

## Radnorshire

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Meeting Venue  
**Committee Room A - County Hall,  
Llandrindod Wells, Powys**

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Meeting date  
**Tuesday, 12 July 2016**

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Meeting time  
**10.00 am**

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County Hall  
Llandrindod Wells  
Powys  
LD1 5LG

For further information please contact  
**Shane Thomas**  
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**Issue Date:** 5<sup>th</sup> July 2016

### AGENDA

<b>1.</b>	<b>APOLOGIES</b>	<b>RS35-2016</b>
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To receive apologies for absence.

<b>2.</b>	<b>MINUTES OF PREVIOUS MEETING</b>	<b>RS36-2016</b>
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To receive the minutes of the previous meeting held on Wednesday 18<sup>th</sup> May 2016.  
(Pages 3 - 8)

<b>3.</b>	<b>CHAIRMAN'S ANNOUNCEMENTS</b>	<b>RS37-2016</b>
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To receive announcements from the Chairman:

- a. Judge's Lodgings, Presteigne – potential venue for a shire meeting
- b. Christmas Lunch

<b>4.</b>	<b>ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES</b>	<b>RS38-2016</b>
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- a. To consider a 20mph speed limit report for Llyswen
- b. To consider a Rhayader parking review report

(Pages 9 - 30)

<b>5.</b>	<b>REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS</b>	<b>RS39-2016</b>
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To receive reports from, and to put questions to, Cabinet Portfolio Holders.

- 5.1. **Councillor Barry Thomas - Leader**

5.2. **Councillor Arwel Jones - Cabinet Portfolio Holder: Education**

<b>6.</b>	<b>REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES</b>	<b>RS40-2016</b>
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To receive reports from, and to put questions to, members serving on outside bodies.

<b>7.</b>	<b>CORRESPONDENCE</b>	<b>RS41-2016</b>
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To receive items of correspondence.

<b>8.</b>	<b>DATE OF NEXT MEETING</b>	<b>RS42-2016</b>
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To note the date for the next meeting – 14<sup>th</sup> September 2016.

**MINUTES OF A MEETING OF THE RADNORSHIRE HELD AT COMMITTEE ROOM  
A - COUNTY HALL, LLANDRINDOD WELLS, POWYS ON  
WEDNESDAY, 18 MAY 2016**

**PRESENT:** County Councillor P.J. Medicott

County Councillors G R Banks, J H Brunt, K W Curry, W J Evans, D O Evans,  
E M Jones, P J Medicott, W J T Powell, GD Price, K F Tampin, T Turner and  
G I S Williams.

<b>1.</b>	<b>APOLOGIES</b>	<b>RS25-2016</b>
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Apologies for absence were accepted from County Councillors J. Gibson-Watt, H. Lewis and M.C. Mackenzie.

<b>2.</b>	<b>MINUTES OF PREVIOUS MEETING</b>	<b>RS26-2016</b>
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The Chairman was authorised to sign the minutes of the previous meetings of the Committee held on Wednesday 16<sup>th</sup> March and Wednesday 11<sup>th</sup> May 2016.

<b>3.</b>	<b>DECLARATIONS OF INTEREST</b>	<b>RS27-2016</b>
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There were no declarations of interest from members in relation to items to be discussed on the agenda.

<b>4.</b>	<b>CHAIRMAN'S ANNOUNCEMENTS</b>	<b>RS28-2016</b>
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The Chairman reported that he and other Radnorshire members had visited Dolyhir Quarry to view the Aveling Roller and Living Van which was being stored there. Both were in excellent condition. Radnorshire members re-iterated their thanks to the current and previous quarry owners for storing and maintaining the roller and living van in a shared ownership agreement. It was felt that it was timely to review the arrangement and it was the feeling of those who visited the site that tarmac would rather the roller and van be moved offsite and maintained by a group who would be able to dedicate more time to maintain them. It was agreed that there should be further discussion in relation to an arrangement for storing and maintaining the roller and van moving into the future. The Strategic Director would link with the legal service regarding ownership matters and options for a future arrangement.

<b>5.</b>	<b>SUPERFAST CYMRU</b>	<b>RS29-2016</b>
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Members welcomed Susan Ward and Martin Jones, British Telecom Group Ltd. to the meeting to provide an update in relation to the roll out of Superfast Cymru during which particular reference was made to:

- a. **Roll Out** – the Welsh Government had recognised the importance of good internet coverage and speedy connections and had introduced its Superfast Cymru programme around five years ago. BT had been awarded the tender to upgrade the network and were nearing the end of a significant programme of works
- b. **Contract Specification** – the contract had been for £240 million and required bt to provide minimum connection speeds of 30mb for 90% of the population and 24mb for 95% of the population
- c. **Rural Connections** – the initial focus of the programme had been to provide better access to as many people as possible as quickly as possible. Quite early in the programme there were connections to some very rural areas. The focus now and towards the end of the programme would be to provide better access to more rural areas and areas where there are more issues to address
- d. **Powys Intervention Area** – there are 65,000 premises in the Powys area that would require a rural solution, 36,000 premises would be able to receive speeds in excess of 24mbs. 59 exchange areas have been enabled to support roll out in the intervention area
- e. **Coverage Checker** – residents could use a postcode facility to check when their network would be upgraded:
- f. ([https://www.btwholesale.com/includes/adsl/adsl.htm?s\\_cid=ws\\_furls\\_adslchecker](https://www.btwholesale.com/includes/adsl/adsl.htm?s_cid=ws_furls_adslchecker))
- g. **Radnorshire** – a member requested a breakdown by shire areas (possibly ward areas) in relation to the roll out and expected connection speeds. Representatives would look to provide more detailed information with a local focus
- h. **Types of Connection** – where dwellings are within 3km of a connection box (a fibre-to-the-cabinet) there would be good access, where dwellings are over 3km from the connection box connection speeds etc. would be less and other options could be considered. Where there are more direct fibre to premises network connections there would be the best access
- i. **Options** – there are a number of schemes operating that might provide a solution in areas where Superfast Cymru would not be able to operate i.e. Welsh Government Grant Schemes for residential and business access and BT community fibre
- j. **UK Access** – despite claims of the UK being a poor relation to other countries in relation to the cost of access and speeds the UK had been ranked top of the five major European economies (there's very good access and the cost is comparatively cheap)
- k. **Engagement** – there had been very positive links between the Council and BT regarding the roll out. Sue Bolter, Head of Regeneration, Property and Commissioning had been recognised by BT as very supportive of the programme
- l. **End of Programme** – the programme would end in June 2017
- m. **Holiday Parks** – providing access for use at holiday homes for residential use whilst on site via. wifi had been identified as an issue

The presentation would be made available for members to access and it was agreed that Council should receive relevant information regarding the programme and plans for roll out.

6.	<b>COUNCIL'S CONSTITUTION - TRAFFIC REGULATION ORDERS/FREQUENCY OF MEETINGS</b>	<b>RS30-2016</b>
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**a. To receive and update in relation to the Council’s constitution and determination of Traffic Regulation Orders**

Members were reminded that Council had agreed changes to sections of its constitution at its meeting on 20<sup>th</sup> April 2016. The review included section 13 which includes how the Council exercises its powers in relation to Traffic Regulation Orders. In this regard Council **RESOLVED**:

- i. **The Making of Temporary Traffic Regulation Orders relating to all Highways other than those specified in ii. below and not exceeding 18mths** – sub-delegation to the Head of Highways, Transportation and Recycling and the Service Manager or persons authorised to act on their behalf. An extension to the time limit requires the permission of the relevant Welsh Government Minister
- ii. **The making of Temporary Traffic Regulation Orders relating to cycle tracks, footpaths, bridleways, restricted byways and byways open to all traffic** – sub-delegation to the Leisure and Recreation Services Manager or persons authorised to act on their behalf. Such temporary orders can be given by the Authority for up to 6 months and extensions require the permission of the relevant Welsh Government Minister
- iii. **The making of Permanent Traffic Regulation Orders** – sub-delegation to the relevant shire committee with exceptions in relation to Water Break its Neck, Moelfre City and car parks and car parking charging

**Alexandra Road Footbridge (Footpath LL10a)** – a member requested clarification in relation to the closure of a footpath for an extended period and queried whether the closure was legal and due process followed. It was noted that the closure had been due to significant health and safety concerns.

**b. To discuss the frequency of meetings**

In January 2015 Council had **RESOLVED** that shire meetings should change to being bi-monthly with the option to call additional meetings in emergency situations should the need arise. It was noted that the arrangement would be reviewed in January 2017. There are differing views by member and by shire as to the value of shire meetings. In the light of the position it was agreed that a short questionnaire be sent to members to seek their views in relation to the value of shire meetings and that in September each shire be asked to provide its view to feed into the review. The views of the shire committees would be presented to the Democratic Services Committee who would make a recommendation to the Council in 2017.

<b>7.</b>	<b>REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS</b>	<b>RS31-2016</b>
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Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders:

**a. Councillor John Powell, Cabinet Portfolio Holder: Environment, Sustainability and Human Resources**

- i. **Waste Recycling (Performance)** – officers expect the 2015/16 recycling target to have been met (performance figures had yet to be verified by the Welsh Government). There are significant pressures in terms of savings to be met and higher targets to be achieved moving forward. Actions to be taken to achieve savings were likely to be unpopular i.e. a recent decision to remove the household recycling facility from Machynlleth to save £400k had been unpopular locally. It was agreed to write to the waste and recycling team to thank them for their efforts in supporting the roll out of programmes and in recognition of their performance against target
  - ii. **Community Recycling Sites** – a member reported that income from recycling undertaken by a community group who were running a site had fallen dramatically since the Authority had rolled out its programmes to improve its arrangements. It was also noted that commodity prices had, over time, reduced and that the emphasis would be on quality
  - iii. **Flytipping** – the Authority views flytipping as very serious and it would not be tolerated. The Authority operates a reporting website and members were encouraged to use and publicise it to the wider community. The Authority operates a significant number of bring sites which should be used (in the region of 80 bring sites)
  - iv. **Highways, Transport and Recycling** – the future delivery of the service would be considered alongside the need to make savings of in the region of £1.6 million
  - v. **County Farms Estate** – there had been a decade of recognised underinvestment in the estate which was due, in the main, to the need to provide funding from estate income to support the school modernisation programme. There would be an estate assessment to inform areas for investment and a programme of works. The priority for the estate would be to address health and safety concerns. The estate had income targets of £1 million per annum. When letting estates there would be a focus on supporting wider regeneration activities i.e. entering into agreements where there are younger families who would access more services and contribute to the wider economy
  - vi. **Cwmduddwr Depot Rhayader** – there had been significant investment in the depot and the local member suggested holding the September shire meeting at the site. There had been issues locally with regard to the absence of information being provided to the community about the development which had been accepted by the Authority and would be addressed moving forward. Lessons would be learned
  - vii. **JPR Recycling Site (Llandrindod Wells)** – due to an issue regarding the need to address a water matter at a proposed new recycling site use of the current site had been extended on a monthly basis at a cost of £10k per month. More recently negotiations had lowered the monthly rate
  - viii. **Finance Team/Use of Consultants** – a member requested detail in relation to a review of the finance team undertaken in between 2004-2006 and use of a consultant who may have been a former member of staff. The member also requested details in relation to the number of staff that had been employed to undertake consultancy work across all Council services and the positions they held
- b. **Councillor Graham Brown, Deputy Leader/Cabinet Portfolio Holder: Commissioning and Procurement/Children's Services**

Having provided a written report to the last meeting Councillor Brown was not scheduled to attend. Councillor Brown would welcome direct contact from members in relation to queries regarding portfolio matters. During discussion particular reference was made to:

- i. **Commissioning of Services** – the Authority would continue to work with the health authority to look at areas where joint commissioning could be an option
- ii. **Contractors (Award of Tenders/Sub-Contracting/Local Employment)** – there had been issues regarding local perceptions in relation to workers having been commissioned by the Authority for undertaking heating maintenance works in terms of using vans which had logos and information displayed regarding their headquarter contact details (which was outside of Powys). It was reported that the contractor would have been likely to have employed locally, however, the perception could be that people from outside of Powys might be travelling in daily to undertake local works. Members were reminded that although supporting local employment remained a priority for the Council the commissioning approach would be taken and that the approach could see larger companies from beyond Powys being awarded contracts. The commissioning approach would be used in future for providing a highways, transport and recycling service

<b>8.</b>	<b>REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES</b>	<b>RS32-2016</b>
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Members welcomed the opportunity to receive reports from, and to put questions to, members serving on outside bodies.

- a. **Police and Crime Commissioner** – representatives serving on the Board had met the new Police and Crime Commissioner for Dyfed Powys (Dafydd Llywelyn). Dafydd had yet to appoint to a deputy position and had confirmed that there would be a strong emphasis during his office on local engagement on matters
- b. **Powys Byways User Group (PBug)** – the group continues to meet. The group is a consultative group and comprises of officers from the Authority and byway user group representatives. The chair is Councillor Gwilym Williams. Minutes from meetings are available upon request

<b>9.</b>	<b>CORRESPONDENCE</b>	<b>RS33-2016</b>
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Members were reminded that Presteigne and Norton Town Council had e-mailed shire members a number of times regarding their concerns in relation to changes that were imposed following a parking review. Having noted that the review had followed due process in terms of the procedure, having received support of Radnorshire, the local member and portfolio holder, having been re-considered by the responsible officer who found that there was no cause to review matters members accepted the position and agreed that there was no reason to carry out a further review. The clerk would advise the Town Council.

<b>10.</b>	<b>DATE OF NEXT MEETING</b>	<b>RS34-2016</b>
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The next meeting would be held on Tuesday 12<sup>th</sup> July 2016.

The local member for Rhayader reported that he had expected a parking review report to be considered. It was agreed to link with the relevant department to receive an update in relation to why the report had not been brought to the meeting.

**County Councillor P.J. Medicott  
Chairman**



# RS38-2016

## CYNGOR SIR POWYS COUNTY COUNCIL

### BRECONSHIRE COMMITTEE

20 June 2016

### RADNORSHIRE COMMITTEE

12 July 2016

**REPORT AUTHOR:** Jo Lancey

**SUBJECT:** 20mph Limits outside school, Archdeacon Griffiths CIW School, Llyswen

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**REPORT FOR:** Decision / Discussion / Information

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#### **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 Breconshire are Crickhowell CP School and Archdeacon Griffiths CIW School. There are no county roads affected at Crickhowell CP School as there is already a mandatory 20mph speed limit in place. However, at Llyswen, the B4350, from its junction with the A479T to the northern side of Boughrood bridge is currently an advisory 20mph speed limit at school times. It is proposed to include this section within the mandatory part time 20mph speed limit proposed for the Trunk Road, ensuring consistence for drivers and allowing enforcement when appropriate.

#### **One Powys Plan**

Stronger, Safer & Economically Viable Communities – The proposal will reduce traffic speeds and make the environment outside the school 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 Road, but only an advisory 20mph speed limit adjacent to the access to the school.

Option 2 Impliment part time 20mph speed limit – This will provide drivers with consistency to the speed limit and allow appropriate enforcement.

#### **Preferred Choice and Reasons**

The preferred choice would be Option 2. This will provide consistency to road users and allow appropriate enforcement. 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)**

The local member would welcome any measures to be taken to reduce speeds through Llyswen'

**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 use of news release and 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

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
<ol style="list-style-type: none"><li><b>1. To initiate the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</b></li><li><b>2. Committee is asked to resolve that consultation procedures be initiated and if no substantive objections are received the proposal be implemented.</b></li></ol>	<b>To provide a consistent approach to the part time 20mph speed limit proposed on the A479T by replacing the existing advisory 20mph speed limit on the County Road with the same mandatory part time 20mph speed limit. This will reduce speeds at the school entrance, improving road safety for all road users</b>

<b>Relevant Policy (ies):</b>			
<b>Within Policy:</b>	<b>Y / N</b>	<b>Within Budget:</b>	<b>Y / N</b>

<b>Relevant Local Member(s):</b>	<b>Cllr Steve Davies</b>
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<b>Person(s) To Implement Decision:</b>	
<b>Date By When Decision To Be Implemented:</b>	

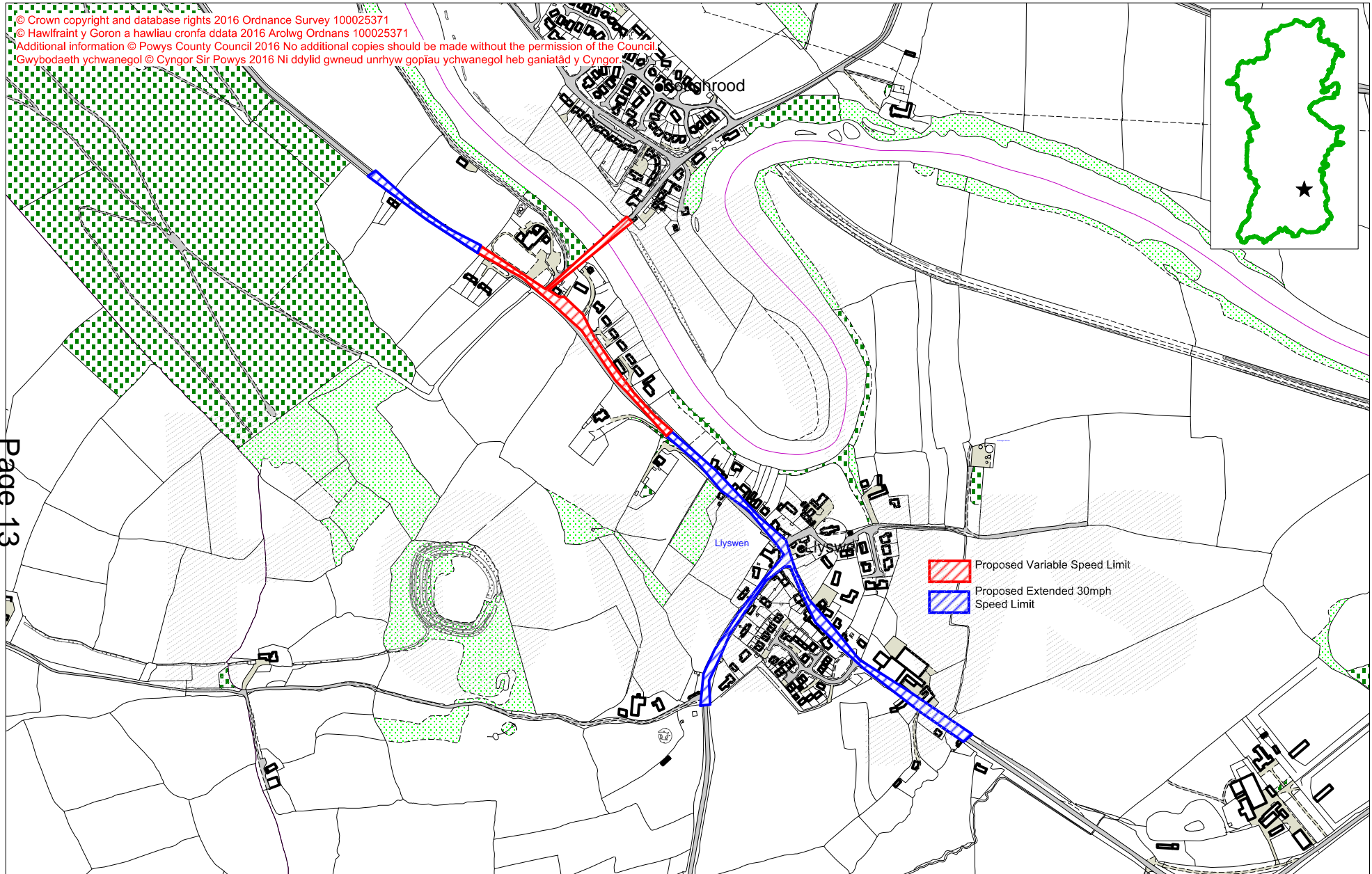
<b>Contact Officer Name:</b>	<b>Tel:</b>	<b>Fax:</b>	<b>Email:</b>
Jo Lancey	01874 612298		Joanne.lancey@powys.gov.uk

**Background Papers used to prepare Report:**

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**CYNGOR SIR POWYS COUNTY COUNCIL.**

**RADNORSHIRE  
12<sup>th</sup> July 2016**

**REPORT AUTHOR:** Traffic and Travel Manager

**SUBJECT:** Rhayader Parking Review

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**REPORT FOR:** Decision / Discussion / Information

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**Summary**

Members will recall at the June 2015 meeting of Radnorshire, members resolved that consultation procedures be implicated on proposals to amend the parking restrictions within Rhayader.

Consultation was completed between 7<sup>th</sup> and 29<sup>th</sup> January 2016 and a number of representations were received and acknowledge during this consultation stage.

The representations are summarised below with reference to specific locations within the town.

**Proposal**

To consider the objections and/or representations to the proposals and resolve whether to sustain or overrule them. Below is a summary of the representations grouped in accordance with the associated plans and a suggested response.

**Plan RHY01 – Groe Cottages**

The consultation stage received 3 sets of representation with the main cause of concern being the reduction of available parking. Whilst it was felt that parking should not occur in front of the cottages, it was suggested that the restrictions could be shortened to allow some parking.

It is recommended to sustain the objection and reduce the extent of the proposed restrictions to the end of the property line, although residents parking cannot currently be considered.

**Plan RHY02 – Cae Melin and Station Road**

Five objections were received concerned that parking was being removed within this area, including the Town Council who were included in the working group identifying the proposals. Whilst it is proposed that the benefit of the restrictions outweigh the inconvenience outside Cae Melin and, therefore the objections should be overruled, it is felt that give Station Road is a no through

route which generally accommodates light traffic and the current parking arrangements should remain.

#### Plan RHY03 – West Street

One objection was received concerning the reduction of disabled parking by one space. The reasoning for this proposal was to introduce a new bay outside HSBC bank on East Street. However the bank has since closed and it is felt that a disabled bay is no longer required at this location.

The objection should be upheld and both disabled parking bays should remain on West Street thereby maintaining the existing situation.

#### Plan RHY04 – East Street

One objection was received concerning the introduction of a disabled parking bay outside HSBC bank. The basis of the objection was that the bank has since closed and the reduction of disabled parking on West Street to compensate for this proposal would be detrimental to blue badge holders.

The objection should be upheld and the proposed disabled parking bay be removed from the scheme thereby maintaining the existing situation.

#### Plan RHY05 – Green Gardens Junction

No comments were received regarding these proposals so it is considered that these proposals should remain unchanged and implemented.

#### Plan RHY06 – St. Harmon Road

One objector did not feel that the prohibition of waiting should extend further north than the gated access to Gwelfryn.

The objection should be upheld and the proposed length of restriction on the western side should curtail just prior to the gateway. The road widens at this point and the shortening of the restriction will coincide with the narrow section. Although parking is unlikely to exist where the restriction will be shortened it will allow the resident to park across the gateway should they so wish.

### **One Powys Plan**

The proposed changes to the parking restrictions were initially identified to improve highway safety and secure the expeditious movement of vehicles. This supports the Stronger, Safer and Economically viable Communities priority.

### **Options Considered/Available**

Consideration must be given to the objections/representations made and decide whether to sustain or overrule.

### **Preferred Choice and Reasons**



It is recommended to consider the review of the objections/representations to the consultation and implement the changed proposals as a result of due consideration to the points raised.

**Local Member(s)**

Following the consultation stage, all objections were discussed with the Local Member for Rhayader and the recommendations were supported.

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
Committee is asked to <ol style="list-style-type: none"> <li>1. To sustain the objections to plans RHY01 and RHY06 and make the suggested changes as highlighted in the report.</li> <li>2. To sustain the objections to plans RHY03 and RHY04 and abandon the proposed changes</li> <li>3. To overrule the objections to plan RHY02 and implement the proposed</li> <li>4. Implement the proposals identified on RHY05</li> <li>5. Make the Traffic Regulation Order in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.</li> </ol>	To standardise and rationalise the available on-street parking areas and introduce necessary waiting and loading restrictions to eliminate parking within areas where safe vehicle and pedestrian movements would otherwise be compromised.

<b>Relevant Policy (ies):</b>			
<b>Within Policy:</b>	<b>Y / N</b>	<b>Within Budget:</b>	<b>Y / N</b>

<b>Relevant Local Member(s):</b>	<b>Cllrs Kelvyn Curry</b>
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<b>Person(s) To Implement Decision:</b>	
<b>Date By When Decision To Be Implemented:</b>	

Contact Officer Name:	Tel:	Fax:	Email:
Tony Caine	01597 826652		tony.caine@powys.gov.uk

**Background Papers used to prepare Report:**

# **Rhayader Parking Review**

## **Summary of Responses**

### **Consultation Period 7<sup>th</sup> – 29<sup>th</sup> January 2016**

#### **Representations received during consultation period**

##### **Plan RHY01**

- **1**  
Shorten the proposals in line with the end of the end cottage, thus enabling some parking.
- **2**  
Shorten the proposals in line with the end of the end cottage, thus enabling some parking.
- **3**  
Not an objection, but requesting residents parking.

##### **Plan RHY02**

- **1**  
Support the prohibition of waiting by Cae Melin, however, do not support the new proposals for Station Road.
- **2**  
Concern at the reduction of parking in Station Road, particularly the carriageway width is approximately 9 metres.
- **3**  
Does not support the prohibition of waiting in Station Road
- **4**  
Does not support the prohibition of waiting in Station Road. Worried vehicles will be displaced to more dangerous location such as Cae Melin.
- **5**  
Does not support the proposals by Cae Melin or Station Road. Concern it would have a detrimental effect on the local business and to the residents above the shop.

##### **Plan RHY03**

- **1**  
Concern at the reduction of disabled persons badge holders spaces.

##### **Plan RHY04**

- **1**  
Concern at the reduction of disabled persons badge holders spaces.

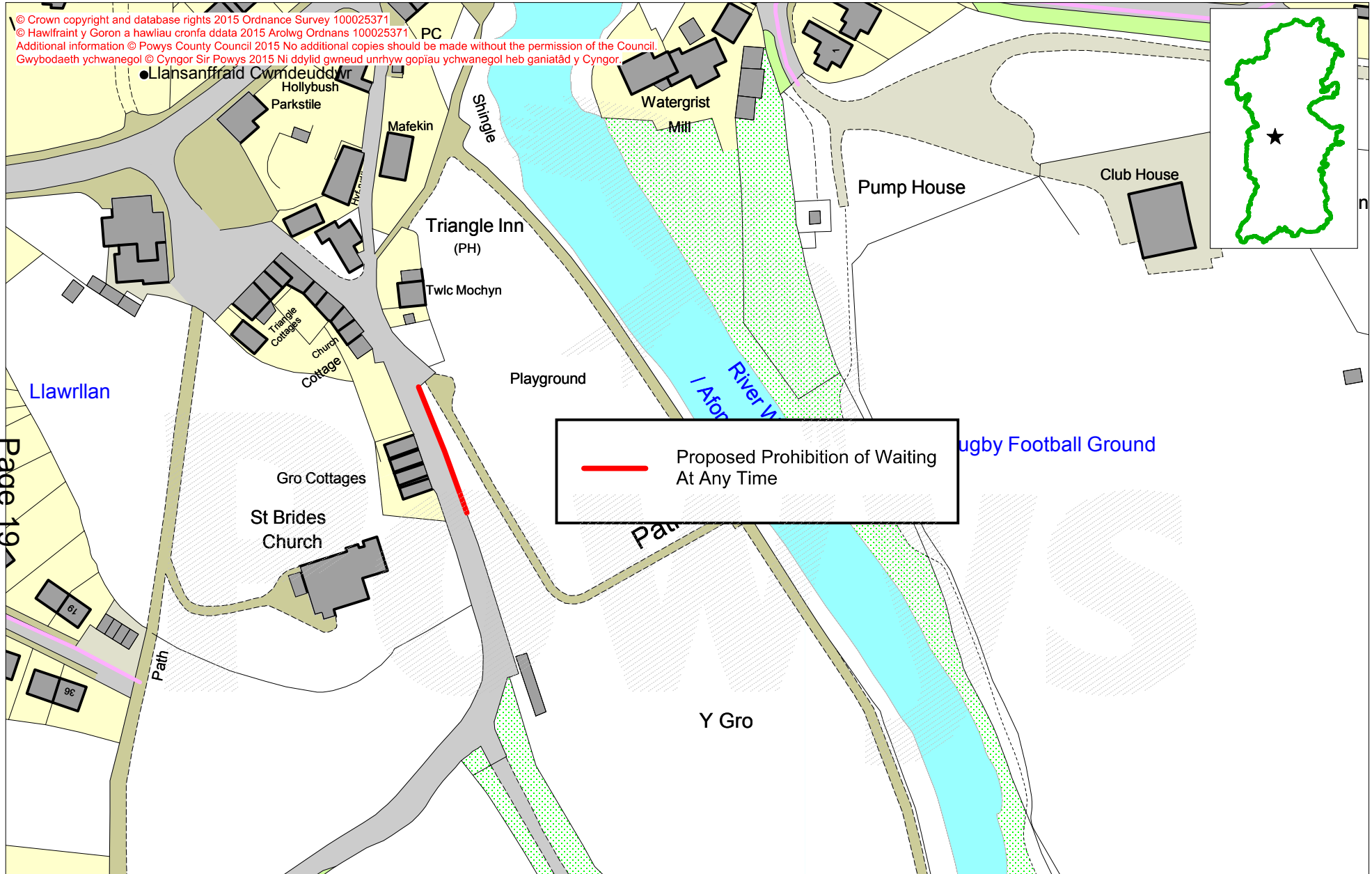
##### **Plan RHY05**

No comments received.

##### **Plan RHY06**

- **1**  
Do not feel that the prohibition of waiting should extend further north than the gated access to Gwelfryn

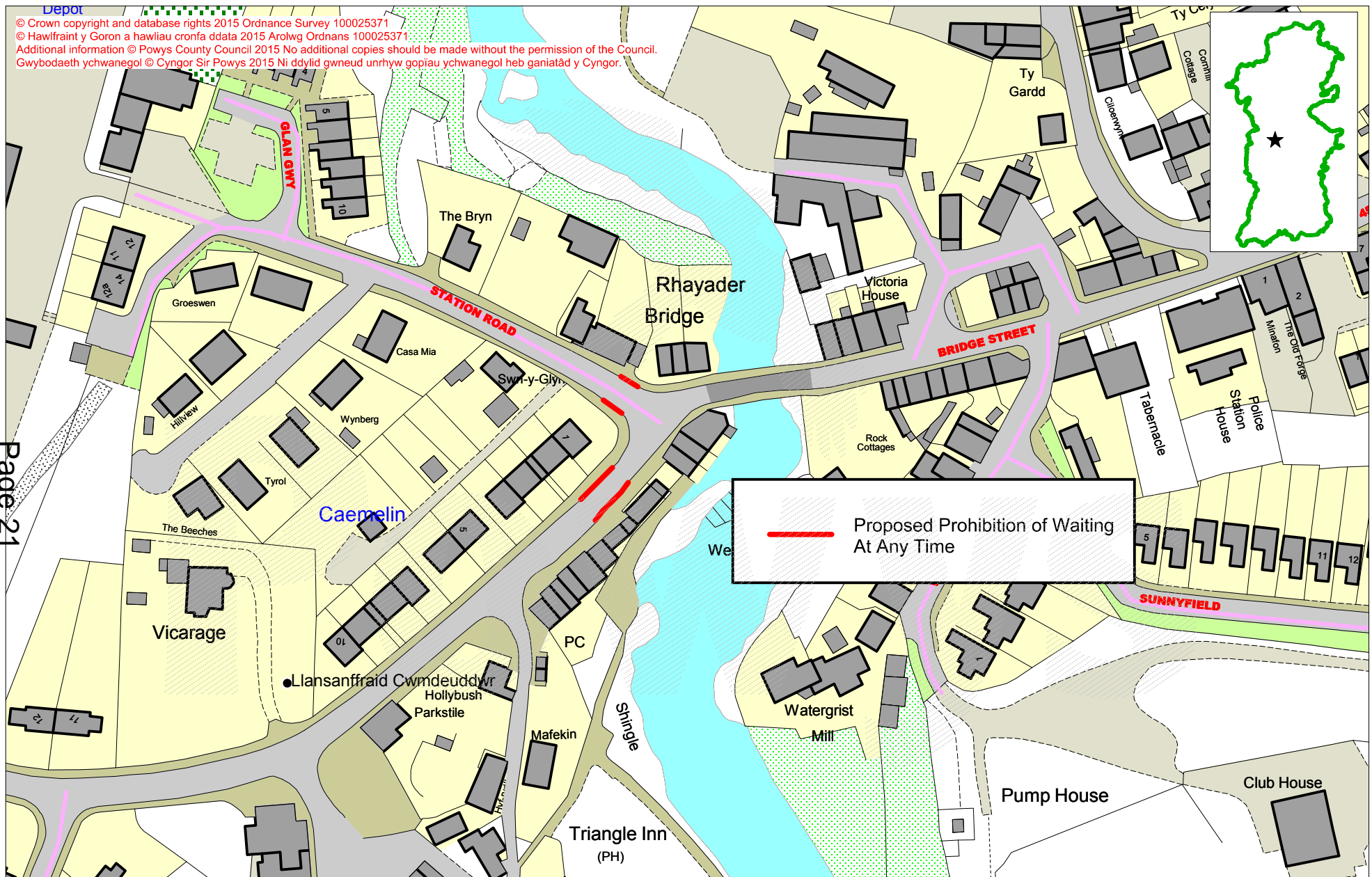
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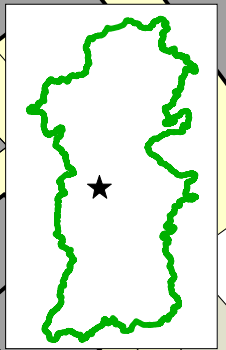
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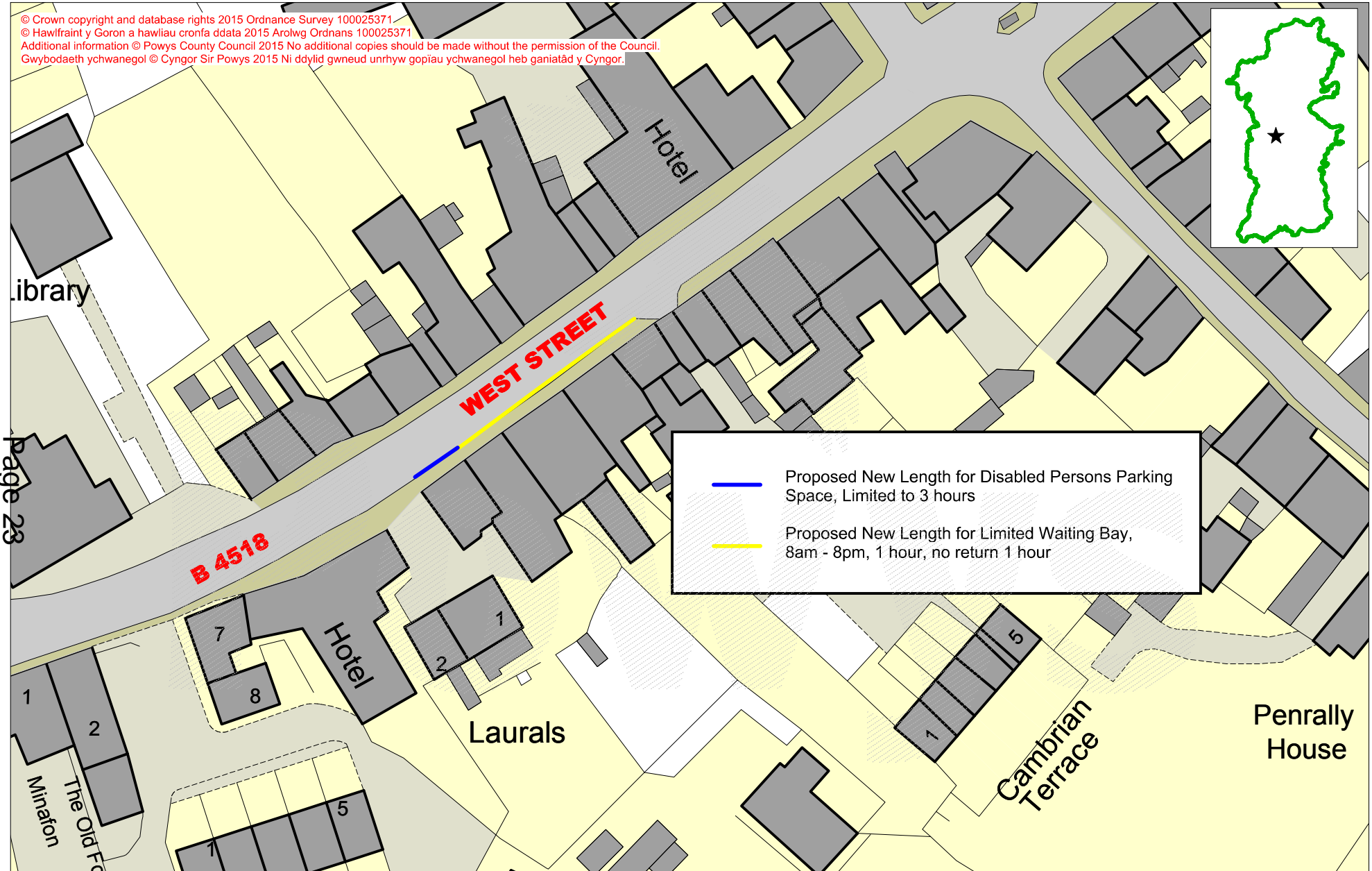


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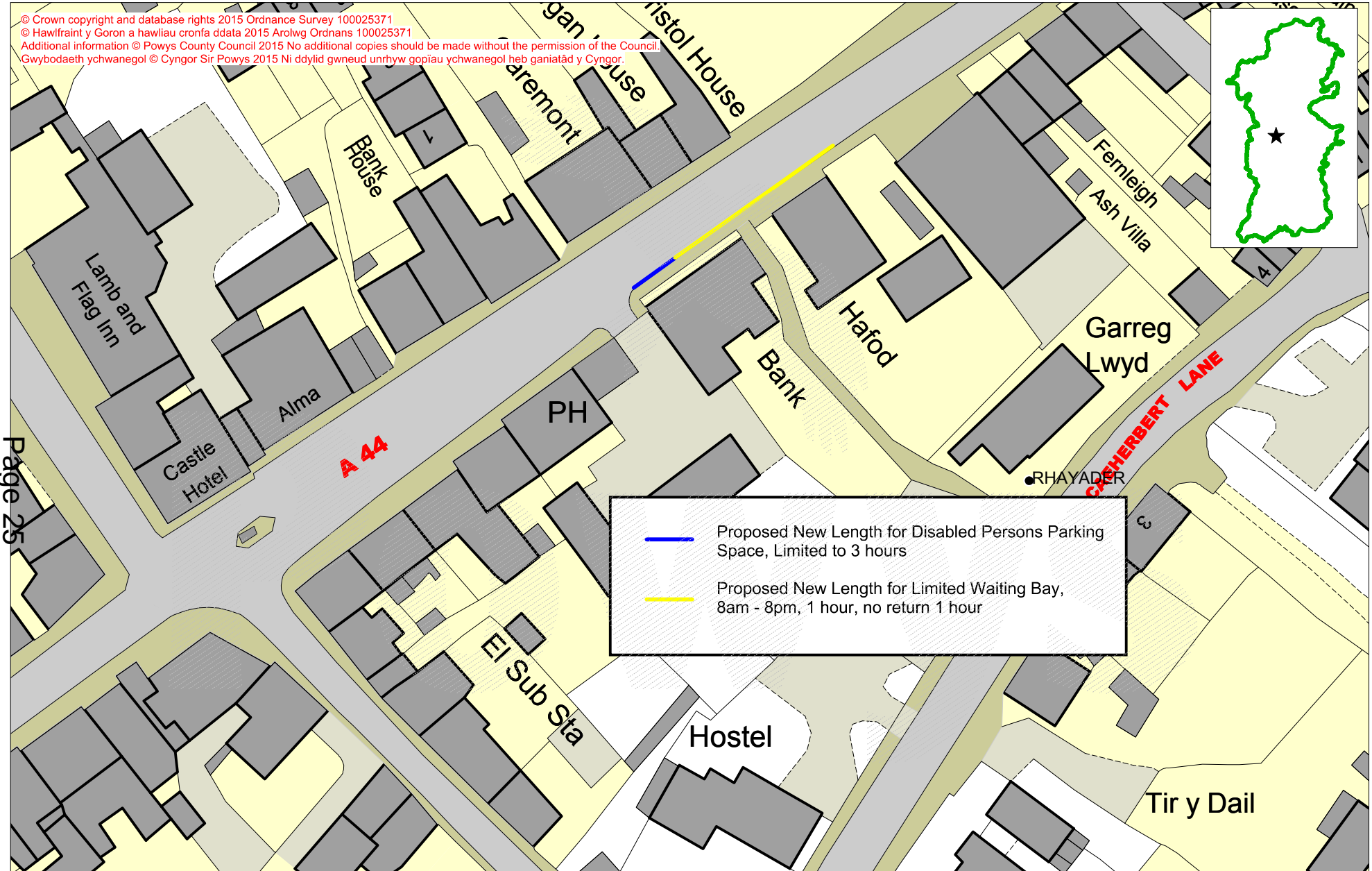
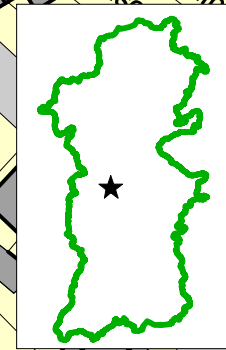
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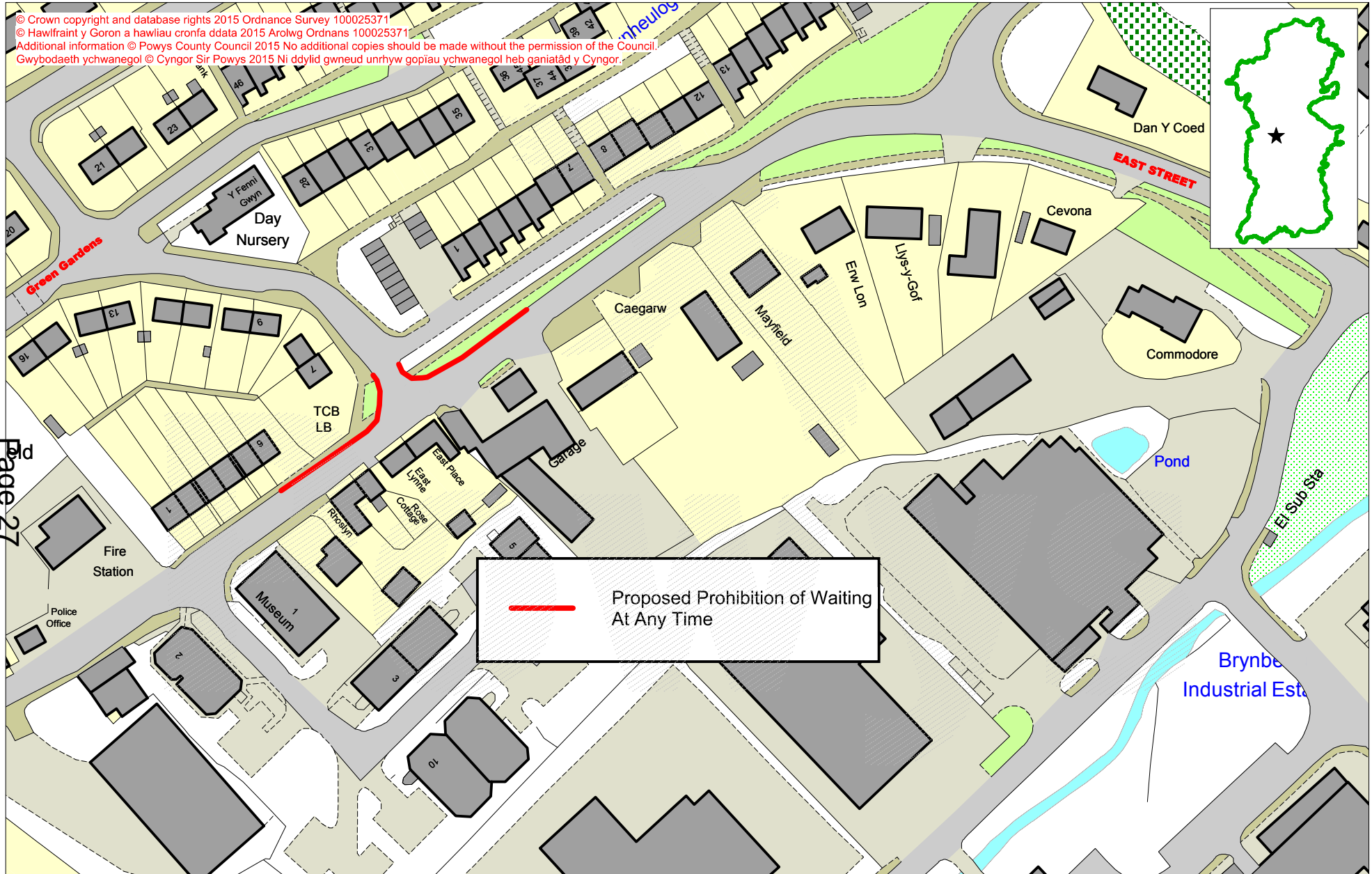


— Proposed New Length for Disabled Persons Parking Space, Limited to 3 hours  
— Proposed New Length for Limited Waiting Bay, 8am - 8pm, 1 hour, no return 1 hour

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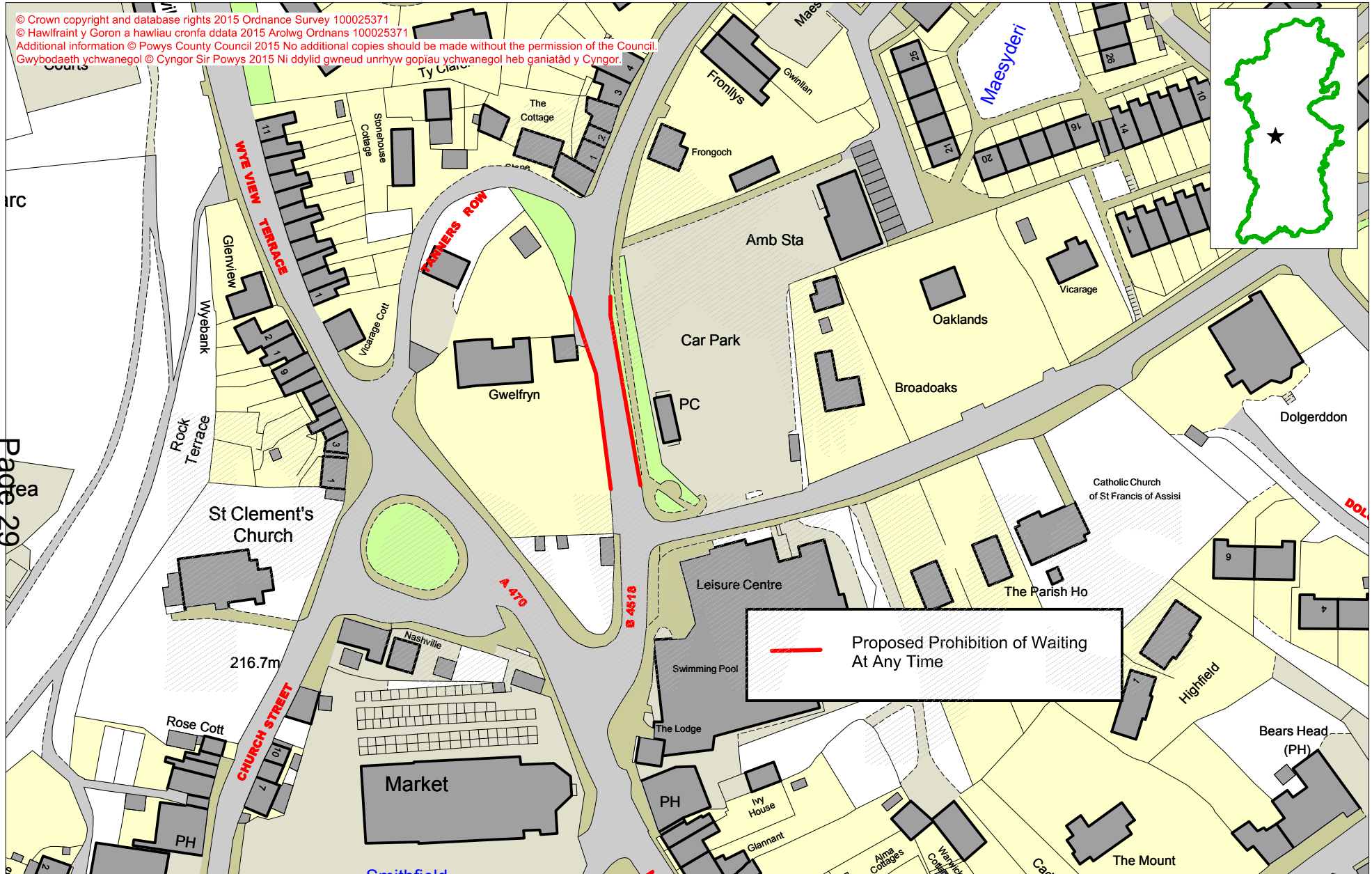


Proposed Prohibition of Waiting  
At Any Time

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Proposed Prohibition of Waiting At Any Time

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