

**Towy Bypass Action Group (TBAG)
PRESENTATION TO THE TOWN COUNCIL 1ST JUNE 2006 BY KEITH
TOWLER.**

Firstly, on behalf of the Towy Bypass action Group can I thank the Town Council for this opportunity to take part in your special meeting.

Towy Bypass Action Group – formed by local residents following the public consultation workshop held by WAG.

So far – held a public meeting – 15th May attended by over 100 local residents

Organised a petition with over 750 signatures in just over 2 weeks – demonstrates strength of local feeling.

TBAG speaks to you today with a clear mandate. The people of Llandeilo and Ffairfach who supported the petition have made three key points:

We the undersigned agree with the statements that:

- 1. the Welsh Assembly's preferred option of a Llandeilo Bypass i.e., the inner eastern protected route (1993) is unacceptable on a number of grounds.**
- 2. that the recent consultation held in Llandeilo did not meet the standards of fairness and balance in that it appeared to promote solely the aforementioned route.**
- 3. that the Welsh Assembly should research viable alternatives such as traffic calming measures, a Western route linking the A476 to the A40 or a new far Eastern route and not include such unfeasible options as the inner western route through Penlan Park.**

The Towy Bypass Action Group is not in favour of any of the four options as they stand in the consultation document. It is our request that the WAG urgently research alternative proposals such as a more westerly route which originally appeared in the consultation document on page 1 but mysteriously disappeared from the full consultation.

In our view that option of a more westerly route is still on the table for you to consider

Having spoken to the Transport Management section of the WAG we have had it confirmed that there are proposals in hand to de trunk the A483 (Ammanford to Llandeilo road) and to trunk instead the A476 Cross Hands to Llandeilo route which makes a more westerly route far more feasible. The timescale for this process is:

'About 8 years although it is hard to set a timescale on it.'

So this is very much still on the agenda even if it is more expensive and crosses National Trust land.

Given the trunking issue, a western bypass is by far the best option for the majority of residents of Llandeilo and Ffairfach. With good early signage HGV's could be diverted. We request that a feasibility study on this is undertaken before decisions are made that cannot be reversed.

The protected purple route should be rejected out of hand as all agree that the concerns raised about flooding to Ffairfach and the severance of the railway station from the town in the 1993 Public Inquiry have not been adequately addressed by the current amended route. In fact the route is worse for the residents than the 1993:

1. there is no guarantee available that the work outlined will not adversely affect the flooding situation in Ffairfach and parts of Llandeilo – indeed many local residents feel that flooding risk is bound to increase and put their homes and businesses at risk. We applaud Dyffryn Cennen councils stance on this.
2. Destroys the most picturesque view of Llandeilo and disturbs the local environment with its impact on wildlife
3. It will sever the railway from the town which will only be accessible by a bridge. This concerns many residents particularly those who rely on public transport. Given the access route to the station the proposal appears to contravene the disability discrimination act.
4. The amended route comes much closer to the homes and gardens of local residents – the noise and air pollution on the eastern side of Llandeilo and through Ffairfach will be unacceptable. (Towy terrace, Heol Cennen, Quay Street, Stepney Road, Church Street, Crescent Road, Latimer Road, Lewis Terrace, Clarendon road, Alan Road, Thomas Street, Blende Road to name but a few)
5. The bypass will increase the amount of traffic and the speed it will be travelling will be faster. You only have to look into the local paper each week to see how many road accidents happen on fast roads in Carmarthenshire.
6. Given the concern about increased traffic, and the building of a new roundabout at Llandeilo bridge, the risk that we are exposing our children to is too great – in many ways the solution is much worse than the current position.
7. There is also a concern amongst some traders that business will be affected and we have had some support from visitors to Llandeilo who value the tranquillity of the area as a primary reason for visiting. It is likely therefore that tourism, and its financial benefits could be damaged.

The key issue that appears to be lost is that we must do something to limit or eradicate HGV traffic within the town. This is quite a separate point from local traffic and visitor traffic which in the main is manageable. All agree that we need to do something but lets be clear that whatever is put in place will make a positive difference to people's lives and livelihoods.

In conclusion:

TBAG hopes that the Llandeilo Town Council will take the stance adopted by Dyffryn Cennen in rejecting the protected route.

We would wish to work with both local Councils, the County Council and the Welsh Assembly Government in a positive way to achieve two things:

1. To help WAG realise the protected route is not viable and to develop some viable options for a bypass including the far western route

And

2. in the meantime to press for the traffic management measures, outlined in the consultation document, to be piloted with immediate effect to reduce risk within the town, minimise HGV traffic and to evaluate their impact

I would like to remind the Town Council that rejecting the protected route does not rule out a bypass indeed the WAG consultation document makes clear:

If the existing protected route is not preferred, alternative options will need to be reviewed in more detail. The Assembly will then consult on these alternatives before determining a new Preferred Route.

What we are suggesting is that an opportunity exists to find a more suitable route – lets not throw that opportunity away by agreeing to a route that will do more harm than good.

Thank you for listening