

Contents page for Paper 1A

Item	Title	Page
1	Supporting statement regarding Public Accountability and Consultation in Higher Education	2
2	Supporting information regarding Lifelong Learning in Welsh Universities	3
3	Supporting information regarding Road Safety on the A40 in Llanddewi Velfrey	6
4	Supporting statement regarding Llanelli Star – Save our Sewers	21

P-03-204 Public Accountability and Consultation in Higher Education – Supporting information (provided by the petitioner)

We need to create a sense of balance to safeguard the future of Welsh Higher Education by the introduction of public accountability and consultation. The 1992 Further and Higher Education Act took away powers from the Minister of Education and handed them over to a QUANGO the Higher Education Funding Council for Wales (HEFCW) and its subsidiary the Quality Assurance Agency (QAA). The current New Labour government under the Public Audit (Wales) Act 2004 introduced further financial deregulation. This means that students as users and the public as taxpayers do not have any direct or indirect means of having their say with regard to higher education. If changes were made to hospitals, schools, or a colleges of further education, without proper consultation there would be an outcry. The public, media, and politicians from all parties have been questioning the usefulness of degrees with regard to the cost of service provision and their career relevance particularly in times of recession.

Additional Information for petition reference P-03-239: Cardiff Centre for Lifelong Learning

The Campaign to Save the Humanities and Welsh at the Cardiff Centre for Lifelong Learning regrets the fact that Cardiff University has chosen to ignore its recommendations and those of the Assembly Members who called on it to "suspend their plans for twelve months and to fully engage with trade unions and staff to agree a managed process of change over a reasonable time span to protect the maximum number of jobs and courses and mitigate adverse effects of any cuts."

On July 27th Cardiff University pushed ahead with its decision to cut all its humanities courses at the Cardiff Centre for Lifelong Learning (LEARN). Instead it intends offering a greatly reduced programme of 40 – 50 unspecified humanities courses for adult learners that will start in January 2010, because it thinks this is the best way to 'ensure the viability of humanities provision at the Centre'. The Campaign Group would like to make it clear that these courses are only to be offered on a trial basis. Contracts that start in January will end in July. We believe that this shows the university once again has not put education first and we would also like to raise the following practical concerns:

- Most students who attend courses at LEARN enrol on courses that start at the beginning of the new academic year. The majority of courses take place during the autumn and winter months. There tends to be a fall in demand in the spring and summer terms, particularly after April, when the university students who attend our courses take their exams. A true picture of the level of public interest in the humanities will therefore be impossible to gauge from the numbers that present themselves for the new reduced programme of humanities courses advertised for January and April 2010.
- The way the proposal to cut all humanities and Welsh courses was announced on April 20th was unexpected and brutal and there is no doubt that it has seriously damaged the profile of Cardiff University. Some adult education students have already said that they intend to protest by withdrawing their custom. Morale amongst tutors is also very low and because they have had to look elsewhere for employment it is not clear if they will be available to teach in January 2010. The loss of goodwill among students and

such a talented and dedicated work force will greatly affect the quality of any new reduced humanities programme.

- It is still not known who will co-ordinate the new reduced humanities programme. The cut in numbers of co-ordinating lecturers from 4 to 1 is very divisive and stressful for the individuals concerned. The person (or persons if they job share) who is appointed will not be in post until October and it is difficult to see under such difficult circumstances how a well-thought out programme of humanities courses can be designed and marketed and suitably qualified tutors recruited and inducted before the intended January start date. The fact that the programme is so severely reduced will also limit the number of students who will be attracted. Is this a fair way to conduct a trial of a humanities programme, on which the long term viability of the humanities programme in Choices depends?
- It seems unfair that courses in those areas that were deemed 'viable' in the original business plan (science, the environment, computer studies, social studies including business and foreign languages) are going ahead as if business is normal. Surely it is the viability of the Centre as a whole that should be the main priority here? If all tutors are to be paid more in accordance with the National Framework Agreement and all fees are to go up, why are humanities courses the only ones to be put on trial?
- Another concern relates to job losses. As the university said in its statement on July 28th, 'precise numbers are yet to be confirmed, but [this decision] is likely to affect just over 100 tutors, the large majority of whom teach less than 50 hours a year.' Assembly members will agree that it is not fair or accurate to refer to the contact hours taught by part-time tutors as the sum total of the work they do, because this ignores the considerable amount of work and time they put into the planning and preparation of their courses, dealing with student enquiries, administration and marking, to say nothing of travelling to the different centres around south east Wales where these courses are taught.

It may be true that some tutors who have lost their jobs taught no more than 50 contact hours in one year at the Centre, but this is in many cases because they worked for other employers and combined these jobs to create a portfolio career, or insufficient student numbers forced the cancellation of the other courses they offered. The hours taught by tutors vary from year to year and it is

misleading to suggest otherwise.

What exactly is the University insinuating when it repeatedly states in public that the majority of tutors who have lost their jobs 'teach less than 50 hours a year'? If this was the case why were those tutors deemed such a threat to the viability of the Centre?

We call on Assembly Members to continue to protest against these drastic cuts and to work together with students, tutors and lecturers to maintain an educationally balanced programme of courses in a much valued and highly regarded Centre for Lifelong Learning that has served communities across south-east Wales for the past 125 years.

*The Campaign to Save the Humanities and Welsh at
Cardiff University's Centre for Lifelong Learning*

8 August 2009

LLANDDEWI VELFREY COMMUNITY COUNCIL

Cartrefle
Llanddewi Velfrey
Narberth
Pembrokeshire
SA67 8UR

Petitions Committee
Welsh Assembly Government
Cardiff Bay
CF99 1NA

5.7.09

Dear Sir

Ref: Petition regarding safety improvements alongside the A40 in Llanddewi Velfrey,
Pembrokeshire

The enclosed petition reflects the serious concerns expressed by the Community Council and residents of the village of Llanddewi Velfrey over many years. Correspondence held by the Community Council shows that those concerns go back as far as 1986 and minutes of meetings go back even further to the 1970's. Responses from more than 20 years correspondence show a frustrating similarity. They repeatedly promise that the 'County Surveyor' or someone similar will be asked to look into the problem and yet nothing is done. In 2005 a public exhibition was held in the Village Hall to show plans for improving road and pedestrian safety. All the necessary impact assessments and land surveys were being carried out and we were assured that the money had been set aside for the work to be carried out during the autumn of 2006 thus avoiding any adverse affect on wildlife. This was confirmed by the attached e mail from Alan Brandon of the Trunk Road Agency. Since then there has been a dramatic increase in heavy goods traffic through the village and at least another 3 reports produced by private consultants. Somewhere in the Welsh Assembly there must be a very large file containing all these documents. Community Councillors agree that this appears to be little more than a delaying tactic and that the money wasted on so many reports would have gone a long way towards paying for simple improvements to pavements and traffic calming measures in the village.

As a consequence members of the Community Council have decided to take more direct action and as a first step have canvassed local opinion. They wish to submit the attached petition in order for the matter to be scrutinised by the Petitions Committee in the hope that pressure will be brought to bear on the appropriate minister and/or department. They distributed a survey to the 143 households in the community to gather statistical information in support of their recommendations. This showed a significant proportion of elderly people living in the centre of the village many of whom have mobility problems and rely on the post office and shop at Preseli Garage. They are also the ones who make most use of bus stops on both sides of the main road. There are at least a dozen children who have to cross the A40 every morning during the rush hour to catch their school bus with only a very small traffic island to protect them. The number of younger children in the village means that this figure is likely to increase over the next few years. The survey also recorded disturbing anecdotal evidence of accidents and near misses that is hardly surprising in the light of the recent traffic speed survey. (see attached)

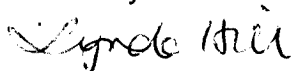
It has been implied that the proposed Llanddewi Velfrey by-pass, planned for 2014, lessens the need for pavement and road safety improvements and that when the A40 changes to a minor road we will be able to reduce the speed limit to 30 mph. Firstly, if and when the by-pass ever arrives there will be little need for wider pavements and a reduced speed limit. Secondly, waiting until 2014 means that our school children, elderly people and other residents will run the risk of serious injury and death for a further 5 years which we hope you agree is totally unacceptable. Lastly, we have been waiting for the by-pass for the last 30 years and have no faith that it will arrive as promised in 2014. If changes to the priorities for road infrastructure spending are confirmed we may **never** have a by-pass. The consequences, as numbers of visitors and heavy goods vehicles continue to increase, do not bear thinking about and would be on the conscience of the Minister and the Welsh Assembly Government.

When Deputy Chief Minister Ieuan Wyn Jones joined residents and Community Councillors for a site visit a few months ago he acknowledged the dangers of the situation faced by residents. A letter from him dated March 2009 said 'the footpath scheme is proceeding' and that it is listed in the Transport Directorate's Community Scheme Programme that is part of the Rural Town and Village Initiative. We believe that the dangerous situation in Llanddewi Velfrey scores highly against the criteria listed in Annex 1 of the document outlining that programme. The paper sets objectives for achieving accident and speed reduction and so improving the quality of life for inhabitants. It promotes the ideals of Better Wales including Communities First together with Driving Wales Forwards. This matches precisely the objectives of the Community Council. The WAG document states that before any decision can be taken a site visit must be made and that **"if there is any sense of vulnerability, the inhabitants will feel the same way, every day!"** That is indeed the case.

Following the visit by the Deputy Minister a WS Atkins consultant visited landowners in April to confirm occupancy but nothing has been heard since. The consultant was embarrassed that it was his third such visit for the same purpose made over the past few years. We have lived for nearly 30 years not only with the dangers associated with being alongside an increasingly busy trunk road, but also with the immense frustration that has come from a long series of surveys, reports, and empty promises. So we should be forgiven for being sceptical. We know that due processes must be observed but in order to meet the objective of "reducing accidents and making life better" as stated in the Village Trunk Road Initiative document **real** action must be taken and taken quickly and the matter treated with **genuine urgency** before someone else is seriously injured or killed.

We understand the constraints of budgets and the likely competition from other communities, however we urge you to take note of the facts as evidenced by the numerous reports, by the stated views of the minister himself and the strength of feeling of the people as demonstrated by this petition. We ask simply that **positive steps** are taken **quickly** to create a safer environment for the residents of Llanddewi Velfrey.

Yours sincerely



Lynda Hill
Clerk to the Community Council
(tel: 01834 860554, e mail lghill500@btinternet.com)

Enc: Petition, Survey of Residents, Traffic Speed Survey, e mail from Alan Brandon of the Trunk Road Agency, letters from Ieuan Wyn Jones, response to Annex 1 of Rural Town and Village Trunk Road Initiative

LLANDEWI VELFRREY COMMUNITY COUNCIL
RESULTS OF THE SURVEY OF RESIDENTS

(NB The community is spread over a wide area. Most returns are from those in the centre of the village and it likely that many saw little point in replying based on lack of action over the past 30 years.)

	total	returns	%
Households surveyed	143	55	39
1 How often do you walk to the garage/shop?			
- never, it's too dangerous		7	
- less than once a week		20	
- once a week		4	
- more than once a week		20	
2 Would you use the footpath more if it was safer?			
yes		37	
3 How many people in your household:			
- are aged over 60		39	
- have mobility problems		16	
- need to use a wheelchair or mobility scooter		1	
4 Do you need to use a pushchair for young children?		7	
5 How many children cross the children to catch the school bus?		12	
6 Is your property adjacent to the A40?		12	

These replies are for properties along the whole length of the A40.

7 If 'yes' to Q6 how do you think the boundary could be improved to make the pavement safer? Responses listed are for those properties on the section of the A40 where the footpath needs to be widened. The Community Council is willing to contact those who have not replied as well as those who have given a negative response if it will ease the whole process	8 If 'yes' to Q6 are you willing for those improvements to be made ?	9 What would have to be done to your property to make that possible?
a) 1 Llandaff Row- "Cut the hedge back to the main stem only if forced to do so".	yes	Hedge cut tidily, not ripped off by a machine and at the correct time of year (Jan/Feb)
b) 2 Llandaff Row – "I don't see that there is a problem along our boundary, this section, adjacent to No. 1 and No. 2 is the widest section of the pavement in discussion."	no	Take the verge from the opposite side of the road and reduce the speed limit to 30mph
c) 20 Maes y Ddenwen- "Obviously needs to be widened by removing or replacing hedges etc"	yes	There is plenty of available space behind our fence, between 2 1/2-3 feet. (This would be the same for the adjacent property)
d) Preseli Garage – no action needed		
e) The Old Coach House – no response		
f) Cross Inn Cottage – "Take land from the other side of the road (scrubland)"	no	
g) Crosshands House- " There are fields along the whole stretch, why not use to move the road over? If they take the desired 1.8m from my frontage the path will be covering all my drains, stop tap and people will walk approximately 2 ft from my window. "(NB 1.8.m is the eventual width of the path, the amount of land needed would be far smaller and therefore the impact would be less)	no	Clean rubbish from the edge of the hedge along the footpath
h) Tegfan- "Ideally a by-pass, The road moved over, land taken from the other side or otherwise properties would have to give boundary hedges and walls"	yes	Replace a stone wall
i) Ivy Cottage	yes	Remove hedge and widen pavement, safety fences to keep our children safe during work and a fence/wall built after work.

9 GIVE DETAILS OF ANY DANGEROUS INCIDENTS THAT YOU HAVE SEEN OR EXPERIENCED

According to Dyfed Powys Police statistics (FOI Reference 599/2008) between 1999 and 22nd May 2008 there were 37 road traffic collisions on the A40 between Penblewyn roundabout and Llanddewi Velfrey. There were 3 serious injuries, 13 slight injuries and 21 damage only. A few months ago there was a serious accident that resulted in one fatality and several serious injuries and there will have been other incidents since May 22nd 2008 to add to those statistics. Incidents raised by the survey were as follows:

- a) I was walking my dog along the path. He was on the pavement and on his lead but when he turned his head he was clipped by a van and he was killed outright.
- b) On 2 separate occasions avoiding action, (squeezing into the hedge), had to be taken when large vehicles carrying very wide loads passed by the garage heading west.
- c) A car came off the road and demolished part of wall each side of steps and gate and also cars have collided with the hedge on the opposite side of the road. (one went over the edge and into the adjoining field)
- d) An army Landover lost control on the A40 and drove into our hedge half way down the length of our garden. Fortunately no one was on the pavement or playing in the garden.
- e) A farmer in a Landover pulling a trailer lost control (near Ivy Cottage) and drove through the garden at the end of our property and removed the hedge and 'give way' sign.
- f) There have been endless near misses when walking to the garage and large lorries pass at speed. We have felt we could be sucked in. It is only safe to leave our property (Ivy Cottage) by car.
- g) Waiting to turn off the A40 to Llandaff Row a transit van wouldn't wait and passed me on the left and an articulated lorry approaching from the right was going too fast to stop and also narrowly missed me. Either vehicle could have hit me or it could have been a very serious accident.
- H) Walking along the A40 I was passed by an articulated lorry who came too close to the pavement and I had to move quickly to the back of the pavement to avoid it.
- i) Many times I have been unsteadied by lorry's back draughts and have had to retreat faced by wide loads i.e. caravan transporters, overlapping the path.
- j) I cross the A40 most days if I want to use the bus, I have to cross twice once at the chapel and then once at the bus stop. My grandchildren stay with me on the weekends. I find it very dangerous crossing the road with the children and the path is so small in some places we have to walk in single file. Big lorries pass and the wind from them blows me. When I have my grandchildren we stand still when we hear a lorry coming and I stand to guard the children If it could blow me over what would it do to the children (Bethel Cottage)
- k) As I was indicating to turn into Parc y Lan to drop my son off for school bus an articulated lorry nearly hit my car from behind. It had to mount the pavement to miss me. It was very frightening and even now, 4 years on, I always worry when turning off the A40 as to whether the vehicle behind me has noticed that I am slowing down. (traffic has increased noticeably in the last 4 years so the risks now are substantially greater).
- l) Several near misses pulling out and exiting A40 at Ivy Cottage, Llandaff Row and Henllan Lodge.
- m) During the snow this winter we walked up to the garage along the footpath with our daughter in her pushchair. The lorries and cars were going incredibly fast so close to us. It was unnerving and very dangerous.
- n) Both my neighbours have been involved in serious accidents as they attempted to turn into Fynnon. The A40 is the most dangerous road I've ever seen. There was a fatality a few months ago and constant road accidents. Driving on this road is terrible with really rash speeds and overtaking. Why?
- o) I have been overtaken by another car on the A40 within the village. No overtaking signs and flashing 'slow down' signs would help prevent this
- p) On 2 separate occasions, avoiding action, squeezing into the hedge, had to be taken when large vehicles carrying very wide loads passed the garage heading west.

10 OTHER COMMENTS

- a) Do something BEFORE an accident happens NOT after. There IS going to be a fatality and there will be many regrets after
- b) I used the pavement in 1992. It was dangerous then when the volume of traffic was much less. I was so frightened by speed and proximity of traffic I haven't used it since.
- a) I do not use the path anymore because it is too dangerous. The speed and closeness of passing lorries is a great worry when walking to the village (shop)
- c) I drive to the shop from Glan Preseli (a few 100 yds) because it isn't safe to cross the road or use the pavement. (aged 65+)
- d) If the pavements were more suitable we would be able to walk more for health reasons, without risking our lives on such a busy road which is not suitable for the heavy traffic which uses it.
- e) Very few vehicles stick to the 40 mph speed limit.
 - One day there is going to be another death and it's all due to the speed of the traffic. We live by the garage and with the speed of lorries and vans pass by there will be a serious crash with deaths before long
 - When I walked the path, an articulated lorry rocked my body with the slip stream.
 - As lorries pass it feels like you are going to be sucked under them.
 - We need speed enforcements, speed cameras and flashers
 - More police presence is needed to keep lorries from speeding
 - Speed warning flashing signs would help
 - 30 mph enforced speed limit would be more appropriate and safer
- f) Pulling out onto the main road at all junctions is dangerous and can take a very long time in times of peak traffic.
- g) The pavement needs widening so as wheelchair users and parents with prams or buggies can get to the garage shop and generally enjoy the village safely.
 - The footpath from Maes y Dderwen onto the A40 has an unsuitable surface for pushchairs and scooters and it is not possible to negotiate barriers on a mobility scooter. As they can also not use the pavement they cannot reach the village shop/post office.
 - When we have young grandchildren with us we have to walk through the Maes y Dderwen estate, to access the village shop. The pavement is not wide enough for a twin pushchair (2 local users) or for a single buggy when we also have a primary school aged child whose hand needs holding because of the speed and proximity of the passing traffic. It is a nerve wracking experience. Having to use the estate route makes the trip to the shop longer and harder- not ideal when it HAS to be done in bad weather.
- h) The A40 in the village feels like a barrier. We would use the footpath and village amenities more if it was safer to do so.
- i) Other communities eg Scleddau, Letterston, Pwll Trap have improvements called ' cycle track/footpaths. Is this a possible way forward?

Speed - TR A40 Llanddewi Velfrey, o/s Penllian From 04/06/2009 To 11/06/2009

Speed Summary (All Days)

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
0:00	24	52.9	45.1	7.1	0	0	0	0	0	1	6	5	4	3	1	0	0
1:00	60	50.2	45.1	5.9	0	0	0	0	0	1	13	23	15	4	2	0	0
2:00	23	52.6	46.2	6.1	0	0	0	0	0	0	3	9	4	2	1	0	0
3:00	13	54.9	47.0	7.9	0	0	0	0	0	0	3	1	3	0	2	0	0
4:00	18	53.4	45.6	8.0	0	0	0	0	0	0	4	5	3	3	0	0	0
5:00	57	55.5	47.0	8.4	0	0	0	0	0	1	13	16	11	6	4	2	2
6:00	105	52.4	45.5	6.6	0	0	0	0	1	3	22	36	23	13	4	2	0
7:00	224	48.5	42.5	6.0	0	0	0	1	3	16	74	80	34	11	4	0	0
8:00	353	45.3	40.3	5.5	0	0	1	4	5	43	152	108	29	7	3	0	0
9:00	345	45.0	40.1	4.9	0	0	0	2	7	40	164	102	5	5	0	0	0
10:00	424	44.7	40.0	5.0	0	2	1	1	4	50	203	133	23	6	1	0	0
11:00	410	45.0	39.9	5.5	0	1	3	1	11	52	176	129	31	5	0	0	0
12:00	392	45.2	39.9	5.9	0	1	3	9	11	39	165	124	31	7	0	0	0
13:00	431	45.4	40.7	5.2	0	0	1	3	6	42	180	150	39	6	0	0	0
14:00	389	45.7	40.6	5.7	0	0	2	4	5	50	152	126	41	9	2	0	0
15:00	418	46.3	41.3	5.4	0	0	0	1	6	39	167	139	52	11	1	0	0
16:00	475	45.8	41.2	5.5	0	1	1	2	5	36	189	173	51	10	2	0	0
17:00	506	46.9	41.8	5.6	0	1	2	4	7	31	175	199	69	15	4	0	0
18:00	324	48.3	42.5	6.1	0	1	1	2	1	18	108	122	47	17	5	1	0
19:00	170	50.0	43.8	6.5	0	0	0	0	1	10	46	57	35	11	5	1	0
20:00	122	51.9	44.6	7.7	0	0	0	0	0	4	31	35	28	14	4	1	0
21:00	85	52.4	44.4	8.0	0	0	0	2	0	4	22	26	15	9	5	0	0
22:00	60	50.5	43.7	7.0	0	0	0	0	0	4	20	16	11	4	3	0	0
23:00	32	53.3	45.5	8.5	0	0	0	0	0	2	8	7	7	4	2	1	0
24H,7-19	4691	45.7	40.8	5.5	0	7	14	34	71	458	1905	1586	472	109	5:30	5:30	5:00
16H,6-22	5173	46.0	41.1	5.7	0	7	15	37	73	479	2026	1740	573	156	6	2	2
18H,6-24	5265	46.2	41.2	5.7	0	7	15	37	73	485	2054	1763	591	164	4	0	0
24H,0-24	5460	46.5	41.3	5.8	0	7	15	37	73	491	2096	1822	631	182	7	2	2
Am Peak	10:30	5:00	4:45	4:15	10:00	9:30	11:00	8:30	11:00	11:00	10:00	10:30	6:45	6:15	5:30	5:30	5:00
Pm Peak	436	55.5	47.2	8.6	0	2	3	4	10	53	203	153	34	15	6	2	2
Pm Peak	16:45	23:00	23:00	23:00	18:15	16:30	12:00	12:00	12:00	13:45	16:15	17:00	17:00	18:15	20:45	18:45	20:00
Pm Peak	514	53.3	45.5	8.5	0	2	3	8	10	52	191	199	70	18	6	2	1

* School bus times

Site No: 00000753

Site Reference: S753

Speed - TR A40 Llanddewi Velfrey, o/s Penllian
From 04/06/2009 To 11/06/2009

Speed Summary (All Days)

Time Begin	Total Vol	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 66->66	Channel: To Llanddewi Velfrey	
																		Bin 10 51-<56	Bin 11 56-<61
0:00	53	50.5	43.1	7.0	0	0	0	0	0	7	16	14	8	5	3	0	0	0	
1:00	27	53.0	44.9	7.3	0	0	0	0	0	2	6	7	5	4	1	0	0	0	
2:00	19	53.6	44.7	9.0	0	0	0	0	0	0	6	4	2	1	2	0	0	0	
3:00	14	52.6	45.4	10.6	0	0	0	0	1	1	2	3	4	0	0	0	0	0	
4:00	17	51.4	44.3	7.2	0	0	0	0	0	2	4	4	4	1	4	0	0	0	
5:00	53	57.7	47.5	9.6	0	0	0	0	0	4	10	10	10	7	4	3	1	1	
6:00	155	55.6	46.5	9.0	0	0	0	1	3	9	28	35	33	24	15	5	3	3	
7:00	298	50.2	42.1	8.0	0	2	2	3	13	41	77	80	47	23	11	3	0	0	
* 8:00	405	45.6	38.9	6.9	0	1	2	9	33	78	146	83	36	14	4	0	0	0	
9:00	391	45.3	39.0	6.7	0	0	1	6	26	80	148	80	32	11	3	1	0	0	
10:00	391	45.0	38.9	6.3	0	0	0	5	22	91	154	74	30	9	4	0	0	0	
11:00	409	44.4	38.0	7.0	0	2	3	9	36	87	158	78	26	8	2	0	0	0	
12:00	398	44.6	38.0	6.9	0	0	5	13	30	85	151	75	7	1	1	0	0	0	
13:00	378	44.7	38.6	6.3	0	0	0	7	24	88	141	83	25	8	4	0	0	0	
14:00	378	44.9	38.8	6.3	0	0	0	2	27	86	144	77	28	10	4	0	0	0	
15:00	434	45.0	39.3	6.2	0	1	3	2	17	83	181	101	32	10	3	0	0	0	
* 16:00	434	45.3	39.9	5.8	0	0	1	2	12	75	186	106	37	8	4	0	0	0	
17:00	442	46.0	40.3	6.5	0	0	1	4	16	74	163	117	45	15	5	0	0	0	
18:00	337	47.9	41.4	6.8	0	0	1	1	7	46	124	124	40	18	6	2	0	0	
19:00	240	49.1	42.2	6.9	0	0	1	2	3	24	82	67	38	15	5	1	0	0	
20:00	184	49.5	42.2	7.1	0	0	0	0	5	22	60	49	27	12	6	1	0	0	
21:00	127	49.6	42.5	7.3	0	0	0	0	2	14	40	35	20	8	3	1	0	0	
22:00	101	49.9	42.1	7.4	0	0	0	0	4	14	36	22	14	7	3	0	0	0	
23:00	69	49.7	42.2	7.8	0	0	0	0	3	9	21	20	9	5	1	1	0	0	
12H,7-19	4695	45.5	39.3	6.6	0	4	19	63	263	914	1774	1045	408	141	51	6	0	0	
16H,6-22	5401	46.1	39.9	6.8	0	4	20	66	276	983	1984	1231	526	200	80	14	3	3	
18H,6-24	5571	46.3	39.9	6.8	0	4	20	66	283	1006	2041	1273	549	212	84	15	3	3	
24H,0-24	5754	46.6	40.1	6.9	0	4	20	66	284	1022	2085	1315	582	230	95	18	4	4	
Am Peak	10:30	5:30	5:30	3:15	11:00	11:00	7:15	11:00	11:00	10:00	10:30	7:30	6:45	6:30	6:15	5:30	5:45	5:45	
	415	59.0	48.5	11.1	1	2	3	9	35	92	167	91	49	28	15	7	3	3	
Pm Peak	16:45	22:30	22:45	22:30	15:00	15:00	12:00	12:00	12:00	12:30	15:30	17:15	17:15	18:30	18:45	18:45	22:00	22:00	
	452	50.7	42.6	8.2	0	1	5	13	30	92	190	118	46	18	7	3	1	1	

* school bus times

Represented from the Ordnance Survey Mapping in the permission of the controller of Her Majesty's Stationery Office.
Pembroke County Council is not responsible for any errors or omissions in this plan.
Pembroke County Council is not responsible for any errors or omissions in this plan.

Scale: 1:5000 Date: 14 May 2009 North

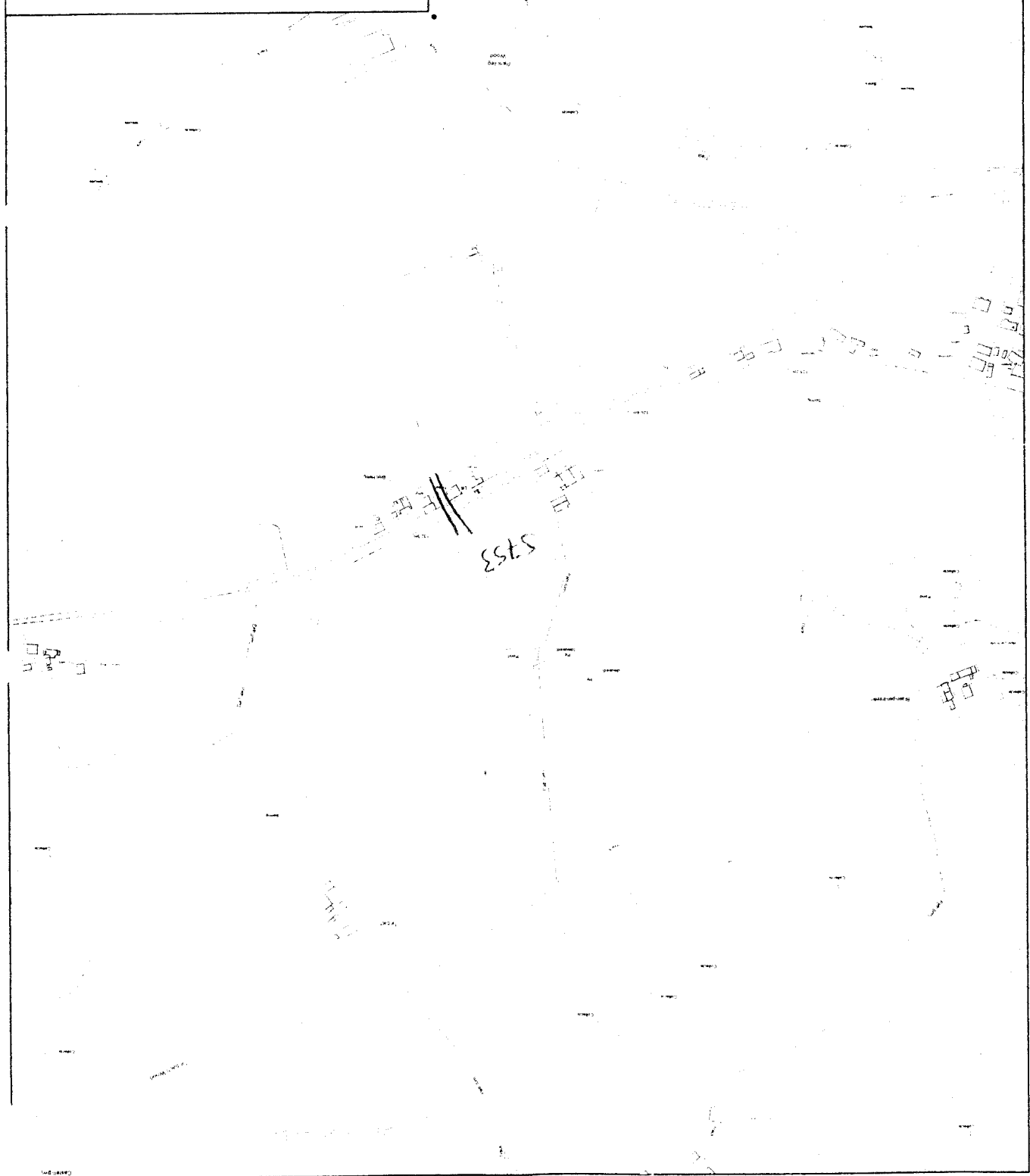
Speed Sample
Llanddewi Velfry

F215560, N216860

TR440

TR4307/10

Pembrokeshire County Council
Gyngor Sir Penfro



The Rural Town and Village Trunk Road Initiative-Reducing Accidents and Making Life Better

Setting priorities- The Community Council has been told that it will be competing with other locations for this funding and so has prepared a response against the scoring criteria using the information held to date.

Llanddewi Velfrey, Pembrokeshire	
Factor	Comment
Accidents: Pedestrian Other	Comments from the survey detail numerous sightings of accidents and near misses most of which will go unreported. Dyfed Powys Police figures between 1999 and 2008 recorded 37 accidents. We are waiting for more recent figures which will include 1 fatality. As only some accidents are notified to the Police the true figures would be higher. One local resident's dog was killed as he walked along the pavement. The dog was safely on a lead but merely turned his head in response to a sudden noise. He was hit by a passing lorry, his neck was broken and he died instantly. That could easily have been a child. Another resident had her handbag knocked from her shoulder by a passing lorry.
Current Speed Limit: 40	A speed survey has been carried out to assess the speed of vehicles travelling into the village from the east. We have been told that no action can be taken because the average is 'only 46mph'. This is totally unacceptable as the figures show that nearly half of the vehicles travelling through the village are over the limit. At 8 a.m. when children have to cross the road figures showed 353 vehicles with 41% over the speed limit. 7 of those were recorded at 51-56 mph and 3 at 56-61 mph. At 4p.m when children are returning from school 49% of the 475 vehicles are over the speed limit with 10 recorded at 51-56 and 2 at 56-61mph. Using the Highway Code's recommended safe stopping distances, and taking into account limited visibility on the road approaching the pedestrian crossing from the east, vehicles travelling at those speeds would find it difficult if not impossible to stop to avoid an obstruction or a person in the road. Surely if there are such substantial numbers of vehicles travelling well over the limit there is a greatly increased risk of severe accident and/or fatality and action <u>must</u> be taken.
Footways: Complete on one side	The existing footpath it is too narrow in parts and therefore unsafe to use with heavy traffic passing close by. It is also inaccessible for wheelchairs, unsafe for pushchairs and for walking two abreast e.g. with children.
Schools	At least 12 secondary age children have to cross the A40 in the rush hour to catch their school bus with only a small traffic island to protect them. At least 2 families drive their children to school rather than have them cross the road. With a new development in the village there are more children who will shortly have to use the bus.
Shops and cafes	The cafe is used mainly by through traffic.

Banks and post offices	The post office in the Preseli Garage is used by all aged groups but is especially relied on by elderly residents.
Bus stops	Bus stops are to the north and south of the A40 close to the Parc y Lan pub. The pavement there is adequate but the crossing is very dangerous owing to the speed and volume of traffic.
Filling Station with shop	Preseli Garage is used by both local people and those traveling through. Elderly people in particular need access to the shop and yet some have to cross the A40 and all have to walk up the narrow footpath. One lady drives the few 100 yards rather than risk walking.
Pubs and restaurants	Parc y Lan pub is on the north side of the A40 with residential areas both to the north and south so that safe pedestrian access is important.
Community Halls	Located to the north of the A40 and in regular use.
Places of worship	There are 2 chapels, 1 at each end of the village adjacent to the A40
Sheltered accommodation	Many of the council houses in Glan Preseli north of the A40 are occupied by elderly people several of whom have mobility problems. The survey undertaken by the Community Council showed 39 people aged over 60 and 16 with mobility problems. 2 have to use a wheel chair or mobility scooter.
Playing fields or sports facilities	The sports field and children's play area is located to the north of the A40 opposite the garage
Significant general pedestrian movement	Pedestrian movement is limited simply because the pavement is too dangerous although 21 people said they use it more than once a week. Of the 55 responses to the survey most were from residents in the centre of the village and of those 37 said they would use the pavements more if they were safe. This is particularly important given the significant number of elderly residents. At the other end of the age scale, 7 need to use a pushchair for young children.
Significant heavy goods movement	Heavy goods traffic is a major problem on this section of the A40 especially as volumes have increased dramatically over the past few years. The proximity of all traffic is dangerous but articulated lorries traveling at speed close to the pavement pose a real threat to any pedestrians. This was demonstrated by the incident of the dog being killed when it merely turned its head and had its neck broken dying instantly. That could easily have been a young child. The village survey listed numerous examples of the hazards posed by heavy traffic. Heavy goods vehicles are allegedly restricted to 40mph on single carriageway roads. This is patently not happening as can be seen by anyone walking through the village.
Deprivation	Llanddewi Velfrey ward is ranked 46 th under the Geographical Access to Services Deprivation domain. Many residents are elderly and without transport. They rely either on walking to the shop or catching a bus. Then, coming home with shopping, they have to negotiate the narrow pavement and/or the inadequately protected road crossing. Young and old in the village take their lives in their hands when accessing any of the facilities.

The Macro-economic Effects as outlined in the Welsh Assembly's document about the Rural Town and Village Trunk Road Initiative acknowledge that "Although some of the measures suggested (i.e. traffic calming and reduced speed limit) will have an impact by increasing journey times; the communities are not large so delays will be minimal". As long ago as 1995, Countryside Council for Wales commissioned a report entitled 'Village life in Llanddewi Velfrey'. It was produced in 1995 by Community Design Service in partnership with Department of City and Regional Planning, University of Wales College of Cardiff when the speed limit was 50 mph. It concluded that "even a dramatic 20mph reduction (from 60mph to 40mph) in average speed would add only 10 to 15 seconds to the journey". The Community Council is asking for a reduction from 40mph to 30mph as in nearby Robeston Wathen along with robust enforcement. The CCW report identifies the same concerns about speeding vehicles and pedestrian safety. If, as they said Llanddewi Velfrey was "blighted by the trunk road" in 1995, the situation now is far worse and the only change has been a reduction of speed limit to 40mph that is clearly flouted by most motorists.

Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref
Ein cyf/Our ref DFM/00407/09

Nerys Evans AM
Nerys.Evans@wales.gov.uk

March 2009

Thanks for your email of February 25th regarding the narrow footways through Llanddewi Velfrey.

Although little used, my officials appreciate that the existing footway through the village is below normal standards, and that an improvement would be appropriate.

The proposed A40 Llanddewi Velfrey to Penblewin improvement scheme is scheduled to commence in April 2014. On completion of the improvement, the existing road through the village would become a side road with reduced traffic and give the opportunity for the local authority to consider imposing a lower speed limit. My officials do not believe the relevant criteria for reducing the speed limit now, from 40mph to 30mph could be met.

In the meantime, the footpath scheme is proceeding, with the preparation of land plans and discussions with landowners for the purchase of the necessary land. Further progress beyond this stage will depend on the availability of land, and the scheme's relative priority for funding to construct the works against other schemes in the improvement programme.

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport



Eich cyf/Your ref
Ein cyf/Our ref DFM/00587/09

Nerys Evans AM
Penrhiw
52 Heol Awst
Caerfyrddin
Sir Gar
SA31 3AL

18 MAY 2009

13 May 2009

Nerys Evans

Thank you for your letter of March 26th regarding the footways at Llanddewi Velfrey, concerning the criteria used to decide priorities for schemes and whether illuminated 40mph signs will be erected to encourage traffic to comply with the speed limit.

This scheme is listed in the Community Scheme Programme, which relies heavily on the scheme being fully prepared and the land required being available. Once these schemes are "ready to go" they can compete for the funding available, prioritisation currently being against the criteria given in Annex 1 of the Rural Town and Village Trunk Road Initiative, a copy is enclosed for your information.

In relation to the illumination of the speed limit signs, the existing signs are in accordance with the current criteria, with those on the western approach being illuminated because they are within an area of street lighting. Those on the eastern approach are not illuminated as they are outside the area of street lighting. My officials do not believe the circumstances at Llanddewi Velfrey warrant illuminating these signs in contravention of the national signing criteria.

Cofio
Jewna

Ieuan Wyn Jones
Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

Lynda,

Firstly please accept my apologies for not coming back to you sooner. I have spoken with Roger Williams who advised me that you are looking for an update as to the position of the Footway scheme.

Since we last met in March 2005, we have been continuing with the design process as well as progressing with Environmental Works.

As explained in the March meeting we have modified the design at the Eastern end of the scheme to bring it in line with current design standards. We are also considering issues such as street lighting, highway drainage, and the design of the new embankment required to realign the road near Ivy cottage to facilitate a new footway. Environmental works has also been underway during the summer months, particularly through the month of July. We have undertaken follow up surveys in relation to protected species to supplement and expand on findings already known. This type of work is very sensitive to the time of year it is undertaken, and also its findings. We have just received the findings of these surveys and the results appear encouraging. It is envisaged that additional survey work will be required during the coming winter months but this will not hamper the progression of the design. We will have to consult some specialists in terms of protected species. Once we have fully evaluated the findings of the environmental survey works we can proceed to prepare land plans based on the necessary land take required. This will need to take into account any mitigation measures deemed necessary from an environmental perspective, i.e. badger fencing etc. Negotiations will then be opened with the respective landowners.

Scheme design works is on going concurrently with the environmental and Land issues. As per our meeting in March this year, it is still envisaged that a scheme could be ready for implementation by September 2006.

Hope this provides you with an updated picture of where we are on this scheme. If you require any further information please do not hesitate to contact me.

Kind Regards

**Alan Brandon - Senior Engineer Development
West Wales Trunk Road Agency**

THE EU has stepped in to help save the future of Llanelli's ailing cockle industry amid concerns over the amount of untreated sewage being pumped into the estuary.

The European Commission has written to the UK Government warning that it could be in breach of EU rules because of the excessive number of spills into an area protected by European law.

It follows pleas from residents, local politicians and cockle gatherers and comes in the wake of the Star's Sort Our Sewers campaign, which called for urgent action to protect the environment and allow much-needed development to go ahead in the area.

At a meeting with Plaid MEP Jill Evans in Brussels last week, European Commission officials confirmed they had begun infringement proceedings against the UK.

She said: "I'm glad action is being taken at last which will force the UK government to sort out the huge problems with the sewage system in Llanelli.

"The cockle deaths continue and the industry is under severe pressure. With plans for more housing development the situation is urgent."

A commission spokeswoman later told the Star that a formal notice was sent to the UK on June 26 which raised concerns about excessive spills of untreated urban waste water from storm water overflows from systems serving Llanelli and Gowerton.

She said: "It would appear that many of these spills enter the Burry Inlet Special Protection Area and designated shellfish areas which have recently seen declines in shellfish numbers."

In April, Countryside Council for Wales area chief Huw Williams warned that fines of up to £2 million a day could be levelled by the EU against the Government unless water quality improves.

And the commission confirmed that if the UK did not comply, the matter could eventually go to the European Court of Justice, where financial penalties could be imposed.

Although Welsh Water has pledged to spend £10 million upgrading the Llanelli wastewater treatment works by 2010, pressure has been growing on the authorities to step in.

Only last week, a 2,240-name petition organised by lobby groups Carmarthenshire Residents Against Sewage Spillage (Crass) and Save Our Loughor Estuary (Sole), was presented to the Assembly by Alun Davies AM. He said: "An unsustainable level of sewage spilling has been allowed into the Burry Inlet. The future of cockling in South West Wales depends on sustainable development."

Development was needed in Llanelli, he said, but cannot go ahead "without serious investment in our sewerage system — our drains are outdated."

Llanelli MP Nia Griffith said: "What matters now is that we get action from both the UK Government and the Welsh Assembly to clean up the Burry Inlet so we can see our cockle industry thrive and blue flags restored to our beaches."

Town councillor Bill Thomas, who has been campaigning on behalf of the cockle gatherers over the past five years, also welcomed the news.

He added: "I will not stop until we see the end. Hopefully this will lead to help for the cockle gatherers. It is by no means finished."

A Defra spokeswoman said: "We're unable to go into detail, as this is an ongoing legal issue between the Government and the European Commission."

"We're continuing to work together with the commission and the Environment Agency."