

Montgomeryshire

Meeting Venue
**Council Chamber - Neuadd Maldwyn,
Welshpool, Powys**

Meeting date
Wednesday, 13 April 2016

Meeting time
10.00 am



County Hall
Llandrindod Wells
Powys
LD1 5LG

For further information please contact
Shane Thomas tel. 01597 826430
e-mail. shanet@powys.gov.uk

Issue Date: 6th April 2016

AGENDA

1.	APOLOGIES	MS12-2016
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To receive apologies for absence.

2.	MINUTES OF PREVIOUS MEETING	MS13-2016
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To receive the Minutes of the previous meeting held on Wednesday 3rd February 2016.
(Pages 5 - 10)

3.	DECLARATIONS OF INTEREST	MS14-2016
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To receive declarations of interest in relation to matters to be discussed on the agenda.

4.	CHAIRMAN'S ANNOUNCEMENTS	MS15-2016
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To receive announcements from the Chairman.

5.	FUTURE FIT PROGRAMME UPDATE (10.15 - 10.45)	MS16-2016
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To receive an update in relation to the Future Fit Programme.

6.	ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES (10.45 - 11.30)	MS17-2016
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To consider the below Road Safety and Traffic Management Schemes.

6.1. **Traffic Management - developments and impacts (Councillor
Graham Brown)**

6.2. **20mph Restrictions (Machynlleth and Llanfair Caereinion)**

To consider the report.
(Pages 11 - 18)

- 6.3. **Caereinion Footpath and Traffic Management - Derek Price**
(Pages 19 - 26)

- 6.4. **C2050 Prohibition of Driving Except for Access (Garthmyl Retail Garden Nursery)**

To consider the report.
(Pages 27 - 32)

7.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS	MS18-2016
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To receive reports from and to put questions to Cabinet Portfolio Holders.

- 7.1. **Councillor Graham Brown - Deputy Leader/Cabinet Portfolio Holder: Commissioning and Procurement/Children's Services**

- 7.2. **Cabinet Portfolio Holder: Property, Buildings and Housing**

8.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES	MS19-2016
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To receive reports from, and put questions to, members serving on outside bodies.

- 8.1. **Community Health Council - Vacancy**

To appoint to a vacant position on the Community Health Council.

- 8.2. **Shrewsbury to Aberystwyth Rail Liaison Group**

To receive a Shrewsbury to Aberystwyth Rail Liaison Group update report – Councillor Michael Williams.
(Pages 33 - 40)

9.	CORRESPONDENCE	MS20-2016
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To receive items of correspondence.

- 9.1. **Town Park, Centenary Fields (Newtown) - Councillor Aled Davies**

10.	SEVERN TRENT WASTE TREATMENT SITE - WELSHPOOL (12.00 - 12.45)	MS21-2016
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To receive an update in relation to the operation of the Welshpool Waste Treatment Site.

11.	DATE OF NEXT MEETING	MS22-2016
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To note the date of the next meeting – Wednesday 8th June 2016.

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MS13-2016

MINUTES OF A MEETING OF THE MONTGOMERYSHIRE COMMITTEE HELD AT NEUADD MALDWYN, WELSPPOOL ON WEDNESDAY 3RD FEBRUARY 2016

PRESENT: Councillor A.W. Davies – Chairman

County Councillors M.C. Alexander, D. Bailey, L.V. Corfield, D.E. Davies, L.R.E. Davies, V.E. Evans, S.M. Hayes, A. Holloway, D.C. Jones, E.M. Jones, G.M. Jones, W.T. Jones, P.E. Lewis, B.H. Mills, G. Morgan, P.C. Pritchard, K.M. Roberts-Jones, G.R. Thomas and J.M. Williams.

In attendance:

Andrew Cresswell – Locality Manager: North (Powys teaching Health Board), John Evans – Communications Officer, David Powell – Strategic Director (Resources), Clive Pinney – Solicitor to the Council and Shane Thomas – Clerk.

1.	APOLOGIES	MS1-2016
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Apologies for absence were accepted from Councillors G.J. Bowker, G.R. Brown, E.R. Davies, F.H. Jump, D.R. Jones, J.R. Jones R.I. George, P. Harris, E.A. Jones, D.J Mayor J.G. Shearer W. B. Thomas and G.P. Vaughan.

2.	MINUTES OF PREVIOUS MEETING – 2ND DECEMBER 2015	MS2-2016
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The Chairman was authorised to sign the minutes of the previous meeting of the Committee held on Wednesday 2nd December 2015 as a correct record. A member felt that the statement in the minutes which referred to the exempt item (item 5) could have made it clearer which item the matter related to (item 6). The Clerk confirmed that he had discussed matters with the Democratic Services Manager who would review future statements for use when referring at Committees to excluded items.

3.	DECLARATIONS OF INTEREST	MS3-2016
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There were no declarations of interest made in relation to items on the agenda.

4.	CHAIRMAN'S ANNOUNCEMENTS	MS4-2016
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The Chairman reported on:

- a. **Citizenship Ceremonies** - having officiated at two citizenship ceremonies
- b. **Sports Awards** – having attended the 2016 Montgomeryshire sports award ceremony on Friday 29th January to recognise the success of local athletes. The Chairman would write to the organisers to thank them for hosting such a successful event
- c. **Councillor Bowker** – in her absence members congratulated Councillor Bowker on recently having given birth to Minnie

5.	PRIMARY CARE	MS5-2016
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Members welcomed Andrew Cresswell, Locality Manager (North), Powys teaching Health Board to the meeting to provide an update on primary care which comprised

of GP practices, general medical practice, dentists, opticians, community pharmacists, community nursing, community hospital beds, school health services and midwifery. During discussion particular reference was made to:

- a. **General Practice** – there's a nationally recognised crisis in terms of the recruitment and retention of GPs. In the UK two thousand GP positions remain unfilled and the position is likely to worsen as GPs retire (the age profile of the general workforce is nearing retirement). Issues are not particular to rural areas
- b. **Older Population** – the above is against a backdrop of people living longer and having more complex care needs. Expectations regarding levels of care are also high and on the increase
- c. **Newtown GP Practice** – recruiting to vacant positions had been difficult and no applications had been received, the surgery is down 50% on previous arrangements and is operating with 3 GPs as opposed to 6
- d. **Machynlleth GP Practice** – due to difficulties in recruiting to GP positions the Powys teaching Health Board had been managing arrangements. There were some initial teething problems, however, arrangements are working well and provision had been retained
- e. **Clinical Expertise** – despite the preference to be seen by a GP in many circumstances care and health needs could be assessed and treated by other clinical professionals. At Newtown and Machynlleth residents could expect to discuss matters in the first instance with a clinical nurse thus making better use of resource. Patient surveys and feedback from the Health Inspectorate Wales had viewed this arrangement as satisfactory and clinically safe. Adopting this approach has released GP time to undertake relevant function
- f. **Access to Care** – successive governments had pledged to increase access to care/medical services. The principle had been very well received by the public but the resource to deliver remains an issue
- g. **Commissioned Services** – a significant proportion of primary care services are commissioned by the Powys teaching Health Board
- h. **Welsh Government Funding (GP Practices)** – the Welsh Government had begun a process of withdrawing a grant it had provided to GPs to support the operation of practices (a seven year reduction programme)
- i. **Powys teaching Health Board (GP Practices)** – retaining GP provision remains a priority for the Powys teaching Health Board. A cluster based approach, which includes providing funding, had been introduced. Use of websites etc. to promote Powys as a place to work from and live in had helped with recruiting. Engaging with GP and student networks had also been positive. A project in Ceredigion to review 'thick files' had proven positive. Measures to support managing workload would continue to be considered. A member requested details of the number of GP positions that were filled by GPs who had been Powys educated. It was reported that the recruitment processes sits outside of the Powys teaching Health Board so educational backgrounds were not known (GPs appoint to their practices)
- j. **Healthy Lifestyle Campaigns** – national media and publicity campaigns have had a dramatic impact on lifestyles i.e. drink driving, smoking, road safety (seat belts)
- k. **Choose Well** – there would be further efforts to engage with the public via. Choose Well. Choose Well promotes a range of clinical services which residents are able to access for the most appropriate care for their needs
- l. **Concern** – a member expressed concern with regard to the care he had received following a hip replacement. The matter would be investigated outside of the meeting

- m. **Shropdoc** – shropdoc work under contract with the Powys teaching Health Board. The Powys teaching Health Board monitor Shropdoc performance which is recognised nationally as the best in Wales by Health Inspectorate Wales. There were some performance issues 2-3 years back which had been resolved
- n. **Prescription Charges** – in the wider sense introducing payments for prescriptions would not generate sufficient income. The costs associated with operating the system to administer charging were significant
- o. **Flu Vaccination** – there had been issues last year with regard to the strain of the virus and the vaccination not matching. This year there was a better match. Despite some claims to the contrary, there's no evidence that vaccination infects those injected (it does, however, take three days for the vaccination to protect)
- p. **Llansantffraid GP Surgery** – the local member had expected consultation with regard to the surgery closure. It was reported that the site was run GPs who financed it and that the Powys teaching Health Board had no responsibility or jurisdiction over the operation of the site. The financing GPs had decided to move to a base at Four Crosses
- q. **Patient Listening Events** – members were reminded that Shropshire and Telford NHS Trust had arranged for patient listening events to be held on 9th February in Welshpool Livestock Market and on 16th February in Llanidloes War Memorial Hospital (10 a.m. – 4.30 p.m. for both sessions)

Members thanked Andrew for his update.

6.	CORPORATE FRAUD PREVENTION	MS6-2016
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Members welcomed Yvette Kottaun, Senior Investigator and Nicola Clements, Investigating Officer to the meeting to provide an update in relation to Corporate Fraud prevention during which particular reference was made to:

- a. **Everybody's Business** – the mind-set amongst people should be that fraud is unacceptable. Each false or fraudulent claim for payments, exemptions, grants or services reduces the money available to support public funded activities
- b. **Powys Anti-Fraud Team/Unit** – the Powys team is in its infancy but is already proving to be very effective. Since April 2015 the team had re-billed for overpayments of £230k and had prevented paying out fraudulent claims which would have amounted to in the region of £184k. It's expected that the work of the team moving forward would become more important. The fraud team agreed the need to invest in this area, praise should be directed at the team for identifying fraud as an area for resourcing and development
- c. **Prevention/Detection** – preventing fraud and detection are viewed as very important. There are various sanctions which could be imposed and methods of debt recovery/repayment can vary
- d. **Fraud Teams** – since the introduction of SFIS an increasing number of public services don't retain fraud teams and seem to accept fraud or believe they do not have any. There could be scope for the Powys team to provide services for other authorities and/or public bodies (of the 22 Welsh local authorities just 9 undertake any fraud prevention activities, and some currently limited in only looking at Council Tax Reduction/Council Tax exemption fraud). There are strict controls regarding investigations and how they can be undertaken, Powys has authority under legislation and resource to meet such requirements
- e. **Elected Members** – Councillors could play a very important part in helping identify fraud and with linking with communities to improve understandings

- f. **Fraud Awareness** – it would be the intention shortly to roll out an e-learning package and provide face to face fraud awareness sessions tailored to the service area needs
- g. **Social Services and Well-being (Wales) Act 2014** – there would be additional requirements for authorities to comply with under the Act. It would be important for there to be strong fraud prevention and review safeguards

Members wanting to discuss issues were encouraged to contact Yvette and/or her team. Members thanked Yvette for a very helpful and informative presentation and discussion session.

7.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS	MS7-2016
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Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders. During discussion particular reference was made to the below matters:

8.	COUNCILLOR WYNNE JONES – DEPUTY LEADER/CABINET PORTFOLIO HOLDER: FINANCE	MS8-2016
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- a. **Business Rate Rebate** –a grant provided by the Welsh Government (£1.5k per retail qualifying retail business) would be discontinued with effect from 1st April 2016
- b. **2016/2017 Budget Settlement** – the Welsh Government had yet to confirm the final settlement. It's expected that there would be additional funding provided above the provisional announcement for rural authorities to lessen the impact, it could provide up to £1.933 million for Powys. In the light of the above Cabinet had provisionally agreed two budgets (a 3% reduction and a 4.1% reduction). There would be a Cabinet meeting on 18th February when Cabinet would agree a recommendation for submission to Council on 25th February. Council Tax would be set by Council on 9th March. The budget would include a contingency and would be a three year balanced budget
- c. **Cabinet 26th January 2016 (Overview and Forecast Position)** – a member expressed concern regarding reports of over and underspends within service areas. The Portfolio Holder confirmed that as long as the global budget was balanced he would be satisfied, but all scheduled savings not achieved would be. As usual, unachieved savings would be carried over to following year, where services would have to achieve them in addition to their 2016/17 savings
- d. **Fire Authority** – the Welsh Government provides funding via. local authority revenue settlements for passporting to the Fire Authority to support its operation. This year the levy imposed by the Fire Authority on the Council had increased by £54k (the levy significantly exceeds the funding provided by the Welsh Government) when at same time funding from Government for the Fire Service had decreased by £140k. As a result the Council Tax increase this year would contain 0.3% for the Fire Service
- e. **Highways** – the savings target for highways would be reviewed in the light of the scale and potential impact. Members welcomed the review. The portfolio holder confirmed that he is looking to provide some assistance to Highways by reducing their savings target by allocating £850k of revenue to the service for 2016/17. Over the 4 year period 2015/21019, cuts of in the region of 30% would still have to be made against the current budget. The outcome would be likely to be a Commissioning and Procurement approach to delivering the service

- f. **Adult Social Care** – funding would need to be identified to meet pressures in terms of delivering domiciliary care and the portfolio holder was looking to allocate over £1m for 16/17 to this service accordingly
- g. **Williams Report (Local Authority Areas)** – there would be no change to the current composition of Powys in that 73 wards would be maintained. Proposals in the Williams Report included reducing the number of electoral wards in Powys from 73 to 64. The status quo provided a cost pressure to the forward budget of £175k per annum
- h. **Living Wage** – Cabinet remain committed to paying at the rate of the living wage which had increased to £8.25 per hour. Additional costs to meet the commitment for 2016/17 would be £292k for directly employed staff, but there would be additional cost for ‘in-direct’ staff
- i. **Income Targets** – income targets would need to be reviewed and closely monitored. A member suggested reviewing the operation of the vacant seat payment scheme with a view to securing income from school transport. The Portfolio Holder was under the impression that the Vacant Seat Scheme was to continue but with an increase in charges for April 2016, but he would check on the position and circulate the answer to all Members in next few days
- j. **Welsh Language** – there would be additional requirements to meet that would need to be funded at an estimated cost of £150k per annum
- k. **Damaging Media Reports** – there had been some recent media reports which had been misleading and damaging to the Council i.e. costs for supply teacher cover, charges for mobile phone use and benzene near a Radnorshire school. Where quotes are made they should be challenged to reflect to the true position. The Chairman requested detail in relation to the range of contracts for staff mobile phone use, including where contracts had recently been cancelled to achieve a saving. The portfolio holder informed the meeting that all mobile phones not used for 6 months had been turned off/cancelled with a saving of £80k and that in the last year there had been a saving on mobile phones of about £150k (some of that due to staff reductions). It should be remembered that mobile phones are used more for emails than for telephone calls, and that they are an essential tool for efficient working
- l. **Community Delivery (Asset Transfers - Public Conveniences)** – the Portfolio Holder referred to the decision taken to transfer public conveniences to communities. Once the decision had been taken back in 2011, the budget for the HTR service had been reduced accordingly. The costs of retaining facilities where there had yet to be transfers remains with the Authority and had, therefore, been shown as an overspend. This had been the case for every year since the original decision

9.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES	MS9-2016
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There were no reports or questions to members serving on outside bodies.

10.	CORRESPONDENCE	MS10-2016
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A483 – Garreg LLwyd, Windfarm Development – members were reminded that during the construction phase (which had commenced) turbine components would be driven from Elsmere Port through Newtown. It is expected that the increase in traffic would be during August 2016 if all goes as scheduled.

10.a Powys Independent Alliance Group

The Chairman of the Powys Independent Alliance Group referred to a matter raised by his group for discussion at today's meeting in relation to their view regarding the conduct of the shire Chairman following the last meeting. As opposed to embarking on the more formal route of referring the matter to standards it was the view of the group that the Chairman be asked to respond to two matters and, if he felt appropriate, apologise. The letter with the detail had been circulated with papers for today's shire meeting. Having considered the position the Chairman:

- a. **Apology to the Chief Executive** – the Montgomeryshire Chair unreservedly apologised to the Chief Executive
- b. **Apology to Montgomeryshire** – no apology given as the Chairman states that he did not leak confidential information as he had no knowledge what was said in the meeting as he was not present

The Chairman provided a statement to the meeting which he asked the clerk to hold with the files.

The PIA Chairman would report the above back to the group for a view. It was the view of a number of members that there should be no further discussion at the shire in relation to this matter.

As a result of the above the Leader of the PIA felt that the response was inappropriate from the Shire Chairman so he would refer the matter back to the group for their view.

It was the view of a number of members of the Shire present, that there should be no further discussion at the shire in relation to this matter, however, the Leader of PIA reminded Members that should his group wish to bring forward a motion in relation to this matter they had the right to do so.

11.	DATE OF NEXT MEETING	MS11-2016
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It was agreed that the next meeting would be in April not March as per the agenda.

**COUNTY COUNCILLOR A.W. DAVIES
CHAIRMAN**

MS17-2016b

CYNGOR SIR POWYS COUNTY COUNCIL.

MONTGOMERYSHIRE COMMITTEE

13 April 2016

REPORT AUTHOR: Jo Lancey

SUBJECT: 20mph Limits outside schools, Machynlleth CP School and Llanfair Caereinion CP School

REPORT FOR: Decision / Discussion / Information

Summary

Welsh Government have undertaken a package of works to provide variable speed limits on the Trunk Roads around schools where 20mph speed limits are not currently in place. In this second round of proposals within the NMWTRA area 4 schools within Powys are being considered 2 in Montgomeryshire and 2 in Breconshire

Proposal

The schools within Montgomeryshire are Machynlleth CP School and Llanfair Caereinion CP School.

In Machynlleth it is proposed to introduce a mandatory 20mph speed limit along the whole length of Craigfryn, and Maesnewydd will become a 20mph zone as there is existing traffic calming insitu making the zone self-enforcing.

At Llanfair Caereinion it is proposed to include part of Neuadd Lane within the mandatory part time 20mph speed limit. This will reduce speeds along the route to both the county primary school and the high school.

One Powys Plan

Stronger, Safer & Economically Viable Communities – The proposal will reduce traffic speeds and make the environment outside the schools safer for the community and particularly vulnerable road users during school times.

Options Considered/Available

Option 1 Do Nothing – There will still be a mandatory part time 20mph speed limit implemented on the Trunk Roads but no additional work carried out on County Roads.

Option 2 Implement the proposals at both locations – This will reduce speeds along walking routes to and from the schools, improving road safety for vulnerable road users.

Preferred Choice and Reasons

The preferred choice would be Option 2. These will improve the safety of all the routes to and from the school, particularly at school times. The costs for the Traffic Regulation Order and the signing scheme will be borne by Welsh Government.

Sustainability and Environmental Issues/Equalities/Crime and Disorder,/Welsh Language/Other Policies etc

Not Applicable

Children and Young People's Impact Statement - Safeguarding and Wellbeing

Not Applicable

Local Member(s)

Cllr J Michael Williams and Cllr Viola E Evans both support the proposals in option 2.

Other Front Line Services

Not Applicable

Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)

The Finance Business Partner Place notes the contents of the report, any costs incurred would be funded from within the current HTR revenue budget.

Legal Services have reviewed the proposals and have no issues except to ensure the proper process for implementing the Traffic Regulation Order is followed.

Local Service Board/Partnerships/Stakeholders etc

Not Applicable

Corporate Communications

The report is of public interest and requires proactive news release and use of social media to publicise the decision.

Statutory Officers

The Strategic Director Resources (S151 Officer) notes the comments made by Finance.

Members' Interests

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If Members have an interest they should declare it at the start of the meeting and complete the relevant notification form.

Future Status of the Report

Not Applicable

Recommendation:	Reason for Recommendation:
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<p>1. To initiate the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>2. Committee is asked to resolve that consultation procedures be initiated and if no substantive objections are received the proposal be implemented.</p>	<p>To enhance walking routes to and from both schools by reducing speeds and improving road safety for all road users</p>
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Relevant Policy (ies):			
Within Policy:	Y / N	Within Budget:	Y / N

Relevant Local Member(s):	Cllr J Michael Williams; Cllr Viola E Evans
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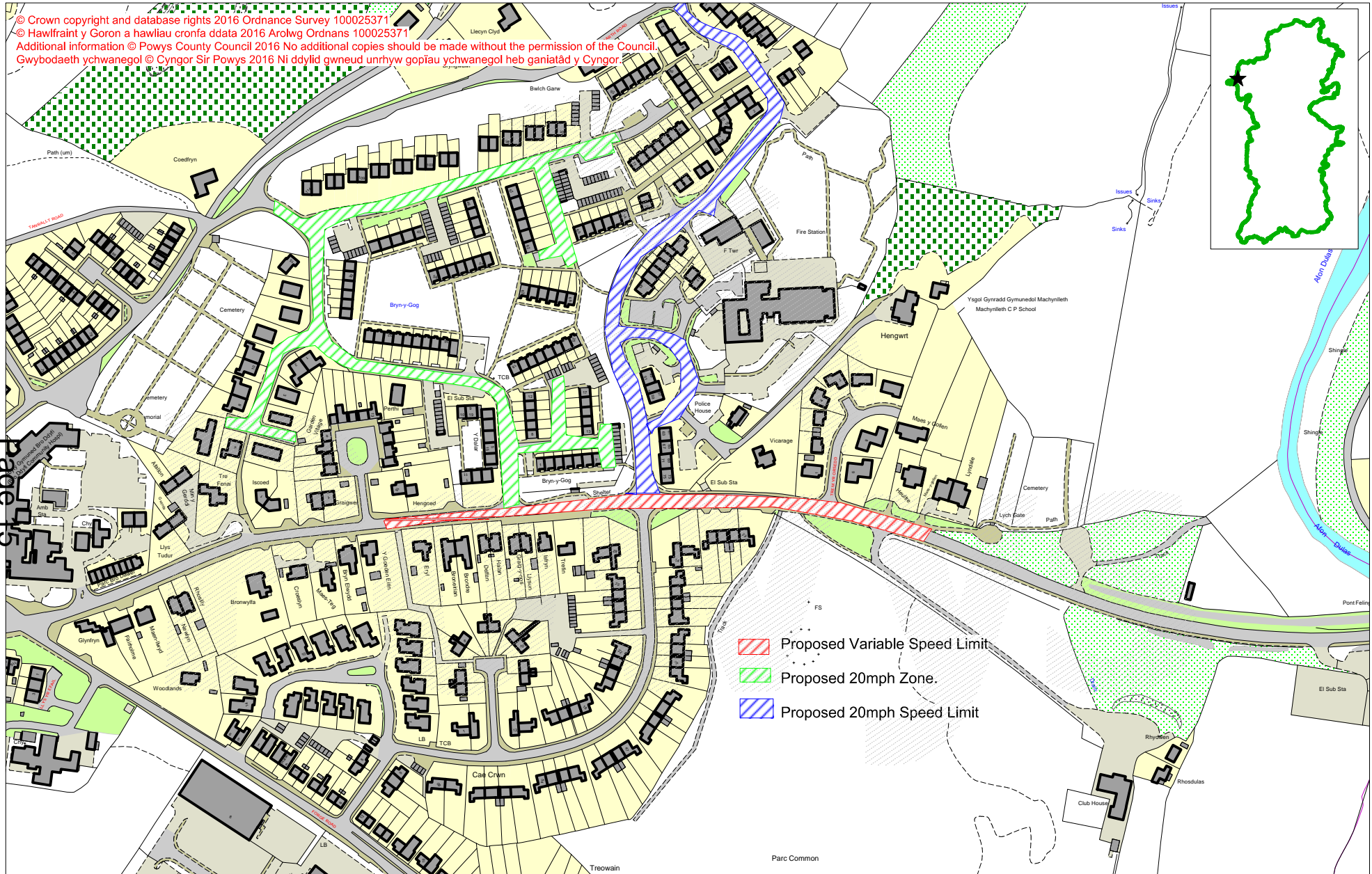
Person(s) To Implement Decision:	
Date By When Decision To Be Implemented:	




Contact Officer Name:	Tel:	Fax:	Email:
Jo Lancey	01874 612298		Joanne.lancey@powys.gov.uk

Background Papers used to prepare Report:

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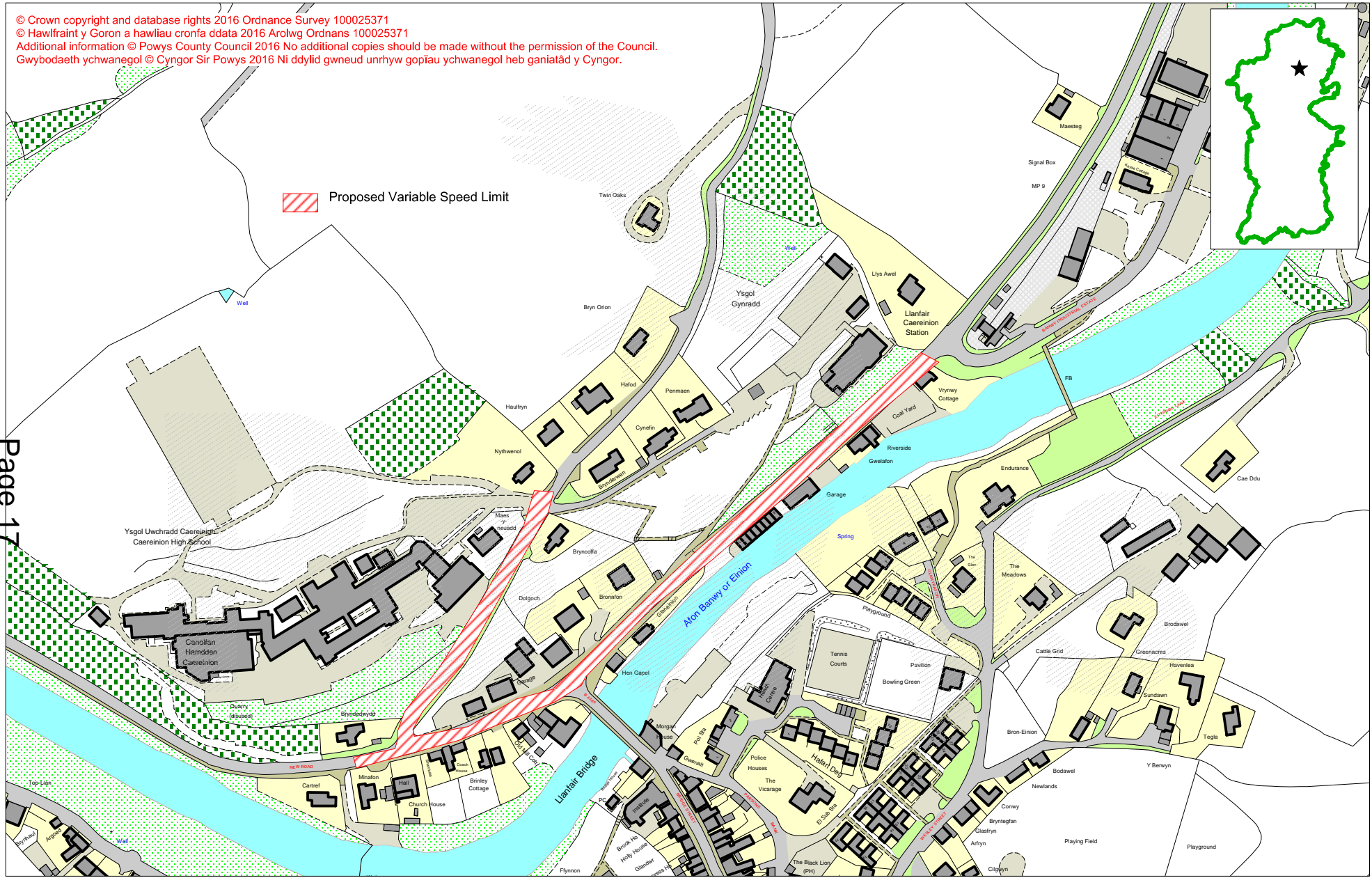


-  Proposed Variable Speed Limit
-  Proposed 20mph Zone.
-  Proposed 20mph Speed Limit

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CYNGOR SIR POWYS COUNTY COUNCIL

MONTGOMERYSHIRE COMMITTEE

13th April 2016

REPORT AUTHOR: Derek Price, Principal Engineer (Roads)

SUBJECT: B4385 Castle Caereinion, Footway Provision, Traffic Calming & 20mph Zone.

REPORT FOR: Decision / Discussion / Information

1. Summary

- 1.1 The Community Council has raised concerns about perceived inappropriate vehicle speeds, and have requested the installation of speed cushions and a 20mph zone.
- 1.2 A site visit ascertained that speeds were not abnormally high, but the combination of lack of pedestrian facilities and large agricultural vehicles, resulted in an uncomfortable intimidating situation.

2. Proposal

- 2.1 Provision of minimum width footway between junction to Tegfan and junction to Maesgarmon to establish continuous footway link through the majority of the village.
- 2.2 Introduction of a 20mph zone from a point 20m South of the shop to a point 20m North of the junction to the school.
- 2.3 Construct chicane traffic calming features at the extents of the 20mph zone.
- 2.4 The scheme which is estimated to cost £39390 has been assessed and ranked in accordance with current guidelines and is the second highest ranked scheme in the programme.

3. One Powys Plan

- 3.1 The proposal demonstrates the Authority's commitment to the provision of 20mph zones near primary schools, hence safety in the community.
- 3.2 It also demonstrates a response to communities concerns and the ability to provide satisfactory solution to a problem.
- 3.3 The provision of additional pedestrian facilities will establish a stronger community with the construction of continuous footway, enabling members of the community of all ages to access its facilities without having to resort to the use of motor vehicles.

4. Options Considered/Available

- 4.1 The initial request was for the provision of speed cushions as a traffic calming measure.

5. Preferred Choice and Reasons

- 5.1 Consultation with the Community Council outlined the alternatives where the provision of speed cushions would certainly reduce speeds and would cost less, the scheme ranking system would not score it as high, because there were very little additional benefits.
- 5.2 The proposal for using chicanes would enable to provision of pedestrian facilities to be incorporated with the calming measures.
- 5.3 Chicanes are considered more beneficial when considering future maintenance (eg. Resurfacing or snow clearing).
- 5.4 They are also considered to have a reasonable calming effect in reducing speeds, rather than harsh speed cushions which tend to irritate.
- 5.5 Chicanes are also considered to be safer from an emergency vehicle point of view, particularly with ambulances which may be carrying spinal injury patients.

6. Sustainability and Environmental Issues/Equalities/Crime and Disorder,/Welsh Language/Other Policies etc

The measures of providing a continuous pedestrian link through the village may encourage residents to walk between facilities, hence reducing vehicular travel and introducing sustainable active travel, albeit on a small scale.

7. Children and Young People's Impact Statement - Safeguarding and Wellbeing

The facility will provide a safer route to school for parents and primary school children.

8. Local Member(s)

The measures are in line with the policy to provide 20mph zones to all primary schools and safer routes wherever possible, hence will be comparable to many other locations.

9. Other Front Line Services

The measures are in preference to the provision of speed cushions from a highway maintenance view, as resurfacing will be a relatively straight forward operation whereas cushions need to be removed and reinstalled, adding considerable cost to the operation.

Similarly, snow clearing can be difficult when encountering speed cushions which may damage plough blades.

10. Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)

There are no comments from Support Services

11. Local Service Board/Partnerships/Stakeholders etc

The proposals do not have implications or need the involvement of the LSB, partner body or stakeholder.

12. Corporate Communications

The Senior Communications Manager has not expressed any views on the matter

13. Statutory Officers

The Strategic Director Resources has stated that the scheme should be funded and carried out from the Capital programme in 2016/17.

14. Members' Interests

15. Future Status of the Report

Recommendation:	Reason for Recommendation:
That the scheme be approved and included in the Capital Programme for 2016/17	Highway safety

Relevant Policy (ies):	
Within Policy:	Y
Within Budget:	Y

Relevant Local Member(s):	County Councillor David Jones
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Person(s) To Implement Decision:	
Date By When Decision To Be Implemented:	

Contact Officer Name:	Tel:	Fax:	Email:
Derek Price	01597 826521		Derek.price@powys.gov.uk

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**LOCAL AND ENVIRONMENTAL SERVICES
SCHEME RANKING
SMALL & SAFETY SCHEMES (CAPITAL)**

Scheme Information

Scheme Title	Castle Caereinion Pedestrian Safety Measures & 20mph zone
Location	B4385 Castle Caereinion
Brief Details	Provision of continuous footway through village with traffic calming features in the form of chicanes at the limits of a propose 20mph zone
Brief History (including impetus for the scheme) and Documents attached	Request from local community for the provision of speed cushions due to perceived inappropriate speeds.
Ranked by	DA Price
Date Ranked	8 th Feb 2016

Financial Implications

Element	Note	Ref	£ ,000
Total Scheme Cost	(including Fees)	A	39.390
Previous expenditure & external support	(Land, Advance purchase, external funding)	B	-
Remaining Cost to PCC	(A - B)	C	39.390
Impact on Revenue budgets (5 year costs, savings, income)	(enter savings/income as positive, costs/commitments as negative)	D	-
Financial Impact on the Public	Delays, Journey Costs, etcetera	E	-
	Cost Factor (C - D - E)		39.390

Availability of Alternatives

Factor should be within the range 1.0 to 1.5 see Guidance notes	Factor 1
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Ranking Factor

$\frac{(\text{FACTORS SCORE}) \times 1000}{(\text{ALTERNATIVES FACTOR}) \times (\text{COST FACTOR})}$	=	$\frac{171 \times 1000}{39390}$	4.34
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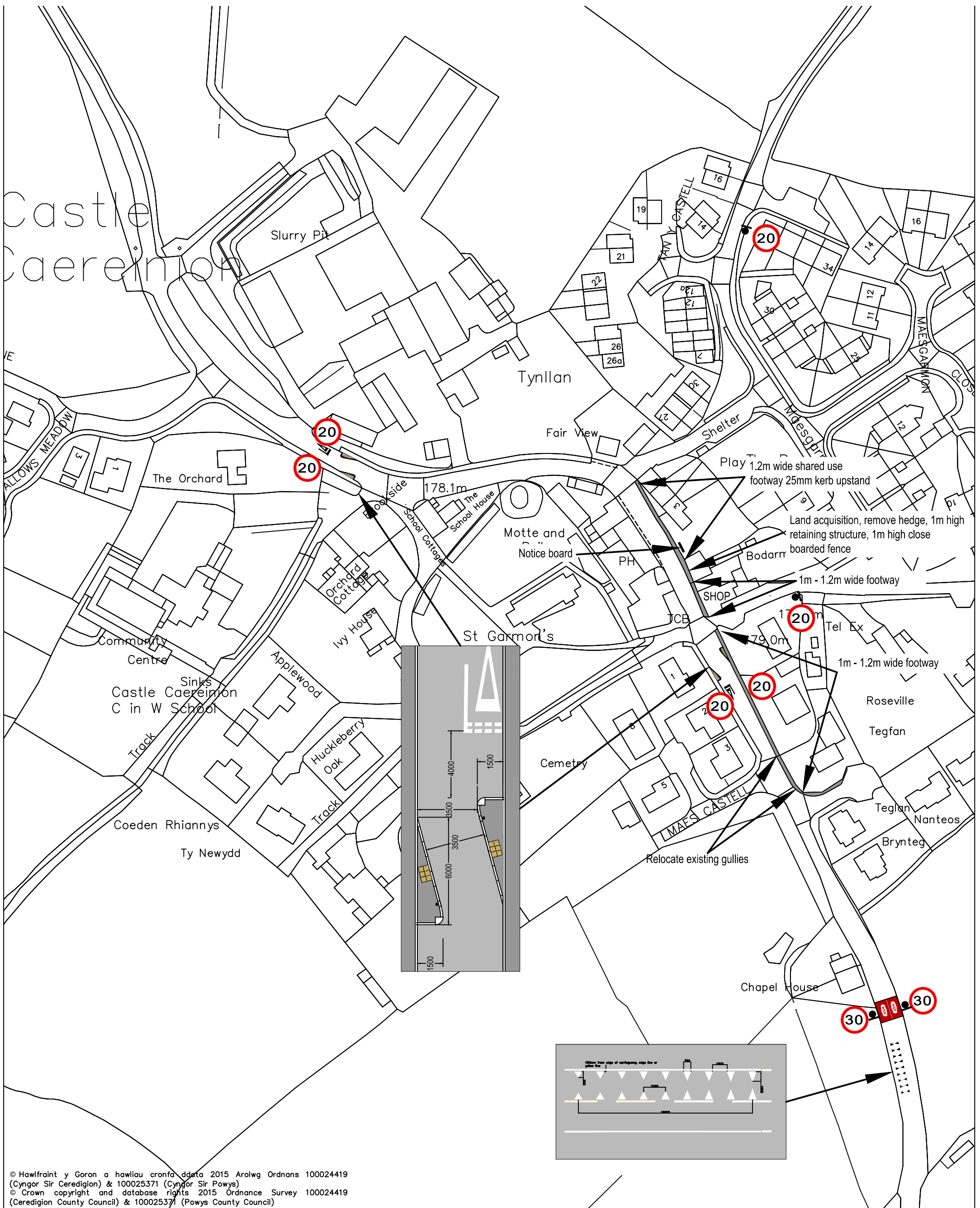
Summary

GENERAL	20	ASSISTANCE TO THE VULNERABLE	30
HIGHWAY TRAFFIC FLOW	25	COMMITMENT	10

LOCAL AND ENVIRONMENTAL SERVICES SCHEME RANKING

SMALL & SAFETY SCHEMES (CAPITAL) ASSESSMENT OF IMPACT

Element	see G N ref	Wtg	INFLUENCE / IMPACT / VALUE							Score Impact x Wtg	Reason see note
			Negative			None	Positive				
			H -5	M -3	L -1	0	L +1	M +3	H +5		
GENERAL											
Encourage local employment	G1	3				-				-	
Amenity	G2	3					x			3	
Council Policy	G3	5					x			5	
Disruption and delays	G4	3				-				-	
Access to grant aid	G5	2				-				-	
Impact on others	G6	4			x					-4	
General factors									4		
TRAFFIC FACTORS											
Journey times	T1	6				-				-	
Community severance	T2	9					x			9	
Traffic Congestion	T3	6				-				-	
Layout improvement	T4	4					x			4	
Traffic factors									13		
SAFETY FACTORS											
Safety Improvement	S1	10						x		30	
Accident Reduction	S2	12					x			12	
Speed Management	S3	8						x		24	
Pedestrian Safety	S4	10						x		30	
Safety factors									96		
ASSISTANCE TO THE VULNERABLE											
Pedestrian Facilities	V1	8						x		24	
Disadvantaged Facilities	V2	10					x			10	
Controlled Pedestrian Crossing	V3	6				-				-	
Access to Services/Facilities	V4	6						x		18	
Assistance factors									52		
COMMITMENT											
Contractual Commitment	C1	5				-				-	
Completion of Phased Scheme	C2	5				-				-	
Commitment factors									-		
DEMOCRATIC OBJECTIVES											
Tourism	D1	3				-				-	
Crime	D2	1				-				-	
Cycling / Walking	D3	2					x			2	
Traffic Reduction	D4	2				-				-	
Public Transport	D5	2				-				-	
Social Regeneration	D6	1					x			1	
Social Inclusion	D7	1				-				-	
Sustainable Transport	D8	3					x			3	
Environmental Effects	D9	8				-				-	
Pollution	D10	7				-				-	
Objectives factor									6		
TOTAL IMPACT FACTORS SCORE									171	(sum)	



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Project
**Castle Caereinion Traffic Calming
 & Pedestrian Safety Measures**

B4385
20mph speed zone

Drawing Title General Layout Plan.		
Drawn by : PRC	Checked by :	Scale at A3 1:1250
Date : April 2015		This drawing should not be scaled. All dimensions are in millimetres unless otherwise stated.
Project Number 2362	Drawing Number CC/001	Revision B

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MS17-2016d

CYNGOR SIR POWYS COUNTY COUNCIL

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

13th April 2016

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Traffic Management – C2050 Prohibition of driving except for access, Garthmyl Retail Garden Nursery

REPORT FOR: Decision

1.0 Background

- 1.1 Planning application P/2015/0999 has been submitted by Mr Marcus King for the change of use of agricultural land into garden centre for retail sales (A1 Use Class) to include the construction of a retail nursery glasshouse, formation of access and associated works at plot enclosure 5053 Montgomery, Powys, SY15 6SE.
- 1.2 The local highway authority maintain concerns that the development proposal to expand the business at this location would generate an unacceptable increase in vehicular traffic movements along the narrow twisty section of the C2055 county road between the proposed access and the A483 trunk road staggered crossroads junction (i.e. that length of the C2055 to the west of the proposed site access).
- 1.3 In order to overcome the concerns of the local highway authority, the applicant has agreed to meet the costs of providing a permanent prohibition of driving traffic regulation order, and all associated signage as part of his development proposal.
- 1.4 The effect of the traffic regulation order would be to prohibit all vehicles from driving along that section of the county highway between the A483 trunk road junction and the proposed site access (a distance of approximately 830 metres). Nothing in the Order shall apply so as to prevent any person from causing any vehicle to proceed along the affected section of county road if the vehicle is being used:
- a) for the purpose of gaining access to or egress from premises situated on or adjacent to that length of road;
 - b) for the fire brigade, police or ambulance purposes or
 - c) in connection with the carrying out on premises situated on or adjacent to that length of road on any of the following operations namely:
 - i) the removal of obstructions to traffic

- ii) the maintenance, improvement or reconstruction of that length of road and
- iii) the laying, erection, alteration or repair in or in land adjacent to that length of road of any sewer or any main pipe or apparatus for the supply of water, gas or electricity or any electronic communications apparatus as defined in the Communications Act 2003

1.5 Berriew Community Council, the local County Councillor and the occupier/owner of Trwst-Llewelyn (the property and land owner along the affected length of the C2050) have all indicated that they have no objection to the proposed traffic regulation order.

1.6 The applicant has already paid Powys County Council the appropriate fee to commence the legal process to consider and advertise the proposed traffic regulation order. The fee covers the cost of the highway officers' time and the costs to advertise and make the legal traffic order.

1.7 The provision of the necessary regulatory signing will also be funded by the applicant at no cost to the highway authority, and the erection of this signing is likely to be required prior to the grant of planning consent.

2.0 Proposal

2.1 To impose a traffic regulation order to permanently prohibit the movement of all vehicular traffic along the length of the C2050 shown on the attached plans, except for access to any and all property located along that length of the county road being subject to the Order, by any vehicle, at any time.

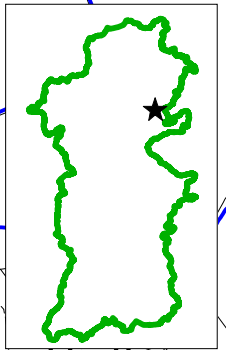
Recommendation:	Reason for Recommendation:
Committee is asked to authorise the local highway authority to commence the legal public consultation procedures for the proposed traffic regulation order, and if no substantive objections are received implement the prohibition of driving Order.	To facilitate the development proposal to expand the existing garden nursery business situated along the C2050 county road, and prevent the undesirable increased vehicular use of that part of the C2050 to the west of the development site in the interests of highway safety.

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y

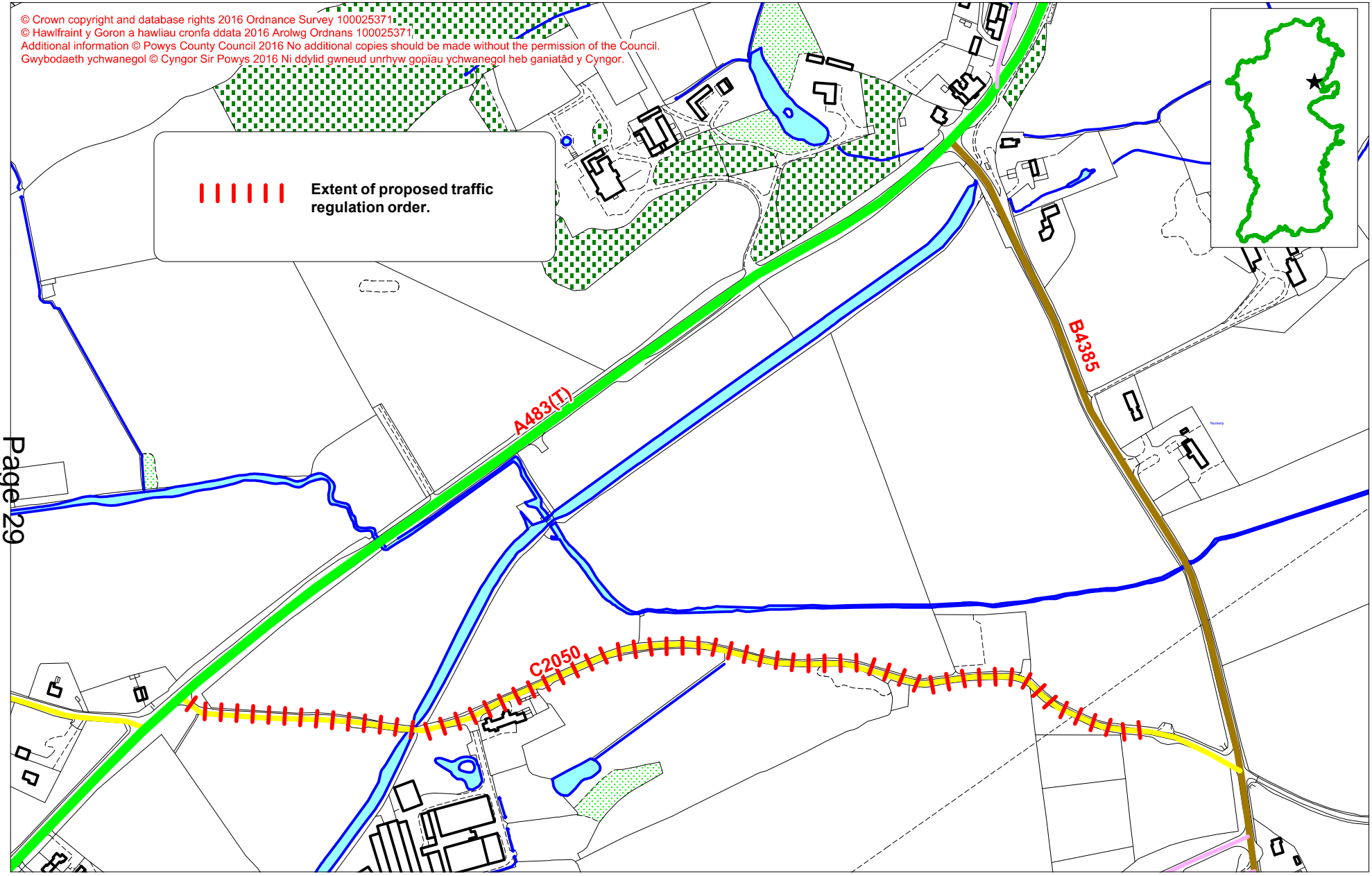
Contact Officer Name:	Tel:	Fax:	Email:
Chris Lloyd	0845 607 6060	01597 826269	chris.lloyd@powys.gov.uk

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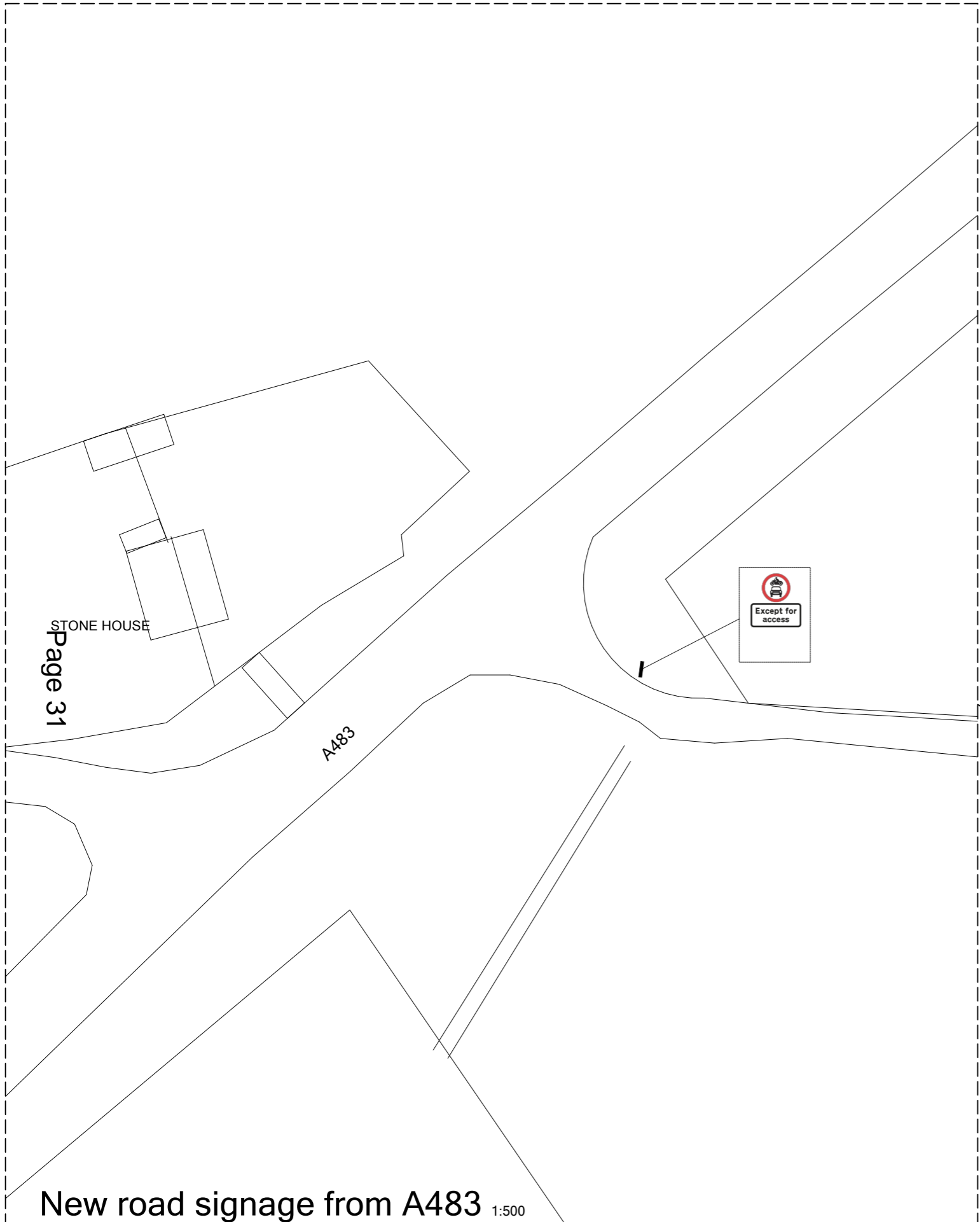
||||| Extent of proposed traffic regulation order.



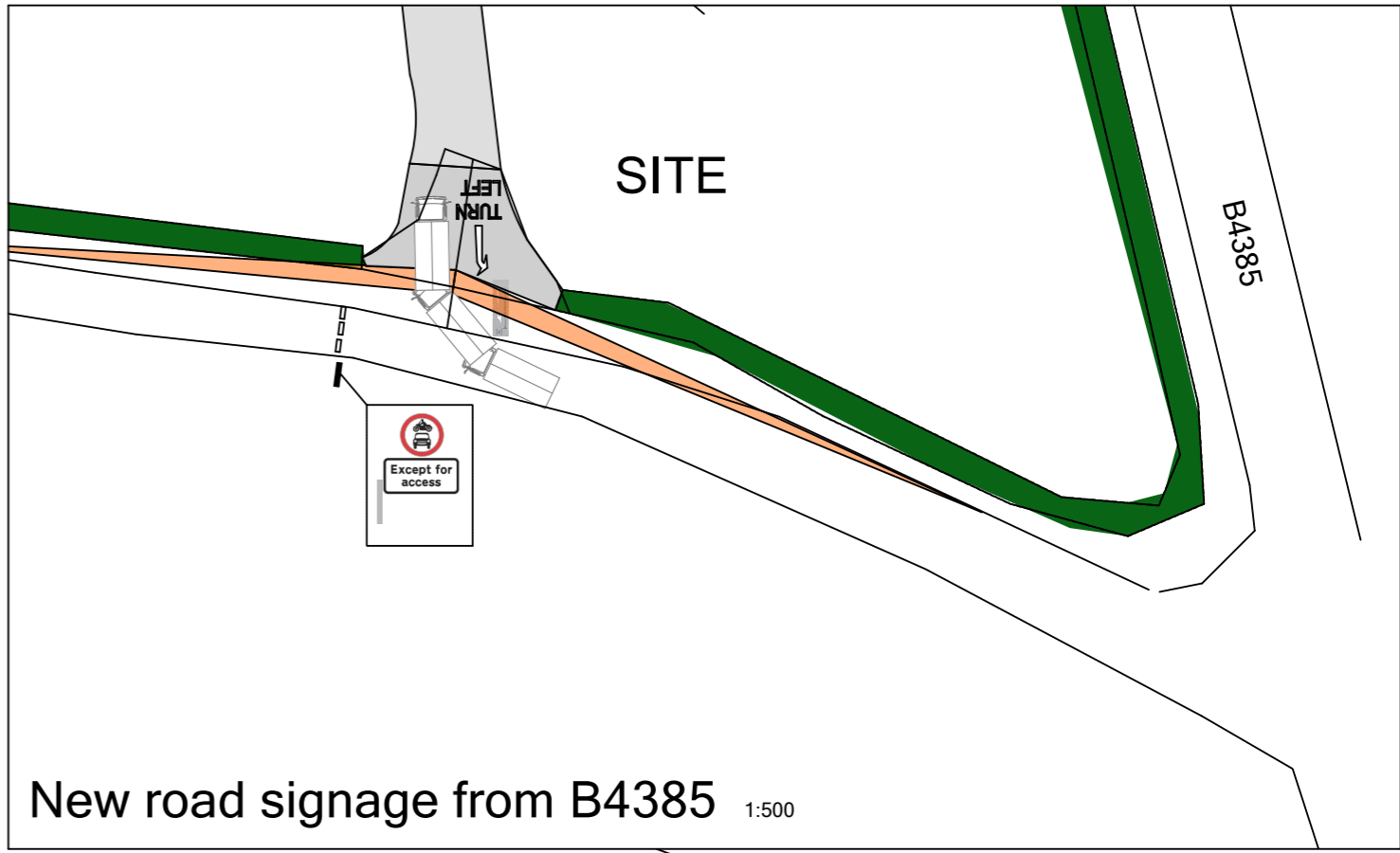
Page 29



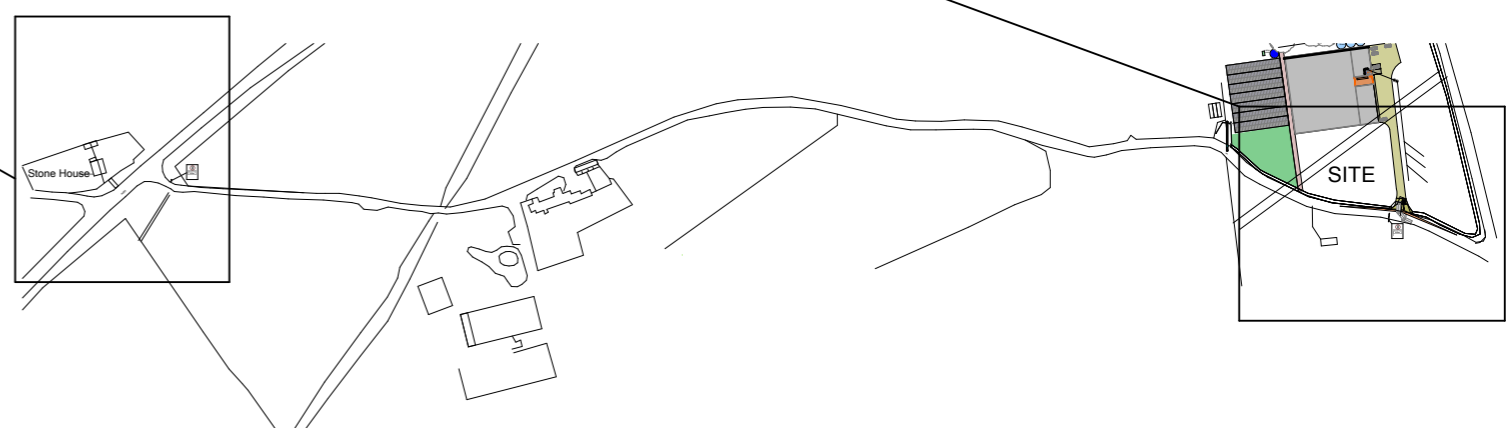
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New road signage from A483 1:500



New road signage from B4385 1:500



Location Plan 1:5000

Proposed road traffic order- Provision of signage restricting access either end of existing access road

Proposed Glasshouse with Retail outlet Pt Enclo.5053, Montgomery, Powys for Crimond Nursery.



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 Tel : 01686 413553
 email : charles@ccowanarchitects.co.uk

notes			
date	Oct 2015	drawn	F.C.
dwg No	780/1/D04		rev

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MS19-2016b

Paper to:	The Montgomeryshire Committee on Wednesday, 13 th April 2016.
Author:	County Councillor J. Michael Williams, Powys County Council's Montgomeryshire Rail Representative.
Subject:	The Shrewsbury – Aberystwyth Rail Liaison Committee

1. Shrewsbury – Aberystwyth Rail Liaison Committee held on Friday, 12th February 2016.

1.1 Record of Attendance.

Present were representatives of the County Councils of Powys, Ceredigion, Gwynedd and Shropshire; the Town/Community Councils of Barmouth, Machynlleth, Welshpool, Aberystwyth, Caersws, Newtown and Carno; Cambrian Rail Partnership; Arriva Trains Wales; Rail Future; Aberdyfi/Tywyn Tourism; Talylyn Railway; Dafydd Ellis Thomas AM.

1.2 Former Chairman Cllr. Mansel Williams.

The meeting received a report on the health of the immediate past chairman and former Shropshire County Councillor Mansel Williams. He had resigned from his position as a councillor and as chairman of this committee.

The meeting agreed to alter the constitution to allow the appointment of a president. The meeting further agreed to appoint Mansel Williams as the President.

1.3 Elections.

Officers were appointed as follows:

Chairman: Cllr. Trevor Roberts.

Vice-Chairman Cllr. Michael Williams

Secretary: Robert Robinson.

1.4 Cambrian Rail Survey.

The meeting received reports on the following:

- a) The final copy of the survey report as presented to the Welsh Government Minister, Edwina Hart.
- b) To receive a report on the meeting with the Minister (as above) on 11th January 2016. The points of note were:
 - a) Welshpool Town Council has agreed to continue with administration support in the future to ensure sustainability for the Committee with its links with the industry and Welsh government.
 - b) The surveys will continue on a regular basis starting in July/August 2016. The full survey results are to be posted on the web site after the meeting. A meeting with the Minister before the Assembly Elections is to be sought and also a meeting with the new Minister after the elections.

1.5 Actions Taken Since the Last Meeting.

The meeting received an update on the actions taken since the last meeting were:

- a) The completion of the rail survey.
- b) Visit to the Minister.
- c) Completion of the Welshpool Station Car Park.

1.6 Visit On Site by Welsh Government.

The Chairman had met with Officers of the Welsh Government on a tour of the line with various improvements discussed including extension of shelter provision and lift access at Welshpool, signage at Newtown, car parking at Caersws.

1.7 Infrastructure on the Line.

- a) Machynlleth Station: Lifts and bridge almost complete, some concern over access if lifts fail. Car parking provision with a bus turning circle taking its course.
- b) Caersws Station: A new site for car parking has been identified and investigations are progressing.
- c) Shrewsbury Station Staff: The secretary will pass emails sent on a matter to Ben Davies for information.
- d) Welshpool Station: The addition of further shelters, lift access and litter bins (by the Town Council).
- e) Rail Ticket Sales – Tourist Information Office (TIO), Welshpool: It was confirmed that the business at Newtown has been purchased and will continue. Welshpool TIO will sell rail tickets from just after Easter.
- f) Holiday Trains on the Coast Line: The provision of holiday trains was noted.
- g) Newtown Station: Signage to be improved.

1.8 Arriva Trains Wales (ATW) – Report by Ben Davies.

- a) Performance of the line continues to improve with very good indicators.
- b) The toilets on the trains are to be refurbished with new pans in the next few months; further refurbishment will take place over the next few months.
- c) ATW offered its support for the survey planned for July/August.
- d) The drivers' dispute has been resolved.
- e) Support for the Machynlleth Comedy Festival continues with the event being a good part of the Mid Wales calendar of events.
- f) The indicators show that in 2005, 80% of trains were on time and in 2015, 92.8% of trains were on time.
- g) There is a need for more trains within the new franchise, this issue needs to be addressed early.

The full report will be posted on the web site in due course.

1.9 Cambrian Rail Partnership – Report by Rhydian Mason.

- a) Filmed by a local company in collaboration with Coleg Derwen to use their expertise, the award-winning film for people with special needs to enable them to travel confidently has been nominated for yet another award. Together with the Cambrian Railways Partnership, Arriva Trains Wales, Virgin Trains and Network Rail have also been involved.
- b) There are discussions to locate a Shop-ability base at Aberystwyth for those using mobility scooters.
- c) The focus over the next few months will be on tourism with two new brochures planned.

The full report will be posted on the Web Site in due course.

1.10 Network Rail.

No report received.

1.11 British Transport Police.

No report received.

1.12 Consultation and Franchise 2018.

The meeting considered the following:

Rail Franchise Consultation by Welsh Government.

Rail Franchise Presentation Document prepared last autumn.

Both documents were discussed in detail and were approved with alterations. The documents are to be posted on the web site.

(Councillors please note that, directly under this report, I've included the Committee's response to the Rail Franchise Consultation in full).

1.13 Carno Station.

The meeting received an update as follows:

- a) Timetables have been submitted and further versions have been issued to Welsh Government. These show how a service can be provided within the existing timetable
- b) The crossing points near Talerddig were of concern as there appears to be budget Issues.
- c) Matters continue with regard to the possible reopening of the station.

1.14 Date of Next Meeting.

It was agreed to hold the next meeting on Friday, 13th May 2016 in Welshpool Town Hall at 11.15am.

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Welsh Government Consultation Document: Setting the Direction for Wales and Borders Rail.

Responses were required by 10th March 2016 to: The Rail Policy Team, Transport – Policy, Planning and Partnerships, Department for Economy, Science and Transport, Welsh Government, Cathays Park, Cardiff, CF10 3NQ. E-mail: railpolicy@wales.gsi.gov.uk

Response (in italics) from the Shrewsbury – Aberystwyth Rail Liaison Committee

Question 1: Do you agree with the Welsh Government's high level outcomes for rail in the Wales and Borders area? Are there any others we should consider?

The Committee supports the overarching objectives of the Welsh Government as set out below.

- a) *Reduced overall journey times by providing faster and more frequent services, and better interchanges between modes.*
- b) *Increased people using public transport through the provision of new and improved passenger services.*
- c) *Reduced operating and maintenance costs by making greater efficiencies, and by greater use of services.*
- d) *Having the capacity to meet demand during peak periods and special events. Improved accessibility and compliance with the Equalities Act 2010 by co-ordinating services and improving station design.*
- e) *Reduced emissions through lower road vehicle use.*
- f) *Direct services between main residential areas and economic centres.*
- g) *Improved service quality by providing newer vehicles and better integration between services.*
- h) *Improved punctuality.*

The Committee does have some reservations with regard to increased passenger traffic. There are many overcrowded trains (in particular the Cambrian Lines) and therefore any increased use would require longer and or more regular train services.

Question 2: Do you agree with the top 5 priorities' improvements for rail passengers identified by Transport Focus? How would you rank these priorities? If you do not agree, are there others that should take precedence?

The Committee generally supports the improvements suggested. They are similar in result to the Cambrian rail Surveys completed in 2013 and 2015.

1. *Price of train tickets offers better value for money.*
2. *Passengers always able to get a seat on the train.*
3. *Trains sufficiently frequent at the times I wish to travel.*
4. *Train Company keeps passengers informed about delays.*

However, the condition of trains (particularly toilets) is an issue on the Cambrian Lines. Also a ticket system of fares which is common and easily managed is needed.

Question 3: Are there changes to the range and frequency of services currently operated, as set out at Annex A that you would consider necessary?

The Committee is supportive of a better rail frequency of trains on all lines. However, there are two particular areas which could be enhanced.

- a) *An extra train on the Cambrian Lines to provide a full hourly train service including earlier trains on a Sunday. The Cambrian Lines Rail surveys 2013 and 2015 offer justification for these alterations.*
- b) *Extra trains along the Cambrian Coast to improve the single train per day on Sundays (winter months) and 3 trains per day on Sundays (summer months).*
- c) *There should be an aim to create a 7 days a week full service on the Cambrian Main and Coast Lines*

Question 4: Are there destinations outside of Wales that should be considered for inclusion in the next Wales and Borders franchise?

The current Cambrian Rail Services run from Aberystwyth through Shrewsbury to Birmingham International. There is also a need to take some trains through to Crewe for connections to Manchester Airport. The retention of these links to the West Midlands are considered essential for the economy of Mid Wales.

Question 5: Can better use be made of existing train capacity? What is an acceptable limit for standing times on rail journeys?

The eventual aim should be to remove standing in carriages on all rail journeys. It is recognised that this may not be achievable. A good target is a maximum of 20 minutes standing time on any long distance journey undertaken.

The standing times on some Cambrian Lines services from Birmingham International to Welshpool are extensive in busy periods and when several exhibitions are taking place at the International Centre.

This would be helped by longer trains (certainly 2-car to 4-car units as a minimum.

Question 6: What standards for performance should the Welsh Government consider setting when awarding a franchise for rail services?

The standards for performance should include those identified as follows:

- *Cleanliness of the trains and stations.*
- *Customer Service.*
- *Information Provision (including during disruption).*
- *Facilities for passengers.*

And also include for more rolling stock to give more space for the increased passenger loads expected.

Question 7: How could arrangements for dealing with disruption be improved upon and how should these be prioritised?

To continue good liaison between the Company and the Shrewsbury – Aberystwyth Rail Liaison Committee reporting on customer care aspects.

The measure to be used for improvements can be measured by customer satisfaction surveys on a line by line or station by station basis.

Question 8: How should the cost improvements in service be met? Will the Welsh Government approach provide the best value for money for passengers?

The railway and buses should be treated as a public service and financing should be secondary to the production of those services to a good standard. This will support industry, jobs and create a better quality of life for all.

Best value for money is not necessarily provided by ‘not for profit’ companies, both methods of delivery (private company and not for profit company) should be considered and measured side by side.

Question 9: Would you prefer to not use a paper-based ticket and, if so, what ticket type would you like to have available?

The use of web sites and computer tickets ordered via the internet are a very useful tool. However, in many areas of Wales the population is 30% aged over 65 years. Many of the older people do not have a computer, nor do they want one. It is too early to go totally web or computer based. Over a period of time this can be achieved but not in the short term. The next franchise should include for both paperless and paper ticketing.

Question 10: How important to you is the availability of a combined ticket for public transport in Wales? Do you have examples of good practice?

The Committee supports this initiative. There is no evidence offered of good practice.

Question 11: Are there other quality characteristics you would wish to see? How would you prioritise the quality characteristics for the Wales and Borders franchise? What additional quality improvements to rolling stock should the Welsh Government prioritise for Commuter routes? Rural routes? Long distance routes?

The quality characteristics in order of priority would be:

- *A good regular and comfortable train service with trains fit for purpose.*
- *Good car parking at stations.*
- *Improved station facilities.*
- *Good information.*
- *Good connections at key hub stations.*

The improvements in rural routes should include more friendly stations (with adequate car parking, shelters and access) and improved timetables to meet rising demand. In particular along the Cambrian Lines.

Question 12: Do you think the catering provision available in the current franchise is adequate for longer journeys? If not, how should the Welsh Government consider influencing changes to catering services available at stations and on trains?

The Committee is aware of the balance between provision of catering and the cost of that provision.

However, the need for a good trolley service on all services (except commuter lines leading into Cardiff and Swansea – short journeys) is recognised.

Such service needs to be extended into the evening services.

Food for sale should be good wholesome and locally provided where possible.

Question 13: Which station facilities do you consider to be most in need of improvement and where?

The Cambrian Lines need station improvements as identified by the Cambrian Lines’ Surveys of 2013 and 2015 as follows:

1. *Welshpool – further shelter provision, improved access for disabled.*
2. *Caersws – car parking provision urgently needed.*
3. *Machynlleth – car parking needed urgently.*

4. *Dovey Junction – car parking provision, better shelter provision and extension of electronic signage.*
5. *Bow Street and Carno Stations – reopening to support that area with rail provision as long as such reopening of stations does not affect a full hourly service on the Cambrian Shrewsbury – Aberystwyth Line.*
6. *Aberystwyth – provision of on platform catering, extension of canopy to cover an area for 4-car trains and addressing of car parking issues.*

Question 14: Where would you like to see investment in station buildings and how might the Welsh Government encourage this?

Welshpool station needs improvements as noted above. This is the busiest station on the Cambrian Lines and the current station is now not suitable for such activity.

The improved passenger traffic has also shown a great need for extra car parking at Caersws Station.

Using local councils (where they are proactive), Community Rail Partnerships or the Liaison Committees could aid delivery of improvements with Welsh Government support.

Question 15: What information should the Welsh Government consider requiring an operator to publish as a priority, and in what format(s)?

Information provision has been good. However, there are some areas of improvement which are:

1. *On board train display boards are not always correct on the Cambrian Lines.*
2. *Information at station car parks needs to be more visible.*
3. *Information should be bi-lingual.*

Question 16: Are there any additional requirements in respect of the Welsh language that the Welsh Government should consider in relation to train operating companies and the services that they provide?

Whatever approach is taken it should be common on all Welsh lines.

The Committee would seek bi-lingual information starting at the last station in England (before entering Wales) and at every Welsh station.

Question 17: What should the Welsh Government consider doing to strengthen community rail activity?

The Community would like to see the Welsh Government adopt a policy similar to that in England adopted by the DFT.

Question 18: Which organisations should the Welsh Government consider requiring the Wales and Borders franchise operator to co-operate with, and in what ways?

The Wales and Borders lines should liaise with their local or line liaison groups. For example it should be a requirement to liaise with the Shrewsbury-Aberystwyth Rail Liaison Committee, Cambrian Coast Conference etc. These committees would include local groups such as the Shrewsbury-Aberystwyth Rail Passengers' Association (SARPA), Community Rail Partnerships and Passenger Focus etc. and give the railway a single line of contact.

Question 19: What can the operator of the Wales and Borders franchise do in order to improve safety and security, and the perception of safety and security?

The current provision of fencing to lines, signage, CCTV etc. is considered adequate. In some cases better lighting to station platforms would help.

Later in the evening it is always reassuring to see station staff on the platform including a Transport police presence.

To continue the programme to include private crossing safety measures on the Cambrian Line (i.e. around Talerddig).

Question 20: Are there other matters in respect of sustainable development which it will be important for the Wales and Borders franchise operator to be required or encouraged to focus on?

The Committee feels that the current provisions are sustainable with the improvements noted in the response with regard to the Cambrian lines.

Question 21: What steps should the Welsh Government consider taking as part of the next rail franchise to eliminate unlawful discrimination, harassment and victimisation on our railways?

The Committee has no evidence of this.

Your name/organisation and postal/email address.

Shrewsbury – Aberystwyth Rail Liaison Committee, Triangle House, Union Street, Welshpool, Powys, SY21 7PG. Tel: 01938 553142. Email: wtcouncil@btinternet.com

The document presented here was discussed in full and is the collective views of the Shrewsbury – Aberystwyth Rail Liaison Committee members which includes many transport organisations, interest groups and councillors.

The Committee is willing to give oral evidence to the relevant Committee of the Welsh Government if it were felt to be of value.

The Committee has been very much involved in the Cambrian Lines and has taken a very active part in the surveys carried out in 2013 2015 with the Shrewsbury – Aberystwyth Rail Liaison Committee.

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