



### Contents:

- 1 x 'Standalone' Bleed Kit Dispenser
- 1 x Bleed Kit Dispenser Fitting Kit
- 1 x Community Bleed Kit Pouch Including
  - 2x Trauma Dressings\*
  - 2x Haemostatic Dressings\*
  - 1x Tourniquet
  - 2x Individual Pair of Nitrile Gloves
  - Medical Shears/Scissors
  - Foil Blanket
  - CPR Face Shield
  - Whistle

### \*Dressings:

- Lifespan approx 2 years.
- Approx £5 for a replacement trauma dressing.
- Approx £15 for a replacement haemostatic dressing.

**= £40 per kit approx every 2 years.**

### Costs:

**£238.80 upfront cost per kit.**

**£102 kit replacement cost (kits will need to be replaced if opened - due to contamination risk).**

**£40 per kit approx every 2 years for replacement dressings.**

### Other Info:

- Logos/text can be added to dispenser on orders of 25+ units.
- Can purchase model which attaches to side of defibs, or standalone models (same cost).
- Kit details will be added to the HeartSafe map, which will also alert us if the kit is opened.



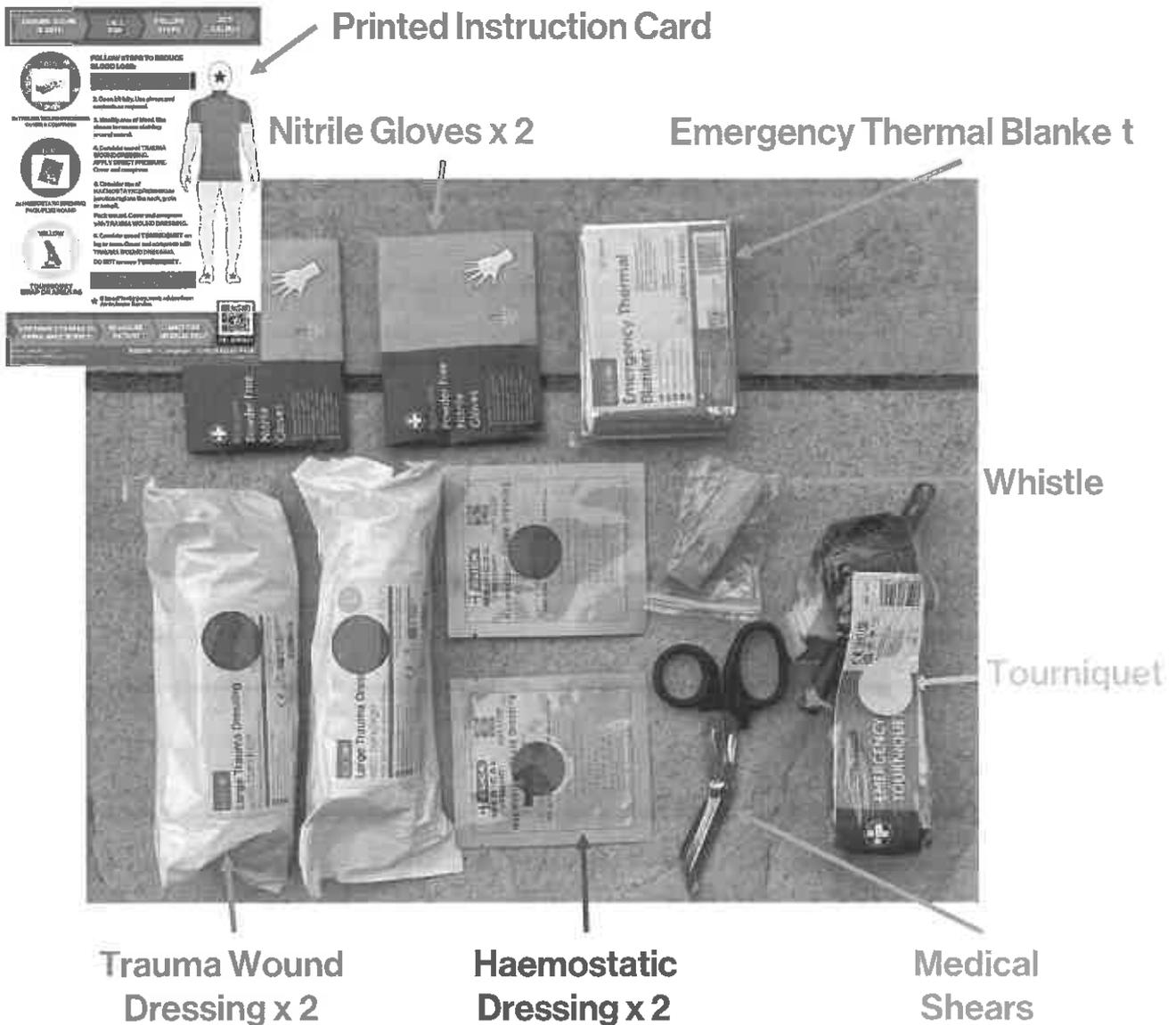


# Inside The Bleed Kit

## BS8559-1 Compliant Critical Injury Pack

Working together with HeartSafe, we devised a community Bleed Kit that can be used by any member of the public with little or no training under 999 supervision.

Given that most members of the public will likely not have any training we prepared simple colour coded steps so that the instructions are clear and easy to use when someone is in panic.



*Items shown represent contents included in the Community Bleed Kit Pouch and may change depending on availability*

# Instructions

The first instruction is to call 999, so any intervention is supported by a call handler with the kit aimed to help control the bleed in the few minutes before an ambulance arrives.

**ENSURE SCENE IS SAFE**    **CALL 999**    **FOLLOW STEPS**    **ACT CALMLY**

**RED**  
TRAUMA WOUND DRESSINGS  
COVER & COMPRESS

**BLUE**  
HAEMOSTATIC DRESSING  
PACK/PLUG WOUND

**YELLOW**  
TOURNIQUET  
WRAP ON ARM/LEG

**FOLLOW STEPS TO REDUCE BLOOD LOSS:**

1. Use mobile phone on loud speaker. Talk with 999 Ambulance Service.
2. Open kit fully. Use gloves and contents as required.
3. Identify area of bleed. Use shears to remove clothing around wound.
4. Consider use of TRAUMA WOUND DRESSING. APPLY DIRECT PRESSURE. Cover and compress.
5. Consider use of HAEMOSTATIC DRESSING to junction regions like neck, groin or armpit. Pack wound. Cover and compress with TRAUMA WOUND DRESSING.
6. Consider use of TOURNIQUET on leg or arms. Cover and compress with TRAUMA WOUND DRESSING. DO NOT remove TOURNIQUET.

Follow the Ambulance Service instructions throughout procedure.

\* If head/foot injury, seek advice from Ambulance Service.

**CONTINUE TO SPEAK TO AMBULANCE SERVICE**    **REASSURE PATIENT**    **WAIT FOR MEDICAL HELP**

www.bsh599.co.uk  
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BSH599-1 Compliant - Critical Injury Pack  
DOCH190000

RE-ORDER

Simple step-by-step instructions. 999 call is prioritised.

Colour-coded pack contents correspond to use depending on location of injury

Guidelines for use of pack contents under 999 supervision

QR Code to allow re-order of new pack after use. Full ongoing end-to-end management system, not just 'one-off' retail provision

Together with HeartSafe we have created a set of instructions that are clear and encourage best practice for use by someone who is likely to be in a state of panic.

Simple colour coordination allows for easy identification of all contents when opened and quickly apply what is needed to best help the patient.

# Where are they needed?

Bleed control kits are vital in managing emergencies involving severe bleeding.

Here's where they're indispensable:

- 🩸 **Workplaces:** Especially in industries such as construction, manufacturing, and hospitality, where sharp tools and machinery are used.
- 🩸 **Crime:** Injuries caused by a knife/violent offences etc.
- 🩸 **Schools and Universities:** In the event of an accident in science labs, during sports, or unfortunate incidents of violence.
- 🩸 **Highways and Roads:** For use in traffic accidents, where timely medical intervention can save lives before emergency services arrive.
- 🩸 **Rural and Remote Locations:** Areas where access to immediate medical care is limited, making it vital for travellers or residents to manage emergencies independently.
- 🩸 **Outdoor Activities:** Hiking, camping, and hunting, where cuts, falls, or animal attacks can cause severe bleeding.
- 🩸 **Home Use:** Household accidents, such as cuts from kitchen knives or power tools, where immediate action is required to stop bleeding.
- 🩸 **Construction Sites:** High risk of injuries from tools, machinery, and falls.
- 🩸 **Industrial Facilities:** Where machinery or hazardous materials can cause serious injuries.
- 🩸 **Agricultural Operations:** Farms and processing plants have risks from machinery and tools.
- 🩸 **Forestry and Logging:** High-risk of cuts or punctures from chainsaws, equipment and falling trees.

And more...







# Critical Trauma Pouch

(Bleed Control Kit)

Meets requirements of BS8559-1

Compliant Critical Injury Pack

The core of our mission. A simple, easy to understand kit of life-saving essentials designed for use under 999 guidance to help treat a catastrophic trauma patient until emergency services arrive.

Developed with the support of the NHS and 999 emergency services, this kit is designed to include essentials for use by untrained lay-people

These kits are stored in unlocked, 24/7 Bleed Kit Dispensers, making them easily accessible to everyone at any time.

**“ NHS ambulance crews and trauma teams do a great job when confronted with a patient who’s losing a lot of blood, but we wanted to go further in those crucial minutes when an ambulance was still on its way.. ”**

**- Dr Michael Marsh**

# Our Guiding Principles

- Immediate Availability – Don't lock bleed kits in cabinets. Obtaining access code costs time!
- Make it Simple – Keep kits easy to obtain, understand and use in an emergency
- Provide Open mapping - Drives community engagement and local knowledge of locations
- Maximise Rollout – Money is tight! Simple Dispensers instead of cabinets give at least double the number of locations per £ Spent.
- More kits = More chances to save a life!
- Be Everywhere! – Kits installed indoor/outdoor wherever wanted or needed
- Drive Visibility – Prominent kits drive community engagement on knife crime prevention
- Long-term Solution - Include an end-to-end management system with registration and backup. Not just fit and forget 'tick-the-box' provision
- Full replenishment mechanism – Simple QR scan guides user to replenishment channel
- Expandable across UK - Built to help save lives nationally. Easy provision for local Police,
- Charity or Community branding

# Biodiversity Report 2024

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# Abertillery & Llanhilleth Community Council

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This report is compiled in accordance with the Environment (Wales) Act 2016 Part 1 - Section 6 and The Biodiversity and Resilience of Ecosystems Action Plan 2024.

Written by Erika Davies, Deputy Clerk



Abertillery and Llanhilleth Community Council (ALCC) provides a range of services to its local community, some of which have an impact on biodiversity. These include:

- Association with 6 allotment sites
- Town in Bloom project with community involvement
- Funding - ALCC gives grants to local groups and organisations in the area to improve the biodiversity and sustainability of various sites.
- Solar Farm Grants - ALCC receives annual funding from Lightsource BP, a solar farm company based in the locality. Each year, ALCC decides how to allocate the grant to local community projects which among other things, can be used to deliver environmental improvements.
- Meeting the well-being goals set out in the Well-being of Future Generations (Wales) Act 2015 and the Well-being Plan for Gwent 2023 - 2028
- Monitoring the plans for Wind Farms in the area any impact they have on Biodiversity
- Employing a local landscaping company to undertake work at Abertillery War Memorial

We promote sustainability and biodiversity by pursuing sustainability goals and sustainable practices wherever possible.

We serve approximately 17,000 residents. The budget for 23/24 was £376,451. £289,000 of this was funded through the precept.

# What is Biodiversity?

Biodiversity is all the different kinds of life you'll find in one area —the variety of animals, plants, fungi, and even microorganisms like bacteria that make up our natural world. These species and organisms work together in ecosystems, like an intricate web, to maintain balance and support life. Biodiversity supports everything in nature that we need to survive: food, clean water, medicine, and shelter.

- /[www.worldwildlife.org](http://www.worldwildlife.org)



Image Credit: Cllr Julie Holt

'Green' grants paid in 23/24  
**£15,200**  
ALCC Funding

**NRAP Objective: Engage and support participation and understanding to embed biodiversity throughout decision making at all levels.**

The aim of ALCC is to embed sustainability and support for biodiversity throughout the Council's working practices. This includes noting environmental emphasis on tender and grant applications. Reducing energy use, reducing single use plastic, reducing paper use and encouraging recycling. This is monitored by Community Councillors, Officers and by the criteria applied to the grant application form.

**NRAP Objective: Increasing knowledge and knowledge transfer. Raising awareness of biodiversity and its importance.**

ALCC will invite local environment and nature focused groups to attend Party in the Park 2025.

In house training will be made available to all Councillors that wish to learn more about biodiversity, through One Voice Wales.

ALCC will actively share social media content relating to local environmental projects.

ALCC will ask applicants/recipients of Council funding to address biodiversity in their projects.

ALCC are working with TAFY to deliver our Town in Bloom project. This includes working with the local comprehensive school developing a sensory garden and delivering hanging baskets and plants for them to use around the school as part of their gardening club.

This is monitored by Community Councillors, Officers and the relevant Committees.

**NRAP Objective: Increase the resilience of our natural environment by restoring habitats and creating habitat creation.**

Planning is a standing item on the PlaCE Committee. It reviews each application and gives consideration to the green infrastructure and impact on the environment. This could be ensuring the proposed development does not disturb or have a detrimental effect on wildlife; minimal disruption to the current landscape; increase habitats for wildlife through planting of flowers or the addition of bird and bat boxes.

The ALCC Town in Bloom project was added as a project under the well-being remit and added to the Council budget in 2021. The current provider of this service is TAFY, a Social Enterprise offering volunteering, transitional employment, training and skills for young people in Blaenau Gwent. Tubs are placed throughout the ALCC area and over 3,500 plants have been planted since June. There are also over 80 hanging baskets in Abertillery town centre. All of the plants used are pollinator friendly.

A huge part of the Town in Bloom project is community involvement. ALCC currently have 34 tubs which are cared for by local community groups and individuals wanting to encourage biodiversity in the area.

This is monitored by Community Councillors, Officers and the PlaCE Committee.

**NRAP Objective: Safeguard species and habitats of principal importance and improve their management.**

The Abertillery and Llanhilleth community is blessed to have several areas of outstanding natural beauty on its doorstep. ALCC is also very lucky to have many community groups who are interested in maintaining these areas and learning about the wildlife and habitat that live there.

Cwmtillery Lakes has received funding from ALCC and is working with the community to provide fishing opportunities to local residents. It has been recognised as a local nature reserve and winner of the Community Green Flag Award.

Another area which has also received the Community Green Flag Award is Aberbeeg Park and Woodland well-being area. Ebbw Fach Community Group have transformed the site and were the recipients of a £15,000 Solar Farm grant in 2023.

ALCC are proud to be associated with 6 allotments sites. Grant funding is given to these sites to maintain the area, providing paint and gardening tools.

This is monitored by Community Councillors and Officers.



## **NRAP Objective: Tackle key pressures on species and habitats**

ALCC is proud to be working with local community groups to support maintaining small areas of land, paths and gardens. Litter picking is an important part of this and the local comprehensive school get involved, along with volunteers to remove litter, other pollutants and returning these spaces to nature.



Image Credit: BGCBC Facebook

ALCC is not a waste or highway authority and does not have direct responsibility for these matters. However, Members are very active in caring for the community landscape and take pride in restoring areas. Any areas of concern are reported to Blaenau Gwent Borough Council.

This is monitored by Community Councillors and Officers.

**NRAP Objective: Improve our evidence, understanding and monitoring.**

All Members of ALCC were asked to contribute towards this report and to get involved with biodiversity.

It is important to highlight the importance of biodiversity and how we can contribute and act accordingly.

ALCC will look at having a biodiversity specific page on the website that will publish this report, showcase all the community work that is being undertaken, and publish details of Council funding that has helped community projects.

Evidence of solar farm grant funding will be shared on the ALCC website and through social media channels.

ALCC will look at setting up a biodiversity working group.

Recipients of the Green Flag Community Award and any other environmental awards will be shared on the ALCC website and social media channels.

This will be monitored by Community Councillors and Officers.

**“The money we had off you was amazing. Our Summer House is being installed next week. We used some of the money we had off you to buy plants and flags for our garden, which really made the garden look special. You have helped us so much to getting our Green Flag Award. Thank you for your support.” - Pat Tovey - Ebbw Fach Community Group**

# Casualties by speed limit and severity

Transport > Roads > Road accidents > Casualties > Casualties by speed limit and severity

		2024		2023						
		January to March		January to March	April to June	July to September	October to December	2023		
		Total Welsh Police (1)								
Total		(p) 811		968	1,138	1,260	982	4,348		
Total	10 mph	All severities								
		All severities	KSI							
			Slightly injured							
Total	20 mph	All severities		(p) 300	55	69	139	399	662	
		All severities	KSI	(p) 63	6	10	29	99	144	
			KSI Killed	(p) 4		1	2	7	10	
			Seriously injured	(p) 59	6	9	27	92	134	
		Slightly injured	(p) 237	49	59	110	300	518		
Total	30 mph	All severities		(p) 77	455	515	488	64	1,522	
		All severities	KSI	(p) 15	95	113	121	14	343	
			KSI Killed	(p) 1	11	8	3	1	23	
			Seriously injured	(p) 14	84	105	118	13	320	
		Slightly injured	(p) 62	360	402	367	50	1,179		
Total	40 mph	All severities		(p) 74	89	89	110	109	397	
		All severities	KSI	(p) 20	14	18	33	33	98	
			KSI Killed	(p) 1					6	6
			Seriously injured	(p) 19	14	18	33	27	92	
		Slightly injured	(p) 54	75	71	77	76	299		
Total	50 mph	All severities		(p) 94	71	64	70	68	273	
		All severities	KSI	(p) 23	12	16	25	14	67	
			KSI Killed	(p) 2	3	2	2	3	10	
			Seriously injured	(p) 21	9	14	23	11	57	
		Slightly injured	(p) 71	59	48	45	54	206		
Total	60 mph	All severities		(p) 214	248	339	368	280	1,235	
		All severities	KSI	(p) 71	58	120	130	93	401	
			KSI Killed	(p) 5	2	13	13	9	37	
			Seriously injured	(p) 66	56	107	117	84	364	
		Slightly injured	(p) 143	190	219	238	187	834		
Total	70 mph	All severities		(p) 52	50	62	85	62	259	
		All severities	KSI	(p) 12	9	18	26	20	73	
			KSI Killed	(p) 3		1	9	2	12	
			Seriously injured	(p) 9	9	17	17	18	61	
		Slightly injured	(p) 40	41	44	59	42	186		

## Filters

By Highways Agency: All roads

Type Of Vehicle: All users

## Footnotes

1 It is likely that from Q2 2023 onwards, more collisions in Dyfed Powys will be reported as serious than usual, and fewer as slight due to the introduction of an injury based reporting system. This is explained fully in the metadata.

p The data item is provisional.

**Speed Limit** On the 17th September 2023, the default speed limit on restricted roads in Wales was changed from 30mph to 20mph. These changes will affect most 30mph roads, but not all. It is therefore likely that an increased number of collisions and casualties on roads with a 20mph speed limit will be observed from this point, and a decrease in collisions and casualties on roads with a 30mph speed limit, reflecting the total road length of these speed limits. Data can be volatile and conclusions should not be drawn from data over a short period of time.

## Metadata

<b>Title</b>	The number of casualties by speed limit, type of vehicle, severity, date and area
<b>Last update</b>	July 2024
<b>Next update</b>	September 2024 (Provisional)
<b>Publishing organisation</b>	Welsh Government
<b>Source 1</b>	Reported road accidents system, Welsh Government
<b>Contact email</b>	stats.transport@gov.wales
<b>Designation</b>	National Statistics
<b>Geographical coverage</b>	Wales
<b>Languages covered</b>	English and Welsh
<b>Data licensing</b>	<p>You may use and re-use this data free of charge in any format or medium, under the terms of the Open Government License - see <a href="http://www.nationalarchives.gov.uk/doc/open-government-licence">http://www.nationalarchives.gov.uk/doc/open-government-licence</a></p> <p>The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Government. Road Accident Data contains details of the accident, the number of vehicles involved and information on casualties.</p>
<b>General description</b>	<p>Accident data contains: the description and location, the number of casualties and vehicles, severity of accident, type of road and contributory factors.</p> <p>Vehicle description: includes details of vehicle type, age of driver/rider.</p> <p>Casualty description: provides details of the severity of casualty, casualty class and age.</p> <p>The Data Dictionary provides a detailed breakdown description of the variables that are included in all three categories.</p> <p>On 15th May 2023, Dyfed Powys police force adopted an injury based reporting system (IBRS) for reporting police recorded road collisions. Data are collected using the CRaSH (Collision Reporting and Sharing), where the attending police officer records all injuries for the casualty. The injuries are then automatically classified as a severity level of either 'slight' to 'serious' and the most serious severity is used to identify the casualty severity level. The other three police forces in Wales continue to use a non-injury based reporting system where police officers use their judgement and guidance to determine directly the severity of a casualty (fatal, serious or slight). Most police forces in England, as well as Police Scotland use the CRaSH system, and some have done for several years. The introduction of IBRS has led to a change in the reported severity of some road casualties (it's possible for some casualties that would be categorised as 'slight' on non injury based reporting systems to be recorded as 'serious' in injury based reporting systems). Analysis undertaken by the Department of Transport suggests that switching to IBRS adds between 5% and 15% to the Great Britain total for 'serious' injuries, and reduces the number of 'slight' injuries. The total number of collisions and casualties are unaffected. We have not adjusted any figures to take these changes into account. The collision and casualty severities published are as reported by police forces. It is likely that from Q2 2023 onwards, more collisions in Dyfed Powys will be reported as serious than previously, and fewer as slight. This may also impact the total number of serious and slight collisions across Wales. The total number of collisions and casualties are unaffected. As we get more data from Dyfed Powys we will review the need to produce an adjustment, and will continue to keep users informed of this change.</p>
<b>Data collection and calculation</b>	<p>On the 17th September 2023, the default speed limit on restricted roads in Wales was changed from 30mph to 20mph. These changes will affect most 30mph roads, but not all. It is therefore likely that an increased number of collisions and casualties on roads with a 20mph speed limit will be observed from this point, and a decrease in collisions and casualties on roads with a 30mph speed limit, reflecting the total road length of these speed limits. Data can be volatile and conclusions should not be drawn from data over a short period of time.</p> <p>The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury, together with members of the public reporting personal injury accidents directly to the police. The figures are based on information available to the Welsh Government 14 weeks after the end of the latest quarter. The Stats19 data are a set of numeric and alphabet characters.</p> <p>A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties and accidents are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.</p> <p>The classification of each accident is the most seriously injured casualty. For example if there are 5 casualties but only 1 fatality, the accident is classed as a fatal.</p>
<b>Frequency of publication</b>	Quarterly

**Data reference periods** 2015 to March 2024

There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic accident and casualty data to help set road safety policy. It is also used for performance indicators, both for the Welsh Government's Transport Strategy and for some Health Performance indicators. They are also component indicators in the Welsh Government's Child Poverty and Sustainable Development indicators.

**Users, uses and context**

Other users include Highway Authorities (on behalf of the Welsh Government, which is responsible for the motorway and trunk road network) and Local Authorities (which are responsible for other roads in Wales). Other bodies involved in road safety include the Safety Camera Partnership, Trunk Road Agents, and Police & Community Safety Partnerships.

**Revisions information**

**Weblinks** <https://gov.wales/police-recorded-road-accidents>

**Keywords** Transport Road Accidents Collisions Fatal Killed Serious Slight Police Police-recorded

The figures shown may change in future if there are late amendments. Similarly, the figures for earlier years may differ from those previously published. The figures cover only road accidents reported to the police involving personal injury.

This data is obtained from administrative sources and thus may be affected by changes in procedures within those systems.

There is some possibility of under-reporting and under-recording as well as for the misclassification of accidents though these are minimised by local authorities and the Welsh Government conducting a number of data validations. For example, Welsh Government data analysts may query the location of an accident with a police force when the grid reference of an accident is in a different local authority to the one specified in the data return. These issues are discussed in more detail in a Statistical Article 'Quality Report for Welsh Road Casualties'.

**Statistical quality**

This article also summarises the sources and methods used to compile the road accident and casualty figures for Wales. It also reviews the quality of the resulting figures in terms of the six dimensions of statistical quality of the European Statistical System. The aim is to provide background information about road casualty statistics for Wales in a single document for all users of the published statistics. It is available from the following link: <http://gov.wales/statistics-and-research/police-recorded-road-casualties/quality-report>

Minor revisions to 2022 data were made on 27th September 2023 due to the late submission of data from one police force.



Timestamp	Declaration	Which ward do you live in?	Which road do you believe should/should not revert back from 20mph to 30mph?	Please explain why:
8/6/2024 9:00:59	understand	Cwrntillery	Aberbeeg road a467	20mph at that point is just ridiculous. More changing up and down gears causing harder acceleration in lower gears so then producing way more gases. Keep it to 30mph easier to maintain speed and no confusion what speed limit the roads are. If you are going to do the speed limit you will do 20 or 30mph but these people ain't causing the accidents or the ones not abiding by the law in the first place. The ones not abiding by the law will not care if it 20 or 30 as they will still go over it anyway Bringing speeds down to 20mph means now instead of having a steady flow of traffic often roads come to a standstill creating more traffic in the villages 20mph are supposed to help.
8/6/2024 9:18:07	understand	Abertillery	30mph	I feel that 30mph is an appropriate speed and the breaking distance is more than sufficient. Also, since 20mph was introduced I've personally witnessed more incidents of dangerous overtaking on such roads, I would hope a return to 30mph would reduce such incidents.
8/6/2024 9:45:25	understand	Abertillery	No roads should be 20 MPH	20mph is safer, and all the work has already been done to change them. What is needed is speed cameras on 20 roads to stop dangerous overtaking and frequent speeding.
8/6/2024 10:00:30	understand	Abertillery	While this is non specific, I recognise the value of having a 20mph speed limit directly near schools and areas where school crossing is required. Additionally there are areas of high traffic incidents.	because of the school Unreasonable changes of speed from 60 to forty to thirty to twenty in a short stretch of road
8/6/2024 10:03:14	understand	Llanhilleth	None should revert.	No pavement on the side of road where houses are. Residents walk straight from gate to road. Several accidents have occurred on the road and don't want to see this continue.
8/6/2024 10:29:51	understand	Abertillery	Abertillery street	So that children are safe
8/6/2024 11:49:35	understand	Abertillery	Abertillery road through to abertillery town should go back to 30	Too many speed changes People use the road as a race track. It needs some kind of traffic calming measures out in place. It's causing congestion on the roads and trying to keep to 20 Mph is no good for you car or breaks
8/6/2024 13:01:57	understand	Six Bells	Victoria Road	It is a main trunk road and access into Abertillery, it is very difficult to maintain the 20 and the hgv struggle also.
8/6/2024 14:15:58	understand	Llanhilleth	All roads outside schools when when school is open	20 is far better. Safer and much more in-keeping with climate and well-being targets.
8/6/2024 15:47:01	understand	Aberbeeg	A467 warm turn Aberbeeg	I travel at 20 mph and cars overtake which makes the stretch of road more dangerous.
8/6/2024 18:25:37	understand	Six Bells	Bournville Road	No-one does 20 anyway, it needs traffic calming measures not a 20mph, especially on the corners between Pendairren Road and Pantddu Fields. Something to physically slow people down.
8/6/2024 20:14:47	understand	Abertillery	All roads should go back to 30mph	
8/7/2024 19:11:00	understand	Abertillery	Aberbeeg rd	
8/7/2024 19:51:57	understand	Cwrntillery	None	
8/7/2024 20:10:55	understand	Abertillery	A467 Aberbeeg Warm Turn	
8/14/2024 13:01:29	understand	Aberbeeg	Pantddu Road.	

Timestamp	Declaration	Which ward do you live in?	Which road do you believe should/should not revert back from 20mph to 30mph?	Please explain why:
8/14/2024 14:24:23	I understand	Llanhilleth	A467 at Warm Turn, between Aberbeeg and Abertillery.	There are no potential dangers associated with schools, hospitals or pedestrians.
8/14/2024 21:25:21	I understand	Abertillery	Roseheyworth road tillery /high street should remain 20	Safety for pedestrians
8/15/2024 10:18:12	I understand	Llanhilleth	Main Road through Six Bells / Warm Tun	40 drops to 20 from Abertillery, too short a distance, (at six bells turn) 20 down to Aberbeeg roundabout it too slow, should raise to 30, then 40 20 mph is fine due to amount of blind junctions, and proximity to access paths into houses From Aberbeeg roundabout to Horseshoe bend / Andrews Terrace Llanhilleth
8/15/2024 10:21:30	I understand	Llanhilleth	Commercial road Aberbeeg /Llanhilleth	The build of the traffic is ridiculous, 20mph is far too slow for this road. I get that there are houses on the street but it's not a busy pedestrian area
8/16/2024 8:17:56	I understand	Abertillery	Aberbeeg Road	The build of the traffic is ridiculous, 20mph is far too slow for this road. I get that there are houses on the street but it's not a busy pedestrian area
8/16/2024 8:17:59	I understand	Abertillery	Aberbeeg Road	I believe most are fine at 20mph but the hill on Aberbeeg road leading up towards the garage should be increased as it's a struggle to get up at 20mph. As soon as you reach the garage I can understand going 20 but before that I do not
8/16/2024 16:46:48	I understand	Llanhilleth	Aberbeeg Road	It is nearly impossible to drive at 20 mph for distances, the amount of extra petrol used is bad for the environment.
8/22/2024 13:35:26	I understand	Abertillery	All road with the exceptions of outside schools ,hospitals, carehomes	Reducing the speed limit has no negative impact on drivers other than annoying some people who wish to drive 10 miles per hour faster (or more, as is often the case). If the limit is 30 they would go faster. If the limit is 20, then even if they go 25 or 30, they are still driving at a safer speed in pedestrian areas. The positive impacts in terms of reducing road accidents, saving lives, taking pressure off emergency services and reducing pollution for people that live along the roads however is massive. This is a bold law to introduce, and much like the introduction of the ban on smoking in public places, there will always be some protest until it becomes the norm. But like the ban, this is not a law to curb individuals' rights & freedoms (the right to drive faster?) but rather to protect the majority of people. Through the lowering of the speed limit in residential areas, Welsh government has demonstrated their commitment to delivering their pioneering Wellbeing of Future Generations Act in Wales. They should have the courage to keep it.
8/22/2024 16:22:36	I understand	Cwmillery	All roads currently 20mph should stay at 20mph.	Nobody sticks to it anyway. I live in the houses that back onto the road, needs traffic calming measures rather than a 20mph. It's such a dangerous stretch of road and people fly up and down there. I'm worried one day I'm going to find a car in my back garden.
8/22/2024 20:40:07	I understand	Aberbeeg	Pantddu Road - specifically Pantddu Fields to Pendarren Road.	There are no schools, parks, hospitals etc along this road and houses are set back from the road. It is a main road/bus route to and from Abertillery, also the difficulty maintaining 20mph up and down the hill with today's vehicles exudes further emissions causing additional pollution in the area.
8/26/2024 16:06:21	I understand	Six Bells	Aberbeeg Road	

# 24/7 defibrillator locations

## 24/7 defibrillator locations



Bournville Community Centre,  
Bournville Road, NP13 3ES



St Paul's Church Hall, NP13  
1LG



Caffi Tyleri, Jim Owen Pavilion,  
NP13 1LW



Tyleran Belles, Roseheyworth  
Playing Fields, NP13 1SR



New Bridgend Inn, Pen-Y-Bont  
Road, NP13 1JF



Abertillery Bowling Club,  
Glandwr Street, NP13 1TS



The Glyn, 10 Ty Bryn Road,  
NP13 1PH



Pen-y-Bont Care Home, Victoria  
Street, NP13 1PG



Foundry Bridge Health Centre,  
NP13 1BQ



Cwrt Mytton Care Home, Alma  
Street, NP13 1QA



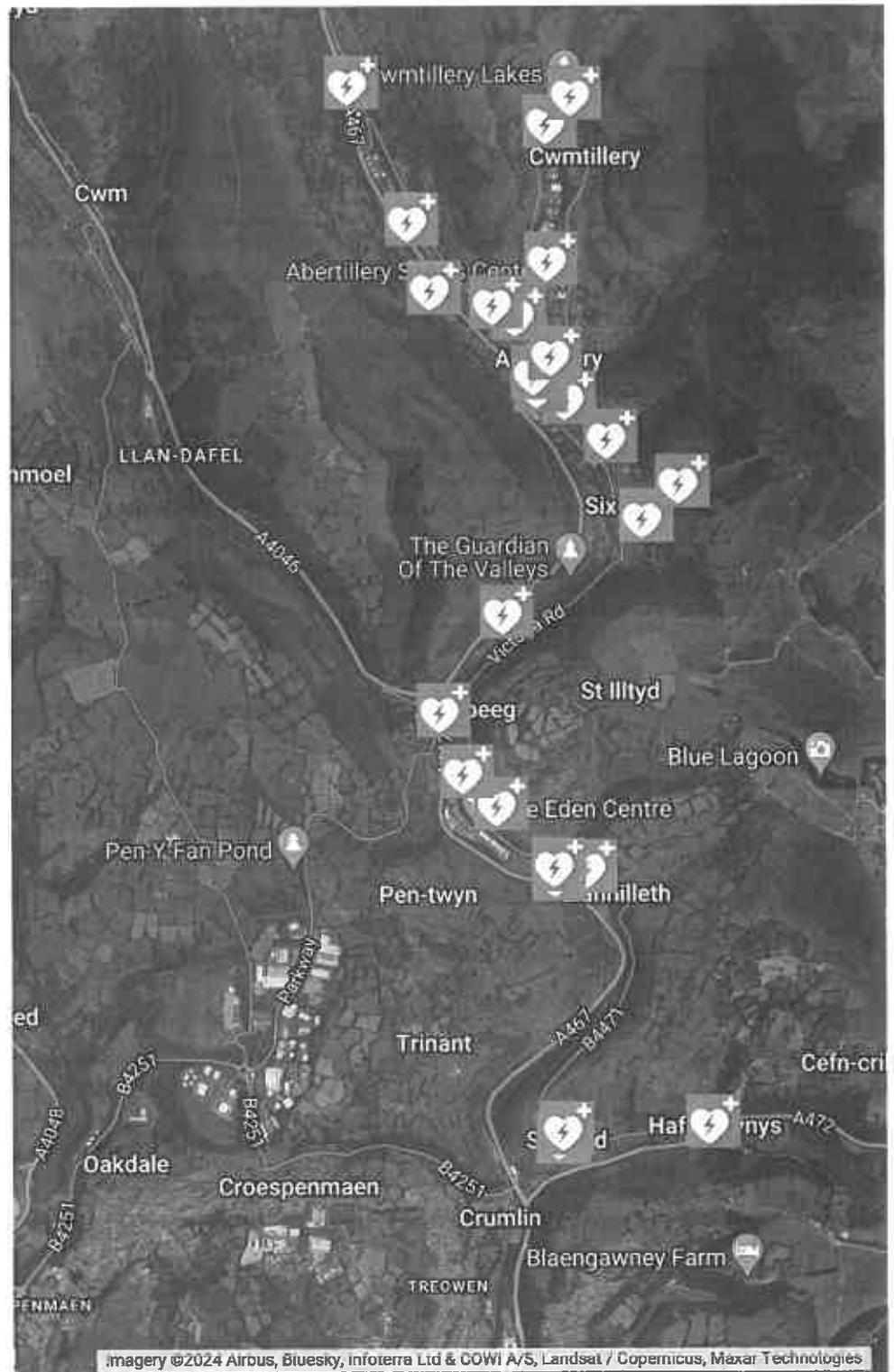
Tri Services Station, Station  
Hill, NP13 1UJ



Council Offices, Mitre Street,  
NP13 1AE



TA Centre, Cwm Cottage Road,  
NP13 1AT





Abertillery Bluebirds FC,  
Cwmnantygroes, NP13 2PR



Six Bells Park, Gate Opp. 22/23  
Windsor Road, NP13 2QF



Squire Cars, Aberbeeg Road,  
NP13 2EQ



Aberbeeg Community Centre,  
Pant ddu Road, NP13 2BP



Aberbeeg Tyres, Commercial  
Road, NP13 2AF



52a Bryn Terrace, Brynithel,  
NP13 2HF



Llanhilleth Railway Station,  
NP13 2HT



Llanhilleth Miners Institute,  
NP13 2JT



Llanhilleth Top Hotel, High  
Street, NP13 2RB



Nisa Local, 2-4 Walters Avenue



Swffryd Community Centre,  
Walters Avenue, NP11 5HT



Hafodyrynys Inn, Pontbren  
Road, NP11 5BE

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# Energy Learning Network

Supporting local councils as enablers of community energy

Join an exciting opportunity to find out more about community energy and how local people could benefit from clean energy and lower bills.

## What is the Energy Learning Network?

Thanks to National Lottery players, Ashden Climate Solutions has received £1.5m from The National Lottery Community Fund, the largest community funder in the UK. To accelerate the growth of community energy across the UK, the Energy Learning Network has been established, delivered by a partnership of Ashden Climate Solutions (Ashden), Community Energy England (CEE), Community Energy Scotland (CES), Community Energy Wales (CEW), Action Renewables (AR) and Centre for Sustainable Energy (CSE). The Network is funded by the National Lottery Fund.

Local councils are uniquely placed to stimulate community energy, through grassroots engagement with local people and working with community groups to turn ideas into reality. Recognising this, the network is seeking to work closely with local councils across the UK who want to enable and deliver community energy in their area.

## What is Community Energy?

Community energy is about community-led renewable energy, energy demand reduction and energy supply projects, whether wholly owned and/or controlled by communities or through a partnership with commercial or public sector partners. It can look like anything from a community-owned solar farm, local retrofit advice service to delivering energy saving education workshops in local schools or running a community-owned and run electric car club.

It is about people taking democratic control over their energy future as well as working together. It's a growing sector: in 2023 over there were 583 community energy organisations, £4.4million saved on energy bills, 165,980 tonnes CO2 saved in one year of work by communities (Source: [Community Energy State of the Sector 2024](#)).

## The opportunity

The network is looking to recruit 5-10 local councils across the UK to work with over the next two years to support the growth of skills and knowledge to enable and deliver community energy activities locally. This is also a fantastic opportunity to meet, learn from and collaborate with other local councils from across the UK and share challenges and solutions.



This is being coordinated by one of the Energy Learning Network's delivery partners, the Centre for Sustainable Energy, an independent national charity supporting people and organisations across the UK to tackle the climate emergency and end the suffering caused by cold homes.

### **What is the time commitment?**

There will be six 1.5 hour workshops (delivered online). The first of these will be in November 2024. The following five workshops will take place between January 2025 and March 2026.

Attendance at the workshops is a core part of the network so your participation at these is a mandatory part of being involved. Outside the workshops, there will be time commitments for you in terms of taking forward the actions identified in the workshops and reflecting on the learnings. As part of this opportunity, you will also be able to receive ongoing advice and support from CSE.

### **Who is eligible?**

You must be a local council in the UK and have an interest in supporting the growth of community energy in your local area. You can be based in England, Wales, Scotland or Northern Ireland.

- England – parish or town council
- Wales – town or community councils
- Scotland – community councils
- Northern Ireland – district councils, Community Associations and Village Committees

We're looking for a mix of experience of community energy so whether have some experience, or no experience but you are interested, please apply.

### **How can I apply?**

To apply, please complete [this short Expression of Interest form](#) by **Tuesday 17<sup>th</sup> September at 17:00**

If you have any questions about this opportunity, please contact [elncommunity@cse.org.uk](mailto:elncommunity@cse.org.uk)