



Llywodraeth Cymru  
Welsh Government



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## **A483 Llandeilo Transport Study**

Welsh Government

### **WelTAG Stage One: Report on the Consideration of the Well-being of Future Generations (Wales) Act 2015**

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## A483 Llandeilo Transport Study - WelTAG Stage One

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Project Manager: Julie Hunt  
Author: Voirrey Costain

Jacobs U.K. Limited

Churchill House  
Churchill Way  
Cardiff, CF10 2HH  
United Kingdom  
T +44 (0)29 2035 3200  
F +44 (0)29 2035 3222  
[www.jacobs.com](http://www.jacobs.com)

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## 1. Introduction

### 1.1 Well-being of Future Generations (Wales) Act 2015

In order to strengthen the sustainable development framework in Wales, a pilot National Conversation was launched in February 2014, to define the 'Wales We Want', led by the Commissioner for Sustainable Futures. The Wales We Want Report (Welsh Government and Sustain Wales, 2015), sets out seven foundations for the well-being of future generations. This resulted in the enactment of the Well-Being of Future Generations (Wales) Act 2015. The Act requires public bodies (of which the Welsh Government is one) to carry out sustainable development and defines seven 'well-being' goals.




The Act also outlines five ways of working that public bodies need to think about to show that they have applied the sustainable development principle. Each public body is now required under the Act to publish a set of Well-being Objectives, designed to maximise their contribution to achieving each of the Well-being Goals (see 'Taking Wales Forward: The Welsh Government's Well-being Objectives' in section 2.1.1 of this report). The Well-being Goals will form the framework of these objectives, as well as indicators to be used to measure well-being.



In addition to working towards the delivery of its own well-being objectives, a public body should also be mindful of the well-being objectives of other relevant public bodies thus ensuring that the delivery of its own objectives do not compromise the objectives of another.

### 1.2 Ways of Working

The Act outlines five ways of working that public bodies need to consider to show that they have applied the sustainable development principles. Public bodies need to make sure that when making their decisions they take into account the impact they could have on people living in Wales in the future. These are set out in Table 1-1. Following these ways of working will help public bodies work together better, avoid repeating past mistakes and tackle some of the long-term challenges we are facing.

**Table 1-1 - Ways of Working**

Ways of Working	
<p>Hirdymor</p>  <p>Long Term</p>	The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
<p>Atal</p>  <p>Prevention</p>	How acting to prevent problems occurring or getting worse may help public bodies meet their objectives.
<p>Integreiddio</p>  <p>Integration</p>	Considering how the public body's Well-being Objectives may impact upon each of the Well-being Goals, on their other objectives, or on the objectives of other public bodies.

Ways of Working	
<p>Cydweithio</p>  <p>Collaboration</p>	<p>Acting in collaboration with any other person (of different parts of the body itself) that could help the body to meet its Well-being Objectives.</p>
<p>Cynnwys</p>  <p>Involvement</p>	<p>The importance of involving people with an interest in achieving the Well-being Goals, and ensuring that those people reflect the diversity of the area which the body serves.</p>

### 1.3 Well-being Goals

The Act defines seven 'well-being' goals, as set out in Table 1-2.

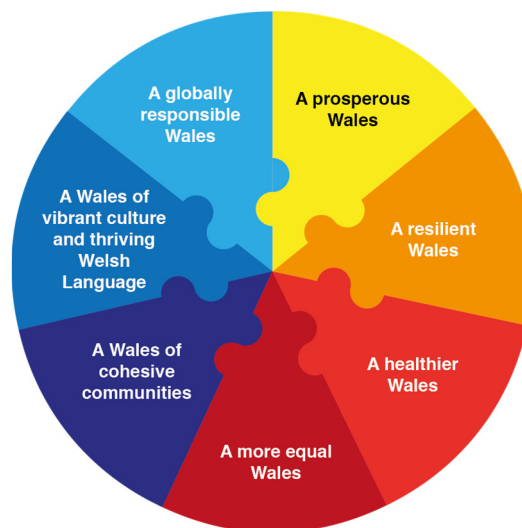


Table 1-2 - Well-being Goals

Well-being Goal	Description of Goal
A prosperous Wales	An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
A resilient Wales	A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
A healthier Wales	A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

Well-being Goal	Description of Goal
A more equal Wales	A society that enables people to fulfil their potential no matter what their background or circumstances are (including their socio economic background and circumstances).
A Wales of cohesive communities	Attractive, viable, safe and well-connected communities.
A Wales of vibrant culture and thriving Welsh language	A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
A globally responsible Wales	A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

## 1.4 Well-being Objectives

Each public body is now required under the Act to publish a set of Well-being Objectives, designed to maximise their contribution to achieving each of the Well-being Goals (see 'Taking Wales Forward: The Welsh Government's Well-being Objectives' in section 2.1.1 of this report). The Well-being Goals will form the framework of these objectives, as well as indicators to be used to measure well-being.



## 2. Welsh Government's Well-being Objectives

### 2.1 Introduction

The Welsh Government published *Prosperity for All: the national strategy* in September 2017. This document set the Well-being Targets as part of its programme for government and updated objectives that had previously been published in 2016.

#### 2.1.1 Taking Wales Forward: The Welsh Government's Well-being Objectives (2016)

On 4 November 2016, the Welsh Government published its Well-being Objectives in *Taking Wales Forward*, which set out how the Welsh Government will use the Act to help deliver its programme for government and maximise its contribution to the seven overarching Well-being Goals that apply to public bodies in Wales (Welsh Government, 2016).

*Taking Wales Forward* is the Welsh Government's programme for the five-year period 2016-2021. It sets out the Welsh Government's programme to drive improvement in the Welsh economy and public services, delivering a Wales which is:

- prosperous and secure;
- healthy and active;
- ambitious and learning; and
- united and connected.

The above four cross-cutting strategies aim to help the Welsh Government to deliver the promise of its Act.

#### 2.1.2 Prosperity for All: the national strategy (2017)

*Prosperity for All: the national strategy* (Welsh Government, 2017) takes the key commitments set out in *Taking Wales Forward* and places them in a long-term context. It sets out how they fit with the work of the wider Welsh public services to lay foundations for achieving prosperity for all. It sets out the Welsh Government's vision for each theme, showing how they will contribute to prosperity for all. In developing this national strategy, the Welsh Government has amended the Well-being Objectives previously identified in *Taking Wales Forward* and reduced their number from 14 to 12. The Well-being Statement also sets out how the revised objectives relate to the Well-being Goals in the Well-being Act. *Prosperity for All: the national strategy* is a programme for Government to achieve the objectives. Since it covers a range of issues, not all of the objectives are relevant to transport infrastructure projects. The Well-being Objective of most relevance is to 'deliver modern and connected infrastructure'. This document sets out how the Well-being Objectives link to the Well-being of Future Generations (Wales) Act 2015.

#### 2.1.3 Prosperity for All: Economic Action Plan (2017)

The *Prosperity for All: Economic Action Plan* (Welsh Government, 2017) sets out how the Welsh Government intends to pool resources, expertise and knowledge to strengthen the economic foundations and future proof the Welsh economy. A key element of this action plan that is relevant to the proposed scheme is an aim to see "all parts of Wales to benefit from economic growth and a fairer distribution of wealth and opportunity."

#### 2.1.4 Well-being Statement 2017

The Well-being statement (Welsh Government, 2017) was published alongside *Prosperity for All: a national strategy* and explains further how the Well-being Objectives align with the seven well-being goals in the Well-being of Future Generations (Wales) Act 2015. These goals are identified in Figure 2-1.

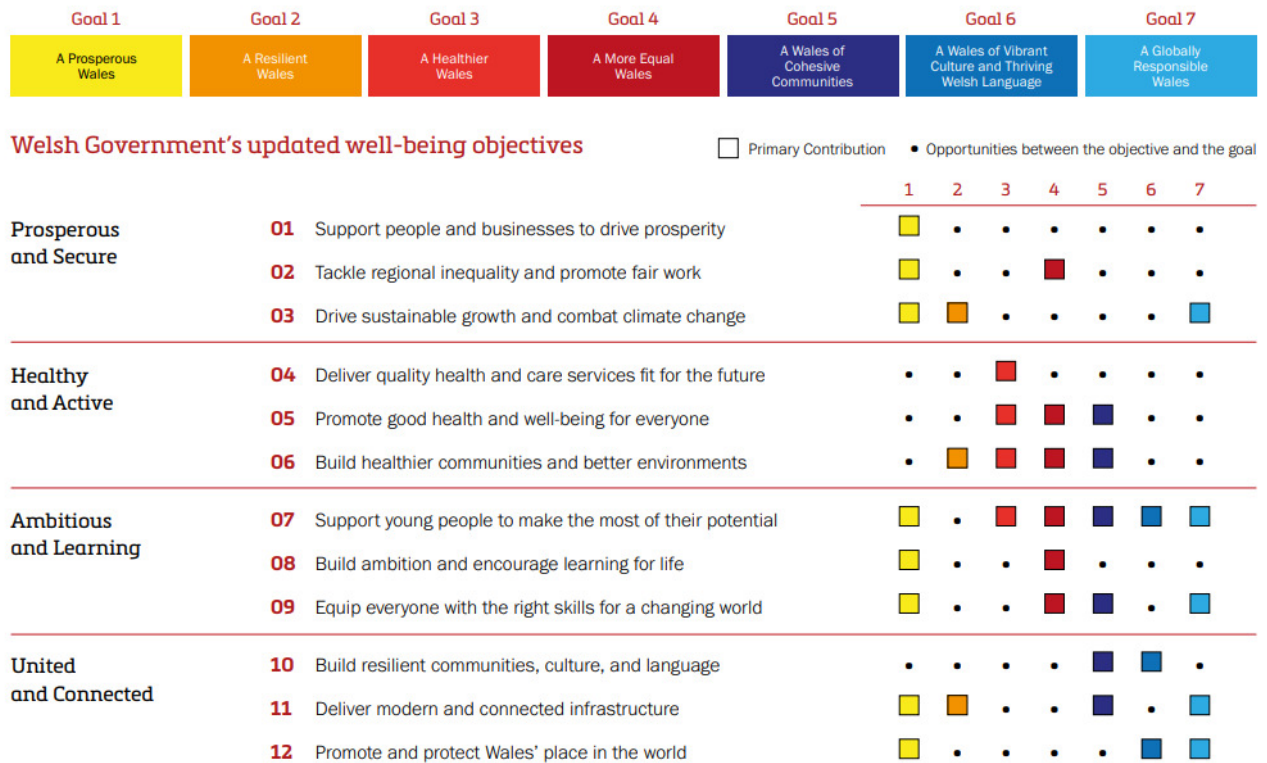


Figure 2-1: Welsh Government's updated Well-being Objectives

## 2.2 Identification of Relevant Well-being Objectives

The A483 Llandeilo Transport Study is a transport project for Welsh Government and on this basis all of the Well-being Objectives in Prosperity for All are at least partially relevant. Table 2-1 sets out the Well-being Objectives and highlights those that are considered to be directly or partially relevant to the A483 Llandeilo Transport Study.

Table 2-1: Relevance of Welsh Government Well-Being Objectives

Overarching Objective	Objective	Directly Relevant	Partially Relevant	Not Relevant
<b>Prosperous and Secure</b>	Support people and businesses to drive prosperity		i	
	Tackle regional inequality and promote fair work		i	
	Drive sustainable growth and combat climate change		i	
<b>Healthy and Active</b>	Delivery quality health and care services fit for the future		i	
	Promote good health and well-being for everyone		i	
	Build healthier communities and better environments		i	
	Support young people to make the most of their potential		i	

Overarching Objective	Objective	Directly Relevant	Partially Relevant	Not Relevant
<b>Ambitious and Learning</b>	Build ambition and encourage learning for life		i	
	Equip everyone with the right skills for a changing world		i	
<b>United and Connected</b>	Build resilient communities, culture, and language	i		
	Deliver modern and connected infrastructure	i		
	Promote and protect Wales' place in the World		i	

### 3. Well-being Objectives of Relevant Public Bodies

#### 3.1 Location of the Project

The A483 Llandeilo Transport Study is focussed on issues caused by transport around Llandeilo and Ffairfach in Carmarthenshire. To the east of Llandeilo, and wrapping to the eastern extent of Ffairfach lies the Brecon Beacons National Park. Information regarding the baseline environment in terms of well-being assessments is therefore primarily focused on Carmarthenshire, except where national trends provide a more appropriate frame of reference.

In addition to the Well-being Objectives set out in Taking Wales Forward there are seven additional public bodies whose Well-being Objectives have been identified as being potentially relevant to the A483 Llandeilo Transport Study. These are:

- Brecon Beacons National Park Authority;
- Carmarthenshire County Council;
- Carmarthenshire Public Services Board;
- Hywel Dda Health Board;
- Mid Wales Fire and Rescue Service;
- Natural Resources Wales; and
- Public Health Wales.

Each of these public bodies will be considered in turn within this report.

#### 3.2 Brecon Beacons National Park Authority

The Brecon Beacons National Park Authority has identified 32 projects/actions that form the structure of their Well-being Objectives, these are set out in their Corporate Plan 2017/2018. These are set out under four Key Work Areas:

- Heritage;
- Landscapes and Biodiversity;
- Resilient Communities; and
- Sustainable Economic Development.

Details of the 32 projects are set out in Table 3-1, along with an assessment of whether or not they are relevant to the A483 Llandeilo Transport Study.

**Table 3-1: Relevance of Brecon Beacons National Park Authority's Well-Being Objectives**

Key work area	Objective	Directly Relevant	Partially Relevant	Not Relevant
<b>Heritage</b>	Protect and enhance the Park's archaeology	i		
	Conserve and enhance the Park's most vulnerable listed buildings	i		
	Respond to consultations on planning, listed building consent and other relevant applications			i
	Review Crickhowell and Llangattock Conservation Area			i

Key work area	Objective	Directly Relevant	Partially Relevant	Not Relevant
	Complete an appraisal for 1 new Conservation Area within the Park Area			i
<b>Landscape and Biodiversity</b>	Reducing land-based carbon emissions and restoring upland habitats: <ul style="list-style-type: none"> <li>Commence and continue peat restoration projects</li> </ul>			i
	Waterfall Country: - Service Level Agreement with NRW <ul style="list-style-type: none"> <li>Implement the SLA and undertake improvements to Gwaun Hepste Car Park</li> </ul>			i
	Black Mountains: - Black Mountains Land Use Partnership Sustainable Management Scheme <ul style="list-style-type: none"> <li>Implement the programme of actions which we are the lead partner during this financial year.</li> </ul>			i
	Research Programme and Strategic Research Partnerships <ul style="list-style-type: none"> <li>Co-host a joint BBNPA research conference with strategic research partners.</li> </ul>			i
	Local Biodiversity Action Plan (Local Nature Recovery Plan) <ul style="list-style-type: none"> <li>Finalise agreement with local and regional partners on the aims and sources of funding for the Local Nature Recovery Plan.</li> </ul>			i
	Maintaining and improving access to the countryside <ul style="list-style-type: none"> <li>Commission and implement Welsh Government Capital Grant-funded projects</li> <li>Commence review of Rights of Way Improvement Plan and development of an integrated access management plan.</li> </ul>			i
<b>Resilient Communities</b>	Agree revised Rights of Way Delegation Agreements with the 6 Unitary Authorities			i
	Delivery Rights of Way Improvement Plan projects			i
	We will provide opportunities for disadvantaged groups to visit the park through the Fairplay programme (6 groups a year from schools with 20% or more pupils on Free School Meals).			i
	We will deliver the Sustainable Development Fund			i
	We will deliver a Volunteer Development programme			i
	Deliver Place Plans			i
	We will deliver Health and Wellbeing actions		i	
	We will deliver the Inspironment Programme			i

Key work area	Objective	Directly Relevant	Partially Relevant	Not Relevant
	We will deliver the Geocaching project			i
	We will continue to develop our activity tourism products			i
	Deliver Interpretation			i
	We will assist 4 schools in achieving the Ambassador Schools award			i
	We will support 50 community resilience projects			i
<b>Sustainable Economic Development</b>	We will deliver 12,500 hours of participant learning (5,000 learners x 2.5 hours)			i
	We will maintain activity in the UNESCO Global Geopark, our Ambassadors programme, business training events and engaging with businesses			i
	We will develop Craig y Nos as the new UNESCO Global Geopark Hub and we will support at least 5 local communities in their work for the Geopark			i
	We will maintain and enhance our Dark Sky designation		i	
	Heritage Lottery Fund Skills in Action Training Project			i
	We will seek funding by identifying major projects that the Authority has prioritised as key strategic goals and submit at least three funding applications			i
	We will install a micro hydro system on the Afon Clydach by the end of September 2017			i
	We will deliver a tea rooms franchise at the National Park Visitor Centre			i

### 3.3 Carmarthenshire County Council

Carmarthenshire County Council has identified 14 local Well-being Objectives, these are listed in Table 3-2. Each of these objectives have been assessed to consider the extent to which they are relevant to the A483 Llandeilo Transport Study.

In Carmarthenshire County Council's Well-being Assessment they note that Well-being Objective 9 links to the 'united and connected' objective of the Welsh Government in 'Taking Wales Forward'. Well-being Objective 12 has links across to the duty to 'maintain and enhance biodiversity' in the Environment (Wales) Act 2016. Well-being Objective 13 is key to the A483 Llandeilo Transport Study as it relates directly to transport infrastructure. The report states that this is important because *'transportation and highway play a key role in sustaining our community. A modern, successful economy is reliant upon the safe and efficient movement of people and goods; providing opportunities for people to gain access to employment, education, health, leisure, social and retail services'*.

**Table 3-2: Relevance of Carmarthenshire County Council's Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
Help to give every child the best start in life and improve their early life experiences		i	
Help children live healthy lifestyles		i	
Continue to improve learner attainment for all			i
Reduce the number of young adults that are Not in Education, Employment or Training			i
Tackle poverty by doing all we can to prevent it, helping people into work and improving the lives of those living in poverty			i
Creating more jobs and growth throughout the county			i
Increase the availability of rented and affordable homes			i
Help people live healthy lives (tackling risky behaviours and obesity)		i	
Supporting good connections with friends, family and safe communities		i	
Support the growing numbers of older people to maintain dignity and independence in their later years		i	
A Council-wide approach to supporting Ageing Well in the County			i
Looking after the environment now and for the future		i	
Improving the highway and transport infrastructure and connectivity	i		
Promote Welsh Language and Culture		i	

### 3.4 Carmarthenshire Public Services Board

Carmarthenshire Public Services Board (PSB) has identified four local Well-being Objectives in its Carmarthenshire Well-being Plan (Carmarthenshire PSB, 2017). These are listed in Table 3-3. Each of these objectives have been assessed to consider the extent to which they are relevant to the A483 Llandeilo Transport Study.

Key factors that are highlighted in the plan are that Carmarthenshire has some of the worst transport-related CO<sub>2</sub> emissions in Wales. It acknowledges that the Carmarthenshire PSB cannot prevent climate change on its own but that it can collaborate at a strategic level to adopt changes in order to soften the impact on the county. Key issues relating to climate change highlighted were the effects of rising sea levels, flooding, increased numbers of extreme weather events and the loss of habitats and ecosystems.

It notes that nature has a positive effect on well-being; it improves levels of happiness, lowers stress levels and increased environmentally sustainable attitudes and behaviours. While 40% of the population are within walking distance of green space the Well-being Plan states that Carmarthenshire could have a better 'connection to nature'. In the medium term the PSB has a plan to strengthen the connection with nature with the PSB promoting these spaces and educating an understanding of the importance of and a love for nature.



The longer term ambition is that Carmarthenshire residents are actively engaged in their own health and, with greater connection to nature, have increased well-being, lower stress levels and have more environmentally sustainable attitudes and behaviours.

The Well-being Plan focusses on making sure that the challenges that individuals face throughout their lives, including deteriorating physical and mental health, the breakdown of social networks and relationships, changing economic circumstances and becoming trapped in a cycle of poverty.

It confirms that social networks and communities are crucial for well-being throughout our lives. Many people are much more involved and engaged in their communities but the Well-being Plan identifies that the PSB could do better at supporting these networks.

The Well-being Plan notes that the majority of people living in poverty in Carmarthenshire were located in rural areas. Part of the reason for this is that people in rural communities experience higher fuel costs and significant additional costs and challenges that come from lack of access to services, transport and employment.

In the short term, the PSB is aiming to develop opportunities for work experience and apprenticeships and to provide other support and training to enable individuals to develop skills for life. In the medium term it looks to improvements in infrastructure, including a fully integrated sustainable transport system that meets the needs of the communities.

**Table 3-3: Relevance of Carmarthenshire Public Services Board's Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
<b>Healthy Habits</b> – People have a good quality of life, and make healthy choices about their lives and environment.		i	
<b>Early Intervention</b> – To make sure that people have the right help at the right time; as and when they need it.			i
<b>Strong Connections</b> – Strongly connected people, places and organisations that are able to adapt to change		i	
<b>Prosperous People and Places</b> – To maximise opportunities for people and places in both urban and rural parts of the county.		i	

### 3.5 Hywel Dda Health Board

Hywel Dda Health Board has identified 4 Well-being Objectives in its Well-being Statement & Objectives 2017/18 (Hywel Dda Health Board, 2017). These are listed in Table 3-4. Each of these objectives have been assessed to consider the extent to which they are relevant to the A483 Llandeilo Transport Study.

**Table 3-4: Relevance of Hywel Dda University Health Board's Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
Improve population health through prevention and early intervention		i	
Support people to live active, happy and healthy lives	i		
Improve efficiency and quality of services through collaboration with people, communities and partners		i	



Objective	Directly Relevant	Partially Relevant	Not Relevant
Ensure a sustainable, skilled and flexible workforce to meet the changing needs of the modern NHS			i

### 3.6 Mid and West Wales Fire and Rescue Service

The Mid and Wales Fire and Rescue Service has identified 11 Well-being Objectives, these are listed in Table 3-5. Each of these objectives have been assessed to consider the extent to which they are relevant to the A483 Llandeilo Transport Study.

Commentary on their well-being objectives states that the Mid and West Wales Fire and Rescue Service rescue more people from Road Traffic Collisions (RTCs) than from burning premises. Key objectives align with the Welsh Government's Road Safety Framework which aims to achieve:

- A 40% reduction in the total number of people killed or seriously injured on Welsh Roads by 2020;
- A 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020; and
- A 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads in 2020.

They note that even though road safety has improved considerably in recent years, in 2014, there were a total of 8,208 reported casualties as a result of RTCs - 103 people were killed and 1,160 people were seriously injured in Wales.

**Table 3-5: Relevance of Mid and West Wales Fire and Rescue Services Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
To deliver a holistic home safety intervention to those most at risk within the communities of mid and west Wales			i
To reduce the incidence of arson across mid and west Wales			i
To delivery our part of the Welsh Government Road Safety Framework	i		
The Well-being of Future Generations (Wales) Act 2015 and our role in Public Service Boards.			i
To contribute to and implement the new Emergency Services Network (ESN)			i
Further develop the findings of the Service's Risk Review and Strategic Assessment			i
Review and develop our response to flooding incidents		i	
To invest in our people			i
To make best use of our assets and resources		i	
Digitisation – to use technology to innovate, collaborate and empower.			i
To improve the way we resolve operational incidents through innovation and the use of technology		i	

### 3.7 Natural Resources Wales

Natural Resources Wales (NRW) published their Well-being Statement in 2017, this document sets out their Well-being Objectives and provides a narrative of why these align with the Well-being Goals. Their Well-being Objectives are set out in Table 3-6, which also states the extent to which they are considered relevant to the A483 Llandeilo Transport Study.

**Table 3-6: Relevance of Natural Resources Wales' Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
Champion the Welsh environment and the sustainable management of natural resources		i	
Ensure land and water in Wales is managed sustainably and in an integrated way		i	
Improve resilience and quality of ecosystems		i	
Protect people and communities from environmental hazards like flooding and pollution		i	
Help people live healthier and more fulfilled lives		i	
Promote successful and responsible business, using natural resources without damaging them			i
Develop NRW into an excellent organisation, delivering first class customer service			i

### 3.8 Public Health Wales

Public Health Wales first published their Well-being Objectives in 2017 and these have been subsequently updated with their current Well-being Statement published in March 2018, further information regarding the priorities within each of these objectives is set out in Annex 1 of the Well-being Statement. Table 3-7 sets out the extent to which each of these are relevant to the A483 Llandeilo Transport Study, which this assessment is informed by the additional text in Annex 1 each Well-being Objective has been considered in its broadest sense in deciding the extent to which the A483 Llandeilo Transport Study solutions could positively contribute or undermine these objectives.

A key issue that Public Health Wales has identified as a specific indicator, health issues associated with air pollution. They have produced guidance focussed on reducing the public health risks associated with transport-generated air pollution, aimed at a multi-agency audience to stimulate collaborative action. The guidance also advised where interventions provide a good return on investment (e.g. speed management, preventing engine idling and active travel).

Public Health Wales have also been working together with Natural Resources Wales to demonstrate the important role that natural resources can play in protecting and improving the health of present and future generations.

**Table 3-7: Relevance of Public Health Wales' Well-Being Objectives**

Objective	Directly Relevant	Partially Relevant	Not Relevant
Influencing the wider determinants of health		i	

Objective	Directly Relevant	Partially Relevant	Not Relevant
Improving mental well-being and building resilience		i	
Promoting healthy behaviours	i		
Securing a healthy future for the next generation	i		
Protecting the public from infection and environmental threats to health	i		
Supporting the development of a sustainable health and care system focused on prevention and early intervention			i
Building and mobilising knowledge and skills to improve health and well-being across Wales			i

## 4. Ways of Working – Thinking Long Term



### 4.1 Introduction

According to early guidance on the Well-being Act, public bodies were directed to look at least 10 years ahead, with best practice being looking 25 years ahead (Shared Purpose: Shared Future 1, Welsh Government, 2016). However, decisions on whether or not transport network improvements are required are better considered with reference to longer term trends. While the 'Future Generations framework for projects', published by the Future Generations Commissioner for Wales in 2017, does not specify the period of time that would be considered to be 'long term' it directs public bodies to consider global trends when undertaking initial project development.

Also, another key factor with regard to transport related projects is the period of time between initial inception and operation, and then the further period of time between opening and design year where new road construction is required. The design life of new infrastructure should also be considered over a longer period to ensure their durability.

The Future Trends Report, which was published by the Welsh Government in 2017, sets out six categories of future trends: population; health; economy and infrastructure; climate change; land use and natural resources; and society and culture. The future trends in each of these in respect of the study area around Llandeilo and Ffairfach, along with the county wide context, is briefly set out below.

The baseline environment set out in Section 4.2 below is based on the findings of the various Well-being Assessments and Well-being Plans of the local public services boards, based on guidance contained in the Future Generations framework for projects, this is considered to be sufficient detail for initial project development.

### 4.2 Key features of Carmarthenshire

Carmarthenshire County Council has identified 14 Well-being Objectives for 2017/2018, these are:

- Help to give every child the best start in life and improve their early life experiences;
- Help children live healthy lifestyles;
- Continue to improve learner attainment for all;
- Reduce the number of young adults that are Not in Education, Employment or Training;
- Tackle poverty by doing all we can to prevent it, help people into work and improve the lives of those living in poverty;
- Create more jobs and growth throughout the county;
- Increase the availability of rented and affordable homes;
- Help people live healthy lives (tackling risky behaviours and obesity);
- Support good connections with friends, family and safe communities;
- Support the growing numbers of older people to maintain dignity and independence in their later years;
- A Council wide approach to support Ageing Well in Carmarthenshire;
- Look after the environment now and in the future;
- Improve the highway and transport infrastructure and connectivity; and
- Promote Welsh Language and Culture.

The Carmarthenshire Well-being Plan was published in May 2018 by the Carmarthenshire PSB, this sets out some background facts about the county of Carmarthenshire, many of which are of relevant to the A483 Llandeilo Transport Study. Key facts are:

- Carmarthenshire has a population of 185,610, of which 90,835 are male and 94,775 are female;

- 18% of the population are between 0 and 15;
- 59% of the population are of working age (16-64);
- 23% of the population are of pensionable age (65+);
- 3 out of 4 of Carmarthenshire's population were born in Wales;
- 1 in 4 have a limiting long-term illness;
- 4% of the population have a non-white ethnicity;
- Carmarthenshire has the highest number of Welsh speakers in Wales, 78,048 people;
- There are over 78,800 homes in Carmarthenshire;
- 30% of homes are single occupancy dwellings;
- 60% of the population live in rural areas (53% of the County);
- The three major towns in the County (Llanelli, Carmarthen and Ammanford) house 25% of the population;
- There are 44 crimes per 1,000 population, with 8,166 recorded crimes during 2015/2016;
- 79% of people feel safe in their area;
- 40% of the population live with 400m of natural or semi-natural greenspace;
- 66% of people participate in sport;
- 36% of the population are living in poverty (households with less than 60% of the GB median income);
- 28% of the population suffer from mental health issues; and
- 60% of adults reported being overweight or obese (based on BMI).

The Well-being Plan set out four Well-being Objectives:

- Health Habits;
- Early Intervention;
- Strong Connections; and
- Prosperous People and Places.

## **4.3 Future Trends**

### **4.3.1 Population**

Wales' population is projected to increase over the next 20 years, possibly by around 5%. Alongside this, the proportion of that population over the age of 65 is projected to increase from 20% to around 25%. A key contributory factor to this is an increase in life expectancy, though there is uncertainty around the extent of the increase due to this factor with estimates ranging from very little increase in life expectancy to a potential rise of around 15%. While a significant proportion of this population growth is likely to be in the capital there are also likely to be increases in all towns in the country as there is a general trend towards increased life expectancy in Wales. At the same time as this population increase, the percentage of households with single person occupancy is also increasing, with the need for new households greater than the overall population.

The Carmarthenshire Local Development Plan (LDP), which was adopted in December 2014, sets out the framework for the distribution and delivery of growth and development for the plan period up to 2021. The LDP has identified a housing requirement of 15,197 new dwellings over the plan period (with details of this breakdown set out in a Housing Clarification paper – Examination Document H2P). In the LDP, Llandeilo (including Ffairfach, Rhosmaen and Nanyrhobo) has been classed as a 'service centre' as part of the settlement framework. The number of house completions on allocated sites between 1<sup>st</sup> April 2007 and 31<sup>st</sup> March 2012 for Llandeilo is as follows:

- Windfall allowance (sites under 5 units) – 8;

- Completed – 0;
- Commitments – 6;
- Allocations (not committed) – 257; and
- Total – 263.

In addition to housing allocations, land at Beechwood Industrial Estate was identified for B1 [Business], B2 [General Industrial] or B8 [Storage or Distribution] development. This site is 2.33 hectares.

#### **4.3.2 Health**

Overall life expectancies are increasing across Wales, though there are differences between the most and least deprived areas. There are mixed trends in healthy lifestyle behaviours in Wales. Using demographic trends the Future Trends Report projected that smoking levels would continue to reduce, which obesity levels and the number of people eating less than five portions of fruit and vegetables per day look set to increase slightly.

Some illnesses such as heart conditions and arthritis demonstrate a slight decrease over the last ten years, while others such as diabetes and mental illnesses have demonstrated increases. Cancer rates have shown little change, although numbers have increased due to the growing and aging population.

#### **4.3.3 Economy and Infrastructure**

There has been a long-term trend of global economic growth of around 2% per year. However, since the recession in 2008, a productivity slowdown has sharply reduced growth rates, with UK and Wales particularly affected. Wales is broadly keeping pace with the rest of the UK but there are limiting demographic factors and a lack of 'economic mass' in the country as a whole and particularly in more rural areas.

Current trends suggest that, despite a growth in rail use, private vehicles are set to remain the dominant mode of transport in Wales in the short to medium term at least.

#### **4.3.4 Climate Change**

The UK Climate Projections were published in 2009 (UKCP09). This provides projections of climate change for the 2020s, 2050s and 2080s compared with the period 1961-90. For each epoch, a range of climate change scenarios have been considered.

Key findings from the UKCP09 (which are published by the Met Office) are:

- All areas of the UK get warmer, and the warming is greater in summer than winter;
- There is little change in the amount of precipitation (rain, hail, snow etc.) that falls annually, but it is likely that more of it will fall in the winter, with drier summers for much of the UK; and
- Sea levels rise, and are greater in the south of the UK than the north.

For Wales, the projected changes under the 2050s Medium Emissions scenario include:

- An increase in mean winter temperatures of 2.0°C (very unlikely to be less than 1.1°C and very unlikely to be more than 3.1°C);
- An increase in mean summer temperatures of 2.5°C (very unlikely to be less than 1.2°C and very unlikely to be more than 4.1°C);
- An increase in mean winter precipitation of 14% (very unlikely to be less than 2% and very unlikely to be more than 30%);
- A decrease in mean summer precipitation of 17% (very unlikely to be less than a 36% decrease and very unlikely to be more than a 6% increase);
- Reduction in soil moisture and lower river flows, and an increase in the frequency and magnitude of droughts;

- Changes in soil organic carbon, although the ways in which it might be affected are not adequately understood at present;
- Changes in climate space and species migration patterns, which could result in significant changes to biodiversity;
- Increases in pests and diseases;
- Changes to coastal and estuarine habitats and species, including a reduction in intertidal area; and
- Changes to the marine environment, including an increase in disease hosts and pathogens, harmful algal blooms and invasive species.

The Climate Change Strategy for Wales (Welsh Assembly Government, 2010) contains specific actions for transport sector emission reduction. Of relevance to the A483 Llandeilo Transport Study are:

- Supporting behaviour change and placing greater emphasis on Smarter Choices. This includes better transport planning, the provision of personalised travel information and the development of strategic modal interchanges;
- Promotion of eco-driving.;
- Promotion and support for walking and cycling;
- Improved traffic management on the strategic road network, including average speed cameras and variable speed limits;
- Active promotion of infrastructure for electric and hydrogen vehicles; and
- Supporting the freight industry to reduce emissions.

The Future Trends Report sets out the following four areas of priority in respect of climate change:

- Flooding and coastal change risks to communities, businesses and infrastructure;
- Risks to health, well-being and productivity from high temperatures;
- Risk of shortages in the public water supply, and for agriculture, energy generation and industry, with impacts on freshwater ecology; and
- Risks to natural capital including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity.

Infrastructure across Wales is already exposed to a range of climate hazards, which are projected to increase in both frequency and severity, such infrastructure includes transport networks, both rail and roads. Flooding poses the greatest long-term risk to infrastructure performance from climate change, but the growing risks from heat, water scarcity and slope instability caused by severe weather could be significant.

Following on from this, the Highways Agency (now Highways England) published a Climate Change Adaptation Strategy and Framework in 2009. In the absence of a similar document prepared by the Welsh Government it provides useful input into the potential effects of climate change that are considered relevant to transport schemes that involve the construction of highways.

#### **4.3.5 Land Use and Natural Resources**

Wales' biodiversity and habitats will be under ever greater pressure, mirroring the global situation. It is likely that ecosystems across Wales have insufficient resilience to the challenges that they face, and this could impact on their capacity to provide services and benefits into the future. The Environment (Wales) Act 2016 seeks to address issues regarding ecosystem resilience and future losses of biodiversity by imposing duties on various public bodies when carrying out their functions, these are of relevance to the A483 Llandeilo Transport Study. Should new transport infrastructure be required some elements of the duty to maintain and enhance biodiversity would have to be included in the scheme design, while other elements may be able to be developed through collaboration with third party organisations.



By 2050 it is projected that average river flows in winter may rise by 10% – 15%. However, in the summer and early autumn they could reduce by over 50% and as much as 80% in some places. Droughts and flood events both have the potential to cause hazards for transport networks.

#### **4.3.6 Society and Culture**

The number of households in Wales looks set to increase significantly. For example, the number of single person households is predicted to rise by over 30% in the next 20 years, growth in single occupancy dwellings is unlikely to be uniform across Wales and is more likely to be focussed primarily in the city regions.

Poverty levels remain suborn, particularly for working age people. Poverty levels are a little higher in Wales than across the rest of the UK. The percentage of the Welsh population in persistent poverty appears to be slightly falling, although there has been an increase in the amount of under 18s in persistent poverty over recent years.

Nearly half of the population of Carmarthenshire speak Welsh (this is the largest proportion of Welsh speakers in Wales) and it is important to the culture of Wales. The long term vision for the Welsh language is for there to be one million Welsh speakers by 2050.

### **4.4 Scheme Specific Future Trends**

#### **4.4.1 Traffic Flows**

Future traffic flow projections are typically assessed using the TEMPRO Programme. The growth in national traffic levels masks much more variation across area, road and vehicle types. While traffic growth may continue to be strong nationally there is a different picture locally. Growth is expected to be particularly strong on the Strategic Road Network - between 29% to 60% from 2010 to 2040 while it is 2% to 51% on other principal roads and 10% to 54% on minor roads. While in most scenarios we expect traffic to grow strongly on local roads and in urban areas and cities, the lower end of the forecasts represents an outcome where the recent fall in trips continues over the next 30 years.

#### **4.4.2 Air Quality**

The key pollutants from road transport are:

- Nitrogen oxides (NO<sub>x</sub>) – Compounds formed when nitrogen and oxygen combine. NO<sub>x</sub>, which comprises nitric oxide (NO) and nitrogen dioxide (NO<sub>2</sub>), is emitted from combustion processes. The main sources include power generation, industrial combustion and road transport. At high concentrations NO<sub>2</sub> is an irritant to the airways. NO<sub>2</sub> can also make people more likely to catch respiratory infections (such as flu), react to allergens, and over a long period, affect how well our lungs function.
- Particulate matter (PM) – Small airborne particles. PM may include materials such as soot, wind-blown dust or secondary components which are formed within the atmosphere as a result of chemical reactions. Some PM is natural and some is man-made. PM can be harmful to human health when inhaled, with the World Health Organization classifying it as carcinogenic to humans. In general, the smaller the particle the deeper it can be inhaled into the lungs, and the greater the risk that it is transferred to the bloodstream or body tissues. PM<sub>10</sub> is particulate matter 10 micrometres or less in diameter, PM<sub>2.5</sub> is particulate matter 2.5 micrometres or less in diameter. By way of comparison, a human hair is about 100 micrometres in width. Ultrafine particles, classified as being 0.1 micrometres or less in diameter, are covered down to 0.023 micrometres in vehicle emissions regulation (the limit of the current detection technology), but there is increasing interest around the world in their effects and how they can be mitigated.
- Non Methane Volatile Organic Compounds (NMVOC) – Can cause irritation to eyes, nose & throat and organ damage. It reacts with other pollutants to produce ground level ozone and therefore cause inflammation of the respiratory tract, eyes, nose & throat.
- Ozone produced by VOCs can travel large distances and reach high concentrations far from the original source. It affects plant growth and can impact on biodiversity and climate change.



- Hydrocarbons (HC) – Organic compounds often found in fuels including crude oil and natural gas. Unburnt hydrocarbons react with NO<sub>x</sub> to produce harmful pollutants.
- Carbon monoxide (CO) – A colourless, tasteless, odourless and toxic gas. Carbon monoxide vehicle emissions are produced through inefficient fuel combustion. Although outdoor concentrations do not generally reach dangerous levels, they may still have adverse health effects for vulnerable people.

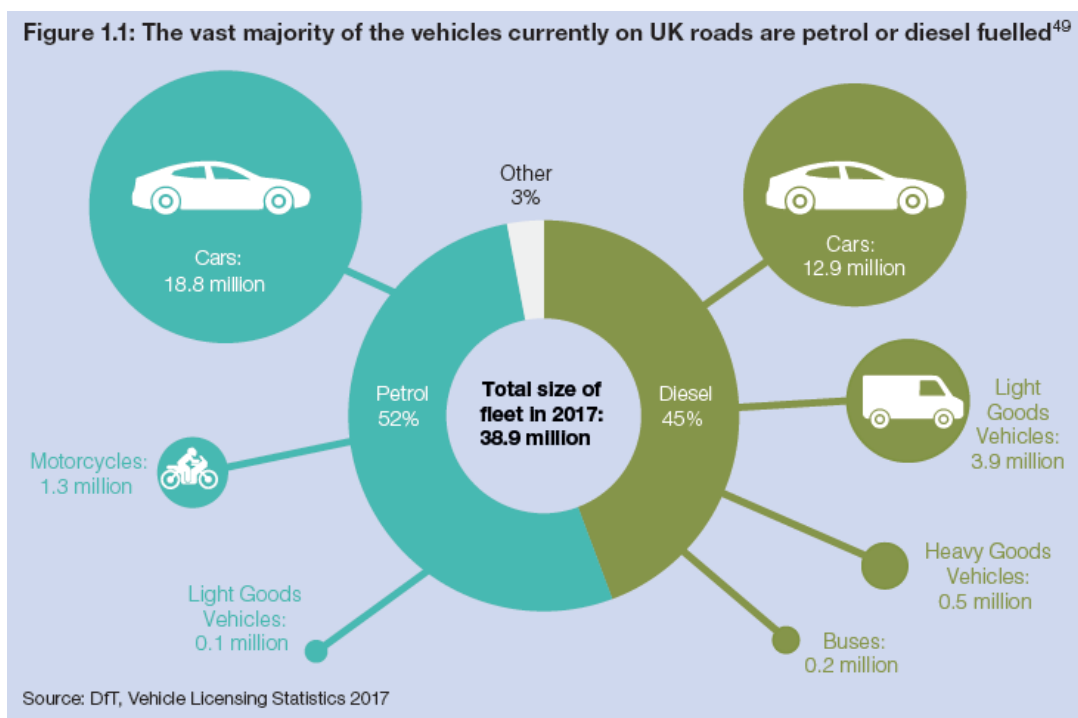
There is an Air Quality Management Area along Rhosmaen Street and without intervention it is anticipated that the air pollution problems experienced within Llandeilo and Ffairfach would continue, these are projected to increase as traffic flows increase, but to decrease as more vehicles convert to zero emissions engines.

#### 4.4.3 Electric Vehicles

The UK Government published 'The Road to Zero' in July 2018 which sets out the strategy for delivering zero emission vehicles on UK roads. Electric vehicles have been commercially available for a number of years but the switch away from petrol and diesel to electric is slow, in part due to the increase cost of the vehicles, but also due to the range that electric vehicles have between charges. In the report it states:

*'Our mission is to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040. As set out in the NO<sub>2</sub> plan, we will end the sale of new conventional petrol and diesel cars and vans by 2040. By then, we expect the majority of new cars and vans sold to be 100% zero emission and all new cars and vans to have significant zero emission capability. By 2050 we want almost every car and van to be zero emission. We want to see at least 50%, and as many as 70%, of new car sales and up to 40% of new van sales being ultra low emission by 2030.'*

Transport is the largest sector for UK greenhouse gas emissions (27%), of which road transport accounts for over 90%. Road transport is one of the biggest contributors to poor air quality in some of the UK's towns and cities. This is identified in Figure 4-1 below.



**Figure 4-1: DfT Vehicle Licensing Statistics**

The Road to Zero report stated that the technology to deliver our ambitions for cars and vans exists and is being driven today: ultra low emission vehicles made up 1.8% of new car sales in 2017 and continue to gain market share. The zero emission range of today's plug-in hybrid and range extender vehicles can already

cover the vast majority of UK journeys. For example, based on the National Travel Survey, a 50 mile continuous zero emission range could cover up to 98% of all UK journeys and a 25 mile continuous zero emission range could cover up to 94%.

The Welsh government wants Wales to have a leading role in the development of the ultra low emission vehicle industry and has set out its aims in the Wales Economic Action Plan. The Wales Transport Strategy, in development, will set out how the transport sector can be decarbonised and maximise its contribution towards these aims.

Welsh government has the ambition for the public sector in Wales to be carbon neutral by 2030, and expects ultra low emission vehicles to have a key role in achieving this. Electric Vehicle (EV) charging points have been installed at Welsh Government offices, and are being planned for the wider Welsh Government estate, education establishments and hospitals. The Welsh government will be investing £2m in electric vehicle charging points over the next two years to improve publicly accessible provision throughout Wales.

## 4.5 Do the Short-list Options address these future trends?

### 4.5.1 Introduction

Table 4-1 sets out a summary of the extent to which the shortlist options are capable of addressing some of these future trends.

Table 4-1: Assessment of Shortlist Options on Future Trends

Future Trend	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Population	i	i	i	i	i	i	i	i	i	i	i
Health	i	i	i	i	i	i	i	i	i	i	i
Economy and Infrastructure	i	i	i	i	i	i	i	i	i	i	i
Climate Change	i	i	i	i	i	i	i	i	i	i	i
Land Use and Natural Resources	i	i	i	i	i	i	i	i	i	i	i
Society and Culture	i	i	i	i	i	i	i	i	i	i	i

Future Trend	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Traffic Flows	i	i	i	i	i	i	i	i	i	i	i
Air Quality	i	i	i	i	i	i	i	i	i	i	i

## 5. Ways of Working – Prevention



### 5.1 Introduction

One of the Ways of Working set out in the Well-being Act is 'prevention', the definition of this term is set out in the introduction to this report and defined in the Well-being Act.

### 5.2 Identifying transport specific issues

In determining the extent to which each option would prevent existing and future problems, Workshop 1 was held to identify the specific issues that exist in Llandeilo and Ffairfach. Materials used in that workshop are in Appendix A. Table 5-1 shows the problems that were identified.

Table 5-1: Issues of Concern

Key Problems	Further Detail
<b>Access to railway stations</b>	There is a lack of pedestrian wayfinding information from Llandeilo Railway Station providing directions for visitors into Llandeilo town centre. In addition, the path down to the railway station is of poor quality and not suitable for less-mobile people and inaccessible to wheelchair users.
<b>Closure of local amenities</b>	There are concerns that the congestion in Llandeilo can depress visitor numbers within the town, which result in economic challenges for businesses.
<b>Crossing Rhosmaen Street / A483 (severance)</b>	The traffic flows through Llandeilo, especially HGVs at peak times can make crossing the A483 along Rhosmaen Street hazardous to pedestrians. There is a zebra crossing within the town as well as pedestrian lights but there is a concern that people crossing the road at other locations are at risk from collisions with through traffic.
<b>Crossing / visibility at Ffairfach roundabout</b>	The pavements at the Ffairfach roundabout are narrow particularly where children walk to get between Llandeilo and Ysgol Bro Dinefwr. Visibility is considered to be poor.
<b>Emergency service response time (on call)</b>	There were specific concerns regarding the length of time it can take on-call fire fighters to arrive at the fire station when there is congestion in Llandeilo and Ffairfach. The fire station is an on-call station, which means that fire fighters have to access the station using their own vehicles before they access the fire tenders, which have blue light priorities through congestion.
<b>Future development</b>	Concerns regarding how attractive Llandeilo is to future development and the ability of the local transport network to cope with any new development as set out in the Carmarthenshire Local Development Plan (there are land allocations within Llandeilo).
<b>Type of vehicle (HGV traffic)</b>	HGVs, cattle trailer's and coaches appear to use the A483 for access to businesses, schools and other towns such as Llandybïe and Ammanford which can cause congestion due to the slow vehicle speeds caused by gradients and width constraints and the amount of space they take up whilst manoeuvring within Llandeilo and Ffairfach.

Key Problems	Further Detail
<b>Journey reliability / resilience</b>	It has been identified that traffic flow is seasonal reflecting the status of Llandeilo as a tourist town with the further attraction of the National Trust park, Llandeilo therefore experiences an increase in vehicles during summer months to that of winter months.
<b>Noise levels</b>	Contributors to noise in the areas of Llandeilo and Ffairfach include the speed of which vehicles are driving at, the types of vehicle, flow of traffic and the proximity of the buildings to carriageways and lack of dispersion because of this.
<b>Number of pedestrians</b>	It is considered likely that the number of pedestrians accessing Llandeilo or Ffairfach on foot is reduced as a result of the traffic flows on the A483 and that improvements to the transport network would encourage active travel by pedestrians.
<b>Parking</b>	Vehicles parked on street conflict with moving traffic resulting in localised congestion. Long-stay parking on the A483 occurs due to a lack of off-street residential parking for many properties in Llandeilo. A combination of unused pay and display car parking at Crescent Road and free car parking at King Street suggest that drivers may be unwilling to pay charges. There also appears to be a lack of enforcement. This results in additional on-street parking, especially in 'Loading Only' bays.
<b>Pedestrian Safety</b>	Non-Motorised Users have to use narrow pavements throughout both Llandeilo and Ffairfach due to the width of space available. The proximity of HGVs to these narrow footways results in an intimidating experience for those walking or cycling. It is also difficult for pram/wheelchair users and people walking with children as the majority of footways would result in pedestrians having to walk in single-file. The quality and number of crossing points within the areas are frequently poor as many are not equipped with tactile paving/dropped kerbs.
<b>Poor air quality</b>	As a result of idling vehicles, stop/starting, manoeuvring around parked vehicles, hill starts (due to the gradient to the north of Llandeilo town centre) and the proximity of the buildings to the carriageway which reduces dispersion, pollution within Llandeilo town centre is problematic. An industrial estate is also located within Llandeilo where manufacturing businesses may contribute to pollution as well. The length of Rhosmaen Street in Llandeilo is currently identified as an Air Quality Management Area.
<b>Poor cycling environment</b>	When a site visit was conducted there were no cyclists observed in Llandeilo or Ffairfach arising from barriers to cycling such as the type of vehicles which use the A483 and the lack of cycling infrastructure in place such as on-road or off-road cycleway. There were also few cycle racks within Llandeilo and Ffairfach, with only Llandeilo railway station providing 3 racks for cyclists to secure their bikes to.
<b>Public transport</b>	The quality of bus stops available in Llandeilo and Ffairfach are of a good standard, however the frequency of buses is sporadic. Llandeilo and Ffairfach railway stations offer Real Time Information displays and information, however the shelters which are provided are in need of maintenance and modernisation. This, as well as the lack of facilities and the infrequency of train services to surrounding villages and towns, may discourage residents and visitors to use public transport.
<b>Road geometry and strategic purpose of A483</b>	A number of junctions and sections of the A483 do not comply with current standards which may reduce the overall capacity and safety of the network. In particular, there are pinch points due to the proximity of buildings which result in localised congestion and narrow footways. Lack of visibility for drivers exiting junctions onto the A483 has been highlighted as an issue which could result in accidents with other vehicles or pedestrians. Furthering this, there is limited rear access for retail properties which are located along the A483 and therefore servicing vehicles have to park and load on-street on the A483.

Key Problems	Further Detail
	<p>The majority of residential properties within Llandeilo and Ffairfach do not have driveways and therefore have to park on the highway which adds to the congestion issues along the A483.</p> <p>The A483 has topographical constraints, particularly in regards to the incline on the A483 in both directions into Llandeilo town centre, which appears to reach a pinnacle at the zebra crossing. The River Towy as well as the single-arch Grade II* listed road bridge (Llandeilo Bridge) add to the topographical constraints. The Heart of Wales railway line which runs through Ffairfach village and skirt Llandeilo to the east of the town.</p> <p>Due to the historical nature of both Llandeilo and Ffairfach, each area is characterised by listed buildings and conservation areas which impact on the townscape. These impacts include reduced visibility, narrow streets, tight radii of corners and junctions, one-way streets, a listed bridge and a National Trust park parts of Llandeilo town centre are within a conservation area and the Brecon Beacons National Park boundary lies a short distance to the east.</p> <p>Servicing for businesses which line the A483 generally has to be carried from the highway at the front of the properties as there is a lack of rear servicing provision, this further contributing to the congestion issues in Llandeilo town centre.</p> <p>There is a lack of potential diversion routes which are suitable for HGVs around Llandeilo and Ffairfach.</p>
<b>Road safety</b>	<p>Safety concerns relate to the visibility of pedestrians attempting to cross the A483 and side streets which lead onto it. Furthering this, due to the historic street layout of Llandeilo and Ffairfach, visibility splays out of a number of key junctions onto the A483 are insufficient and are mainly blocked by historic buildings. There are also conflicting road signs in relation to speed limits which could cause confusion. Convex mirrors are not present in either settlement area which, if implemented, could prove to be beneficial in the future for drivers exiting junctions onto the A483.</p>
<b>School traffic</b>	<p>Ysgol Bro Dinewfr has a large catchment of children resulting in a significant number of coaches travelling to and from the school at the beginning and end of the school day. Many of these coaches are routed through Llandeilo and cause congestion due to the potential for them to cause a convoy.</p> <p>This traffic is also a hazard to children walking or cycling to the school from Llandeilo or Ffairfach.</p> <p>To a lesser extent there are problems with school traffic associated with the three primary schools in Llandeilo and Ffairfach. However, due to the small catchment to each of these schools the number of children coming to school by car is reduced and there are no coach movements required.</p>
<b>Traffic discouraging visitors (economic growth constraints)</b>	<p>The volume of traffic, especially the number of HGVs travelling on the A483 through Llandeilo detract from the attractiveness of the town and its streetscape. There are concerns that this is discouraging visitors from staying in the town to shop or access services.</p>
<b>Traffic speed</b>	<p>There are general observations that drivers do not always abide to speed limits when looking to manoeuvre around obstructions or to avoid congestion. This is also perceived to occur at approach arms to the A483/A40 roundabout. Additionally, problems with</p>

Key Problems	Further Detail
	vehicles driving at inappropriate speeds while passing parked vehicles have been highlighted, which could result in accidents. Conflicting/confusing speed limit signs could result in drivers exceeding speed limits.
<b>Vibration levels</b>	The traffic flows, particularly the HGV movements, cause vibration through Llandeilo. While vibration levels dissipate quickly there are concerns regarding the effect this is having on the listed buildings that are alongside the A483 along Rhosmaen Street.

### 5.3 Scheme Specific Objectives

As described in Section 2, the WelTAG guidance sets out that transport intervention proposals should be considered against a set of SMART Objectives. In addition to the Well-being Goals in The Well-being of Future Generations (Wales) Act 2015, national and local Well-being Objectives, and the objectives of the Wales Transport Strategy WelTAG guidance states that scheme specific objectives should be identified that address the particular issues of concern within the area of study.

Eight draft scheme specific objectives (Scheme Objectives) were identified by the project team having reviewed the key issues raised during stakeholder workshop and site visits. These were:

1. Preserve strategic function of A483;
2. Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school;
3. Reduce community severance within Llandeilo and Ffairfach;
4. Improve journey time reliability through Llandeilo and Ffairfach;
5. Reduce congestion through Llandeilo;
6. Contribute to sustainable economic growth and tourism opportunities in Llandeilo;
7. Reduce exposure to air pollution for sensitive receptors; and
8. Support transition to a low carbon society ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure which includes improving access to, and provision of public transport.

These draft Scheme Objectives were presented to stakeholders at Workshop 2 and they were asked to provide feedback as to whether or not they were the correct objectives or were in need of alteration. Materials used in that workshop are in Appendix B. It was concluded that Objective 5 should be amended to address concerns regarding congestion in Ffairfach as well as in Llandeilo. Objective 5 was duly amended to read:

5. Reduce congestion through Llandeilo and Ffairfach.

Table 5-2 below summarises how the Scheme Objectives relate to the key issues of concern which were identified at the workshops.

Table 5-2: Intervention Objectives and Key Issues Comparison

Key Issues	Objectives							
	1	2	3	4	5	6	7	8
	Preserve the strategic function of the A483.	Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school.	Reduce community severance within Llandeilo and Ffairfach.	Improve journey time reliability through Llandeilo and Ffairfach.	Reduce congestion through Llandeilo and Ffairfach.	Contribute to sustainable economic growth and tourism opportunities in Llandeilo.	Reduce exposure to air pollution for sensitive receptors.	Support transition to a low carbon society ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure which includes improving access to, and provision of public transport.
Access to railway station(s)	▪	▪ <b>P</b>	▪	▪	▪	▪ <b>P</b>	▪	▪ <b>P</b>
Closure of local amenities	▪	▪ <b>P</b>	▪	▪	▪	▪ <b>P</b>	▪	▪ <b>P</b>
Crossing Rhosmaen Street/A483 (severance)	▪	▪ <b>i</b>	▪ <b>i</b>	▪ <b>P</b>	▪ <b>i</b>	▪	▪ <b>P</b>	▪
Crossing/visibility at Ffairfach roundabout	▪	▪ <b>i</b>	▪ <b>i</b>	▪ <b>P</b>	▪	▪	▪	▪
Emergency service response time (on call)	▪ <b>i</b>	▪	▪	▪ <b>i</b>	▪ <b>i</b>	▪	▪	▪
Future developments	▪ <b>i</b>	▪ <b>P</b>	▪	▪	▪ <b>P</b>	▪ <b>i</b>	▪	▪ <b>P</b>
HGV traffic	▪ <b>P</b>	▪	▪	▪ <b>P</b>	▪ <b>P</b>	▪	▪ <b>P</b>	▪ <b>P</b>



Journey reliability/resilience	• <b>i</b>	• <b>P</b>	• <b>P</b>	• <b>i</b>	• <b>i</b>	•	•	•
Noise levels	•	•	•	•	• <b>i</b>	•	•	• <b>P</b>
Number of pedestrians	•	• <b>i</b>	• <b>i</b>	•	• <b>P</b>	•	• <b>P</b>	• <b>P</b>
Parking	• <b>P</b>	•	•	•	•	•	•	•
Pedestrian safety	• <b>P</b>	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>P</b>	•	• <b>P</b>	• <b>P</b>
Poor air quality	•	•	•	•	• <b>i</b>	•	• <b>i</b>	• <b>P</b>
Poor cycling environment	•	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>i</b>	• <b>P</b>	• <b>i</b>	• <b>i</b>
Public transport (insufficient)	•	•	•	•	•	•	•	• <b>i</b>
Road geometry Vs purpose (HGV)	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>P</b>	• <b>P</b>
Road safety	•	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>P</b>	•	•	•
School traffic	•	• <b>i</b>	•	•	•	•	•	• <b>P</b>
Traffic discouraging visitors (economic growth constraints)	• <b>P</b>	• <b>i</b>	• <b>i</b>	• <b>P</b>	• <b>i</b>	• <b>i</b>	• <b>i</b>	• <b>P</b>
Vehicle speeds/acceleration on A483	• <b>P</b>	• <b>P</b>	• <b>P</b>	• <b>P</b>	• <b>i</b>	•	•	•
Vibration levels	•	•	•	•	• <b>P</b>	•	•	• <b>P</b>

<b>Key</b>	
Fully meets objective	<b>i</b>
Partially meets objective	<b>P</b>

### 5.3.1 Assessment of how the shortlist options address these scheme specific objectives

As part of the WelTAG process all of the long-list options that were identified at Workshop 2 and during the Public Forum events were considered to identify which would address the transport issues of concern and meet or potentially meet the scheme specific objectives. Materials used in the Public Forum events are in Appendix C. Table 5-3 sets out the results for the shortlist options, further information regarding the long-list of options is set out in the Strategic Outline Case Report. The below key is used throughout Table 5-3 – Table 6-8.

Key		
Fully meets objective	<b>i</b>	
Partially meets objective	<b>P</b>	
Not relevant	<b>X</b>	

Table 5-3: Assessment of Shortlist Options

Key Problems	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Preserve the strategic function of the A483.	<b>i</b>	<b>P</b>	<b>P</b>	<b>X</b>	<b>X</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>
Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school.	<b>i</b>	<b>X</b>	<b>X</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>P</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>
Reduce community severance within Llandeilo and Ffairfach.	<b>i</b>	<b>X</b>	<b>X</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>P</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>
Improve journey time reliability through Llandeilo and Ffairfach.	<b>P</b>	<b>i</b>	<b>i</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>
Reduce congestion through Llandeilo and Ffairfach.	<b>P</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>	<b>i</b>

Key Problems	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Contribute to sustainable economic growth and tourism opportunities in Llandeilo.	i	X	X	X	X	X	i	i	i	i	i
Reduce exposure to air pollution for sensitive receptors.	X	P	P	i	i	i	i	i	i	i	i
Support transition to a low carbon society ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure which includes improving access to, and provision of public transport.	X	X	X	X	X	X	i	i	i	X	X

## 6. Ways of Working - Integration

### 6.1 Introduction

Section 5 of the Well-being Act states:

*A public body must take account of...*

*(b) The need to take an integrated approach, by considering how –*

- i. The body's well-being objectives may impact upon each of the well-being goals;*
- ii. The body's well-being objectives may impact upon each other or upon other public bodies' objectives, in particular where steps taken by the body may contribute to meeting one objective but may be detrimental to meeting another.*

In order to establish the extent to which the A483 Llandeilo Transport Study would support or be potentially detrimental to the Well-being Objectives of the Welsh Government or other public bodies in the area a review of these objectives has been undertaken to identify which of their Well-being Objectives are relevant to the delivery of transport improvements. This analysis is set out in Section 6.2 below.

### 6.2 Welsh Government's Well-being Objectives

#### 6.2.1 Does the project positively contribute to the Well-being Objectives?

Table 6-1 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of the Welsh Government. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of their Objectives, however none were identified.

Table 6-1: Contribution of the shortlist options to the Well-being Objectives of the Welsh Government

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Support people and businesses to drive prosperity	i	i	i	i	i	i	i	i	i	i	i
Tackle regional inequality and promote fair work	i	i	i	i	i	i	i	i	i	i	i



Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Drive sustainable growth and combat climate change	i	i	i	i	i	i	i	i	i	i	i
Delivery quality health and care services fit for the future	P	P	P	P	P	P	P	P	P	P	P
Promote good health and well-being for everyone	i	i	i	i	i	i	i	i	i	i	i
Build healthier communities and better environments	i	i	i	i	i	i	i	i	i	i	i
Support young people to make the most of their potential	P	P	P	P	P	P	P	P	P	P	P
Build ambition and encourage learning for life	P	P	P	P	P	P	P	P	P	P	P
Equip everyone with the right skills for a changing world	P	P	P	P	P	P	P	P	P	P	P
Build resilient communities, culture, and language	i	i	i	i	i	i	i	i	i	i	i
Deliver modern and connected infrastructure	i	i	i	i	i	i	i	i	i	i	i
Promote and protect Wales' place in the World	i	i	i	i	i	i	i	i	i	i	i

### 6.3 Natural Resources Wales' Well-being Objectives

Table 6-2 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of Natural Resources Wales. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

Table 6-2: Contribution of the shortlist options to the Well-being Objectives of the Natural Resources Wales

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Champion the Welsh environment and the sustainable management of natural resources	P	P	P	P	P	P	P	P	P	P	P
Ensure land and water in Wales is managed sustainably and in an integrated way	P	P	P	P	P	P	P	P	P	P	P
Improve resilience and quality of ecosystems	P	P	P	P	P	P	P	P	P	P	P
Protect people and communities from environmental hazards like flooding and pollution	P	P	P	P	P	P	P	P	P	P	P
Help people live healthier and more fulfilled lives	P	P	P	P	P	P	P	P	P	P	P

### 6.4 Public Health Wales' Well-being Objectives

Table 6-3 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of Public Health Wales. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

Table 6-3: Contribution of the shortlist options to the Well-being Objectives of the Public Health Wales

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Build capacity and support system change, to protect and improve health and reduce inequalities	P	P	P	P	P	P	P	P	P	P	P
Give our children the best start in life, including opportunities to grown, play and learn in a healthy and safe environment	P	P	P	P	P	P	P	P	P	P	P
Minimise public health risks from current and emerging diseases, environmental hazards and emergencies	P	P	P	P	P	P	P	P	P	P	P
Influence policy, planning and design to create sustainable, culturally thriving and cohesive communities, to tackle the wider determinants of health and to break the cycle of poverty and disadvantage	P	P	P	P	P	P	P	P	P	P	P
Maximise the potential of our natural and cultural resources to promote physical and mental health and well-being and contribute to a low carbon, environmentally resilient Wales	P	P	P	P	P	P	P	P	P	P	P
Strengthen our role in global health and sustainable development, realising the benefits of international engagements	P	P	P	P	P	P	P	P	P	P	P

## 6.5 Brecon Beacons National Park Authority Well-being Objectives

Table 6-4 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of the Brecon Beacons National Park Authority. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

**Table 6-4: Contribution of the shortlist options to the Well-being Objectives of the Brecon Beacons National Park Authority**

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
<b>Heritage</b> <ul style="list-style-type: none"> <li>Protect and enhance the Park's archaeology</li> <li>Conserve and enhance the Park's most vulnerable listed buildings</li> </ul>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Landscape and biodiversity</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Sustainable Economic Development</b> <ul style="list-style-type: none"> <li>We will maintain and enhance our Dark Sky designation</li> </ul>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>

## 6.6 Carmarthenshire County Council's Well-being Objectives

Table 6-5 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of Carmarthenshire County Council. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.



Table 6-5: Contribution of the shortlist options to the Well-being Objectives of Carmarthenshire County Council

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Help to give every child the best start in life and improve their early life experiences	P	P	P	P	P	P	P	P	P	P	P
Help children live healthy lifestyles	P	P	P	P	P	P	P	P	P	P	P
Continue to improve learner attainment for all	P	P	P	P	P	P	P	P	P	P	P
Reduce the number of young adults that are Not in Education, Employment or Training	P	P	P	P	P	P	P	P	P	P	P
Tackle poverty by doing all we can to prevent it, helping people into work and improving the lives of those living in poverty	P	P	P	P	P	P	P	P	P	P	P
Creating more jobs and growth throughout the county	P	P	P	P	P	P	P	P	P	P	P
Help people live healthy lives (tackling risky behaviours and obesity)	P	P	P	P	P	P	P	P	P	P	P
Supporting good connections with friends, family and safe communities	P	P	P	P	P	P	P	P	P	P	P
Support the growing numbers of older people to maintain dignity and independence in their later years	P	P	P	P	P	P	P	P	P	P	P
A Council-wide approach to supporting Ageing Well in the County	P	P	P	P	P	P	P	P	P	P	P

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Looking after the environment now and for the future	P	P	P	P	P	P	P	P	P	P	P
Improving the highway and transport infrastructure and connectivity	i	i	i	i	i	i	i	i	i	i	i
Promote Welsh Language and Culture	P	P	P	P	P	P	P	P	P	P	P

## 6.7 Carmarthenshire Public Services Board's Well-being Objectives

Table 6-6 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of Carmarthenshire Public Services Board. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

Table 6-6: Contribution of the shortlist options to the Well-being Objectives of the Carmarthenshire Public Services Board

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
<b>Healthy Habits</b> – People have a good quality of life, and make healthy choices about their lives and environment.	P	P	P	P	P	P	P	P	P	P	P
<b>Early Intervention</b> – To make sure that people have the right help at the right time; as and when they need it.	P	P	P	P	P	P	P	P	P	P	P

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
<b>Strong Connections</b> – Strongly connected people, places and organisations that are able to adapt to change	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Prosperous People and Places</b> – To maximise opportunities for people and places in both urban and rural parts of the county.	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>

## 6.8 Hywel Dda University Health Board's Well-being Objectives

Table 6-7 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of Hywel Dda University Health Board. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

**Table 6-7: Contribution of the shortlist options to the Well-being Objectives of the Hywel Dda University Health Board**

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
Improve population health through prevention and early intervention	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
Support people to live active, happy and healthy lives	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>

## 6.9 Mid and West Wales Fire and Rescue Services' Well-being Objectives

Table 6-8 sets out whether or not the shortlist option either will definitely, or could potentially contribute to a Well-being Objective of the Mid and West Wales Fire and Rescue Services. In completing the table regard has been had to the extent to which any option would restrict the Welsh Government in achieving any of these Objectives, however none were identified.

Table 6-8: Contribution of the shortlist options to the Well-being Objectives of Mid and West Wales Fire and Rescue Service

Well-being Objective	TC1A	NB1	NB2	NB5	NB6	NB7	BE1A	BE1B	BE1C	BE4D	BE6
To delivery our part of the Welsh Government Road Safety Framework	P	P	P	P	P	P	P	P	P	P	P
The Well-being of Future Generations (Wales) Act 2015 and our role in Public Service Boards.	P	P	P	P	P	P	P	P	P	P	P
Review and develop our response to flooding incidents	P	P	P	P	P	P	P	P	P	P	P
To make best use of our assets and resources	P	P	P	P	P	P	P	P	P	P	P
To improve the way we resolve operational incidents through innovation and the use of technology	P	P	P	P	P	P	P	P	P	P	P

## 7. Ways of Working - Involvement and Collaboration

### 7.1 Introduction



Under the Well-being Act, two of the five ways of working are involvement and collaboration.

Project teams should involve a diversity of the population in the decisions that affect them and also work with others in a collaborative way to find shared sustainable solutions. In determining who should be involved in the strategic options stage of the A483 Llandeilo Transport Study, the Welsh Government identified key representatives of the local population who could be affected as well as other organisations or individuals who could provide useful insight into the existing problems and potential solutions; this included organisations that the Welsh Government could potentially work with in a collaborative way to deliver shared goals and objectives.

As part of the Stage One WelTAG process two stakeholder workshops were carried out. Details of this is set out below. The proposed workshops aimed to address the stages required by both WelTAG Guidance and the Well-being of Future Generations (Wales) Act 2015 ways of working.

In advance of the proposed half day workshop information regarding the purpose of the workshop was provided to invitees alongside the invitation. This enabled those organisations who could attend to consult with others in advance as they deemed appropriate. Those organisations who could not attend were invited to provide their views so that they could be taken into account in finalising the scheme objectives. The period within which that could submit their comments was short in order to not delay programme.

It was important that those involved in the process were able to do so through the medium of Welsh should they so wish. Attendees were asked to confirm whether they are Welsh speakers and whether they would want to undertake the workshop in Welsh.

Should it be necessary, then translation services would be arranged (by the Welsh Government). Where there were those who wish to conduct the workshop in Welsh a Welsh speaking break out group could be identified so that there is no requirement for translation services in that break-out group. The introduction and conclusion of the event would be in English, which could be subject to simultaneous translation if required.

Minutes to the workshop were prepared in English, with feedback from Welsh speaking break out groups provided to Jacobs and Mott MacDonald by the Welsh Government.

### 7.2 Workshop 1 – Identification of Issues

As set out above, there is a long history to a potential transport improvement scheme within Llandeilo and Ffairfach. At this workshop the extent to which the rationale for the scheme that had previously been identified still applies and whether or not there are additional factors that should be considered in reaching a decision on whether or not transport improvements are required.

At this stage it was important to involve other public bodies, and other departments within the Welsh Government to ensure that any proposals did not conflict with other projects or plans that are in progress or have a negative effect on the delivery of other identified issues in the area.

This workshop involved a broad range of attendees from the local authority and other public bodies, representatives of the local community and organisations with an interest in transport schemes. Table 7-1 lists the proposed invitees to Workshop 1. It is likely that some of these organisations would decide not to attend the workshop but in accordance with the Involvement and Collaboration ways of working identified in the Well-being of Future Generations (Wales) Act 2015 it is important that these public bodies have the opportunity to input at this early stage.

Key issues that needed to be considered were the extent to which the objectives will prevent the identified issues and meet the long term needs of the community, taking into account the impacts of the scheme.

#### Aims

- To establish an up-to-date understanding of Llandeilo and Ffairfach's traffic problems, with insights from key members of the local community and public bodies;
- To establish what other issues exist within Llandeilo and Ffairfach that should be considered in developing scheme objectives;
- To establish community stakeholder expectations in terms of priorities, opportunities and concerns with tackling the problem; and
- To review the previous objectives in light of the above and current policy context, amend if necessary and agree the objectives for the option development and appraisal.

**Table 7-1 : Invitees to Workshop 1**

<b>Design Team</b>	<b>Public Sector</b>	<b>Private Sector</b>	<b>Third Sector (community and environmental groups)</b>
Welsh Government Highways (Highways)	Carmarthenshire CC (Environmental Health (Air Quality))	Network Rail	Sustrans
Welsh Government Highways (Environment)	Carmarthenshire CC (Highways)	Arriva Trains Wales	Local Disability Group
Jacobs (Highways)	Carmarthenshire CC (Strategic Planning)	Local Business Forum	
Jacobs (Transport Planning)	Llandeilo Town Council		
Mott Macdonald (Environmental)	Dyfed Powys Police		

Design Team	Public Sector	Private Sector	Third Sector (community and environmental groups)
	Mid and West Wales Fire and Rescue Service		
	Welsh NHS Ambulance Trust		
	Public Health Wales		
	Hywel Dda University Health Board		
	County Councillors		
	Town and Community Councillors		

Following the workshop, the design team reviewed the information that was obtained from these stakeholders and used it to inform the rationale for the scheme.

Prior to the workshop the design team reviewed the Welsh Government Transport Objectives and considered the Scheme Objectives that had previously been identified. Based on feedback from stakeholders at the workshop, and a review of the changes to legislation and policy identified above, these Scheme Objectives were revised. These Scheme Objectives would be robust and stand up to scrutiny as they will be the basis of the assessment of options as they progress through to detailed design and implementation.

In advance of the proposed half day workshop information regarding the purpose of the workshop was provided to invitees alongside the invitation. This enabled those organisations who could attend to consult with others in advance as they deemed appropriate. Those organisations who could not attend were invited to provide their views so that they can be taken into account in finalising the scheme objectives. The period within which that could submit their comments was short in order to not delay programme.

### 7.3 Workshop 2 – Identification of Scheme Objectives and Potential Options

The purpose of this workshop was to identify a long-list of potential options. Previous studies have identified a range of options, including those across inalienable National Trust land which were subsequently dismissed. In the first instance attendees would be presented with environmental constraints plans (showing key environmental designations such as SACs, SSSIs, Nature Reserves, Scheduled Monuments, Conservation Areas, AONB, National Trust land etc. along with key land use features such as playgrounds and schools). These constraints plans were free of the previously identified option and a 'clean sheet' from which to consider options. However, the previously identified options were presented so that they can be adopted as options again should they be considered appropriate.

In the first instance the adopted Rationale and Scheme Objectives were presented. There was a wider invitee list for Workshop 2 and a brief summary of the key issues identified at Workshop 1 was provided as an introduction.

A list of the proposed invitees to Workshop 2 is set out in Table 7-2

**Table 7-2 : Invitees to Workshop 2**

<b>Design Team</b>	<b>Public Sector</b>	<b>Private Sector</b>	<b>Third Sector (community and environmental groups)</b>
Welsh Government Highways (Highways)	Carmarthenshire CC (Environmental Health)	Network Rail	National Trust
Welsh Government Highways (Environment)	Carmarthenshire CC (Highways)	Arriva Trains Wales	Wildlife Trust of South and West Wales
Jacobs (Highways)	Carmarthenshire CC (Education)	Local Business Forum	Dyfed Archaeological Trust
Jacobs (Transport Planning)	Carmarthenshire CC (Strategic Planning)		Sustrans
Mott Macdonald (Environmental)	Carmarthenshire CC (Biodiversity)		Local Disability Group
	Carmarthenshire CC (Landscape)		Local bypass pressure group
	Llandeilo Town Council		
	Ysgol Bro Dinefwr (the high school)		
	Ysgol Gynradd Ffairfach (primary school)		
	Ysgol Gynradd Llandeilo (primary school)		
	Ysgol Teilo Sant (primary school)		
	Natural Resources Wales (Ecology)		
	Natural Resources Wales (Landscape)		



Design Team	Public Sector	Private Sector	Third Sector (community and environmental groups)
	Natural Resources Wales (Flood Risk and Hydrology)		
	Cadw		
	Dyfed Powys Police		
	Fire and Rescue		
	NHS Ambulance Trust		

Key issues that needed to be considered were the extent to which the objectives would prevent the identified issues and meet the long term needs of the community, taking into account the impacts of the scheme.

The aim of the workshop was to identify any further options that are worthy of consultation. Attendees were advised regarding the range of options that can be presented. Options could be capital schemes such as a bypass, localised highway improvements, improvements to rail, provision of Park and Ride facilities, pedestrianisation etc. They could also be a combination of elements to present an option that contributed to the Scheme Objectives.

Following work in a number of small groups the workshop was brought together so that all of the identified options were presented at a high level to the workshop. By the end of the day options which were identified that the Jacobs / Mott MacDonald teams were taken forward to appraise and shortlist. A high level appraisal using a matrix was used to identify key pros and cons of these options as identified by the workshop attendees.





## 7.4 Public Forums – Identification of Potential Options











Two public forums were undertaken with information presented in Welsh and English and supported by a design team who were a minimum of 50% Welsh speakers. Four hundred and six people attended the public forums, though there was some duplication with some people attending on both dates. The information presented at the public forums is set out in the Appendices to this report along with environmental constraints mapping. The public were asked to come forward with any options that they thought were worth considering as part of the long-list of solutions and 86 drawings were completed. Having reviewed the responses, seven broad alternative route options were identified, taking into account feedback at the events the need to consider options for a no-bypass solution were also produced. Having refined the options presented a total of seven non-bypass solutions, two options for links between the A487 and A483, four town centre improvement options (to be considered alongside a bypass) and 27 bypass route options were considered as long-list options.












## 7.5 Development of Collaboration and Involvement Strategy

The Stakeholder Engagement Strategy would set out the key stakeholders for the A483 Llandeilo Transport Study, which would be informed by feedback from the Future Generations Commissioner to the WelTAG Stage One Report. However, in the first instance the key statutory and non-statutory organisations set out in Table 7-3 and Table 7-4 have been identified, along with details of the subject areas that they would contribute to the project teams understanding of. We have also identified which bodies or organisations would be involved with or collaborate on the design and which public bodies' Well-being Objectives need to be integrated into the project development.

**Table 7-3: Statutory Bodies**




Statutory Bodies	Ways of Working			Subject Areas
Carmarthenshire County Council				<ul style="list-style-type: none"> <li>• Biodiversity Officer</li> <li>• Strategic Planning</li> <li>• Highways</li> <li>• Environmental Health</li> <li>• Education</li> <li>• Cycling Officer</li> <li>• Disaster Management team</li> <li>• Social Services (disability needs)</li> </ul>
Brecon Beacons National Park				<ul style="list-style-type: none"> <li>• Strategic Planning</li> <li>• Biodiversity</li> <li>• Landscape</li> </ul>
Town and Community Councils				<ul style="list-style-type: none"> <li>• Llandeilo Town Council</li> </ul>

Statutory Bodies	Ways of Working			Subject Areas
				<ul style="list-style-type: none"> <li>• Manordeilo and Salem Community Council</li> <li>• Dyffryn and Cennen Community Council</li> </ul>
Natural Resources Wales				<ul style="list-style-type: none"> <li>• Flood Risk</li> <li>• Biodiversity</li> <li>• Landscape</li> </ul>
Royal Commission on the Ancient and Historical Monuments of Wales				<ul style="list-style-type: none"> <li>• Cultural heritage</li> </ul>
Cadw				<ul style="list-style-type: none"> <li>• Cultural heritage</li> </ul>
Network Rail				<ul style="list-style-type: none"> <li>• Design implications for railway and stations</li> </ul>
Health Organisations				<ul style="list-style-type: none"> <li>• Public Health Wales</li> <li>• Hywel Dda Public Health Team</li> <li>• NHS Ambulance Trust</li> </ul>

Statutory Bodies	Ways of Working			Subject Areas
Dyfed Powys Police				<ul style="list-style-type: none"> <li>• Community policing</li> <li>• Traffic policing</li> </ul>
Mid and West Wales Fire and Rescue Services				<ul style="list-style-type: none"> <li>• Design</li> <li>• Management of access</li> </ul>
Welsh Government				<ul style="list-style-type: none"> <li>• Network Management</li> <li>• Active Travel</li> <li>• Environmental</li> </ul>
SWTRA				<ul style="list-style-type: none"> <li>• Network Management</li> </ul>
Future Generations Commissioner's Office				<ul style="list-style-type: none"> <li>• Review of consideration of the Well-being of Future Generations (Wales) Act 2015 and the sustainability principle</li> </ul>

**Table 7-4 Non-Statutory Organisations**

Topic Areas	Ways of Working			Non-Statutory Consultee
Ecology				<ul style="list-style-type: none"> <li>• Wildlife Trust of South and West Wales</li> <li>• Woodland Trust</li> <li>• Butterfly Conservation</li> <li>• National Trust</li> </ul>
Cultural Heritage				<ul style="list-style-type: none"> <li>• National Trust</li> <li>• Dyfed Archaeological Trust</li> </ul>
Active Travel				<ul style="list-style-type: none"> <li>• Local Disability Groups</li> <li>• RNIB</li> <li>• Sustrans</li> <li>• Ramblers Cymru</li> <li>• Local walking and cycling groups</li> <li>• British Horse Society</li> </ul>
Education				<ul style="list-style-type: none"> <li>• Ysgol Bro Dinefwr</li> <li>• Llandeilo Primary School</li> <li>• Ysgol Gymraeg Teilo Sant</li> <li>• Ysgol Ffairfach</li> </ul>

Topic Areas	Ways of Working			Non-Statutory Consultee
Community and other interests				<ul style="list-style-type: none"> <li>Local angling clubs (x 4)</li> <li>Objector groups (as applicable)</li> </ul>
Design Commission for Wales				<ul style="list-style-type: none"> <li>Design review at key design freeze stages</li> </ul>

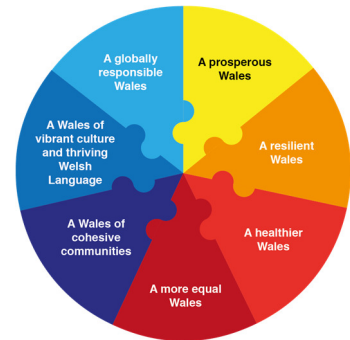
## 8. Well-being Goals

### 8.1 Introduction

In this section the short-listed options have been considered in more detail.

### 8.2 A Prosperous Wales

Table 8-1 sets out the extent to which each of the short-listed options could contribute to the 'A Prosperous Wales' Goal.



**Table 8-1: Assessment of Shortlist Options against Well-Being Goal 'A Prosperous Wales'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	<p>The improvements to the town centre, when considered with one of the short-listed bypass options would contribute to a Prosperous Wales. The removal of traffic associated with the bypass would have benefits to the town centre but the town centre improvements would make the shopping experience and general visitor experience within the town centre more appealing for local residents, people from the surrounding area who use Llandeilo as their service centre and for visitors and tourists. Signage on the bypass would be required to ensure that people passing through know how to access the town if they want to and are aware of its existence.</p> <p>With collaboration there is the potential for these benefits to be further realised, though this opportunity is not considered further at this stage.</p>
NB1 – Traffic lights, no bypass	<p>This option would have more limited benefits to the town centre but by widening the pavements it would still be possible to benefit the local economy. By not having a bypass through traffic HGVs would still detract from the town centre shopping experience but through traffic could result in ad hoc visits as people pass through the area.</p>
NB2 – Removal of Parking on Rhosmaen Street	<p>This option would have more limited benefits to the town centre. By not having a bypass through traffic HGVs would still detract from the town centre shopping experience but through traffic could result in ad hoc visits as people pass through the area.</p>
NB5 – HGV Restriction (legal sanction) plus one-way system	<p>This option would have benefits for the town in terms of the attractiveness as a service centre and as a shopping area for visitors and tourists, which would contribute to the local economy. However, the removal of the route for HGV traffic would have an adverse effect on freight transport, this would be felt most by local businesses and businesses in Ammanford who would otherwise travel north through Llandeilo.</p> <p>Overall this option is considered to be detrimental to the regional economy and does not contribute positively to this well-being goal.</p>
NB6 – Combined no-bypass option (with HGV restriction)	<p>This option would have benefits for the town in terms of the attractiveness as a service centre and as a shopping area for visitors and tourists, which would contribute to the local economy. However, the removal of the route for HGV traffic</p>

Short-list Option	Assessment
	<p>would have an adverse effect on freight transport, this would be felt most by local businesses and businesses in Ammanford who would otherwise travel north through Llandeilo.</p> <p>Overall this option is considered to be detrimental to the regional economy and does not contribute positively to this well-being goal.</p>
NB7 – Combined no-bypass option (no HGV restriction)	<p>This option would have more limited benefits to the town centre but by widening the pavements it would still be possible to benefit the local economy. By not having a bypass through traffic HGVs would still detract from the town centre shopping experience but through traffic could result in ad hoc visits as people pass through the area.</p>
BE1A – Eastern Bypass Option (including TC1A)	<p>The bypass would result in the removal of HGVs from the town centre and would also remove through traffic, as these vehicles would then use the bypass. This would have benefits to freight traffic as there would be better journey reliability.</p> <p>Even without town centre improvements the bypass would benefit the town as a result of the reduction in traffic flows, especially HGV traffic, which currently detracts from the visitor experience.</p>
BE1B – Eastern Bypass Option (including TC1A)	<p>The bypass would result in the removal of HGVs from the town centre and would also remove through traffic, as these vehicles would then use the bypass. This would have benefits to freight traffic as there would be better journey reliability.</p> <p>Even without town centre improvements the bypass would benefit the town as a result of the reduction in traffic flows, especially HGV traffic, which currently detracts from the visitor experience.</p>
BE1C – Eastern Bypass Option (including TC1A)	<p>The bypass would result in the removal of HGVs from the town centre and would also remove through traffic, as these vehicles would then use the bypass. This would have benefits to freight traffic as there would be better journey reliability.</p> <p>Even without town centre improvements the bypass would benefit the town as a result of the reduction in traffic flows, especially HGV traffic, which currently detracts from the visitor experience.</p>
BE4D – Eastern Bypass Option (including TC1A)	<p>The bypass would result in the removal of HGVs from the town centre and would also remove through traffic, as these vehicles would then use the bypass. This would have benefits to freight traffic as there would be better journey reliability.</p> <p>Even without town centre improvements the bypass would benefit the town as a result of the reduction in traffic flows, especially HGV traffic, which currently detracts from the visitor experience.</p>
BE6 – Eastern Bypass Option (including TC1A)	<p>The bypass would result in the removal of HGVs from the town centre and would also remove through traffic, as these vehicles would then use the bypass. This would have benefits to freight traffic as there would be better journey reliability.</p> <p>Even without town centre improvements the bypass would benefit the town as a result of the reduction in traffic flows,</p>



Short-list Option	Assessment
	especially HGV traffic, which currently detracts from the visitor experience.

### 8.3 A Resilient Wales

Table 8-2 sets out the extent to which each of the shortlisted options could contribute to the 'A Resilient Wales' Goal.

**Table 8-2: Assessment of Shortlist Options against Well-Being Goal 'A Resilient Wales'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	By removing through traffic there would be benefits to the town in terms of journey reliability and the trunk road network would be more resilient. However, by providing a one-way system that would not work for northbound HGV traffic there would be no benefit to HGV traffic should the bypass be closed as no alternative route through Llandeilo would be available. Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).
NB1 – Traffic lights, no bypass	This option is neutral in respect of this goal.
NB2 – Removal of Parking on Rhosmaen Street	This option is neutral in respect of this goal.
NB5 – HGV Restriction (legal sanction) plus one-way system	This option is less resilient in terms of the trunk road network as there are currently several route options for HGV traffic should accidents or incidents result in the closure of other trunk roads. By limiting HGV traffic through Llandeilo that option would be lost.
NB6 – Combined no-bypass option (with HGV restriction)	This option is less resilient in terms of the trunk road network as there are currently several route options for HGV traffic should accidents or incidents result in the closure of other trunk roads. By limiting HGV traffic through Llandeilo that option would be lost.
NB7 – Combined no-bypass option (no HGV restriction)	This option is neutral in respect of this goal.
BE1A – Eastern Bypass Option (including TC1A)	Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).
BE1B – Eastern Bypass Option (including TC1A)	Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).
BE1C – Eastern Bypass Option (including TC1A)	Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).
BE4D – Eastern Bypass Option (including TC1A)	Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).

Short-list Option	Assessment
BE6 – Eastern Bypass Option (including TC1A)	Overall there would be a benefit to cars, the improvements to HGV traffic would be neutral (the benefit of the bypass is discussed below).

## 8.4 A Healthier Wales

Table 8-3 sets out the extent to which each of the shortlisted options could contribute to the 'A Healthier Wales' Goal.

**Table 8-3: Assessment of Shortlist Options against Well-Being Goal 'A Healthier Wales'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	<p>The benefits of the town centre improvements are associated with a reduction in accidents that would result from the widening of pavements to enable people to shop on Rhosmaen Street without having to walk in the road to pass each other.</p> <p>There would be an adverse effect on some properties in King Street and Carmarthen Road as a result of an increase in air emissions from cars which do not currently use that route. However, there would be a reduction in air emissions along Rhosmaen Street, which would be beneficial to people living or shopping in this area.</p>
NB1 – Traffic lights, no bypass	<p>The benefits of the town centre improvements are associated with a reduction in accidents that would result from the widening of pavements to enable people to shop on Rhosmaen Street without having to walk in the road to pass each other.</p> <p>In terms of air emissions, there would be no reduction in traffic flows through Llandeilo and so no overall benefit, there is the potential for there to be localised increases in air emissions where traffic is held at red lights, however, this should be considered against the current stop/start journey movements through the town.</p>
NB2 – Removal of Parking on Rhosmaen Street	<p>The benefits of the town centre improvements are associated with a reduction in accidents that would result from the removal of street parking.</p> <p>In terms of air emissions, there would be no reduction in traffic flows through Llandeilo and so no overall benefit.</p>
NB5 – HGV Restriction (legal sanction) plus one-way system	<p>The benefits of the town centre improvements are associated with a reduction in accidents that would result from the widening of pavements to enable people to shop on Rhosmaen Street without having to walk in the road to pass each other.</p> <p>There would be an adverse effect on some properties in King Street and Carmarthen Road as a result of an increase in air emissions from cars which do not currently use that route. However, there would be a reduction in air emissions along Rhosmaen Street, which would be beneficial to people living or shopping in this area. The removal of HGV traffic would improve the safety of the town for non-motorised users and would also reduce the air emissions from these vehicles.</p>

Short-list Option	Assessment
NB6 – Combined no-bypass option (with HGV restriction)	The benefits of the town centre improvements are associated with a reduction in accidents that would result from the widening of pavements to enable people to shop on Rhosmaen Street without having to walk in the road to pass each other. The removal of HGV traffic would improve the safety of the town for non-motorised users and would also reduce the air emissions from these vehicles.
NB7 – Combined no-bypass option (no HGV restriction)	The benefits of the town centre improvements are associated with a reduction in accidents that would result from the widening of pavements to enable people to shop on Rhosmaen Street without having to walk in the road to pass each other.
BE1A – Eastern Bypass Option (including TC1A)	This option would result in the removal of HGVs and other through traffic from the town centre. This would be a benefit to people visiting the town as it would be safer. There would also be a reduction in the air emissions along Rhosmaen Street.
BE1B – Eastern Bypass Option (including TC1A)	This option would result in the removal of HGVs and other through traffic from the town centre. This would be a benefit to people visiting the town as it would be safer. There would also be a reduction in the air emissions along Rhosmaen Street.
BE1C – Eastern Bypass Option (including TC1A)	This option would result in the removal of HGVs and other through traffic from the town centre. This would be a benefit to people visiting the town as it would be safer. There would also be a reduction in the air emissions along Rhosmaen Street.
BE4D – Eastern Bypass Option (including TC1A)	This option would result in the removal of HGVs and other through traffic from the town centre. This would be a benefit to people visiting the town as it would be safer. There would also be a reduction in the air emissions along Rhosmaen Street.
BE6 – Eastern Bypass Option (including TC1A)	This option would result in the removal of HGVs and other through traffic from the town centre. This would be a benefit to people visiting the town as it would be safer. There would also be a reduction in the air emissions along Rhosmaen Street.

## 8.5 A More Equal Wales

Table 8-4 sets out the extent to which each of the short-listed options could contribute to the 'A More Equal Wales' Goal.

**Table 8-4: Assessment of Shortlist Options against Well-Being Goal 'A More Equal Wales'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also

Short-list Option	Assessment
	be a benefit to people with young children due again to the improvements in the width of the pavements.
NB1 – Traffic lights, no bypass	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
NB2 – Removal of Parking on Rhosmaen Street	This option is neutral in respect of this goal.
NB5 – HGV Restriction (legal sanction) plus one-way system	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
NB6 – Combined no-bypass option (with HGV restriction)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
NB7 – Combined no-bypass option (no HGV restriction)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
BE1A – Eastern Bypass Option (including TC1A)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
BE1B – Eastern Bypass Option (including TC1A)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
BE1C – Eastern Bypass Option (including TC1A)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.
BE4D – Eastern Bypass Option (including TC1A)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also

Short-list Option	Assessment
	be a benefit to people with young children due again to the improvements in the width of the pavements.
BE6 – Eastern Bypass Option (including TC1A)	This option would result in a safer visitor experience for people of limited mobility, including wheelchair users who cannot currently travel along the length of Rhosmaen Street on the pavement due to its limited width in places. There would also be a benefit to people with young children due again to the improvements in the width of the pavements.

## 8.6 A Wales of Cohesive Communities

Table 8-5 sets out the extent to which each of the shortlisted options could contribute to the ‘A Wales of Cohesive Communities’ Goal.

**Table 8-5: Assessment of Shortlist Options against Well-Being Goal ‘A Wales of Cohesive Communities’**

Short-list Option	Assessment
TCA1 – One-way system and bypass	Improvements to the town centre will make it a more attractive centre for the town and reduce severance. Overall there should be a benefit to the cohesion of the town.
NB1 – Traffic lights, no bypass	Improvements to the town centre will make it a more attractive centre for the town and reduce severance. Overall there should be a benefit to the cohesion of the town.
NB2 – Removal of Parking on Rhosmaen Street	Minor improvements to the town centre will make it a marginally more attractive centre for the town and reduce severance. Overall there should be a marginal benefit to the cohesion of the town.
NB5 – HGV Restriction (legal sanction) plus one-way system	Improvements to the town centre will make it a more attractive centre for the town and reduce severance. Overall there should be a benefit to the cohesion of the town. The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive.
NB6 – Combined no-bypass option (with HGV restriction)	Improvements to the town centre will make it a more attractive centre for the town and reduce severance. Overall there should be a benefit to the cohesion of the town. The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive.
NB7 – Combined no-bypass option (no HGV restriction)	Improvements to the town centre will make it a more attractive centre for the town and reduce severance. Overall there should be a benefit to the cohesion of the town.
BE1A – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive. This should increase community cohesion.
BE1B – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot

Short-list Option	Assessment
	within the town more attractive. This should increase community cohesion.
BE1C – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive. This should increase community cohesion.
BE4D – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive. This should increase community cohesion.
BE6 – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would reduce severance and make journeys on foot within the town more attractive. This should increase community cohesion.

## 8.7 A Wales of Vibrant Culture and Thriving Welsh Language

Table 8-6 sets out the extent to which each of the shortlisted options could contribute to the 'A Wales of Vibrant Culture and Thriving Welsh language' Goal.

**Table 8-6: Assessment of Shortlist Options against Well-Being Goal 'A Wales of Vibrant Culture and Thriving Welsh Language'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	Llandeilo is known for its numerous festivals with happen throughout the year. The removal of through traffic would benefit these festivals. However, at the moment some of these events involve the closure of some side roads, including some that would form part of the one way system. While this would not be insurmountable the way in which this is managed would need further consideration.
NB1 – Traffic lights, no bypass	This options would have limited benefits to Llandeilo, but the improvements to connectivity as a result of traffic only travelling in one direction (north or south bound based on the lights) would improve connectivity within the town during its many cultural events.
NB2 – Removal of Parking on Rhosmaen Street	This option is neutral or of limited benefit in respect of this goal.
NB5 – HGV Restriction (legal sanction) plus one-way system	Llandeilo is known for its numerous festivals with happen throughout the year. The removal of HGV traffic would benefit these festivals.
NB6 – Combined no-bypass option (with HGV restriction)	Llandeilo is known for its numerous festivals with happen throughout the year. The removal of HGV traffic would benefit these festivals.
NB7 – Combined no-bypass option (no HGV restriction)	There would be benefits associated with town centre improvements, though these would be limited.
BE1A – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would benefit the numerous cultural events that happen within the town centre. These events are widely advertised and



Short-list Option	Assessment
	people visit Llandeilo as a destination town, the bypass would not result in people not being aware of events as long as signage from the bypass is suitable.
BE1B – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would benefit the numerous cultural events that happen within the town centre. These events are widely advertised and people visit Llandeilo as a destination town, the bypass would not result in people not being aware of events as long as signage from the bypass is suitable.
BE1C – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would benefit the numerous cultural events that happen within the town centre. These events are widely advertised and people visit Llandeilo as a destination town, the bypass would not result in people not being aware of events as long as signage from the bypass is suitable.
BE4D – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would benefit the numerous cultural events that happen within the town centre. These events are widely advertised and people visit Llandeilo as a destination town, the bypass would not result in people not being aware of events as long as signage from the bypass is suitable.
BE6 – Eastern Bypass Option (including TC1A)	The removal of through traffic and HGV traffic from the town centre would benefit the numerous cultural events that happen within the town centre. These events are widely advertised and people visit Llandeilo as a destination town, the bypass would not result in people not being aware of events as long as signage from the bypass is suitable.

## 8.8 A Globally Responsible Wales

Table 8-7 sets out the extent to which each of the shortlisted options could contribute to the 'A Globally Responsible Wales' Goal.

**Table 8-7: Assessment of Shortlist Options against Well-Being Goal 'A Globally Responsible Wales'**

Short-list Option	Assessment
TCA1 – One-way system and bypass	The one-way system would improve the town centre for active travel journeys and should result in a reduction in the use of cars for short journeys.
NB1 – Traffic lights, no bypass	The improvements to the town centre should improve the town centre for active travel journeys and should result in reduction in the use of cars for short journeys.  The construction of the bypass would result in the expenditure of embedded carbon. On this basis there would be a benefit of not undertaking these construction works.
NB2 – Removal of Parking on Rhosmaen Street	This option is neutral or of limited benefit in respect of this goal.

Short-list Option	Assessment
NB5 – HGV Restriction (legal sanction) plus one-way system	The one-way system would improve the town centre for active travel journeys and should result in a reduction in the use of cars for short journeys. However, the HGV restriction would lead to an increase in air emissions from HGVs as they have to travel longer distances to get to their destinations.
NB6 – Combined no-bypass option (with HGV restriction)	<p>The improvements to the town centre should improve the town centre for active travel journeys and should result in reduction in the use of cars for short journeys.</p> <p>The construction of the bypass would result in the expenditure of embedded carbon. On this basis there would be a benefit of not undertaking these construction works.</p> <p>However, the HGV restriction would lead to an increase in air emissions from HGVs as they have to travel longer distances to get to their destinations</p>
NB7 – Combined no-bypass option (no HGV restriction)	<p>The improvements to the town centre should improve the town centre for active travel journeys and should result in reduction in the use of cars for short journeys.</p> <p>The construction of the bypass would result in the expenditure of embedded carbon. On this basis there would be a benefit of not undertaking these construction works.</p>
BE1A – Eastern Bypass Option (including TC1A)	<p>There would be embedded carbon expenditure from the construction of the bypass, though there would be wider benefits within the town as a result of the removal of through traffic and HGV traffic, which would improve the environment for active travel users.</p> <p>The design of the bypass would be critical in this regard to ensure that potential adverse impacts are minimised and where possible opportunities for enhancement are taken up.</p>
BE1B – Eastern Bypass Option (including TC1A)	<p>There would be embedded carbon expenditure from the construction of the bypass, though there would be wider benefits within the town as a result of the removal of through traffic and HGV traffic, which would improve the environment for active travel users.</p> <p>The design of the bypass would be critical in this regard to ensure that potential adverse impacts are minimised and where possible opportunities for enhancement are taken up.</p>
BE1C – Eastern Bypass Option (including TC1A)	<p>There would be embedded carbon expenditure from the construction of the bypass, though there would be wider benefits within the town as a result of the removal of through traffic and HGV traffic, which would improve the environment for active travel users.</p> <p>The design of the bypass would be critical in this regard to ensure that potential adverse impacts are minimised and where possible opportunities for enhancement are taken up.</p>
BE4D – Eastern Bypass Option (including TC1A)	There would be embedded carbon expenditure from the construction of the bypass, though there would be wider benefits within the town as a result of the removal of through traffic and HGV traffic, which would improve the environment for active travel users.



Short-list Option	Assessment
	The design of the bypass would be critical in this regard to ensure that potential adverse impacts are minimised and where possible opportunities for enhancement are taken up.
BE6 – Eastern Bypass Option (including TC1A)	<p>There would be embedded carbon expenditure from the construction of the bypass, though there would be wider benefits within the town as a result of the removal of through traffic and HGV traffic, which would improve the environment for active travel users.</p> <p>The design of the bypass would be critical in this regard to ensure that potential adverse impacts are minimised and where possible opportunities for enhancement are taken up.</p>

## 9. Conclusions

Having considered the work undertaken to date on the A483 Llandeilo Transport Study it is clear that due consideration has been had to the Well-being of Future Generations (Wales) Act 2015. The Well-being Objectives of each of the relevant public bodies has been considered. Where Objectives are relevant or partially relevant the extent to which each of the short-listed options would support the achievement of these objectives, or would be detrimental to the ability of the public body to achieving the Objective has been considered.

Throughout the process of identifying the issues, intervention objectives and potential solutions the Welsh Government has taken into account the five ways of working.

Consideration of stakeholder engagement for WelTAG Stage Two onwards is given in Appendix D.

## Appendix A. Workshop 1

### A.1 Workshop 1 Materials - Questionnaire

#### A.1.1 Background information provided and questionnaire for those unable to attend workshop

##### 9.1.1 Background

There are continuing traffic related issues associated with the A483 trunk road within the centre of Llandeilo, and the section of A483 between the A40 and Ffairfach has been declared as an Air Quality Management Area (AQMA) due to frequently breached nitrogen dioxide levels.

Previous assessments have been carried out in 1971 to 1974 and 2003 to 2007, investigating the provision of a bypass and the traffic problems experienced in Llandeilo and Ffairfach. In 2007, consultations were undertaken to understand the public's views towards the option of a bypass. Alternative traffic management was also investigated; however, it was concluded that *'limited benefits could be gained by implementation of some of the traffic calming method'*. During the consultation it was also highlighted that *"Many local residents see the primary cause of problems experienced in the town as being the level of HGV usage. They feel that the placing of a weight restriction on Llandeilo Bridge or banning of HGVs from town would eradicate the problem"*. Previous assessments concluded *"Any proposal to mitigate the traffic issues currently encountered in Llandeilo and Ffairfach should include a bypass"*.

Due to the amount of time that has passed since 2007, together with changes in national legislation, policy and guidance, the Welsh Government is re-examining the problems at Llandeilo to ensure appropriate objectives and potential solutions are progressed. To inform this process, two workshops are being carried out. The aim of the first workshop is to gather opinion from selected stakeholder organisations on the current understanding of transport problems, opportunities and objectives for Llandeilo and Ffairfach. The second workshop will consider which potential solutions should be shortlisted for detailed analysis.

Ideally organisations invited to the workshops would be able to attend in person but it is understood that for some this will not be feasible. In these circumstances the Welsh Government would be grateful if you could complete the following questionnaire to ensure that any representations that you would have made at the workshop can be taken into account.

##### 9.1.2 Issues identified in 2003 – 2007 Studies

In 2005 following consultation between Welsh Government and Carmarthenshire County Council, Llandeilo Town Council and Dyffryn Cennen Community Council the following issues were identified as needing to be addressed:

- > the volume of trunk road traffic and in particular heavy goods vehicles passing through the narrow town streets;
- > the lack of wide footpaths and safe pedestrian facilities;
- > the amount of on-street parking;
- > safety concerns with the presence of two schools accessed from the trunk road;
- > limited public transport;
- > lack of development of railway station impeded by uncertainties of bypass; and
- > constraint on economic regeneration caused by traffic problems within the town.

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<sup>1</sup> A483 Llandeilo and Ffairfach Public Workshop and Consultation, Report on Public Workshop and Consultation, March 2007 – B2123400/D4/2/001r7.

### 9.1.3 Objectives identified in 2005

Based on the issues that were identified the Welsh Government prepared a number of objectives against which any options would be judged.

**Overarching Objective:** *To maintain and improve the trunk road network in a sustainable manner, taking into account the social, economic and environmental needs and obligations of the nation.*

**Project Specific Objectives:** The following project specific objectives were identified:

- > *Reduce traffic particularly HGVs within town;*
- > *Improve standard of provision for pedestrian and other non-motorised road users including disabled;*
- > *Remove traffic related constraints to allow sustainable economic development of the town centre;*
- > *Provide opportunity to improve public transport accessibility and interchange;*
- > *Reduce conflict between parked vehicles and other road users on Rhosmaen Street;*
- > *Minimise adverse impact on areas of environmental sensitivity within the locality;*
- > *Conserve and enhance environmental conditions, where practicable; and*
- > *Improve level of safety for all road users.*

### 9.1.4 2017/2018 Study

The 2017/2018 study will test whether the issues and objectives identified in 2005 reflect the current situation in Llandeilo, Welsh policy objectives and the current legislative context within which any future scheme would be developed.

The Welsh Government has identified the need to consult with a wide range of organisations with potential interests in this matter. The following questionnaire provides the opportunity to provide input into the consultation, for those organisations unable to send a representative to attend the workshops in person.

**A.1.2 Questionnaire**

<b>A. Key information</b>	
Name of Organisation	
Your role within the Organisation	

<b>B. Please tick which of the statements below best describes your level of knowledge regarding transport problems in Llandeilo or Ffairfach (you may tick more than one)</b>
<p><input type="checkbox"/> I am a resident of Llandeilo or Ffairfach</p> <p><input type="checkbox"/> I work/study in Llandeilo or Ffairfach</p> <p><input type="checkbox"/> I regularly travel to Llandeilo or Ffairfach to use its services (e.g. shopping/visit dentist etc)</p> <p><input type="checkbox"/> I regularly travel through Llandeilo or Ffairfach (but do not live/work within Llandeilo or Ffairfach)</p> <p><input type="checkbox"/> I work for an organisation that is responsible for the provision of services within Llandeilo or Ffairfach</p> <p><input type="checkbox"/> I work for an organisation that transports goods / people to or through Llandeilo</p> <p><input type="checkbox"/> Other (please supply further information if relevant)</p> <p><input type="checkbox"/> None of the above (Please supply further explanation if relevant)</p>

<b>C. Do you consider the following to be the causes of transport problems in Llandeilo and/or Ffairfach?</b>	<b>Ranking column (see question E)</b>

1. Traffic congestion on A483 in Llandeilo	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
2. Traffic congestion on A483 and A476 in Ffairfach	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
3. Volume of through traffic	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
4. Volumes of HGVs (heavy goods vehicles)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
5. On-road (legal) parking in Llandeilo	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
6. On-road (legal) parking in Ffairfach	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
7. Inconsiderate/illegal parking in Llandeilo	<input type="checkbox"/> Yes <input type="checkbox"/> No	

	<input type="checkbox"/> Don't know	
8. Inconsiderate/illegal parking in Ffairfach	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
9. Parking for residents	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
10. Parking for businesses	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
11. Access for servicing and delivery vehicles	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
12. Parking for visitors (to access services and/or shops)	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
13. Seasonal traffic (e.g. summer tourist traffic)	<input type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Don't know	
14. Road safety	<input type="checkbox"/> Yes	

	<input type="checkbox"/> No <input type="checkbox"/> Don't know	
15. Provision (footpath quality, wayfinding etc.) for pedestrians (including wheelchair users)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
16. Provision for cyclists	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
17. Transport-related air pollution	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
18. Transport-related noise pollution & vibration issues	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
19. Road signage provision	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
20. Public transport quality (vehicles, bus stops, railway station facilities etc.)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	



21. Rail service provision (frequency, destinations)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
22. Bus service provision (frequency, destinations)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Don't know	
<b>D. Are there any further transport problems in Llandeilo and/or Ffairfach not identified above? Please list up to 5.</b>		(Ranking column continued)
23.		
24.		
25.		
26.		
27.		

**E. Using the ranking column in the table above, please rank 1 – 5 what you consider to be the most important transport-related problems (as identified under questions C and D) to be addressed for Llandeilo/Ffairfach (with 1 being what you consider to be the most important). Please do not rank more than five.**

**F. Please provide further information regarding any transport problems identified above**

--

**G. What opportunities and/or objectives do you think should be addressed through a Llandeilo transport project?**

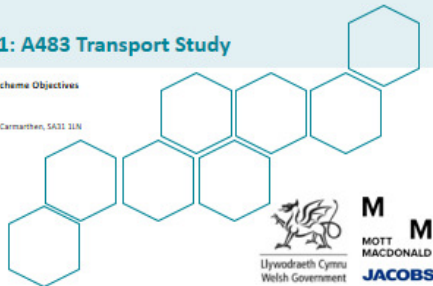


## **A.2 Workshop 1 Materials – Presentation**

### **A.2.1 Presentation**

## WelTAG Stage 1: A483 Transport Study

**Workshop 1: Identification of Scheme Objectives**  
Tuesday 10th January 2018  
09:30 – 12:30  
Carmarthen Library, St Peter's Street, Carmarthen, SA31 3LN



1

## Introduction

- Welsh Government is undertaking a revised study into traffic and environmental issues on the A483 in Llandello and Pfairtech.
- There is new legislation and policy including WelTAG 2017 Guidance, Well-being and Future Generations (Wales) Act 2015 and Active Travel (Wales) Act 2013.
- A revised appraisal needs to be undertaken to take account of this revised legislation.
- The purpose of today is to gather latest views on current problems in order to inform the identification of Scheme Objectives.



Voirrey Costain  
Environmental Consultant  
Jacobs



2

## Well-being of Future Generations (Wales) Act 2015



3

## Well-being of Future Generations (Wales) Act 2015



4

## Welsh Transport Appraisal Guidance - WelTAG 2017

**What is WelTAG?** WelTAG is the name given to the Welsh Transport Appraisal Guidance produced by the Welsh Government for use in the development, appraisal and evaluation of any proposed transport intervention. It is a framework for thinking about proposed changes to the transport system and is compatible with the sustainable development principle and guidance on the development of business cases as set out in the Welsh Government's Five Case Model for Public Sector Business Cases.

**WelTAG is a collaborative process** - Collaboration and Involvement are important throughout a WelTAG appraisal. At the start of the process it will assist in understanding the current situation, setting objectives (Workshop 1), producing a long list of possible solutions (Workshop 2) and outlining the range of likely impacts from those different solutions.

**Identification of Objectives** - The objectives for any proposed solution should be stated clearly. These are the objectives against which the proposed solutions will be judged.



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## Agenda

- 09:30 – 09:40 – Introduction & Background
- 09:40 – 09:50 – Transport Constraints
- 09:50 – 10:00 – Environmental Constraints
- 10:00 – 10:45 – Session 1 (discussion regarding current issues and potential objectives)
- 10:45 – 11:00 – Break
- 11:00 – 11:45 – Session 2 (discussion regarding current issues and potential objectives)
- 11:45 – 12:00 – Session Summary
- 12:00 – 12:15 – Questionnaires
- 12:15 – 12:30 – Next Steps & Close



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## Brief Timeline

- 1978 – Preferred Route Announced (the Original Route)
- 1993 – Public Inquiry held on the Original Route
- 1994 – Secretary of State's decision not to proceed with the scheme
- 2003 – Welsh Government commissioned a study which identified that any proposal to significantly reduce the traffic problems would require a bypass as a fundamental element.
- 2006 – Public Consultation (including workshops) on options
- 2007 – Refined Preferred Route announced (the Refined Route)
- 2016 – CH2M study which reviewed the Refined Route and identified the alternative shortlisted option as preferable.



7

## Policy and Legislation

- Wales Transport Strategy (2008)
- Active Travel (Wales) Act 2013
- Carmarthenshire Local Development Plan (adopted 2014)
- Design Guidance Active Travel (Wales) Act 2013 (2014)
- Joint Transport Plan for South West Wales 2015 – 2020 (2014)
- Well-being of Future Generations (Wales) Act 2015
- Taking Wales Forward: The Welsh Government's well-being objectives (2016)
- Environment (Wales) Act 2017
- Local Air Quality Management in Wales – Policy Guidance (2017)
- Historic Environment (Wales) Act 2017
- Planning Policy Wales and associated Technical Advice Note updates
- Prosperity for All: The National Strategy (2017)



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### Transport Constraints



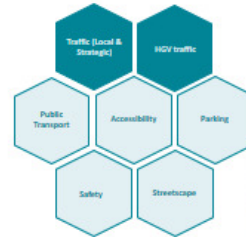
Jon Addy  
Associate Transport Planner  
Jacobs

Emily Wignall  
Transport Planner  
Jacobs



9

### Transport Constraints



10

### Transport Constraints



11

### Transport Constraints



12

### Your views



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### Previous Scheme Objectives

Developed in 2004 by Jacobs Babbie

1. Reduce traffic particularly HGV's within town.
2. Improve standard of provision for pedestrian and other non-motorised road users including disabled.
3. Remove traffic related constraints to allow sustainable economic development of the town centre.
4. Provide opportunities to improve public transport accessibility and interchange.
5. Reduce conflict between parked vehicles and other road users on Rhosmaen Street.
6. Minimise adverse impacts on areas of environmental sensitivity within the locality.
7. Conserve and enhance environmental conditions, where practicable.
8. Improve levels of safety for all road users.



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### Environmental Constraints



Kim Yates  
Project Director  
Mott MacDonald

Miriam Olivier  
Environmental Assessment Graduate  
Jacobs



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### Environmental Constraints



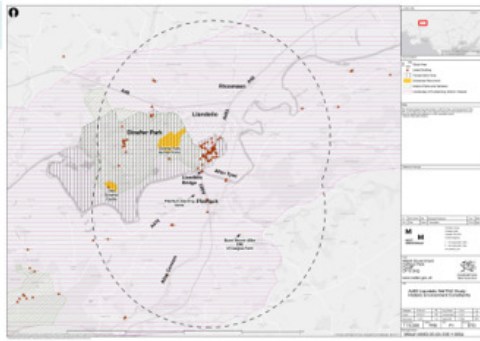
- Several Listed Buildings, including the Grade II\* Llandeilo Bridge
- Four Scheduled Monuments: Dinefwr Park Roman Forts, Old Dynefwr Castle, Ffairfach Standing Stone, and Burnt Mount 250m ENE of Caeglas Farm
- Dinefwr Park Conservation Area and Grade I Historic Park and Garden
- Twyri Valley Landscape of Outstanding Historic Interest



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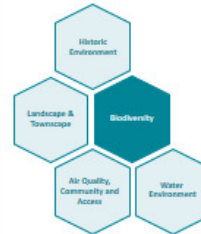


**Map**



17

**Environmental Constraints**

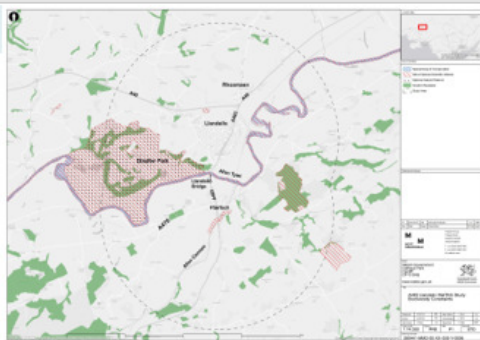


- Afon Tywi Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI)
- Dinefwr Estate SSSI and National Nature Reserve (NNR)
- Ffair Fach Railway Cutting and River Section SSSI
- Coedydd Tregyb / Tregyb Woodlands SSSI
- Crug Farm Quarry SSSI
- Ancient Woodland



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**Map**



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**Environmental Constraints**



- Brecon Beacons National Park
- Dinefwr Park National Trust Land
- Landscape of Outstanding Historic Interest
- Area is situated in the Tywi Valley Special Landscape Area (SLA)
- Three settlements: Llandello, Ffairfach, and Rhosmaen



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**Map**



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**Environmental Constraints**



- Afon Tywi river and floodplain:
  - Flood Zone 2 (land assessed as having up to a 0.1% or 1 in 1,000 chance of flooding from fluvial sources each year)
  - Flood Zone 3 (land assessed as having up to a 1% or 1 in 100 or greater chance of flooding from fluvial sources each year)
- Water Framework Directive (WFD) waterbodies:
  - Tywi – confluence with Llandevory Bran to confluence with Cothi
  - Cennen – headwaters to confluence with Tywi



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**Map**



23

**Environmental Constraints**

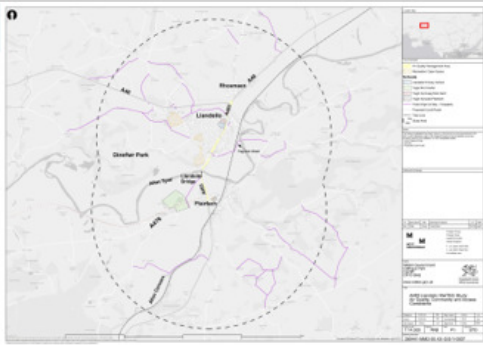


- Carmarthenshire Llandello Air Quality Management Area (AQMA)
- Several Public Rights of Way (Footpaths), including the Ysgubor Abad historic footpath
- Proposed cycle route
- Train line (Heart of the Wales line)
- Several areas of recreation / open space: Penlan Park, Llandello Park, and Cae William
- Four schools: Llandello Primary School, Ysgol Bro Dinefwr, Ysgol Gymraeg Tello Saint, and Ysgol Gynradd Ffairfach



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## Map



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## Previous Scheme Objectives

Developed in 2004 by Jacobs Babbie

1. Reduce traffic particularly HGV's within town.
2. Improve standard of provision for pedestrian and other non-motorised road users including disabled.
3. Remove traffic related constraints to allow sustainable economic development of the town centre.
4. Provide opportunities to improve public transport accessibility and interchange.
5. Reduce conflict between parked vehicles and other road users on Rhosmaen Street.
6. Minimise adverse impacts on areas of environmental sensitivity within the locality.
7. Conserve and enhance environmental conditions, where practicable.
8. Improve levels of safety for all road users.



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## Welsh Government

### Environment Strategy Key Priorities

- 'Minimise greenhouse gas emissions and adapt to the impacts of climate change,
- Conserve and enhance our biodiversity, while respecting the dynamics of nature,
- Monitor and regulate known and emerging environmental hazards,
- Tackle unsustainable practices, like waste production and disposal, and
- Conserve and enhance our land and sea, our built environment, our natural resources and heritage, developing and using them in a sustainable and equitable way and for the long term benefit of the people of Wales.'



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## Welsh Government

### Wellbeing of Future Generations Act 2015 – Goals

- **A prosperous Wales**
  - An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change) and which develops a skilled and well-educate population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.
- **A resilient Wales**
  - A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).
- **A healthier Wales**
  - A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- **A more equal Wales**
  - A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).
- **A Wales of cohesive communities**
  - Attractive, viable, safe and well-connected communities.
  - A Wales of vibrant culture and thriving Welsh Language.
  - A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.
- **A globally responsible Wales**
  - A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.



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## Welsh Government

### Prosperity for All: the national strategy – Well-being Objectives



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## Carmarthenshire County Council

### Local Development Plan – Relevant (Environmental and Social) Strategic Objectives

- S01: To protect and enhance the diverse character, distinctiveness, safety and vibrancy of the County's communities by ensuring sympathetic, sustainable, and high quality standards of design;
- S02: To ensure that the principles of spatial sustainability are upheld by:
  - (a) making development in locations which minimise the need to travel and contribute towards sustainable communities and economies and respecting environmental limits; and,
  - (b) to wherever possible encourage new development on previously developed land which has been suitably redeveloped.
- S03: To make provision for an appropriate mix of quality homes; access to which will be based around the principles of sustainable socio-economic development and equality of opportunities;
- S04: To ensure that the natural, built and historic environment is safeguarded and enhanced and that habitats and species are protected; and,
- S05: To make a significant contribution towards tackling the cause and adapting to the effect of climate change by promoting the efficient use and safeguarding of resources;
- S06: To assist in widening and promoting opportunities to access community, leisure and recreational facilities as well as the countryside;
- S09: To ensure that the principles of equal opportunities and social inclusion are upheld by promoting access to high quality and diverse mix of public services, healthcare, shops, leisure facilities, and work opportunities.
- S010: To contribute to the delivery of an integrated and sustainable transport system that is accessible to all.



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## Session 1



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## Break



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## Session 2



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## Session Summary



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## Questionnaires



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## Next Steps

- Summarise and refine the findings of today
- Write a definitive list of objectives
- Draw up a long list of options which potentially meet the objectives
- Workshop 2 – 13<sup>th</sup> February 2018 Llandeilo Civic Hall, 10am – 2pm
- Produce a Stage 1 WelTAG Report
- Procurement of Employer's Agent to assist with statutory process – Feb 2018



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## A.3 Photographs





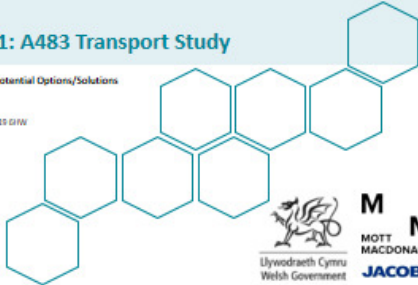
## Appendix B. Workshop 2

### B.1 Workshop 2 Materials - Presentation

### WelTAG Stage 1: A483 Transport Study

Workshop 2: Identification of Potential Options/Solutions

Tuesday 13th February 2018  
10:00 – 13:00  
Llandrillo Cote Hall, Crescent Road, SA33 6HW




Uywoedraeth Cymru  
Welsh Government

MOTT  
MACDONALD

JACOBS

### Introduction

- Welsh Government is undertaking a revised study into traffic and environmental issues on the A483 in Llandrillo and Fairfach.
- There is new legislation and policy including WelTAG 2017 Guidance and Well-being and Future Generations Act 2015.
- A revised appraisal needs to be undertaken to take account of this revised legislation.
- The purpose of today is to:
  - Recap on key issues raised at Workshop 1;
  - Outline the draft objectives; and
  - Identify potential options/solutions.



Voirony Costain  
Environmental Consultant  
Jacobs


Uywoedraeth Cymru  
Welsh Government

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MACDONALD

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### Agenda

10:00 – 10:10 – Introduction & Background  
10:10 – 10:20 – Workshop 1 Summary – Key Issues Raised  
10:20 – 10:30 – Draft Objectives  
10:30 – 11:00 – Session 1  
11:00 – 11:15 – Potential Options/ Solutions  
11:15 – 12:15 – Session 2  
12:15 – 12:25 – Summary  
12:25 – 12:30 – Next Steps & Close




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### Brief Timeline

- 1978 – Preferred Route Announced (the Original Route)
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### Policy and Legislation

- WelTAG Draft Guidance (2017)
- Wales Transport Strategy (2008)
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- Environment (Wales) Act 2017
- Local Air Quality Management in Wales – Policy Guidance (2017)
- Historic Environment (Wales) Act 2017
- Planning Policy Wales and associated Technical Advice Note updates
- Prosperity for All: The National Strategy (2017)




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### WelTAG Process

- Stage One is to understand the issues of concern and to see if there are any solutions that are worth pursuing, and to select a short list of options for more detailed consideration. **This study is currently at Stage One.**
- Stage Two considers how the proposed option will lead to the desired outcomes, refines the design of the options and identifies any key dependencies and constraints.
- Stage Three is to make a full and detailed assessment of the preferred option, to inform a decision as to whether or not to proceed to implementation.
- Stage Four is to record what is actually delivered, the wider context at the time at which the scheme is delivered, and to record the impacts that actually occur during implementation.
- Stage Five is to record what actually happened, to compare this against the anticipated impacts, to learn lessons and to share this learning.



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### Workshop 1 – Key issues raised



7

### Draft Objectives



8

### Issue and Objective Matrix

Issue	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10
Pedestrian safety										
Traffic flow/throughput										
Future developments										
Number of pedestrians										
Road geometry										
Emergency services response time										
Parking										
Access to public services										
Public health										
Climate of local environment										
Poor air quality										
Roadside safety										
Roadside lighting										

9

### Session 1

10

### Potential Options / Solutions



11

### Session 2

12

## Summary



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## Next Steps

- Public forum
- Summarise and refine the findings of today
- Write a final list of objectives
- Draw up a long list of options for schemes which potentially meet the objectives
- Produce a Stage 1 WelTAG Report



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## Close

Thank you for your time



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## Appendix C. Public Forums

### C.1 Public Forum Materials

#### C.1.1 Introductory Display Panels

##### WelTAG 2017 Stage 1: A483 Transport Study

The Welsh Government is undertaking a revised study into traffic and environmental issues on the A483 in Llandeilo and Ffairfach.

- There is new legislation and policy including WelTAG 2017 (Welsh Transport Appraisal Guidance) which was revised in 2017 to reflect the Well-being of Future Generations (Wales) Act 2015. The guidance aims to ensure that public funds are invested in a way that ensures they maximise contribution to the well-being and the sustainable development of Wales. A revised appraisal is therefore needed to take account of this revised legislation.
- WelTAG 2017 is recommended as the starting point whenever a problem is identified with the transport system. It provides a mechanism for sharing an understanding of the issues surrounding the problem under investigation and possible solutions. The process covers the complete lifecycle of a proposed intervention in the transport system

The purpose of today is to:

- Review the draft Objectives
- Opportunity for people to discuss existing transport issues in Ffairfach and Llandeilo
- Opportunity for people to suggest potential solutions

WelTAG 2017  
Welsh Transport Appraisal Guidance

Well-being of  
Future Generations  
(Wales) Act 2015



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##### WelTAG 2017 stages

The five stages of the WelTAG process are:



**Stage One** is to understand the issues of concern, explore the context and to present a wide list of possible solutions, sufficient to be able to decide whether there are any solutions that are worth pursuing and to select a short list of options for more detailed consideration. **This study is currently at Stage One and feedback from the public forum will inform this work. This stage should be completed by the end of Spring 2018.**

**Stage Two** is to examine in greater detail the short list of options for tackling the problem under consideration. The appraisal team considers how the proposed option will lead to the desired outcomes, refines the design of the options and identifies any key dependencies and constraints. **This stage will begin in Spring 2018 and will be completed in Autumn 2018.**

**Stage Three** is to make a full and detailed assessment of the preferred option, to inform a decision as to whether or not to proceed to implementation. **This stage is due to begin in Autumn 2018, the programme to completion will depend on whether a public local inquiry is required.**

**Stage Four** is to record what is actually delivered, the wider context at the time at which the scheme is delivered, and to record the impacts that actually occur during implementation.

**Stage Five** is to record what actually happened, to compare this against the anticipated impacts, to learn lessons and to share this learning.

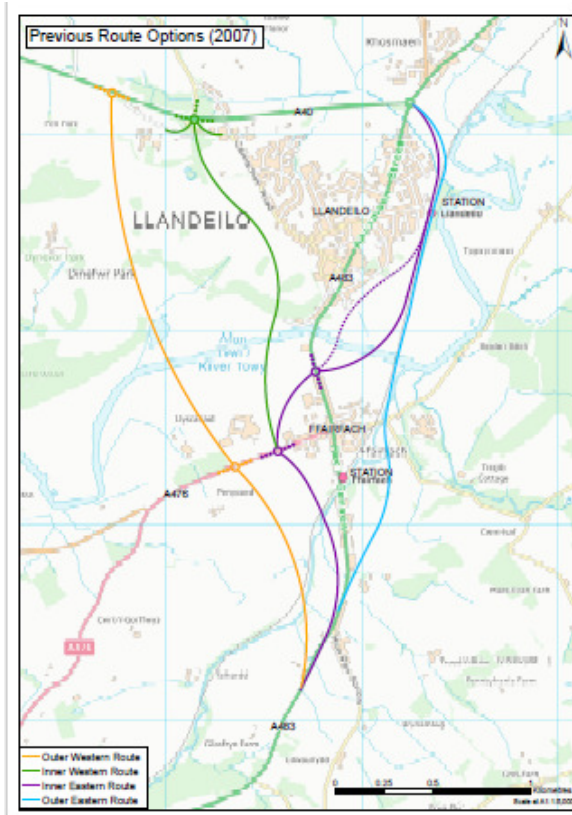


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## C.1.2 Setting the Scene – Past Consultation Options



## C.1.3 Issues and Objectives Matrix Display Panel

### Issue and Objective Matrix

Issues	Objectives								
	1	2	3	4	5	6	7	8	9
Preserve Strategic Function of A483									
Contribute to sustainable economic growth and tourism opportunities in Llandeilo									
Improve pedestrian and cyclist safety within Llandeilo and Ffairfach, including safe routes to school									
Reduce congestion through Llandeilo and Ffairfach									
Reduce community severance within Llandeilo and Ffairfach									
Improve journey time reliability through Llandeilo and Ffairfach									
Reduce exposure to air pollution									
Reduce transport related noise and vibration									
Support transition to a low-carbon society ensuring the solution is sustainable and resilient which minimises carbon emissions associated with the transport infrastructure which includes improving access to, and provision of public transport									
Access to Railway station(s)									
Closure of local amenities									
Crossing Rhosman Street / A483 (Severance)									
Crossing/Availability at Ffairfach Roundabout									
Emergency service response time (on call)									
Future Developments									
HGV Traffic									
Journey reliability/reliability									
Noise Levels									
Number of pedestrians									
Parking									
Pedestrian safety									
Poor Air Quality									
Poor cycling environment									
Public Transport (Insufficient)									
Road Geometry/Via Purpose (HGV)									
Road safety									
School traffic									
Traffic discouraging visitors (Economic Growth opportunity)									
Vehicle speeds/Acceleration on A483									
Vibration Levels									

Potentially addresses issue

Fully addresses issue

Does not address issue

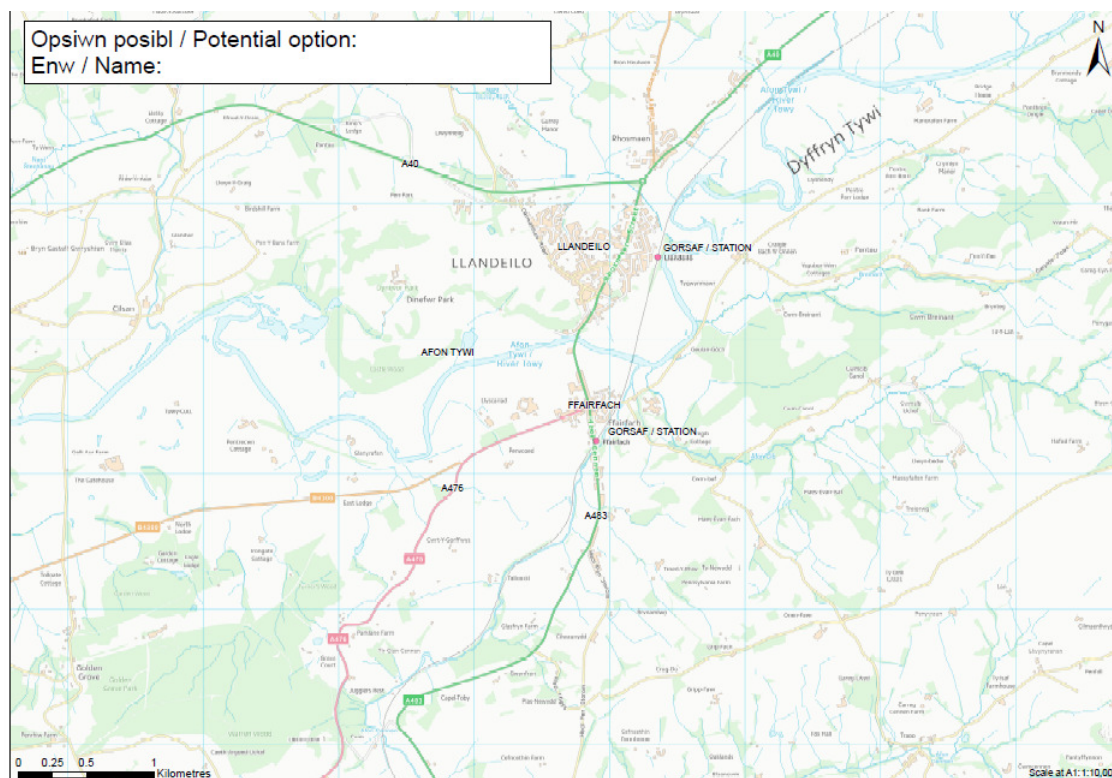
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## C.1.4 Request for Public Options



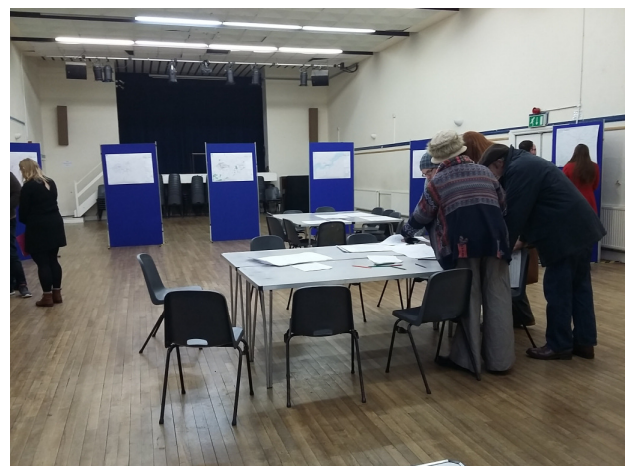


### C.1.5 Record of Conversations

A483 Transport Study PUBLIC CONSULTATION – Comment Sheet	
Llandeilo Civic Hall Wednesday 28th February 2018 3pm – 8.30pm	
<small>Data protection act We are registered under the act to process personal information. To comply with the act, we must tell you about the collection of your personal information. In voluntarily completing this form you are agreeing to provide limited personal contact information to us to help with the efficient and safe running of the exhibition.</small>	
Time	Date
Team Member	
Visitor Name	
Contact Information	Address
Visitors interest in the scheme – issues identified?	

Points Raised

### C.2 Photographs



## Appendix D. Suggested Future Consultees for WelTAG Stage Two

### D.1 Stakeholder Engagement Strategy

At the start of WelTAG Stage Two, a Stakeholder Engagement Plan would be developed, which would set out the framework for engagement through all future stages of the project. The Plan would be sent to the Future Generations Commissioner for their input to discuss the extent to which her office agrees that the plan considers the Well-being Act.

A key element of this would be ensuring that any stakeholder management would meet statutory requirements under the Highways Act 1980 and also meet the increased commitments to stakeholder engagement, collaboration with other parties and integration with other public bodies as required by the Well-being of Future Generations (Wales) Act 2015. Throughout the project, work would progress taking into account the five ways of working.

Stakeholders for the project include statutory and non-statutory organisations as well as other interested parties, including the general public. It is important to ensure that the views of all of these stakeholder groups are heard, though the degree to which they are involved in decision making would differ.

### D.2 Identification of Key Stakeholders



The Stakeholder Engagement Strategy would set out the key stakeholders for the project, which would be informed by feedback from the Future Generations Commissioner to the WelTAG Stage One Report. However, in the first instance the following key statutory and non-statutory organisations have been identified, along with details of the subject areas that they would contribute to the project teams understanding of. Also identified are which bodies or organisations would be involved with or collaborate on the design and which public bodies' Well-being Objectives need to be integrated into the project development.

**Table 9-1: Statutory Bodies**

Statutory Bodies	Ways of Working			Subject Areas
Carmarthenshire County Council				<ul style="list-style-type: none"> <li>• Biodiversity Officer</li> <li>• Strategic Planning</li> <li>• Highways</li> <li>• Environmental Health</li> <li>• Education</li> <li>• Cycling Officer</li> <li>• Disaster Management team</li> <li>• Social Services (disability needs)</li> </ul>
Brecon Beacons National Park				<ul style="list-style-type: none"> <li>• Strategic Planning</li> <li>• Biodiversity</li> <li>• Landscape</li> </ul>



Statutory Bodies	Ways of Working			Subject Areas
Town and Community Councils				<ul style="list-style-type: none"> <li>Llandeilo Town Council</li> <li>Manordeilo and Salem Community Council</li> <li>Dyffryn and Cennen Community Council</li> </ul>
Natural Resources Wales				<ul style="list-style-type: none"> <li>Flood Risk</li> <li>Biodiversity</li> <li>Landscape</li> </ul>
Royal Commission on the Ancient and Historical Monuments of Wales				<ul style="list-style-type: none"> <li>Cultural heritage</li> </ul>
Cadw				<ul style="list-style-type: none"> <li>Cultural heritage</li> </ul>
Network Rail				<ul style="list-style-type: none"> <li>Design implications for railway and stations</li> </ul>
Health Organisations				<ul style="list-style-type: none"> <li>Public Health Wales</li> <li>Hywel Dda Public Health Team</li> <li>NHS Ambulance Trust</li> </ul>
Dyfed Powys Police				<ul style="list-style-type: none"> <li>Community policing</li> <li>Traffic policing</li> </ul>
Mid and West Wales Fire and Rescue Services				<ul style="list-style-type: none"> <li>Design</li> <li>Management of access</li> </ul>
Welsh Government				<ul style="list-style-type: none"> <li>Network Management</li> <li>Active Travel</li> <li>Environmental</li> </ul>
SWTRA				<ul style="list-style-type: none"> <li>Network Management</li> </ul>

Statutory Bodies	Ways of Working			Subject Areas
Future Generations Commissioner's Office				<ul style="list-style-type: none"> <li>Review of consideration of Well-being of Future Generations (Wales) Act 2015 and the sustainability principle</li> </ul>

**Table 9-2: Non-Statutory Organisations**

Topic Areas	Ways of Working			Non-Statutory Consultee
Ecology				<ul style="list-style-type: none"> <li>Wildlife Trust of South and West Wales</li> <li>Woodland Trust</li> <li>Butterfly Conservation</li> <li>National Trust</li> </ul>
Cultural Heritage				<ul style="list-style-type: none"> <li>National Trust</li> <li>Dyfed Archaeological Trust</li> </ul>
Active Travel				<ul style="list-style-type: none"> <li>Local Disability Groups</li> <li>RNIB</li> <li>Sustrans</li> <li>Ramblers Cymru</li> <li>Local walking and cycling groups</li> <li>British Horse Society</li> </ul>
Education				<ul style="list-style-type: none"> <li>Ysgol Bro Dinefwr</li> <li>Llandeilo School</li> <li>Ysgol Llandeilo</li> <li>Ysgol Ffairfach</li> </ul>
Community and other interests				<ul style="list-style-type: none"> <li>Local angling clubs (x 4)</li> <li>Objector groups (as applicable)</li> </ul>
Design Commission for Wales				<ul style="list-style-type: none"> <li>Design review at key design freeze stages</li> </ul>

### **D.3 Public Consultation on Short-listed Options and Identification of Preferred Option**

At the end of WelTAG Stage One a short-list of potential route options will have been identified and the first key milestone in Stage Two is public consultation on these short-listed options to inform a decision on a preferred option. There are two key elements to this consultation: public facing exhibitions, and more detailed meetings and workshops with key stakeholder organisations.

The '*Future Generations framework for projects*' document published by the Future Generations Commissioner for Wales sets out how she envisages projects by public bodies developing, based on the requirements of the Well-being Act. WelTAG Stage One for the Llandeilo project has followed the principles of the Well-being Act and it will be important to carry this involvement through the following key stages.

### **D.4 Public Exhibitions**

Public exhibitions would take place in Llandeilo over a number of days, including events in the evening and/or weekend in order to maximise the ability of various stakeholders and other interested parties to attend. The consultation materials will clearly set out the options in a language that is easy for the public to understand but detailed enough to inform a preferred option. The exhibitions would be attended by representatives of the design team, including environmental and highways specialists, and including Welsh speakers.

Consultation materials will include display panels at the exhibition events and a consultation brochure would be prepared which provides details of each of the options and a consultee response questionnaire which would contain SMART questions to inform for the Welsh Government's decision making on the preferred option.

Consultation materials would be provided in Welsh and English. Technical reports, including the WelTAG Stage One: Strategic Outline Case Report and supporting Impact Assessment Report, would be published in English only.

While this consultation exercise is not a statutory requirement it is an important step in ensuring that effective involvement with the community is undertaken and that maximum opportunities exist to enable the key issues to be explored. This is to ensure that the selection of the preferred route option is capable of delivering the necessary long-term benefits to Llandeilo and adequately prevents the existing, and anticipated future transport problems in the area. It is essential that the period of time allowed for responses to the consultation is sufficiently long to enable maximum engagement.

### **D.5 Stakeholder Workshops and Meetings**

Along-side the public exhibitions, stakeholder workshops and meetings with key consultees would be held. These would focus more closely on certain constraints that need to be considered should certain options proceed. During this time the design team would consider opportunities for collaboration both with other public bodies but also non-statutory bodies, particularly in respect of the Welsh Government's duties under the Environment (Wales) Act 2016 and Active Travel (Wales) Act 2013.

### **D.6 Selection of Preferred Option and Design Development**

The selection of the preferred option will be made based on feedback from various consultees and informed by highways design requirements. Key issues for consideration will be the ecological, cultural heritage, landscape and land-take constraints in the area.

Once the preferred option has been identified further design development would progress. At this stage further stakeholder engagement would take place through workshops and meetings to ensure that the design is robust.

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