



# **Carmarthenshire County Council**

## **Environment Act 1995**

### **Local Air Quality Management**

#### **Llandeilo Air Quality Management Area**

### **Action Plan**

(November 2014)

This Action Plan has been developed by the Partner organisations that together represent the Llandeilo AQMA Action Planning Group. The Group was formed following the designation on the 11<sup>th</sup> November 2011 of the Air Quality Management Area in Llandeilo. The purpose of the Group was to formulate a list of proposals that could be assessed for their potential to help improve the air quality within the town and thereby help protect and improve public health. The aim is to implement Action Planning interventions, where feasible, to work towards achieving the Air Quality Objective of 40µg/m<sup>3</sup>.

As part of the development of the Action Plan a public consultation exercise was carried out to provide the residents, businesses and other interested parties an opportunity to express their views on the Draft Action Plan. The responses received from the consultation exercise have been incorporated in to this Action Plan, where possible. It should be noted that many of the suggestions received already existed in the Draft Action Plan in some form. The Action Planning Group is very grateful to those who submitted their comments either by phone/letter/email or visited the Drop In centres to discuss the issues.

The list of proposals below that constitute the Action Plan should not be considered as interventions that will be implemented. Each proposal requires careful consideration and investigation to ascertain whether it is feasible to implement. Every effort will be made to give full consideration to each proposal in order to find interventions that may provide the necessary level of improvement in air quality to pursue the achievement of the Air Quality Objective. It should be noted that the implementation of any proposals are subject to the availability of sufficient finance and resources. Many proposals also fall within the remit of Welsh Government, and are not under the control of the Local Authority.

Llandeilo AQMA Action Plan - Phase 1 (Short Timescale and Easy Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO <sub>2</sub> (µg/m <sup>3</sup> )	Estimated Cost	Lead	Consequential Effects
3a	Assess and reduce parking provision along Bridge Street if possible. [Gerwyn's Fruit & Veg]	1 - 2	£15K	WG / SWTRA	Possible –ve impact for Fruit & Veg shop. Residents may also complain about removal of parking provision. The removal of parking provision will result in a negative economic impact on local Business.
3b	Assess and reduce parking provision along Rhosmaen Street if possible. [St Teilo's Church].	1 - 2	£15K	WG / SWTRA	May cause issues for grounds maintenance vehicle parking in respect of Park/Church grounds/people visiting graves.
3c	Assess and reduce parking provision along Rhosmaen Street if possible. [Cawdor Hotel].	3 - 5	£15K	WG / SWTRA	May cause issues for hotel deliveries/taxi waiting area/guests dropping off luggage. The removal of parking provision will result in a negative economic impact on local Business.
3d	Assess and reduce parking provision along Rhosmaen Street if possible. [Opposite Principality Building Society].	1 - 2		WG / SWTRA	Could be +ve impact for keeping traffic flowing but issues for removal of disable parking/loading and short stay bays. The removal of parking provision will result in a negative economic impact on local Business.
C2	Review parking provision in town with respect to removing residents parking during the day to allow shared use thereby alleviating the need to park on Rhosmaen Street and supplementing Crescent Road car park.	?		WG / SWTRA CCC	+ve impact with improved use of on street parking. This is likely to move the issue of poor air quality elsewhere within the town of Llandeilo, and into residential areas. Also likely that people will

					continue to risk parking contraventions by parking on Rhosmaen Street, thereby making this option ineffective.
C3	Assess parking charges in the town to determine any benefits from reduction or removal of charges particularly to encourage more appropriate parking.	?		CCC	Limited potentials for air quality improvement. The car parking strategy helps to manage demand for highway space. If the reduction in car parking fees occurs, and results in the car parking facility being over-subscribed, this could lead to increased journeys being made within the Town as vehicles look (or wait) for spaces to become available. This would have a negative affect on Air Quality.
7	Look at possibility of service delivery to rear of business premises rather than along Rhosmaen Street.	3 - 4	Not known – feasibility study.	CCC	Should be +ve impact but limited number of businesses that may be able to adopt.
8	Promote cycling and walking to school more. Provide incentives such as free cycle helmets if children cycle to school more than 75 times in a year.	?	£15K	CCC	+ve impact, although road safety issues need to be taken in to account. The A483 Swansea to Manchester route is a Trunk Road that has a higher incidence of HGV's using it. Encouraging children to travel on or in close proximity to this route is likely to increase the risk of road traffic incidents occurring. Both schools in the area also have wide catchment areas, which means increased journey times, making walking or

					cycling to school unrealistic due to journey constraints.
9	Promote car sharing to work/school. Website has been set up for the rural heartland north of Llandeilo for people commuting to Swansea/Llanelli/Carmarthen etc.	?	Minimal publicity costs	CCC	+ve impact.
11	Improve parking issues on the street with additional or more frequent enforcement.	2 - 3	Cost neutral	CCC	+ve impact and will improve traffic flows.
20	Identify if bus stops along the street can be improved to allow free flow of traffic.	?	£5K	CCC with WG / SWTRA	Assessment of bus stop locations will already have been made, particularly from the road safety perspective. May be very limited options, if any.
21	Publicise alternative routes (possibly through haulage associations) to destinations north of Llandeilo so that vehicles can avoid the town.	?	£10K	CCC with WG / SWTRA	Road signage alerting for Rhosmaen Street road closure highlighted there was little if any reduction in vehicle numbers. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available to publicise as alternatives. Very likely that any alternative routes that are publicised would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective.

22	Identify peak use of the road e.g. school run, mart days and markets – then target improvements / restrictions / alternative routes during these times.	?	£5K	CCC with WG / SWTRA	Potential +ve impacts but may be logistically difficult to achieve.
C4	Assess feasibility of a six month trial of HGV diversion away from town (except for deliveries).	?		CCC with WG / SWTRA	Potential +ve impacts for AQ. Trial period would have to cover spring/summer or summer/autumn to determine effect on air quality with data then annualised to predict annual data. Problems with enforcement of the diversion may question the effectiveness of the trial. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective.
C1	Assess the feasibility of implementing a 15t weight limit on bridge below Bridge Street to ensure that larger vehicles were diverted away from the town.	Need to review traffic data and base prediction on % vehicles removed.		WG / SWTRA	Potential +ve impacts but may cause problems for business deliveries, additional business transport costs, sustainability concerns. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider

					<p>industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective. Also problems with the enforcement of this option.</p>
<p><b>Phase 1 – Options assessment and implementation (where possible) within 2 years (review after first year)</b></p>					

Llandeilo AQMA Action Plan - Phase 2 (Short Timescale and Moderate Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO <sub>2</sub> (µg/m <sup>3</sup> )	Estimated Cost	Lead	Consequential Effects
5	Improvements to street layout i.e. pedestrian crossing, pavement width improvements.	4 - 6	£100K	WG / SWTRA	Road safety issues need to be taken in to consideration and pavement widening only likely to be possible where the road width allows. This would not target the air pollution 'hot spots'. This option could also seriously undermine the strategic highway function, creating a negative economic impact for wider industry. The purpose of the A483 trunk road is to convey traffic

					effectively, placing restrictions on the road layout would be contrary to this aim.
6	School buses arriving / leaving at definitive staggered times and their routes using the Bethlehem / Llangadog, Llangathen option.	1 - 2	Minimal (bus operator contracts may invoke additional costs)	CCC	May have slight +ve impact although may just prolong the congestion associated with 'school run' over a longer period. May have -ve impacts for school time table, bus and coach operators and schools staff.

Llandeilo AQMA Action Plan - Phase 3 (Medium Timescale and Moderate Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO <sub>2</sub> (µg/m <sup>3</sup> )	Estimated Cost	Lead	Consequential Effects
16	Encourage a park and ride scheme.	?	£50K + £25K pa ongoing operating costs	CCC	Could have +ve impacts if suitable locations can be found. May need parking facility to the north and the south of the town. Unknown improvement in NO <sub>2</sub> . Scheme already exists that runs from the station and there may be scope to build on this. There would be a significant revenue cost for providing this facility and maintaining it. Also, the demand for this service in a Town as small as Llandeilo is likely to be very low.



Llandeilo AQMA Action Plan - Phase 4 Others (longer timescales and Moderate or Difficult Feasibility)

Proposal No.	Proposal Description	Predicted Reduction in NO <sub>2</sub> (µg/m <sup>3</sup> )	Estimated Cost	Lead	Consequential Effects
1	Diversion of HGV's to other routes and/or their restriction to certain hours through the town e.g. to avoid commuting and school run.	4 - 6	£50K	WG / SWTRA	+ve impacts would result from this proposal. However, could be a lot of opposition from business with increased costs and time. How would it be enforced / controlled. Still require deliveries to the town which usually drop off along Rhosmaen Street, therefore still creating congestion. Restriction of times to HGV may be possible in principle and would help air quality if the majority of HGV went through over night time period. Need to consider noise impacts from this. The A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, and that they would therefore be ignored, making this option ineffective.

2	One way system with vehicles diverted around King Street.	5 - 8	£15K	WG / SWTRA with CCC	The Rhosmaen Street road closure project identified that Kings Street can be used as a diversion route cars and buses (HGV did not use this route) but there were notable increases in NO <sub>2</sub> results at certain locations. This suggests that this is moving the problem into residential areas of the Town rather than solving it. It would also be logistically quite difficult to achieve as a permanent solution. The closure of Rhosmaen Street early in 2013 has already demonstrated that there were other negative effects of this proposal with damage being caused to the road infrastructure, and also to buildings and structures adjacent to alternative routes. The option would also exacerbate journey times.
4	Traffic light system at peak times to reduce the fumes problem at pinch points in the centre of town.	?	£50K	WG / SWTRA	This is likely to improve traffic flow within the main high street area at certain times during the day, however there are very limited options for the location of traffic lights. It may result in moving the problem rather than solving it. Additionally, there are restrictions on the distance between the traffic light locations along a trunk road.
12	Implementation of traffic lights either end	?	£50K	WG /	Similar issues as detailed in

	of Rhosmaen Street to regulate single stream of traffic thereby improving free flow.			SWTRA	Proposal number 4, above.
17	Build a by-pass.	Up to 30	£40 million +	WG	Definite +ve impact in relation to air quality improvement. May be concerns raised about taking trade away from the town. Long term and costly to implement, but would, however, provide an economic benefit to Llandeilo and the wider area. The provision of a bypass will improve journey times which will strengthen the importance of the A483 Swansea to Manchester Trunk Road, by improving links to and from the Swansea Bay City Region. This proposal may also have a positive impact on road traffic incidents and casualty rates, and is likely to make Llandeilo Town a more attractive location for visitors.
18	Close Rhosmaen Street to traffic (except deliveries).	25 - 30	£25K	WG / SWTRA with CCC	Definite +ve impact for air quality, however results from road closure project identified that the use of local diversion routes moved the air quality problem to residential areas. It is questionable whether diversion routes exist further afield within the locality. Logistically difficult to achieve. Likely to create greater demand on parking in the town as

					<p>those parking bays along Rhosmaen Street would then be removed. Also, the A483 Manchester to Swansea Trunk Road is of major economical importance to wider industry, linking the Swansea Bay City Region with areas to the North. There is a lack of viable economical routes available as alternatives. Very likely that any alternative routes would be uneconomical, both financially and in terms of travel times, making this option ineffective, and placing a burden on the local road network that cannot be accommodated.</p>
19	Remove parking bays and loading bays.	?	£15K	WG / SWTRA	<p>This would help improve the flow of traffic along Rhosmaen Street resulting in a +ve impact on air quality. Removal of loading bays is likely to cause concern for business owners along Rhosmaen Street. Again more pressure on the remaining parking spaces in the town.</p>
23	Variable diversion within set NO <sub>2</sub> limits (using continuous monitoring equipment.	?	£250K for active signage and monitoring	CCC with WG / SWTRA	<p>The issue of using diversion routes is raised again however because the system is 'variable' this proposal probably has more scope. The lack of economically viable alternative routes means that during times of greatest use (i.e.</p>

					<p>when air quality is at it's worst), there is nowhere for traffic to go. This could lead to wider economic impacts due to increased congestion affecting journey times. Also problems relating to the enforcement of this system. Logistically it is difficult to achieve and requires significant investment in real time monitoring and communications equipment.</p>
--	--	--	--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

NOTE: Work has already begun on some of the proposals mentioned in Phase 1 as the work was due to take place anyway.