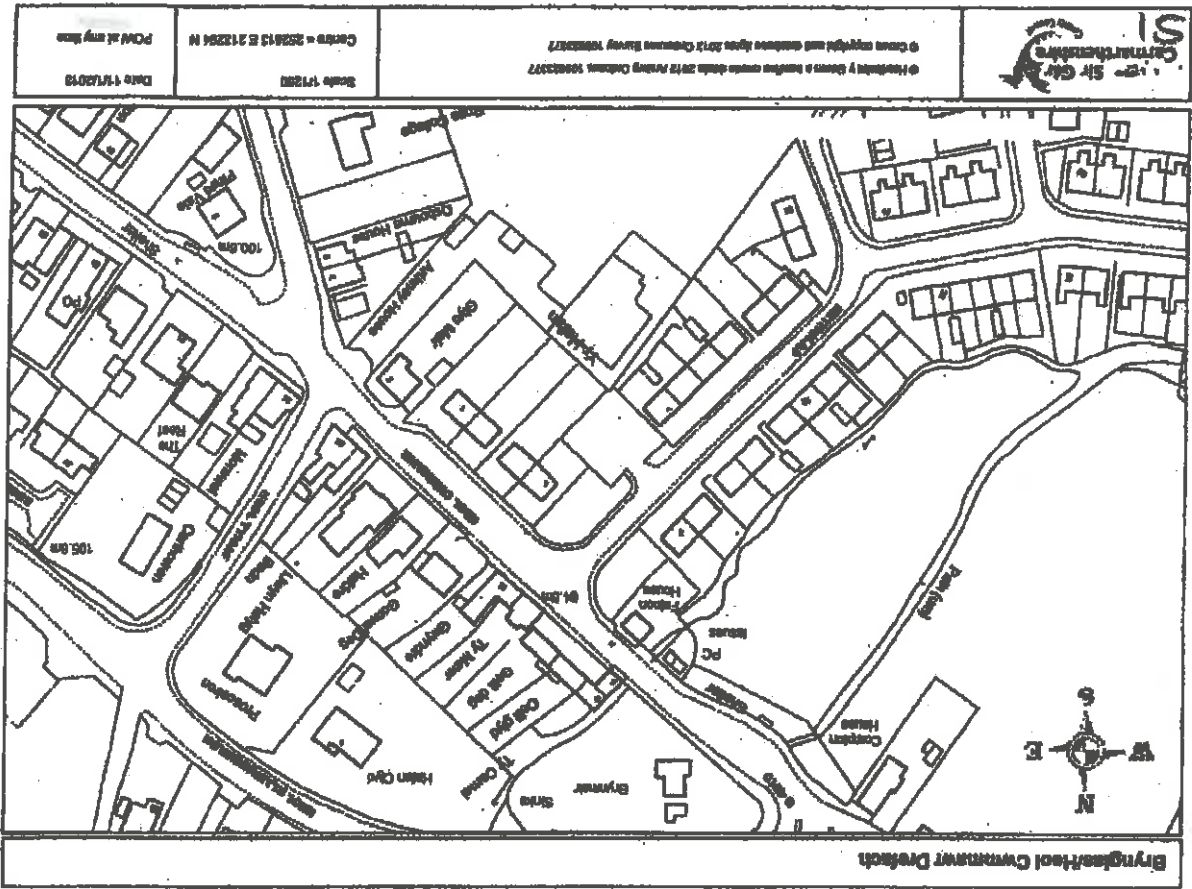
**PROPOSED PROHIBITION OF WAITING AT ANY TIME, CLIFF TERRACE, BURY PORT**



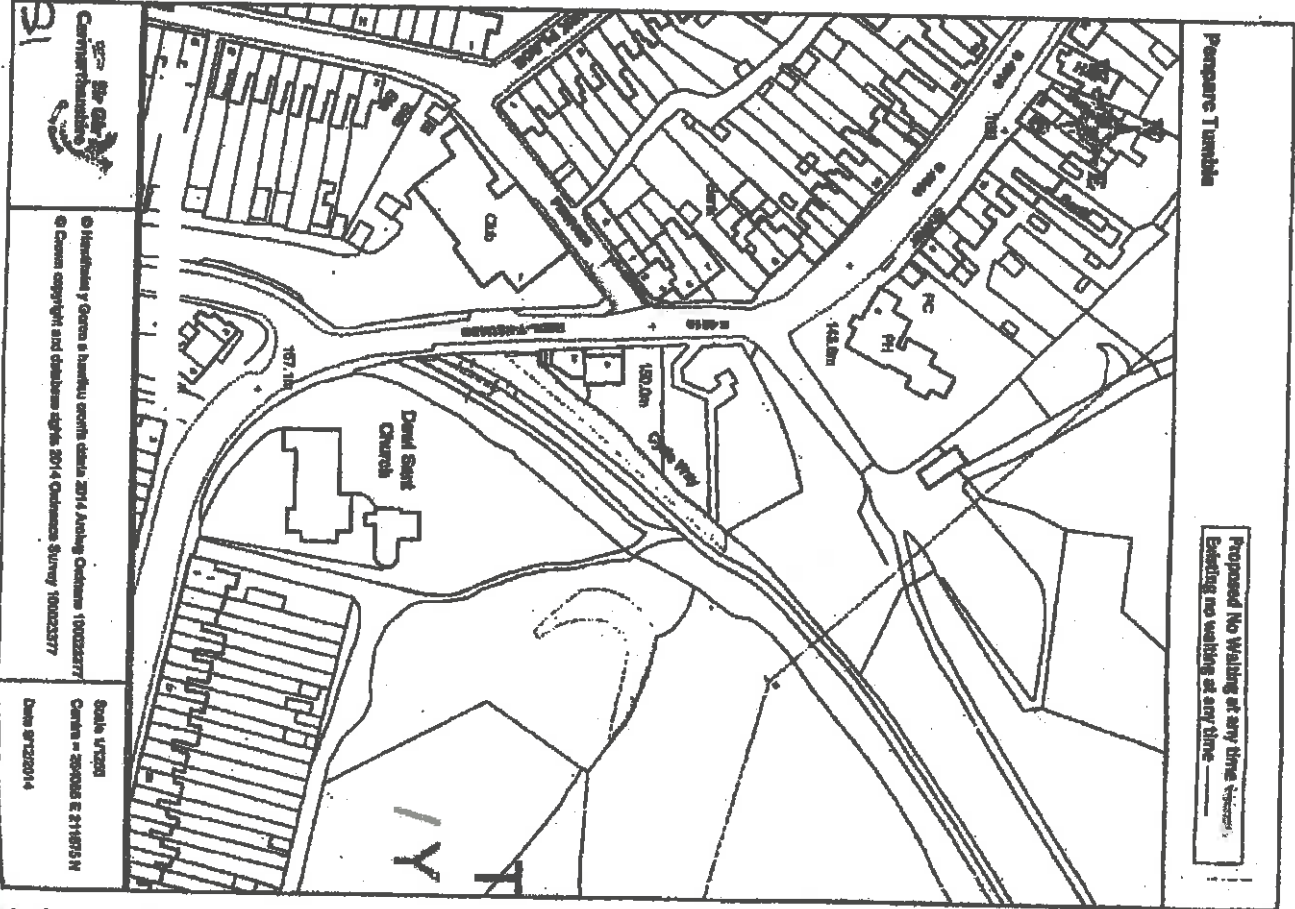
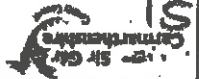
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Canol y Map Map Centre [249854,200735.35]

Dyddiad Date 13/07/2015



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 Scale 1:11250  
 Cwmwrir = 252615 E 211354 N  
 Date 11/10/2013  
 POW at any time



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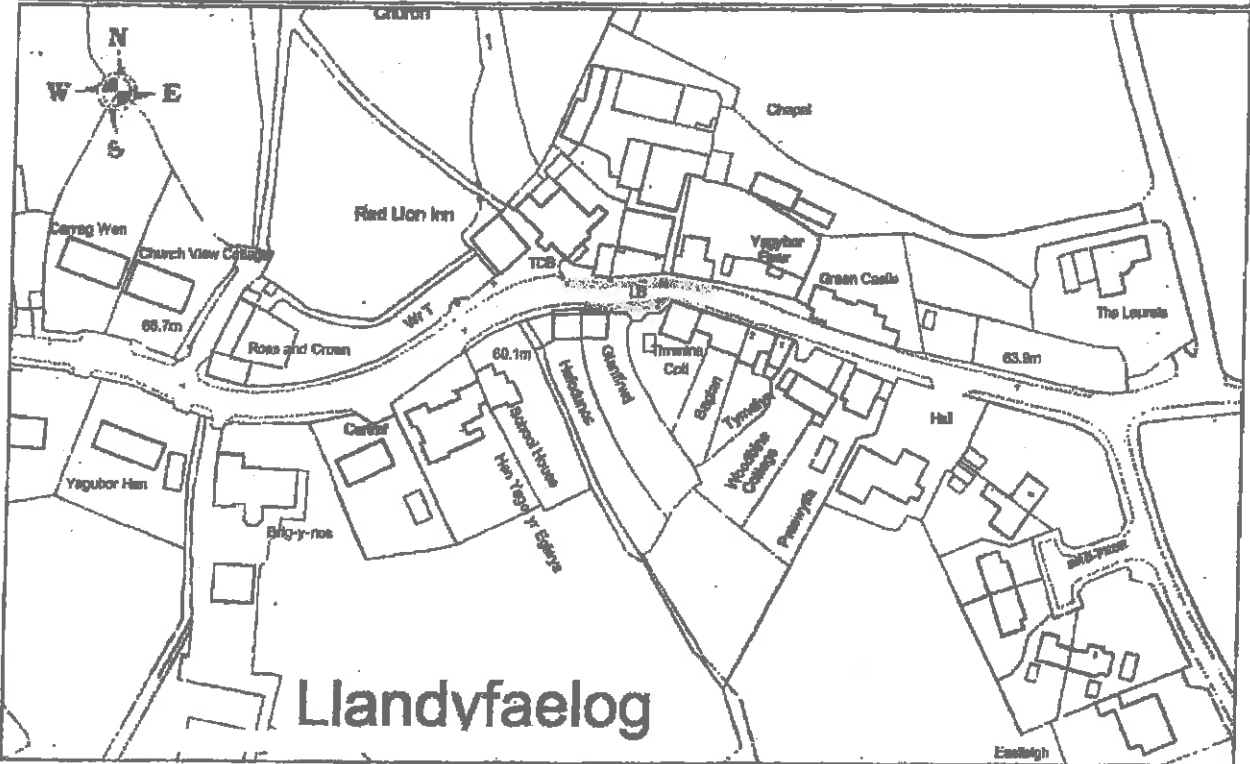
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 Cwmwrir = 252615 E 211354 N  
 Date 07/12/2014

Prepare Tudalen

Proposed No Waiting at any time  
 Excluding no waiting at any time



**PROHIBITION OF WAITING AT ANY TIME, LLANDYFAELOG**



**Llandyfaelog**



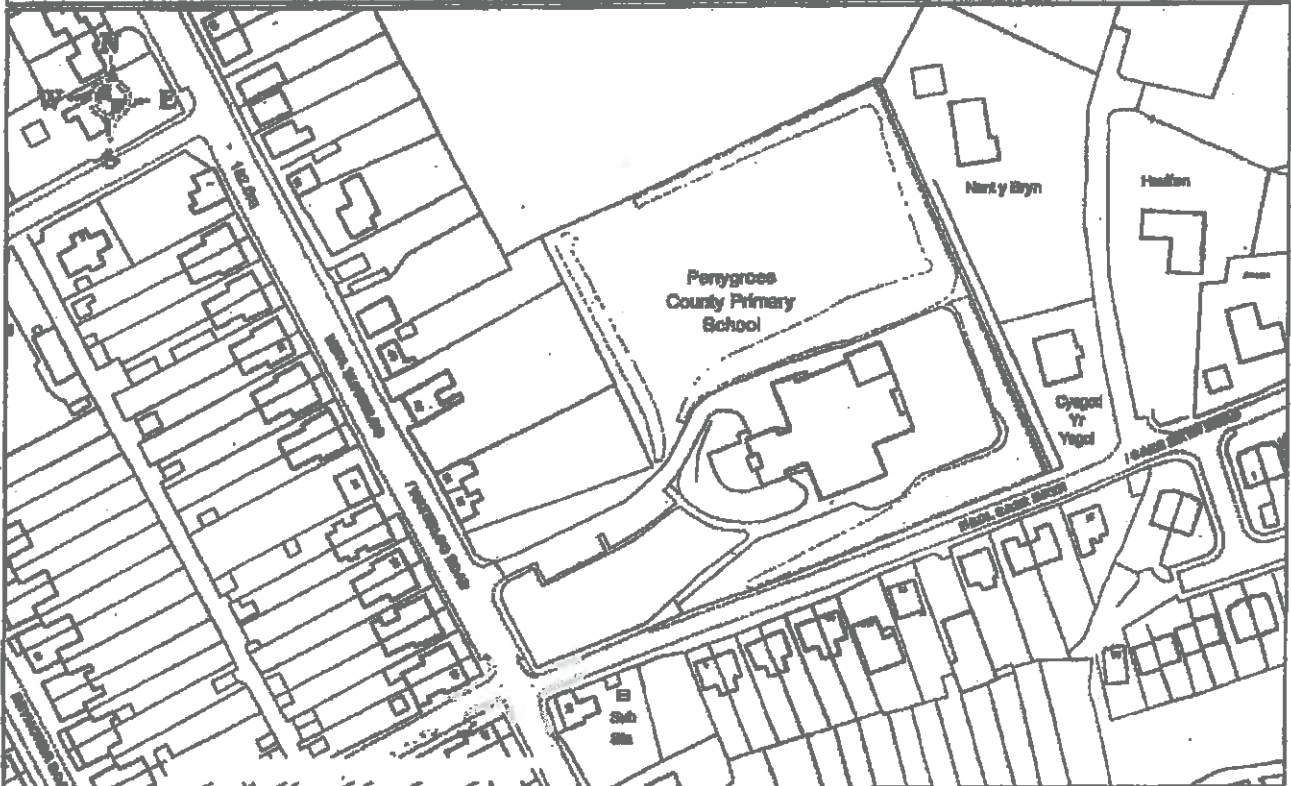
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Scale 1/1250

Date 24/2/2015

Centre = 241672 E 211755 N

**Prohibition of Waiting AT Heol Caer Bryn, Waterloo Road and Brynowar Road, Perygroes**



**Perygroes County Primary School**



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Scale 1/1250

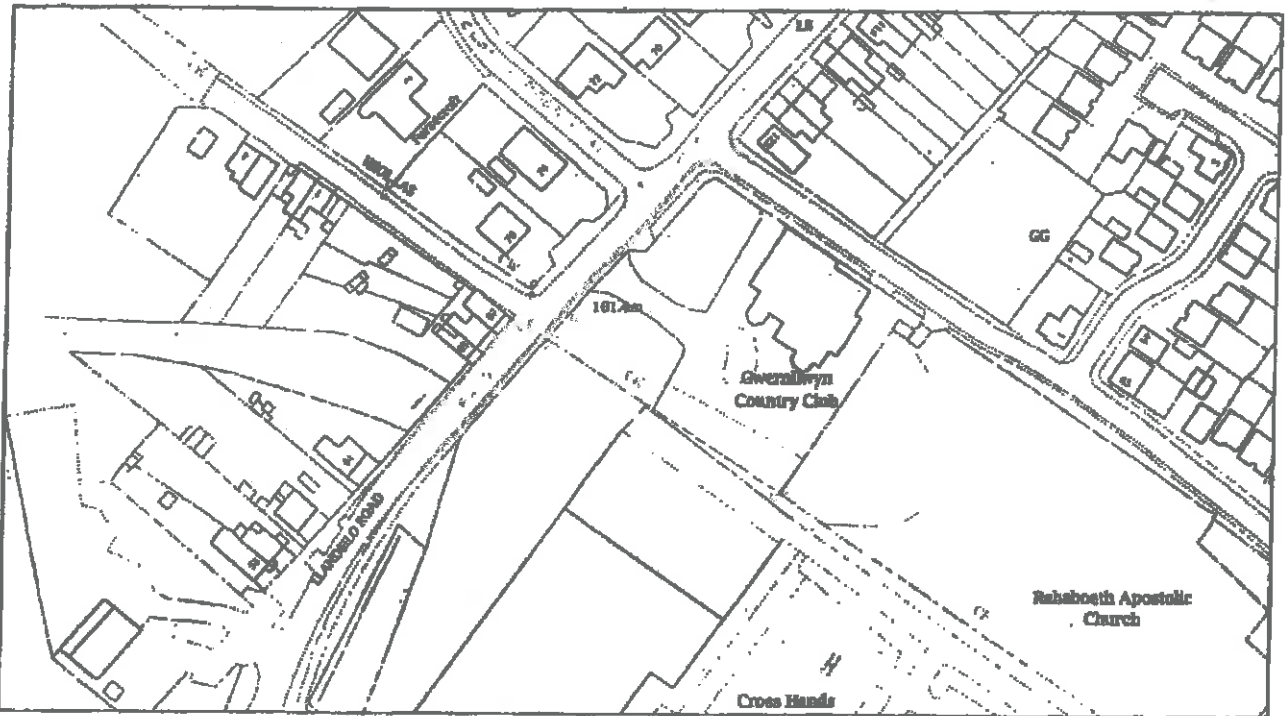
Date 03/02/15

Centre = 258728 E 212560 N





**PROHIBITION OF WAITING AT ANY TIME,  
CROSS HANDS ROAD, A476**



0 20 40 60m Graddfa Scale 1:1250

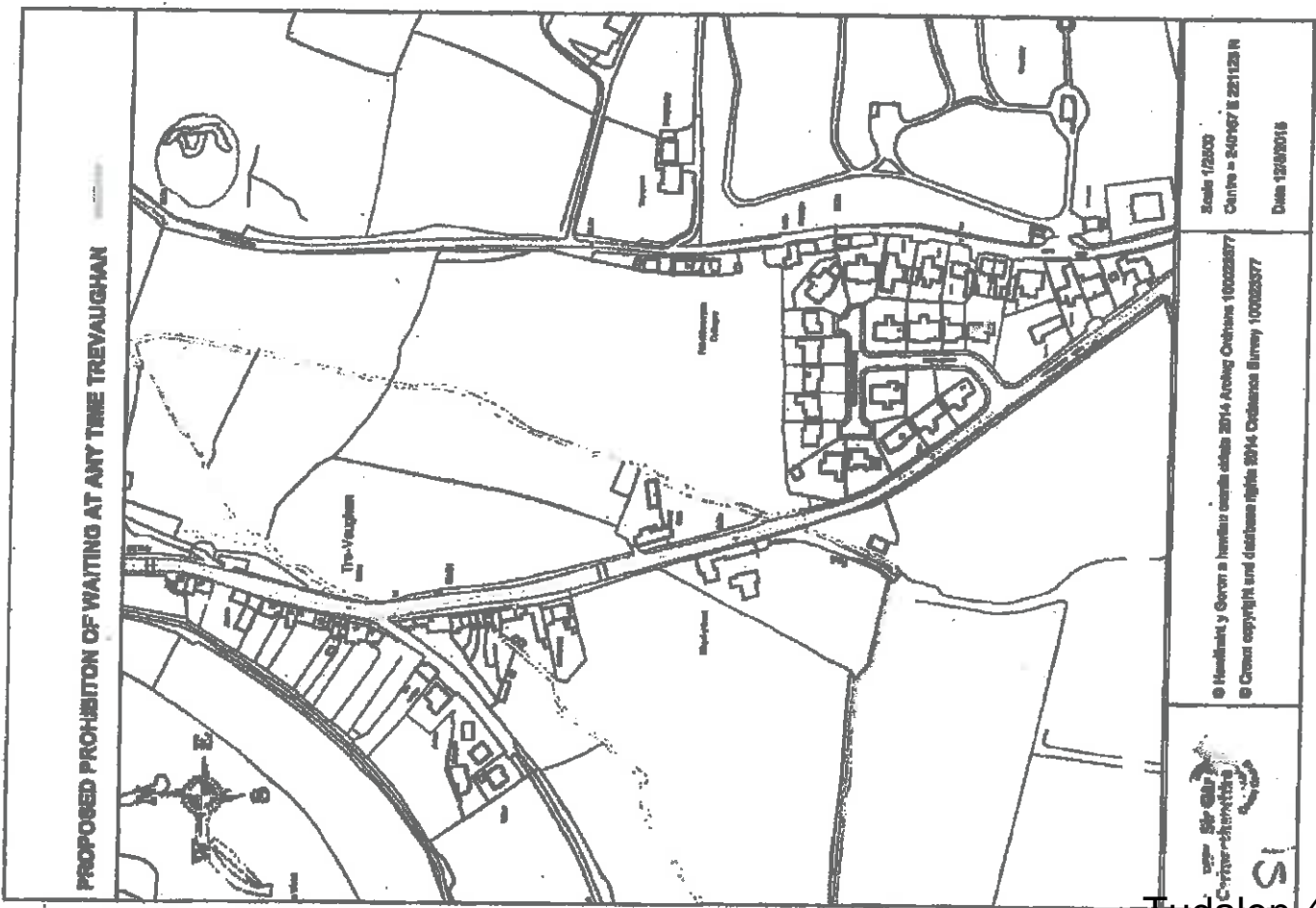
Canol y Map Map Centre (258544.7, 213114.85)

Dyddiad Date 28/10/2015

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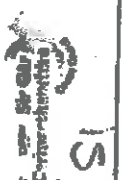
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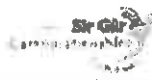
**PROPOSED PROHIBITION OF WAITING AT ANY TIME TREVAUGHAN**

Scale 1:2500  
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Dyddiad 12/09/2015

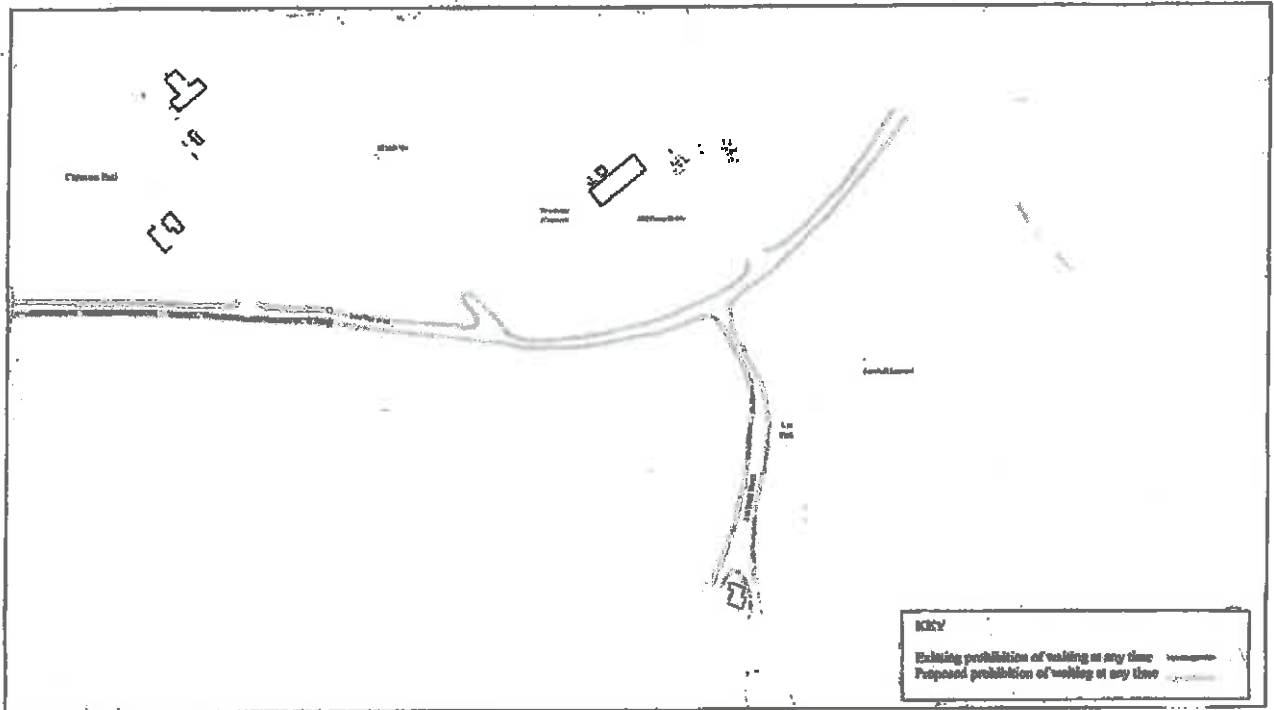
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SI



# PROHIBITION OF WAITING AT ANY TIME, ROTARY WAY/FACTORY ROAD, PEMBREY



0 20 40 80m

Graddfa  
Scale 1:2500

Canol y Map  
Map Centre [241481.4,200587.2]

Dyddiad  
Date 08/12/2015



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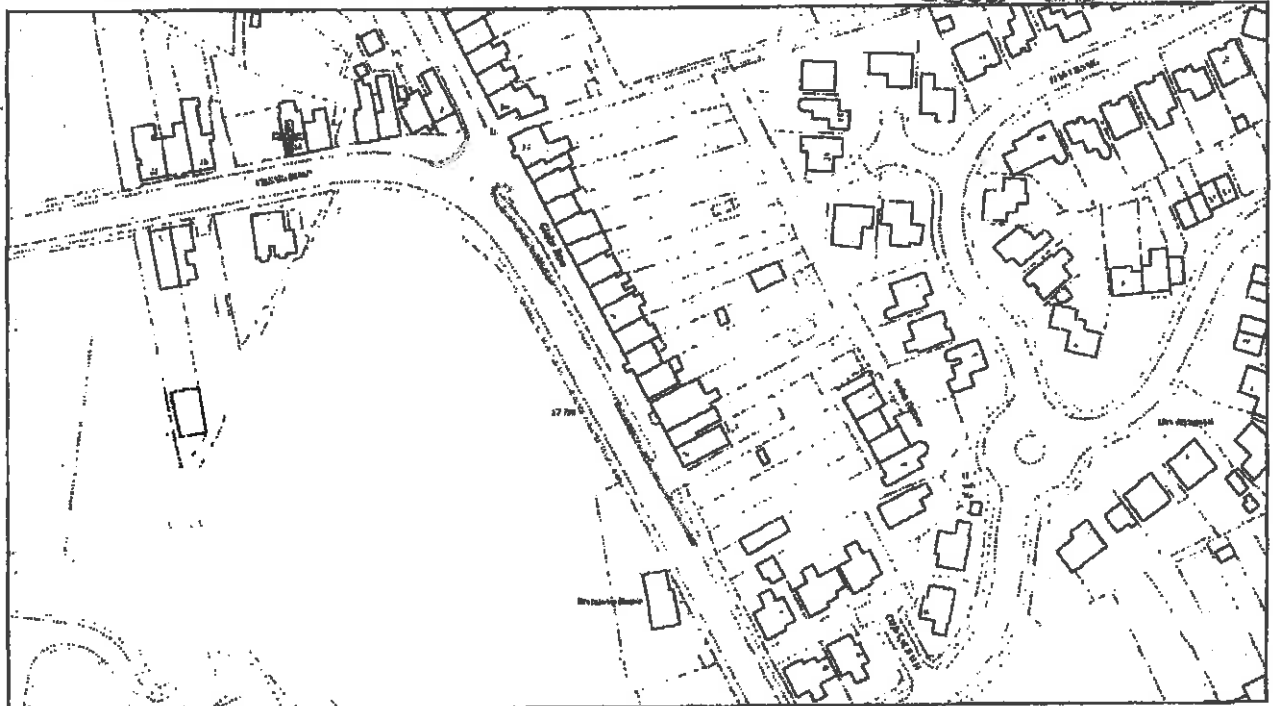
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GeoDiscoverer

# PROPOSED PROHIBITION OF WAITING AT ANY TIME, CILSAIG ROAD, DAFEN

Globe Row



0 20 40 80m

Graddfa  
Scale 1:1250

Canol y Map  
Map Centre [252782.75,201535.1]

Dyddiad  
Date 27/08/2015



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**PROHIBITION OF WAITING RESTRICTIONS LAYBY OFF A476 LLANDEILO ROAD**



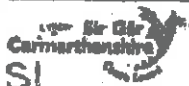
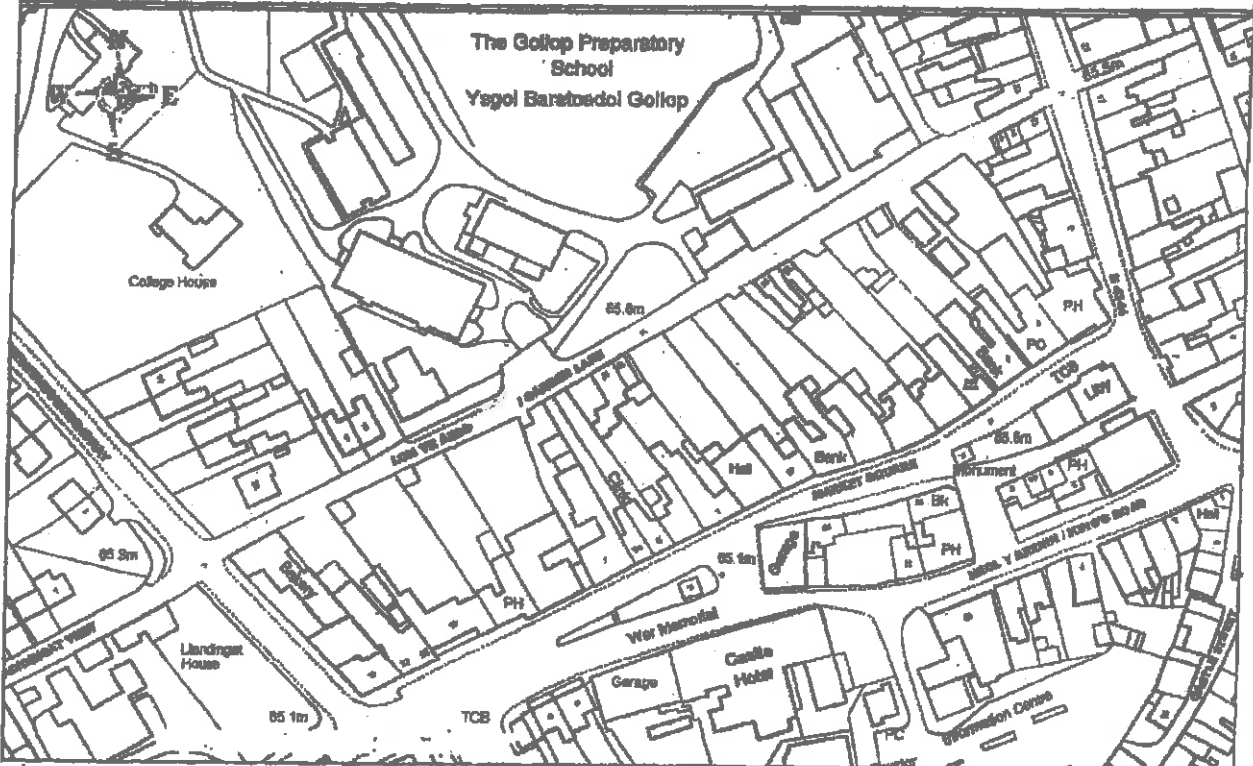
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Scale 1/2500

Date 14/7/2015

Centre = 257801 E 214841 N

**PROPOSED PROHIBITION OF WAITING AT ANY TIME, GARDEN LANE, LLANDOVERY**



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Scale 1/2500

Date 12/02/15

Centre = 270804 E 204386 N

**POW HEOL Y GARNEG LAS**



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Scale 1/1250

Centre = 263020 E 222735 N

Date 16/12/2014







**SCHEDULE 1**  
**PROHIBITION OF WAITING AT ANY TIME**

Cilsaig Road, Dafen  
Globe Row, Dafen  
Llandyfaelog Road, Llandyfaelog  
Waterloo Road, Penygroes  
Bryncwar Road, Penygroes  
Heol Caerbryn, Penygroes  
A476 Llandeilo Road, The Gate  
Garden Lane, Llandoverly  
Gwelfor, Burry Port  
Heol Caerbryn, Blaenau  
Penygroes Road (B4556), Blaenau  
Coronation Road, Garnant  
High Street, Tumble  
Brynglas, Drefach  
Heol Cwmmawr, Drefach  
Penparc, Tumble  
Trevaughan  
Rotary Way, Pembrey  
Factory Road, Pembrey  
Cliff Terrace, Burry Port  
Road leading to Ty Newydd Terrace, Crosshands  
Penygarn Road, Tycroes  
Parklands Road, Pen-y-Banc  
Vicarage Road, Garnant  
King Street, Laugharne  
Heol Y Garreg Las, Llandeilo

**SCHEDULE 2**  
**PROHIBITION OF WAITING MONDAY TO SATURDAY, 8 A.M. TO 5 P.M.**

Vicarage Road, Garnant

**SCHEDULE 3**  
**PROHIBITION OF WAITING APART FROM LOADING/UNLOADING OF GOODS**

Heol Iscoed, Hendy, A4138  
Pwll Road, Pwll, A 484

**SCHEDULE 4**  
**LIMITED WAITING, MONDAY TO SATURDAY, 8 A.M. – 6 P.M., 30 MINUTES, NO RETURN WITHIN 30 MINUTES**

Bryngwili Road, Hendy

**LIMITED WAITING, MONDAY TO SATURDAY, 8 A.M. TO 6 P.M. 1 HOUR NO RETURN WITHIN 2 HOURS**

Pontardulais Road, Llangennech

**LIMITED WAITING, MONDAY – SATURDAY , 8 A.M. TO 6 P.M., 2 HOURS, NO RETURN WITHIN 2 HOURS**

Gwscwm Road, Burry Port, A484

**LIMITED WAITING FROM MONDAY TO SATURDAY, 9 A.M. TO 6 P.M., 2 HOURS, NO RETURN WITHIN 2 HOURS**

Crescent Road, Llandeilo

**LIMITED WAITING, MONDAY TO SATURDAY, 1 HOUR, NO RETURN WITHIN 1 HOUR**

Heol Cwmamman, Cwmamman, A 474

**SCHEDULE 5**

**AMENDMENT OF LIMITED WAITING MONDAY TO SATURDAY, 8 A.M. TO 6 P.M., 1 HOUR, NO RETURN 1 HOUR TO 'COACH PARKING ONLY'**

New Road, Llandeilo

**AMENDMENT OF EXISTING LIMITED WAITING - FROM 30 MINS NO RETURN WITHIN 30 MINS 8 A.M. TO 6 .M. MONDAY TO SATURDAY, TO 1 HOUR NO RETURN 1 HOUR, 8 A.M. TO 6 P.M. MONDAY TO SATURDAY**

Stepney Road, Burry Port

**AMENDMENT OF LIMITED WAITING FROM 9 A.M. TO 6 P.M., 1 HOUR, NO RETURN WITHIN 2 HOURS TO 9 A.M. TO 6 P.M., 2 HOURS, NO RETURN WITHIN 1 HOUR**

King Street, Llandeilo

**AMENDMENT OF LIMITED WAITING FROM 9 A.M. TO 6 P.M., 30 MINUTES, NO RETURN WITHIN 30 MINUTES, TO 9 A.M. TO 6 P.M., 2 HOURS, NO RETURN WITHIN 1 HOUR**

George Street, Llandeilo

**SCHEDULE 6**

**REVOKE IN PART - LIMITED WAITING MONDAY -SATURDAY, 8 A.M. - 6 P.M. 30 MINS NO RETURN WITHIN 30 MINS**

Llandeilo Road, Crosshands

**SCHEDULE 7**

**REVOCAION OF EXISTING PROHIBITION OF WAITING AT ANY TIME**

Long Row, Felinfoel  
Corvus Terrace, St Clears  
Heol Cwmamman, Cwmamman

## Appendix 3 Comments and responses

| Ref.       | Comments   | Response   |
|------------|--|--|
| Tudalen 51 | <p>Ref. 1      Factory Road, and, Rotary Way Pembrey</p> <p>1.1 Resident of Waun Sidan, Pembrey<br/>           “I am writing to object to these proposals because they are unnecessary and are purely a money making exercise<br/>           The Council has caused people to park on the verges by introducing a parking meter in the car park by the playing fields. As it has always been free parking these people are refusing to pay and use the verges instead.<br/>           Anyway, the charge for parking in that car park is illegal as no parking bays have been marked out.<br/>           There was a judgement in law (R v LB Camden) where it was ruled that Road Traffic Regulation Act 1984 is NOT a revenue raising Act.<br/>           There has never been a problem with traffic flow along Factory Road and Rotary Roads”</p>  | <p>Double yellow lines were placed on Rotary Way and Factory Road, to the extents indicated in Appendix 1, at the instruction of the County Council’s Countryside and Coast Manager.</p> <p>A County Council press release issued in January 2016 set out the reasoning given by the Millennium Coastal Parks Manager for the placement of these double yellow lines: -</p> <p>“We have had an increasing problem where cars have parked up on the grass verges leading to the entrance of the park causing unnecessary congestion along the route. Due to potential safety implications, we have taken action to restrict parking on these verges with posts and temporary yellow lines. After monitoring the situation closely over the past few months it is clear we still have issues with people parking dangerously leaving us with no alternative but to follow this up with the relevant traffic orders so that these measures can be enforced. In the meantime, we ask all drivers to respect the safety of other drivers and pedestrians in the area. The entrance fee to the park is a small daily charge per vehicle, and allows all passengers to enjoy its wide variety of attractions and natural scenery. The income generated through the entrance fee contributes to the maintenance of the park, as well as any future improvements.”</p> <p>The Council’s Civil Enforcement Officer team have not patrolled (nor enforced) the double yellow lines placed on Rotary Way and Factory Road in 2015.</p> <p>Parking controls made under the Road Traffic Regulation Act 1984 (the 1884 Act) include: -</p> <ul style="list-style-type: none"> <li>• On-street prohibition of waiting and stopping restrictions, loading</li> </ul> |
|            | <p>1.2 Resident of Pintree Close, Burry Port<br/>           “I wish to Object to proposals under Schedule 1 relating to Rotary Way, Pembrey and Factory Road, Pembrey.<br/>           About the only occasion in the past that there has possibly been ‘dangerous parking’ is during the week-end when the Game Fair had used Pembrey Country Park. This is just one week-end out of 52 or less than five days out of 365 in any year. The proposal to introduce ‘Prohibition of Waiting at Any Time’ does seem an excessive sanction at this location which only sees a sporadic increased flow of traffic at certain week-ends during the year (mainly summer-time).<br/>           It must surely be preferable to have temporary cones along certain sections at this location when ‘high volume of traffic and potential dangerous parking’ is anticipated.<br/>           This location, the wide area of roadway leading to the former industrial estate, has been used for parking by members of the public intending to use Pembrey Forest for walking, running or cycling. No dangerous parking has ever been attributed to those undertaking these activities. “<br/>           “This is completely contrary to the purpose of the Road Traffic Act which says specifically that ‘raising revenue should not be an objective’. (The judgement</p> |  |

Appendix 3 Comments and responses

Tudalen 52

| Ref. | Comments  | Response  |
|------|---|---|
|      | <p>in R v LB Camden made clear that that the Road Traffic Act is not a revenue raising Act).<br/>                     In addition it is disturbing to lean that Pembrey Country Park / Millennium Coastal Park was told it could proceed with painting such yellow lines without the proper posting of a 'proposal'.<br/>                     Having spoken to a number of people, the only conclusion seems to be that the Council or certain officers have been intent on having 'double yellow lines' at this area circumventing due legal process. This is a serious charge but hope you have some explanation.<br/>                     The proposed waiting restriction for Factory Road / Rotary Way cannot be accepted by the Executive Board of Carmarthenshire County Council and steps must be taken immediately to remove the illegitimate double yellow lines at these locations. "</p> <p>1.3 Resident of Maenor Helyg, Pembrey<br/>                     "We cannot understand why Carmarthenshire County Council considers that imposing these restrictions would aid road safety and free flow of traffic. The road near Pembrey AFC is wide enough not to block traffic and only leads to a single track road going behind the country park.<br/>                     In our opinion the restrictions along the road near the car park have been placed there for no other reason than to increase revenue by preventing people parking and walking into the Country Park and also to make money from the pay and display car park.</p> <p>1.4 Resident of School Road, Pwll, Llanelli<br/>                     Lines were painted at this location in Spring 2015 extending existing yellow lines along Rotary Way with, as far as we were aware, no public consultation. We consider that the lines are unnecessary and have only been painted by the authority to make motorists pay in the pay and display car park or the pay on-entry Country Park.<br/>                     We also consider that the illegality of extending the lines and the bad-feeling they have caused amongst visitors must be taken into account when deciding whether these lines are to remain permanently or removed.<br/>                     The Road Traffic Act is specific in its guidance to Local Authorities and indicates that the lines are not necessary as</p> | <p>and unloading restrictions and parking places for visitors, permit holders, blue badge holders, emergency vehicles, taxis, coaches / buses, motorbikes and cycles.</p> <ul style="list-style-type: none"> <li>• Off-street parking places (car parks)</li> </ul> <p>The car park areas within the grounds of the Pembrey Country Park, accessed via Factory Road and Rotary Way, are <u>not</u> subject to a traffic regulation order made under the provisions of the 1984 Act.</p> <p>Factory Road is classified as a byeway open to all traffic. Factory Road and Rotary Way serve at the vehicular route to the Country Park. Factory Road and Rotary Way are therefore considered to be situated within a special area in the countryside.</p> <p>The proposed orders for Factory Road and Rotary Way are considered necessary in the interests of orderly parking management, to avoid danger to persons or other traffic using these roads, and to enhance and conserve the natural beauty of the area. The access road leading to the country park relatively is used by leisure vehicles and caravans. The Order is consider necessary to secure the expeditious movement of traffic.</p> |

**Appendix 3 Comments and responses**

| Ref.       | Comments  | Response |
|------------|---|----------|
| Tudalen 53 | <ul style="list-style-type: none"> <li>▪ they do not have any significant effect to ensure the expeditious movement of traffic,</li> <li>▪ there is no significant road safety issue, and</li> <li>▪ they do not result in an improvement to public transport</li> </ul> <p>Nowhere in the guidance is the painting of lines to raise revenue either advised or sanctioned. The judgement in R v LB Camden (expatré Cran) made clear that the Road Traffic regulations Act 1984 is not a revenue raising Act. We, as volunteer botanists use this area to meet like minded plant recorders, with a view to parking vehicles before continuing in shared cars to record the wild plants and vegetation in Pembrey Forest, Pembrey Burrows Local Nature Reserve, and other areas in the vicinity. The resulting records are fed into local and national databases and assist statutory authorities such as Carmarthenshire County Council and Natural Resources Wales in their deliberations regarding such matters as planning, land-use development and biodiversity issues. Our records are made available at no cost to these authorities and there is unrestricted but it is rarely even acknowledged that such information is invariably the product of members of volunteer expert organisations such as BSBI.</p> <p>We oppose the extension of parking restrictions at this location as it impairs our voluntary work thus limiting benefits to the general environment including the workings of your and other authorities.”</p> |          |
|            | <p>1.5 Resident of Dan-y-Bryn, Pembrey</p> <p>“Regarding the double yellow lines that have been put down on the road leading to the entrance of Pembrey Country Park before notification to the public. I am against this as I have never seen a problem with parking along this road in the twelve years that I have lived here. Who is going to enforce it anyway?</p> <p>Also I haven’t seen anybody park on this road before lines were put down and I go over there often with my dog.</p> <p>The Council seems quite happy to let cars park on the pavements, along this street. I usually have to walk in the road as cars are parked taking up most of the pavement, so that’s ok then!!”</p>   |          |
|            | <p>1.6 Resident of The Dell, Furnace, Llanelli</p>  |          |

Appendix 3 Comments and responses

Tuesday  
17th  
April  
2014

| Ref. | Comments   | Response |
|------|--|----------|
| 54   | <p>“The present situation in Rotary Way and Factory Road is that double yellow lines have already been painted on these roads. These have been placed for some months. There is no signage defining the specifics of the restrictions. According to the Council Officers these yellow lines have been applied without prior notification as required by the Road Traffic Regulation Act 1984 as amended and Traffic Management Act 2004.</p> <p>The grounds for my objections are threefold:</p> <ol style="list-style-type: none"> <li>1. The current situation of the County proposing ‘retrospective’ application for amendments to parking restrictions is embarrassing for members of the Council, the officers and employees to say the least. It shows scant regard to procedure by Council officers. It makes a mockery of open government and may even have been illegal.</li> </ol> <p>It appears that the Council is attempting to impose these restrictions by stealth. The double yellow lines that are in place are illegal and unenforceable. As such they should be removed immediately.</p> <ol style="list-style-type: none"> <li>2. The reason for restricting access on these roads is not obvious.</li> </ol> <p>The parking restrictions proposed prohibit waiting at any time. I ask why? This is not a motorway or a busy junction or a dangerous roundabout. It is a no-through road that leads to the beach. The roads involved are not busy at 7.00am nor 6pm on a Tuesday in March. The roads have more traffic in summer than winter. So the purpose of total restriction of parking suggests a lack of understanding, a measure of logic or perhaps incompetence. Thus I object on the grounds that they are completely unreasonable and will not provide any benefit to the citizens of the borough.</p> <ol style="list-style-type: none"> <li>3. The Integrated Parking Strategy for Carmarthenshire 2005 was developed ‘to ensure that parking facilities are safe, accessible and convenient’. Parking facilities does include on road parking and the effect of the above proposal would be to remove perfectly reasonable on-road parking on, what is for all intents and purposes, a no-through road. I object to these proposals because they are directly counter to the Integrated Parking Strategy, which the Council itself wrote and endorsed.”</li> </ol> |          |
|      | <p>1.7 Residents of Llys-y-Felin, Llangennech<br/>                     “As INWA Instructors of Wetlands Nordic Walking Group we have often</p>   |          |

**Appendix 3 Comments and responses**

| Ref.       | Comments   | Response |
|------------|--|----------|
| Tudalen 55 | <p>parked at the beginning of walks in Football Field car park, which until last year as FREE. We are volunteer Nordic Walking Instructors for Age Cymru which is a registered charity. The majority of our walkers are OAP's with little income.</p> <p>The car park used to be free, but the Council saw fit to make it Pay and Display. We would suggest that the problems of 'dangerous' parking which you appear to think exist along Rotary Way and Factory Rd. have occurred as a result of making the once FREE car park into a PAYING one.</p> <p>However having been there on numerous occasions in the past year we have not witnessed the safety implications mentioned by the Council's Rory Dickinson and do not believe there is a need for such restrictions.</p> <p>Moreover it is quiet wrong for the double yellow lines to have been put in place before proper consultation and planning procedures had been carried out.</p> <p>We would move that the double yellow lines are unnecessary and ugly and that forseen parking problems would be drastically reduced by making the Football Field car park FREE once more – hence no need for double yellow lines thus considerably improving the appearance of the entrance to the Country Park.”</p> |          |
|            | <p>1.8 Resident of Lando Road, Pembrey</p> <p>“I wish to object to the double yellow lines which have been there since April 2015 on Factory Road and extended onto Rotary Way.”</p> <p>“I can understand double yellow lines on Rotary Way with entrances to the Country Park and the Caravan Club site to be kept clear at all times.</p> <p>It is not busy with traffic a lot of the year.</p> <p>Many people come down to park out on the grass or in the football car park (or used to). They would meet up for running, cycling, walking in the forest or the coastal path, They are there early morning, late afternoon or evening when not many people were about. They did not create a problem with the flow of traffic or safety. As there is no public transport to the park, and 80 percent of the year not enough traffic.</p> <p>When the Game Fair is there the road is managed with traffic cones for 3 days.</p>   |          |

Appendix 3 Comments and responses

Tudalen 56

| Ref. | Comments  | Response |
|------|---|----------|
|      | <p>The Road Traffic Act states in LA guidance: -</p> <ol style="list-style-type: none"> <li>1. to ensure the expeditious movement of traffic</li> <li>2. improve road safety</li> <li>3. improve public transport</li> </ol> <p>The only reason is to enable the CCC to take more money by the Parking metre and pay park entrance fee. This is nothing to do with safety. Road Traffic Regulation Act 1984 is not a revenue raising Act.”</p>  |          |
|      | <p>1.9 Resident of Pwll Road, Llanelli</p> <p>“I wish to object to the proposed Prohibition of Waiting along Factory Road, Pembrey. This stretch of road is plenty wide enough to allow parking on both sides without causing any obstruction. It is a useful meeting point for friends and colleagues when planning onward travel to either Pembrey Country Park or Pembrey Burrows LNR. (I am personally concerned with both conservation and walking groups). There seems to be little point restricting the parking here except for purely commercial reasons connected with the Park, which would therefore not be a safety concern of the Highways Department.”</p> |          |
|      | <p>1.10 Resident of Waun Sidon, Pembrey.</p> <p>“I object to these proposals. They are not necessary and once again money orientated. Anyway it is illegal as there is no parking bays. Also there was a judgement in law R v LB Camden where it is ruled that road traffic regulations act 1984 is not a revenue raising act.”</p>   |          |



### Appendix 3 Comments and responses

| Ref.       | Comments   | Response  |
|------------|--|---|
| Ref. 2     | High Street, Tumble  |   |
| Tudalen 57 | <p>2.1 A resident of High Street, Tumble.<br/>           “With reference to the above notice .<br/>           Am I to presume that it will apply to all properties on both sides of Tumble High Street?<br/>           If so does the council intend to repair the service road that runs to the rear of the said properties ?”</p>  | <p>The description of the proposed order for High Street, Tumble, referenced in Appendix 1 of this report, was misinterpreted.</p> <p>The description of the order reads: -</p>   |
|            | <p>2.2 Resident of High Street, Tumble<br/>           “I wish to put my objection to you about the plans to rid High Street of their only Parking, as you know there is nowhere for the residents to park other than on the street.<br/>           We also have many old and disabled people who rely on their cars, these very from ex miners with lung trouble to pensioners who have family members who are blind, we also have disabled children.<br/>           So I object to the proposal that has been stuck on one pole in the street.”</p> | <p>“Location: High Street, Tumble</p> <p>Side of road: South</p> <p>Description: From a point 156 metres east of the centre of its junction with Tyisha Road for a distance of 17 metres in an easterly direction”</p> <p>Reference to ‘156 metres’ in the description was understood by the objectors to refer to the length of double yellow lines to be introduced on the High Street.</p> |
|            | <p>2.3 Resident of High Street, Tumble<br/>           ‘I object to the above parking restriction, at Tumble High Street, in the strongest possible terms.<br/>           Firstly, there is no good or logical reason for the proposed restrictions.<br/>           High Street is a wide 2 way street<br/>           MAIELLO</p>   | <p>A written explanation and accompanying plan was sent to each correspondent who objected to the proposals in order to clarify the extent of the proposed restrictions.</p>  |
|            | <p>2.4 Resident of High Street, Tumble<br/>           Petition – “Please find enclosed the objectionable petition drawn up and signed by residents of high street tumble regarding a proposed parking bay between the hours of 0800 and 1900 daily.<br/>           I myself strongly object to the proposal as my wife is severely partially sighted and relies on our car for transportation.”</p>  | <p>The proposals are aimed only at improving visibility for vehicles exiting a side road (located on the south side of the High Street), located between No. 60 and No. 62 High Street. This fact was explained in the written explanation issued to each of those correspondents who objected to the proposed order.</p>   |
|            | <p>2.5 Resident of High Street, Tumble<br/>           “It is with grave concern that it has been brought to my attention the proposal of the parking ban on both sides of High Street, Tumble.<br/>           I have extreme difficulty as it is to gain entry to my property, if this proposal is carried out it would make my life untenable.”</p>   |   |
|            | <p>2.6 Resident of High Street, Tumble</p>   |   |

**Appendix 3 Comments and responses**

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| Ref. | Comments  | Response |
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|      | <p>“I would like to raise an objection to the Council’s proposal to restrict parking on the High Street between the Hours of 0800 and 1700 for the following reasons: -</p> <ol style="list-style-type: none"> <li>1. Not all residents have garages or rear parking and there is insufficient room for all the residents to park in the rear lanes.</li> <li>2. There are also security implications – both personal and property safety to be considered.</li> <li>3. If it is proposed that the rear lanes are to be utilised the current entrances / exits are insufficient to carry the extra traffic.”</li> </ol>   |          |
|      | <p>2.7 Resident of High Street, Tumble<br/>                     “As a resident of High Street in Tumble SA146HE. I have come home from work today to a letter informing us as a household that the council are proposing to Ban parking on the street. I would like to know what benefit this would have to the residents and to the community. What provisions are being proposed for us to park. There are spaces at the rear of some of the properties but the service road is in much need of repair. Driving on this road will damage all vehicles. Another point to consider is that this will lower the value of the properties and will make it more difficult to sell as new residents will not have anywhere to park. I await your response.”</p> |          |

**Appendix 3 Comments and responses**

| Ref.          | Comments   | Response   |
|---------------|--|--|
| <b>Ref. 3</b> | <p>Trevaughan</p> <p>3.1 Resident of Trevaughan<br/>                     “which will cause the removal of parking for residents in the village of Trevaughan. As the owner of a property, this proposal would mean we would no longer have anywhere to park our cars. I understand the concern for safety on the road, but feel that more emphasis should be put on the speed and amount of heavy traffic on this little road. There has been an increase in the amount of heavy goods vehicles such as large low loader lorry's due to one company in particular who have sited business premises on the Ffynnonddrain road after gaining retrospective planning after building an industrial shed to run a business from. This traffic is both dangerous and too large for the Trevaughan and Ffynnonddrain roads.</p> <p>If the Council do remove on street parking in the village of Trevaughan where are residents expected to park their vehicles, as the majority of residents are either elderly or have young families and rely upon their vehicles.”</p> | <p>3.1</p> <p>The proposed prohibition of waiting restrictions are aimed at facilitating the safe passage of vehicular traffic at a pinch point in the carriageway and improving the forward sightlines for traffic in both directions.</p> <p>The proposed length of the prohibition of waiting restrictions has been kept to the desired minimum so as to facilitate, as far as it practicable, on-street parking for local residents.</p> |

Appendix 3 Comments and responses

| Ref.  | Comments   | Response  |
|---|--|---|
| <p>00<br/>30<br/>60<br/>Tudalen</p> <p>Ref. 4</p> | <p><b>Garden Lane, Llandoverly</b></p> <p>4.1 Resident of Broad Street, Llandoverly</p> <p>1. The plans indicate parking restrictions are sited at the only section of Garden Lane with a pavement. This is the only safe section of the road to get two children out of a car, and to put further pressure on parking spaces in this section would be impractical and irrational.</p> <p>2. There is no problem with traffic flow on Garden Lane – in fact, traffic needs to be calmed down and slowed along the road, which is mainly used as a short cut to the A 40. Greater stretches of this road cleared of cars would merely allow greater speeds to be reached, which would appear to be against the current thinking in traffic calming policies. There are a number of house entrances (including No. 15 &amp; 16 Garden Lane in close vicinity to this site) whose doors open directly onto the Lane. Increased traffic flow would result in increased speed of cars and greater chance of pedestrian accidents.</p> <p>3. The parking restrictions are proposed in the widest part of the street so would unlikely to impact on traffic flow. The road narrows significantly at the junction with the A 40 so as to only allow one car to easily pass, within only a few metres from the proposed restrictions.</p> <p>4. There is no difficulty in cars exiting the College site the entrance way is extremely wide and allows for ample visibility in both directions, when compared with the width of a standard road junction. Any restriction in visibility is caused by the large stone wall the other side of the entrance way, so that cars by necessity have to creep out of that entrance. The speed at which cars exit or enter the site can have no impact on pedestrian or road safety. This would only be improved by the College introducing pavements or footpaths within their own property, at the Garden Lane entrance. Should that organisation wish for cars to be able to exit their property more quickly in the morning, it should consider a more suitable traffic entrance from the main road and a safe drop off zone at the front of the their main property rather than increasing traffic down a small lane with inherently limited access. Further, and as set out above, the entrance to Garden Lane at the A40 junction is only suitable for one car, so allowing cars to exit more quickly from the site would not ease overall traffic flow along the road and may adversely</p> | <p>4.1</p> <p>Prohibition of waiting restriction exist on the southern side of Garden Lane, for its entire length. The restrictions apply from Monday to Saturday, between the hours of 8am and 6pm.</p> <p>The proposals for Garden Lane are aimed at improving visibility for vehicles exiting a side road onto Garden Lane. The proposed double lines extend for a distance of 12m.</p> <p>The section of pavement situated on the north side of Garden Lane extends for 28m.</p> <p>Vehicles may lawfully stop on double yellow lines for the purposed of loading and unloading.</p> <p>Concerns about the speed of traffic along Garden Lane will be referred to the multi-agency Speed Management Group, in accordance with the County Council’s Speed Management Strategy.</p> |

**Appendix 3 Comments and responses**

| Ref. | Comments   | Response |
|------|--|----------|
|      | <p>affect it.</p> <p>5. There is no entrance way or garage opposite the location of the proposed restrictions. Access to any entrances in that vicinity can and should be reversed into a suitable direction, so as to be able to exit forwards safely into the road. This is confirmed within the Highway Code. As stated above, this is the widest part of the Lane and in comparison with many other rear entrances on the street enjoys easy access, aided by the College entrance opposite.</p> |          |

Mae'r dudalen hon yn wag yn fwriadol

**PENDERFYNIAD GAN AELOD O'R BWRDD GWEITHREDOL  
25 IONAWR 2015.**

|  |                                 |
|--|---------------------------------|
| <b>Yr Aelod o'r Bwrdd<br/>Gweithredol:</b> | <b>Y Portffolio:</b>            |
| <b>Y Cyngorydd Hazel Evans.</b>            | <b>Y Gwasanaethau Technegol</b> |

**GWRTHWYNEBIADAU I ORCHYMYN CYDGYFNERTHU SIR  
GAERFYRDDIN (CAERFYRDDIN) (CYFYNGU AR AROS A MANNAU  
PARCIO AR Y STRYD) (AMRYWIAD RHIF 16) 2016**

**Yr argymhellion / penderfyniadau allweddol sydd eu hangen:**

Bwriad yr adroddiad hwn yw ystyried y gwrthwynebiadau a gafwyd i'r cyfyngiadau parcio arfaethedig ar Y Cei, Caerfyrddin: -

- a) Gwahardd aros ar unrhyw adeg.
- b) Gwahardd Aros Ac Eithrio i Lwytho/Ddadlwytho Nwyddau.
- c) Cyfyngiad ar aros, Dydd Llun – Dydd Sadwrn, 8am – 6pm., 1 awr heb ddychwelyd cyn pen 1 awr

Yr argymhellion: -

- i. Penderfynu ar yr amcanion.
- ii. Gweithredu'r cyfyngiadau a restrwyd yn Atodiad 1, yn amodol ar yr addasiadau ym mharagraffau 4.3 a 4.4.
- iii. Rhoi gwybodaeth am hynny i'r gwrthwynebwyr.

**Y Rhesymau:**

Mae Cyngor Sir Caerfyrddin yn ystyried y bydd y cynigion yn helpu o ran annog rhagor o bobl i barcio y tu allan i fusnesau lleol, a chynorthwyo o ran dosbarthu nwyddau.

|   |   |  |
|---|---|--|
| Y Gyfarwyddiaeth<br>Yr Amgylchedd<br>Enw Pennaeth y Gwasanaeth:<br>Stephen Pilliner.<br>Awdur yr Adroddiad:<br>John McEvoy. | Swydd:<br>Pennaeth Priffyrdd a<br>Thrafnidiaeth<br><br>Rheolwr Traffig a Diogelwch<br>Ffyrdd. | Rhif Ffôn<br>01267 228150<br>Cyfeiriad e-bost:<br>sgpilliner@sirgar.gov.uk |
|---|---|--|

**Declaration of Personal Interest (if any):**

None

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

N/A

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

**DECISION MADE:**

**Signed:**

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

EXECUTIVE BOARD MEMBER

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

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



**EXECUTIVE SUMMARY**  
**EXECUTIVE BOARD MEMBER DECISION**  
**25<sup>TH</sup> JANUARY 2015**

**OBJECTIONS TO THE COUNTY OF CARMARTHENSHIRE (CARMARTHEN) (WAITING RESTRICTION AND STREET PARKING PLACES) CONSOLIDATION (VARIATION NO 16) ORDER 2016**

**1. Purpose**

- 1.1 The purpose of this report is to determine objections received to proposed parking restrictions: -
- 1.1.1 Prohibition of waiting at any time.
  - 1.1.2 Prohibition of Waiting Apart from Loading and Unloading of Goods.
  - 1.1.3 Limited Waiting, Monday to Saturday 8 a.m. to 6 p.m., 1 Hour No Return Within 1 Hour

**2. Background**

- 2.1 The Council proposes to make an order varying the County of Carmarthenshire (Carmarthen) (Waiting Restriction and Street Parking Places) Consolidation (Variation No. 16) Order 2016 so as to include various new restrictions on The Quay, Carmarthen.
- 2.2 Full details of the proposed restrictions are listed in **Appendix 1** of the report.

**3. Consultation**

- 3.1 The advertised proposals are listed in **Appendix 1**. A schematic plan of the proposed traffic orders are shown in **Appendix 2**.

**4. Objections and comments**

- 4.1 Two representations have been received to the proposals.
- 4.2 The objections and comments are summarised in **Appendix 3** along with officer comments.
- 4.3 It is recommended that no parking regulations be imposed on the proposed on-street rectangular bay fronting the 'Builders Yard' - indicated in Appendix 2 of the report by a blue line in front of the 'Builders Yard'.
- 4.4 It is recommended that the hours of operation of the proposed limited waiting bays are amended to: -
- Mon. to Fri. - 8am to 5pm
  - Sat. - 8am to 1pm

**5 Recommendations**

- 5.1 Determine the objections.
- 5.2 Implement the restrictions as listed in Appendix 1 subject to the amendments in paragraphs 4.3 and 4.4.
- 5.3 Inform the objectors accordingly.

**DETAILED REPORT ATTACHED ?**

No

## IMPLICATIONS

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

Signed: S G Pilliner

Head of Highway & Transport

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

### 2. Legal

Traffic Regulation Order to be introduced by the Head of Administration and Law, if Executive Board Member approval is given.

### 3. Finance

Agreed expenditure from the Traffic Management revenue budget, to pay for the costs of introducing the Traffic Regulation Order.

## CONSULTATIONS

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

Signed: S G Pilliner

Head of Highways & Transport

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

#### 1. Scrutiny Committee

N/A

#### 2. Local Member(s)

Cllr. Alan Lenny, Cllr. Jeff Thomas. No objections.

#### 3. Community / Town Council

Carmarthen Town Council.

#### 4. Relevant Partners

Dyfed Powys Police, NHS Wales Ambulance, Mid and West Wales Fire and Rescue Service, Freight Haulage Association, Road Haulage Association, Carmarthenshire Disability Coalition for Action Group. No objections.

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**5. Staff Side Representatives and other Organisations**

N/A

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

**THERE ARE NONE**

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

Mae'r dudalen hon yn wag yn fwriadol

## **HYSBYSIAD CYHOEDDUS**

### **GORCHYMYN CYDGYFNERTHU SIR GAERFYRDDIN (CAERFYRDDIN) (CYFYNGU AR AROS A MANNAU PARCIO AR Y STRYD) (AMRYWIAD RHIF 16) 2016**

HYSBYSIR trwy hyn fod Cyngor Sir Caerfyrddin yn bwriadu gwneud Gorchymyn dan Adran 1(1), 2(1) hyd (3), ac 1 2 4 a Rhan IV o Atodlen 9 i Ddeddf Rheoleiddio Traffig Ffyrdd 1984 ("y Ddeddf") fel y'i diwygiwyd a Deddf Rheoli Traffig 2004.

Effaith y Gorchymyn fydd diwygio Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Caerfyrddin) (Cyfyngu ar Aros a Mannau Parcio ar y Stryd) 2004 ("Y Gorchymyn Cydgyfnerthu") (sydd yn darparu ar gyfer cymryd camau gorfodi sifil mewn perthynas â thorri'r gwaharddiadau a'r cyfyngiadau ar aros) drwy gyfnewid y cynlluniau sydd ynghlwm wrth y gorchymyn arfaethedig am y cynllun a oedd ynghlwm wrth y gorchymyn. Canlyniad y diwygio arfaethedig fydd:

1. Gwahardd aros ar unrhyw adeg ar y darnau ffordd ac ar yr ochr ffordd a nodir yn Atodlen 1 i'r Hysbysiad hwn
2. Gwahardd aros heblaw am lwytho a dad lwytho nwyddau ar yr ochr ffordd a nodir yn Atodlen 2 i'r Hysbysiad hwn
3. Cyfyngiad ar aros o ddydd Llun i ddydd Gwener rhwng 8.00 a.m. a 6.00 p.m. i 1 awr heb ddychwelyd cyn pen 1 awr, ar y darnau ffordd ac ar yr ochr ffordd a nodir yn Atodlen 3 i'r Hysbysiad hwn
4. Diwygio Gorchymyn Cydgyfnerthu Sir Gaerfyrddin (Caerfyrddin) (Cyfyngu ar Aros a Mannau Parcio ar y Stryd) 2004 i'r graddau y mae'n berthnasol i'r ochrau ffordd a nodir yn yr Atodlenni i'r Hysbysiad hwn

gan gymryd lle'r gwaharddiadau a'r cyfyngiadau presennol (os oes rhai) sydd yn effeithio ar y darnau ffordd.

Bydd darpariaethau'r eithriadau arferol sydd yn y Gorchymyn Cydgyfnerthu yn weithredol o ran y darnau ffordd a'r ochrau ffordd y cyfeirir atynt ym mharagraff 1 2 a 3 uchod. Mae'r rhain yn cynnwys hawl teithwyr i esgyn i gerbyd neu ddisgyn ohono, llwytho a dadlwytho nwyddau, cyflawni gwaith adeiladu a gwaith arall, cyflawni dyletswyddau neu bwerau statudol a galluogi cerbyd i gael petrol, olew, dŵr neu aer o unrhyw fodur sydd ger y cyfryw ddarnau ffordd y mae'r cyfyngiad arfaethedig yn effeithio arnynt.

Hefyd, mae'r Gorchymyn Cydgyfnerthu yn cynnwys y consesiynau parcio arferol (lle bo'n briodol) ar gyfer pobl anabl yn unol â'r Cynllun Bathodynau Glas.

Mae manylion llawn y cynigion hyn i'w cael yn y Gorchymyn drafft a gall copi ohono ynghyd â chynlluniau a atodwyd wrtho sy'n dangos y darnau ffordd yr effeithir arnynt, a datganiad am resymau'r Cyngor dros fwriadu gwneud y Gorchymyn, gael eu harchwilio yn swyddfeydd Canolfan Gwasanaethau Cwsmeriaid y Cyngor yn 3 Heol Spilman, Caerfyrddin, yn ystod oriau arferol y swyddfa.

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig dylech gyflwyno eich rhesymau dros wrthwynebu ar ffurf llythyr a'i anfon at Bennaeth Gweinyddiaeth a'r Gyfraith erbyn yr 22ain o Ragfyr, 2016.

**DYDDIEDIG Y 30ain o Ragfyr, 2016**  
**Cyfeirnod y Ffeil: RWJ/HTTR-1415**  
**Llinell Uniongyrchol: (01267) 224074**  
**e-bost: [rwjones@sirgar.gov.uk](mailto:rwjones@sirgar.gov.uk)**

**MARK JAMES**  
**Y Prif Weithredwr**  
**Neuadd y Sir**  
**Caerfyrddin**

**ATODLEN 1**  
**Gwahardd Aros ar Unrhyw Adeg**

| <b>Enw'r Ffordd</b> | <b>Y darn ffordd a'r ochr</b>   |
|---------------------|---|
| Y Cei, Caerfyrddin  | Ar yr ochr Ogleddol<br>O bwynt 152 metr i'r gorllewin o ganol ei chyffordd ar A4242, Ffordd y Cwrwg am bellter o 11 metr i gyfeiriad y gorllewin. |

**ATODLEN 2**  
**Gwahardd Aros Heblaw am Lwytho neu Dad Lwytho Nwyddau**

| <b>Enw'r Ffordd</b> | <b>Y darn ffordd a'r ochr</b>   |
|---------------------|---|
| Y Cei, Caerfyrddin  | Ar yr ochr Ogleddol<br>O bwynt 127 metr i'r gorllewin o ganol ei chyffordd ar A4242, Ffordd y Cwrwg am bellter o 25 metr i gyfeiriad y gorllewin. |

**ATODLEN 3**  
**Cyfyngu ar Aros o ddydd Llun i ddydd Sadwrn, 8 a.m. - 6 p.m., 1 Awr Heb Ddychwelyd Cyn Pen 1 Awr**

| <b>Enw'r Ffordd</b> | <b>Y darn ffordd a'r ochr</b>  |
|---------------------|--|
| Y Cei, Caerfyrddin  | Ar yr ochr Ogleddol<br>O bwynt 6 metr i'r gorllewin o ganol ei chyffordd ar A4242, Ffordd y Cwrwg am bellter o 35 metr i gyfeiriad y gorllewin.<br><br>O bwynt 98 metr i'r gorllewin o ganol ei chyffordd ar A4242, Ffordd y Cwrwg am bellter o 21 metr i gyfeiriad y gorllewin. |
| Y Cei, Caerfyrddin  | Ar yr ochr Dde<br>O bwynt 3 metr i'r gorllewin o ganol ei chyffordd ar A4242, Ffordd y Cwrwg am bellter o 19 metr i gyfeiriad y gorllewin.   |

-

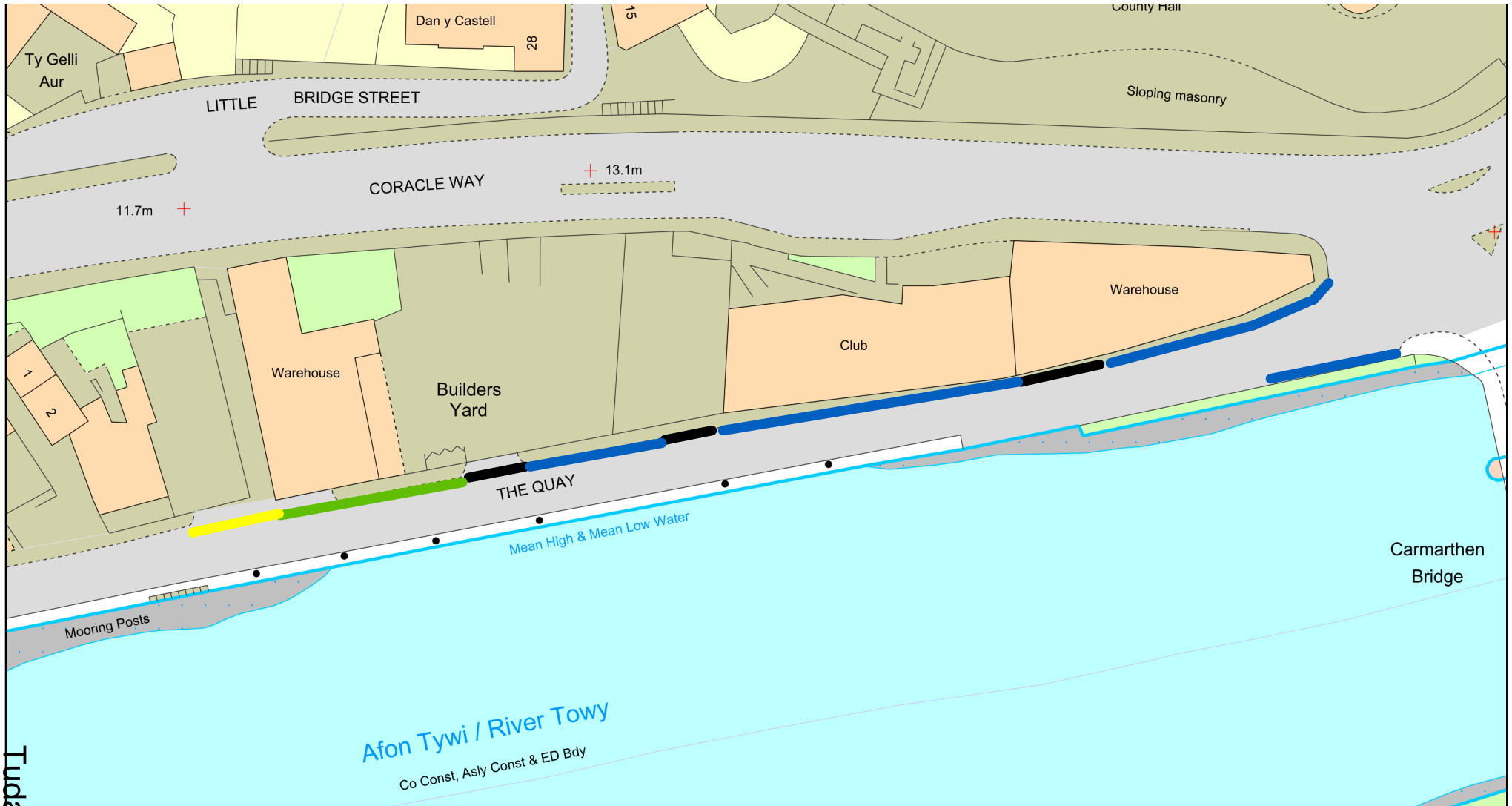
# Carmarthen, The Quay - Proposed prohibition of waiting restrictions

Yellow Line - Prohibition of waiting at all times (double yellow lines)

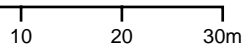
Black Line - Access protection marking

Green Line - Loading Bay

Blue Line - Limited waiting (for up to 1 hour, no return within 1 hour)



Tudalen 71



Graddfa Scale 1:750

Canol y Map Map Centre [241276.2,219878.2]

Dyddiad Date 04/03/2016

Mae'r dudalen hon yn wag yn fwriadol



### Appendix 3 Comments and responses

| Ref.   | Comments  | Response  |
|--------|---|---|
| Ref. 1 | <p><b>The Quay, Carmarthen</b></p> <p>Local resident, business owner and Vice Chair of Carmarthen Chamber of Trade and Commerce</p> <p>“Regarding Proposals Schedule 1, 2 and 3 - The Quay, Carmarthen: Timings of the bays do not coincide with Towy works operation hours - the builders yard, where there is a loading only proposal, closes at 4.30, therefore the restrictions will not be required after this time, and loading bay timings should reflect this.</p> <p>From a residents point of view, I am now unable to park within a 5 minute walk of where I live.</p> <p>From a business point of view, my business vehicle and my customers will no longer have anywhere to park. Again, I am unable to park within 5 minutes of my business, or pay for either business or residential permits as they do not exist for this part of the town.</p> <p>It is my belief that the new parking arrangements will displace Towy employee vehicles from the road to the Towy works customer car park, almost cancelling out any gain. I also suspect that the 5 vehicles which are liveried with the towy works branding will always be in a state of constant loading.</p> <p>Living and working in the same building will now add, at the very least, parking charges of £1140 a year to pay for annual car park permits, which is a wholly unnecessary burden for a small business.</p> <p>Finally if there are such parking issues in Carmarthen is there any reason why council employees don't use park and ride and the majority arrive with one person in each car to county hall every morning? If Park and Ride were used by council employees the gained parking spaces in the county hall could have permits sold to local residents and traders.</p> | <p>With regards to the comments related to the lack of provision for long stay parking (unrestricted) parking for residents and employees of local business it is recommended that parking restrictions are not imposed on the proposed on-street rectangular bay fronting the 'Builders Yard - indicated in Appendix 2 of the report by a blue line in front of the 'Builders Yard'.</p> <p>With regards to the comments about the opening times of Towy Works and in the interests of providing opportunity for local residents to park in the evenings, overnight and on Sunday it is recommended that the hours of the hours of operation of the proposed limited waiting bays are amended to: -</p> <p>Mon. to Fri. : 8am to 5pm<br/>Sat. : 8am to 1pm</p> <p>With regards to the request for the introduction of a scheme of controlled residents parking along The Quay, it would be impractical to consider introducing a controlled residents parking scheme on The Quay as there is insufficient space on the street to accommodate the parking needs of residential apartments in surrounding streets. The controlled residential parking scheme enables one property to avail of up to 4 permits (2 standard permits, 1 visitor permit, and 1 carers permit).</p> <p>The implementation of a controlled residents parking scheme can only be considered if there is sufficient on-street space to meet the parking needs of residents within a controlled parking zone.</p> |
| Ref. 2 | <p>Resident of Bridge Street, Carmarthen</p> <p>“As a resident of Bridge Street, Carmarthen, I am limited as to where I have to park in the vicinity of my home. I currently park my vehicle at The Quay, Carmarthen when I am not working as a school teacher. As I participate in a lift share scheme, to minimise my impact on the environment, I only use my vehicle for commuting one week of every four. However, should the</p>  | <p>With regards to the suggestion that the County Council issue permits to the local residents and traders to use County Hall car park [ by requiring Council staff to use the park-and-ride service (Nant Y Ci to Lammas Street)and Council staff travelling to work by car-sharing ]: -</p> <p>a) Should the Council consider converting a portion of the staff</p>   |

Judalen 73

Appendix 3 Comments and responses

Tudalen 74

| Ref. | Comments   | Response  |
|------|--|---|
|      | <p>proposed parking restrictions come into effect, it would actually work out marginally cheaper, and considerably easier, for me to drive myself to work independently each day. This is currently the only provision for residents of this area of town to park free of charge, and the nearest paid locations for car parking are expensive and, especially during the winter months, unpleasant to walk alone.</p> <p>I feel that within the proposals for the Quay, Carmarthen, there should be some consideration of local residents, possibly including resident permit bays as found in other parts of town. There are many alternatives that could be considered - I would greatly appreciate it if my views could be taken into account and parking for residents could be included within the scheme.</p> <p>On another note, it seems that the proposed timings of the loading bays do not match up with the opening times of local businesses - Towy Works, the only business on the The Quay, closes at 4.30, so surely the bays do not need to operate beyond these times?"</p> | <p>parking area on the County Hall grounds for public use (Monday to Friday), the Council cannot selectively issue parking permits to the public. Permits to use the Council's regulated public car park are on a first come first served basis.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> <li>(i) It is recommended that no parking regulations be imposed on the proposed on-street rectangular bay fronting the 'Builders Yard - indicated in Appendix 2 of the report by a blue line in front of the 'Builders Yard'.</li> <li>(ii) It is recommended that the hours of operation of the proposed limited waiting bays are amended to: - <ul style="list-style-type: none"> <li>Mon to Fri - 8am to 5pm</li> <li>Sat - 8am to 1pm</li> </ul> </li> </ul> |

## PENDERFYNIAD GAN AELOD O'R BWRDD GWEITHREDOL

25 IONAWR 2017

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

### Gwrthwynebiad i'r bwriad o gyflwyno twmpathau ffordd ag iddynt frig crwn ar Heol Ffoland – Cwmaman

#### Yr argymhellion / penderfyniadau allweddol sydd eu hangen:

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

- Penderfynu ynghylch y gwrthwynebiad
- Ystyried y ddau opsiwn sydd yn yr adroddiad
- Symud ymlaen ag opsiwn dau fel y nodir yn yr adroddiad er mwyn symud ymlaen â'r cynllun Llwybrau Diogel

#### Y Rhesymau:

Bwriedir cyflwyno mesurau arafu traffig ar hyd rhan o Heol Ffoland a fydd yn cyd-fynd â'r llwybr troed newydd sy'n cael ei adeiladu fel rhan o'r Cynllun Llwybrau Diogel.

Mae'r Cyngor Sir o'r farn fod y mesurau arafu traffig yn ddymunol er mwyn sicrhau diogelwch cerddwyr.

|  |   |   |
|--|---|---|
| Y Gyfarwyddiaeth<br>Yr Amgylchedd              | Swydd<br>Pennaeth Priffyrdd a<br>Thrafnidiaeth        | Rhif Ffôn. 01267 228150   |
| Enw Pennaeth y Gwasanaeth:<br>Stephen Pilliner |   | Cyfeiriad e-bost:<br><a href="mailto:sgpilliner@sirgar.gov.uk">sgpilliner@sirgar.gov.uk</a> |
| Awdur yr Adroddiad: Thomas<br>Evans            | Cynlluniwr Trafnidiaeth –<br>Strategaeth a Gweithredu |   |

**Declaration of Personal Interest (if any):**

None

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

N/A

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

**DECISION MADE:**

**Signed:**

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

EXECUTIVE BOARD MEMBER

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

YES / NO

Recommendation of the Officer was adopted **subject to the amendment(s) and reason(s) specified:**

Reason(s) why the Officer's recommendation was **not adopted:**

## EXECUTIVE SUMMARY

25<sup>th</sup> January 2017

### Objection to proposed introduction of round top humps at Folland Road - Cwmaman

Folland Road, near its junction with Tirycoed Road/Station Road in Ammanford is narrow for traffic movement in both directions. The proposed measures would cover a section of Folland Road near the entrance to the Amman Valley Hospital entrance.

The location for the round top humps was chosen following a scoping exercise undertaken by the project team; a specific stretch of Folland Road was identified near to where we are introducing a footway.

The humps are designed to reduce vehicle speed along a section of the road where pedestrians are required to walk in the carriageway.

#### Objections and comments:

Following the statutory consultation period, one objection has been received, from Cwmaman Town Council. This objection can be seen in Appendix 1.

As a result of the objection and subsequent site visits the County Council recommends the introduction of traffic calming measures and has completed two options for consideration. The County Council recommends proceeding with option 2.

#### Option 1- Proceed with the introduction of Round Top Humps

Option 1 is to proceed with installing the two round top humps on Folland Road as set out in the attached plan.

#### Option 2 – Do not construct round top humps and replace with vehicle activated signs

Option 2 as an alternative to two round top humps is to install with vehicle activated signs in the same location. The signs would be activated by vehicle movement and would warn drivers of pedestrians potentially being in the road.

Plans of options 1 (Appendix 1) and 2 (Appendix 2) have been attached as reference.

#### Recommendations:

That the executive Board Member for Environment:

- Consider the objection
- Consider the two options contained in the report
- Proceed with option two as set out in the report to progress the Safe Routes scheme

DETAILED REPORT ATTACHED ?

NO

## IMPLICATIONS

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

Signed: S G Pilliner

Head of Highways & Transport

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

### 1. Policy, Crime & Disorder and Equalities

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

Improving walking and cycling link is highlighted as a policy in the Joint Local Transport Plan for South West Wales (2015-2020).

### 2. Legal

The county council, as the local highway authority, may exercise its powers in relation to the construction of the round top road humps, complying with the regulations contained within the Highways (Traffic Calming) Regulations 1999, Transport Note 01/07 Traffic Calming and Highways Act.

Noise complaint could lead to a challenge under the Environmental Protection Act 1990

Carmarthenshire County Council has a duty under the Active Travel Act (Wales) 2013 to develop, maintain and improve infrastructure that encourages active travel journeys.

### 3. Finance

The proposals are entirely financed by Welsh Government under the Safe Routes in Communities Grant.

### 5. Risk Management Issues

Risk of claim from objector to noise levels/damage in and around their property due to the introduction of hump. Also, risk that cost could be footed by the council to install microphones in the house to measure noise levels and if found to be unacceptable cost will need to be met to remove the measure.

## CONSULTATIONS

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

Signed: S G Pilliner

Head of Highways & Transport

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

### 1. Scrutiny Committee – N/A

### 2. Local Member(s)

Cllr. David M Jenkins – Would prefer to proceed with option 2.

Cllr. Kevin Madge – Would prefer to proceed with option 2.

### 3. Community / Town Council

Cwmaman Town Council has been consulted as part of the statutory consultations and have previously viewed plans as part of the Safe Routes in Communities notification- Objection raised and mentioned above.

### 4. Relevant Partners

Emergency services and bus services as part of the statutory consultations- No objections raised.

### 5. Staff Side Representatives and other Organisations

Traffic Management- No concerns raised.

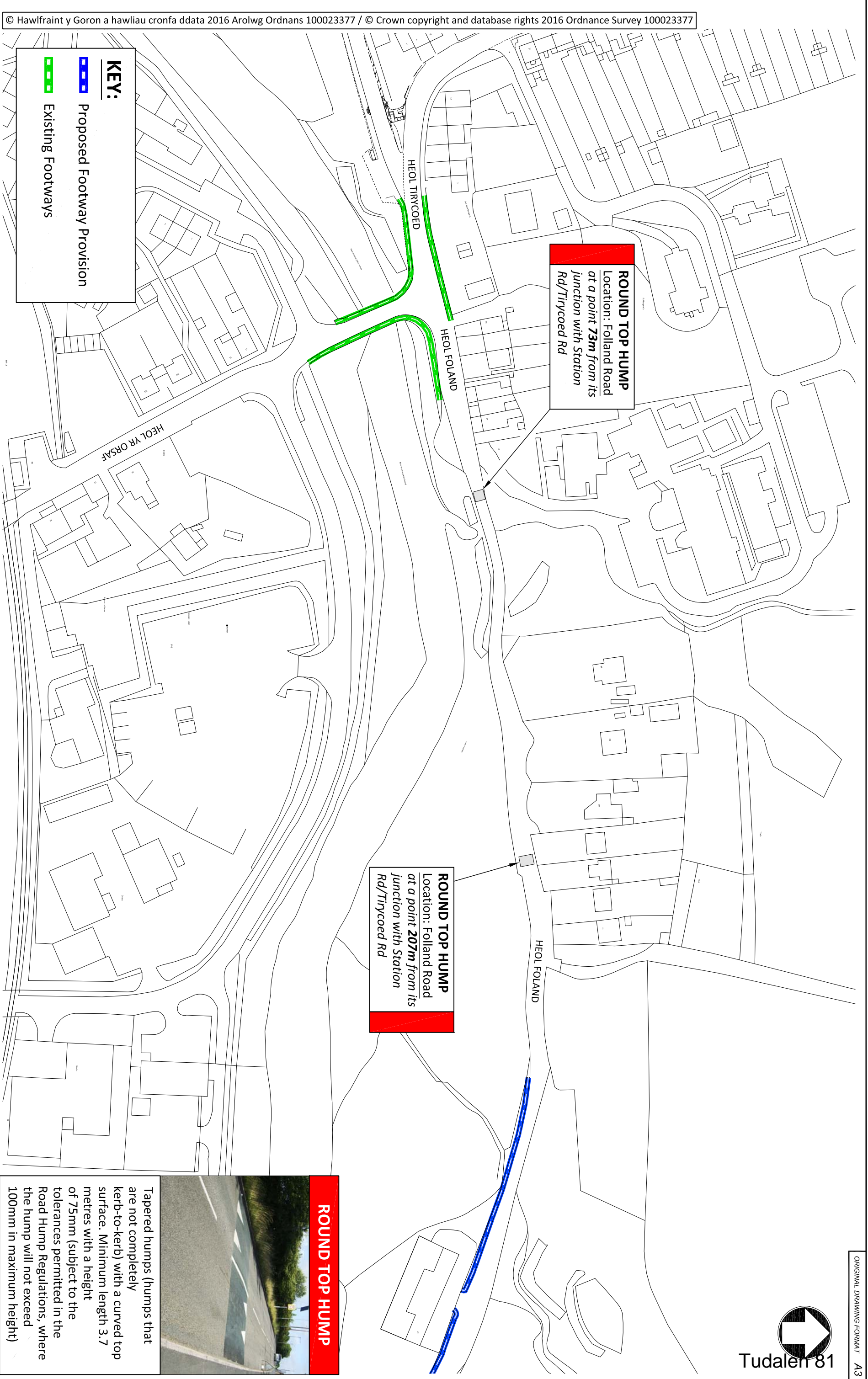
### Section 100D Local Government Act, 1972 – Access to Information List of Background Papers used in the preparation of this report:

**THERE ARE NONE**

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

Mae'r dudalen hon yn wag yn fwriadol





**ROUND TOP HUMPS**  
 Location: Folland Road  
 at a point **73m** from its  
 junction with Station  
 Rd/Tirycoed Rd

**ROUND TOP HUMPS**  
 Location: Folland Road  
 at a point **207m** from its  
 junction with Station  
 Rd/Tirycoed Rd

**ROUND TOP HUMPS**

Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

**KEY:**

- ▬ Proposed Footway Provision
- ▬ Existing Footways

**Ruth Mullen BSc. (Hons)**  
 Cylarwyddwr yr Amgylchedd  
 Trafnidiaeth a Phreifftwng,  
 Adran Amgylchedd,  
 Neuadd y Sir,  
 Caerfyrddin,  
 Sir Caerfyrddin SA31 1JP

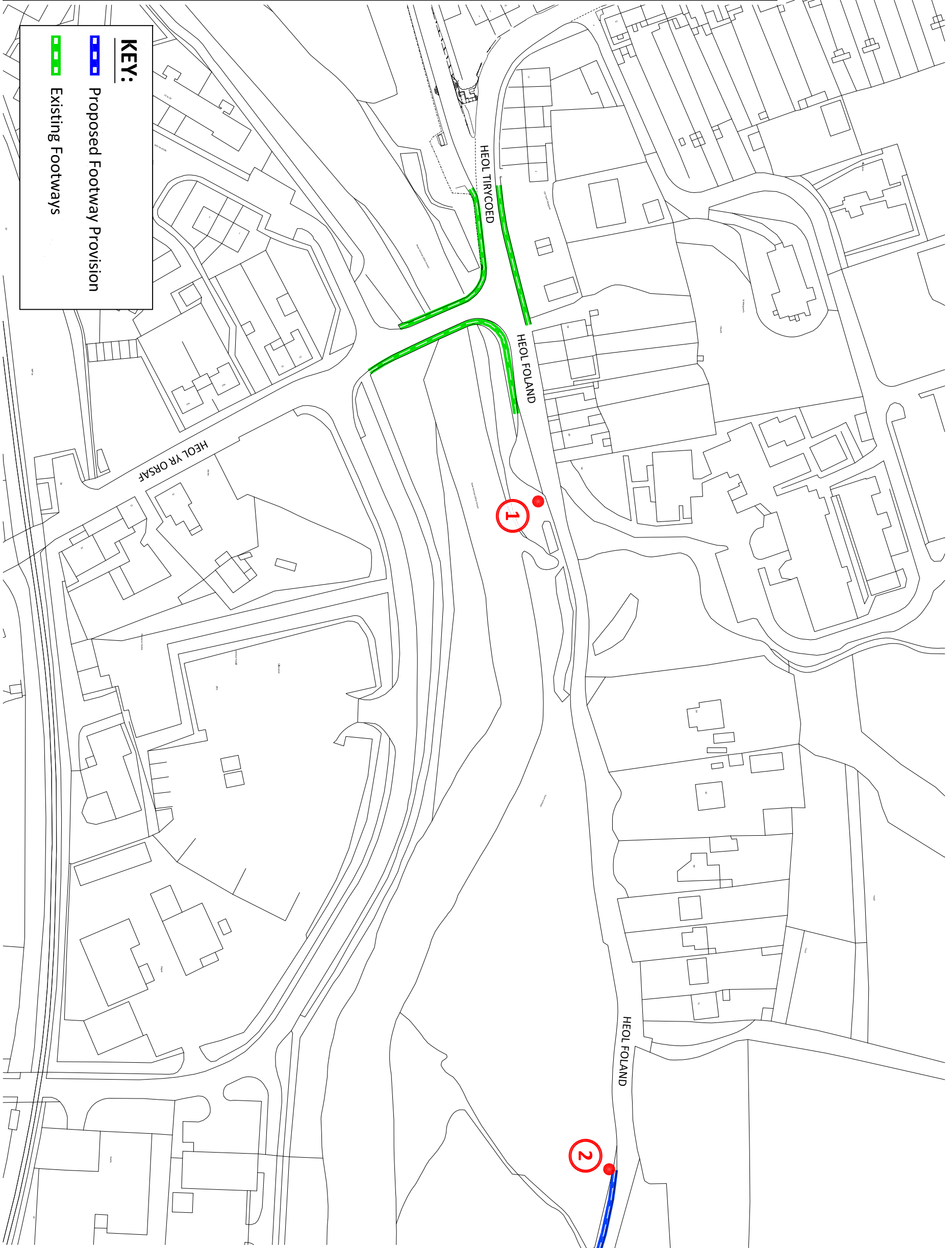
Director of Environment,  
 Transport and Engineering Division,  
 Environment Department,  
 County Hall,  
 Carmarthen,  
 Carmarthenshire SA31 1JP

| REV | DATE | REVISION DESCRIPTION | REV BY | CHECKED | DATE CHD |
|-----|------|----------------------|--------|---------|----------|
|     |      |                      |        |         |          |
|     |      |                      |        |         |          |



CONSULTATION ISSUED FOR THE PURPOSE SHOWN ONLY


|  |                          |
|--|--------------------------|
| Project                                | GLANAMAN SRITC 2016/2017 |
| Title                                  | Folland Road             |
| OPTION 1<br>PROPOSED VERTICAL MEASURES |                          |
| Made By                                | JM                       |
| Date                                   | 27.06.16                 |
| Checked                                | NG                       |
| Date                                   | 20.10.16                 |
| Authorised                             | VP                       |
| Date                                   | 20.10.16                 |
| Project no.                            | 80/0040/395              |
| Drawing no.                            | SR/C/OPT 1               |
| Revision                               | -                        |

Mae'r dudalen hon yn wag yn fwriadol



**KEY:**

-  Proposed Footway Provision
-  Existing Footways



Dim troetffordd  
am 260 llath  
No footway  
for 260 yards

Provision of  
'Vehicle-activated'  
signs at two locations  
along Folland Road



Tudalen 83

**Cymdeithas Sir Gâr**  
Carmarthenshire  
County Council

**Ruth Mullen BSc. (Hons)**  
Cyfarwyddwr yr Amgylchedd  
Trafforddi a Pheiliafres,  
Adran Amgylchedd,  
Neuadd y Sir,  
Caerfyrddin,  
Sir Caerfyrddin SA31 1JP

Director of Environment,  
Transport and Engineering Division,  
Environment Department,  
County Hall,  
Carmarthen,  
Carmarthenshire SA31 1JP

| REV | DATE | REVISION DESCRIPTION | REV BY | CHECKED | DATE CHD | Status |
|-----|------|----------------------|--------|---------|----------|--------|
|     |      |                      |        |         |          |        |
|     |      |                      |        |         |          |        |

Project: **GLANAMAN SRITC 2016/2017**  
Folland Road  
Title: **OPTION 2**  
**PROVISION OF 'VEHICLE-ACTIVATED' SIGNS**

|                       |                                 |                                |           |             |       |
|-----------------------|---------------------------------|--------------------------------|-----------|-------------|-------|
| Made By: <b>JM</b>    | Date: <b>05.01.17</b>           | Checked:                       | Date:     | Authorised: | Date: |
| Scale: <b>1:1,250</b> | Project no.: <b>80/0040/395</b> | Drawing no.: <b>SR/C/OPT 2</b> | Revision: |             |       |

Mae'r dudalen hon yn wag yn fwriadol

## CYFARFOD PENDERFYNIADAU AELOD O'R BWRDD GWEITHREDOL DROS GWASANAETHAU TECHNEGOL

**DYDD GWENER, 16 RHAGFYR 2016**

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

**Roedd y swyddogion canlynol yn bresennol:**

S. Pilliner, Pennaeth Priffyrdd a Thrafnidiaeth  
J. McEvoy, Rheolwr diogelwch y ffyrdd a traffig  
M. Evans Thomas, Prif Swyddog Gwasanaethau Democrataidd

**Ystafell 65 - Neuadd y Sir, Caerfyrddin - 9.00 - 9.20 am**

**1. DATGANIADAU O FUDDIANNAU PERSONOL**

Ni chafwyd dim datganiadau o fuddiant.

**2. GWRTHWYNEBIADAU I GYFYNGIAD TRAFFIG UNFFORDD YN RHODFA'R  
GOGLEDD A'R GOEDLAN, CAERFYRDDIN**

Ystyriodd yr Aelod o'r Bwrdd Gweithredol adroddiad ynghylch gwrthwynebiadau mewn perthynas â gwneud Gorchymyn Rheoleiddio Traffig parhaol sydd ei angen er mwyn cyflwyno cyfyngiad traffig unffordd yn Rhodfa'r Gogledd a'r Goedlan, Caerfyrddin. Y rhesymau dros gyflwyno'r gorchymyn traffig unffordd oedd er mwyn creu mynediad newydd ar gyfer cerbydau i hwyluso addasu safle yr hen ysbyty sy'n adeilad rhestredig, a leolir ar ochr ogledd-orllewinol Rhodfa'r Gogledd, ac er mwyn creu system amgylchffordd i gynnal llif y traffig yn Rhodfa'r Gogledd a'r Goedlan.

Rhodddwyd gwybod bod pump o sylwadau wedi dod i law oddi wrth y cyhoedd, fel y manylwyd yn Atodiad 3 yr adroddiad ynghyd ag ymatebion yr adran iddynt. Mewn ymateb i ymholiad, cafodd yr Aelod o'r Bwrdd Gweithredol wybod na fyddai unrhyw leoedd parcio yn cael eu colli o ganlyniad i'r Gorchymyn.

**PENDERFYNWYD**

- 2.1 nodi'r gwrthwynebiadau, fel yr oeddent yn yr adroddiad;
- 2.2 gweithredu'r cynigion, fel yr oeddent yn Atodiad 1 i'r adroddiad;
- 2.3 rhoi gwybod yn ffurfiol i'r gwrthwynebwy'r am benderfyniad y Cyngor

**3. COFNOD PENDERFYNIADAU - 14EG MEDI, 2016**

**PENDERFYNWYD** llofnodi bod Cofnod Penderfyniadau'r cyfarfod a gynhaliwyd ar 14<sup>eg</sup> Medi, 2016 yn gofnod cywir.

---

**AELOD O'R BWRDD GWEITHREDOL**

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**DYDDIAD**

Mae'r dudalen hon yn wag yn fwriadol