

Montgomeryshire

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



Meeting date
Wednesday, 8 November 2017

County Hall
Llandrindod Wells
Powys
LD1 5LG

Meeting time
10.00 am

For further information please contact
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Issue Date: 1st November 2017

PLEASE NOTE THAT THE MEETING IS LIKELY NOT TO END BEFORE 1 P.M.

AGENDA

1.	APOLOGIES
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To receive apologies for absence.

2.	MINUTES OF PREVIOUS MEETING
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To receive the Minutes of the previous meeting held on Wednesday 6th September 2017. (Pages 3 - 8)

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

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

5.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS (10.15 - 11.15)
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To receive reports from, and to put questions to, Cabinet Portfolio Holders:

- a. Councillor Martin Weale – Regeneration and Planning:
 - i. Business Support
 - ii. Regeneration Activities
 - iii. Tourism
 - iv. Planning Function

6.	LOCAL BUSINESS UPDATES (11.15 - 12.15)
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To receive information in relation to the operation of two local businesses:

- i. Hill Top Honey – Newtown
- ii. GloverSure (Website Development) – Welshpool

7.	WELSH AMBULANCE TRUST (12.15 - 12.45)
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To receive information in relation to the operation of the Welsh Ambulance Trust – Heather Ransom, Ambulance Operations Manager.

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

- a. Shrewsbury to Aberystwyth Railway Liaison Committee – Councillor Michael Williams
- b. Shrewsbury to Aberystwyth Rail Passengers' Association – Councillor Michael Williams (Pages 9 - 22)

9.	CORRESPONDENCE
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To receive items of correspondence (if any).

10.	ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES (12.50 - 1)
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To consider a report in relation to proposed waiting restrictions at Four Crosses. (Pages 23 - 28)

11.	DATE OF NEXT MEETING
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To note the date of the next meeting – 10th January 2018 (Ladywell House, Newtown).

**MINUTES OF A MEETING OF THE MONTGOMERYSHIRE HELD AT COUNCIL
CHAMBER - NEUADD MALDWYN, WELSHPOOL, POWYS ON
WEDNESDAY, 6 SEPTEMBER 2017**

PRESENT: County Councillor J R Jones (Chair)

County Councillors MC Alexander, G Breeze, L V Corfield, B Davies, D E Davies, A W Davies, L George, S M Hayes, H Hulme, A Jenner, D Jones-Poston, E Jones, G Jones, F H Jump, P E Lewis, K Lewis, P C Pritchard, G Pugh, L Roberts, D Rowlands, D Selby, E Vaughan and J M Williams.

In attendance:

Councillor James Evans – Cabinet Portfolio Holder: ICT, Communications and HR
Councillor Liam Fitzpatrick – Cabinet Portfolio Holder: Highways

Jeremy Patterson – Chief Executive, representatives from the Future Fit Programme and the Powys teaching Health Board, Tony Caine – Traffic and Travel Manager Chris Lloyd - Area Traffic Officer (north) and Shane Thomas – Clerk.

Members were informed that electric sockets had been fitted to the shelving in front of the seating at the Chamber, laptops could be used and charged. Councillor Pritchard expressed his thanks regarding the installation. Councillor Pritchard also requested that the Chamber be refurbished in order to bring it up to similar standards to facilities for Radnorshire and Brecknockshire at their offices and that the translation booth be brought back into operation at Neuadd Maldwyn in order that the service can be provided better.

1. APOLOGIES

Apologies for absence were received from County Councillors M Barnes, P Davies, E A Jones, M J Jones, D R Jones, G Morgan, N Morrison, K M Roberts-Jones, R G Thomas and J Wilkinson

2. MINUTES OF PREVIOUS MEETING

The Chairman was authorised to sign the minutes of the previous meeting held on Wednesday 5th July 2017 as a correct record.

3. DECLARATIONS OF INTEREST

There were no declarations received in relation to matters to be discussed on the agenda for today's meeting.

4. CHAIRMAN'S ANNOUNCEMENTS

The Chairman reported on:

- a. **Newtown Hospital Open Day** – having attended an opening ceremony

- b. **Newtown Birthing Centre** – having attended the opening of a new birthing pool at Newtown
- c. **Chairman of Council's Civic Service** – having attended the Chairman of Council's Civic Service in Berriew
- d. **Flintshire Civic Service** – having deputised for the Chairman of Council and attended a civic service in Flintshire
- e. **Citizenships** - having officiated at a citizenship ceremony when the High Sheriff had been in attendance
- f. **Neaudd Housing Association** – the association had recently announced a development for the Vaynor area
- g. **Garden Awards** – members were urged to say for the annual garden award ceremony which would be after today's shire meeting

5. FUTURE FIT PROGRAMME (10.15 - 10.30)
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Representatives from the Powys teaching Health Board and Future Fit Programme being run by Shropshire and Telford NHS Trust attended for this item of business. During discussion and update particular reference was made to:

- a. **Engagement** – those running the Future Fit Programme had recognised the importance of engaging with Montgomeryshire county councillors and the communities which they represent (communities which access hospital services). Adrian Osborne, Powys teaching Health Board informed members that there would be a programme of community/local engagement supported by the Health Board during the pending formal consultation period
- b. **2013 Future Fit Programme** – the programme had been commissioned in 2013 via a call to action
- c. **Pre-formal Consultation** – there had been a significant period of pre-consultation engagement with communities which had helped shape options for consideration (consultation requirements had been met)
- d. **Formal Consultation** – in August the Programme Board had agreed to formally consult on two options around which hospital would become an Emergency Care site and which hospital would become a Planned Care Site. Both sites would have a 24-hour urgent care centre. It is likely that the consultation period would run from mid-October and over the Christmas period. A member urged avoiding the festive period for such purposes
- e. **Determination** – a final agreement on the scheme would be made in February / March 2018. The Clinical Commissioning Groups from the Shropshire and Telford NHS area would determine the final position
- f. **Case for Change** – the need for change had been driven, in the main, by staff vacancies. There are significant recruitment and retention problems which the programme would address. People are living longer and projections forecast a significant increase in the number of residents expected to live beyond 70 years
- g. **Travel Times / Access to Service** – travel times and access to services had been recognised and had helped in shaping options for the future emergency and urgent care estate. Travel times recognised the road networks in Powys and how they differ from those in more urban areas

The Chair thanked representatives for attending to update on the position and for continuing to engage with those who live in the Montgomeryshire area and access services.

6. SERVICES FIT FOR THE FUTURE (10.45 - 11.00)

The Chief Executive reminded members that the deadline for providing views in relation to the Welsh Government consultation paper entitled 'Services Fit for the Future' would be 29th September. The paper would strengthen scrutiny of health services. Members were encouraged to respond to the consultation.

7. REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS (11.00 - 11.45)

Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders. During discussion particular reference was made to:

Councillor Liam Fitzpatrick - Cabinet Portfolio Holder: Highways

- a. **Parking Review** – the Portfolio Holder confirmed that there would be a review of policy (the current policy having been adopted by the previous Cabinet). It is recognised that local needs differ, the policy would allow for local variation but apply consistency
- b. **Visible Services** – the Portfolio Holder is very aware that most services in his area are very visible to the public and are often the cause of contacts from residents
- c. **Budget Cuts** – services within the portfolio had, in comparison to other services, been subject to significant cuts over recent years
- d. **Grass Cutting**- Cabinet would re-consider how best to provide the service which would include options for bringing the service back in-house
- e. **Engaging with Members** – the Portfolio Holder encouraged members to raise issues with him so that he could be made aware and address any concerns quickly

Councillor James Evans – Cabinet Portfolio Holder: ICT, HR and Communication

- a. **Recruitment and Retention** – there are recognised recruitment and retention issues that would be addressed. There would be a period of targeted recruitment to look to appoint to vacant positions
- b. **Health and Safety** – there are four health and safety advisors and a secondment of a team member to the health board. There had been a review of towered housing in response to the Grenfell Tower incident. Dwellings meet safety standards
- c. **Welsh Community Care Information System (WCCIS)** – the system went live in April and allows for the local authority and health service to have joint use. The system allows for the sharing of patient information
- d. **E-mail** – the Authority's contract with the NHS for use of their e-mail system is nearing an end (it had been a five year contract). There are options to explore in terms of use of web-based systems
- e. **Mobile Phones** – the decision to provide members with mobile phones had been taken by the previous portfolio holder. The portfolio holder would be reviewing the position given that members had experienced issues with operating them. The review would include re-considering whether they were fit for purpose. A member requested that phones be pre-loaded with direct officer contact information
- f. **Skype** – using skype in order to modernise IT activity would continue to be explored. The telephone system had moved to being skype based. There are some teething problems and the position would be monitor

- g. **Web Filters** – a member expressed concern with regard to blocked access to internet sites. It was his view that the filters used were excessive and blocked access to needed sites. The Portfolio Holder would welcome detail of blocked sites
- h. **Events** – the Council supports a number of very significant and important events that are held in Powys each year. Events which are very important to the local economy. The Portfolio Holder reported that 70 applications had been received for the 2017 staff awards
- i. **Intranet** – the intranet would be re-vamped which would include providing intranet information bilingually in order to meet requirements (the intranet site needs to be bilingual by 2018 in order to comply with a Welsh Government standard)
- j. **Social Media** – the Council recognises the importance of social media and operates relevant accounts. There's a programme of staff training in order to skill staff in social media. Members could help in responding to matters raised via. social media
- k. **Telephony** – customer service operatives managed 10,000 calls in-year and received 2000 e-mail service contacts. In some Council buildings the telephone system has been operating for 25 years. A member expressed concern regarding having to call general office numbers i.e. customer services as opposed to being able to speak direct with officers. The Portfolio Holder agreed that members should be able to speak direct with officers as opposed to having to link via. automated systems
- l. **Complaints Procedure** – there would be a review of the complaints procedure. The Portfolio Holder is of the view that members could be more involved in terms of looking to resolve matters locally and before they become issues to complain about
- m. **Community Area Meetings** – Cabinet recognise the importance of good engagement with communities and would be reviewing how to work with town and community councils in this regard
- n. **Engagement Policy** – the Cabinet view engagement with the community, businesses and other service provider partners as important
- o. **Community Awards** – Cabinet would introduce a community award scheme in order to recognise those in the community who excel
- p. **Income Generation** – the Portfolio Holder would continue to explore options for generating income from services within his portfolio
- q. **Census Testing** – areas of Montgomeryshire had been chosen for census testing. The Authority was waiting feedback

While discussing matters under this item of business the Cabinet Portfolio Holder: Schools (Councillor Myfanwy Alexander) updated members in relation to the Welshpool town school review. The Portfolio Holder reported that contracts had been awarded and designs for the two new builds to replace the current four school estate had been agreed and would be submitted for planning consideration soon. One school would be sited on the current site of Ysgol Maesydre, the other would be on the Welshpool High School site.

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

- a. **Oriel Davies Gallery Board of Trustees** – members **RESOLVED** to appoint Councillor Francesca Jump to represent them on the Board of Trustees. It was noted that the appointment would be for a place with 'observer' status. Members would challenge sitting on groups as observers given their role in representing communities and the shire

- b. **Montgomeryshire Community Health Council** – members appointed Councillor Heulwen Hulme to the vacant position on the CHC

9. ROAD SAFETY AND TRAFFIC SCHEMES (12 NOON)

Members welcomed Tony Caine – Traffic and Travel Manager and Chris Lloyd – Area Traffic Officer to the meeting for this item of business

a. **Llanfyllin Waiting Restrictions**

Having regard to the view of the local member and Llanfyllin Town Council (views which were not in-line with the officer recommendation) and following discussion it was **RESOLVED** that

- i. **Recommendation 2** – to amend the proposal for timed on-street designated parking at bays from 1 hour limited waiting to 2 hours limited waiting with no return within 1 hour (the recommendation had been 1 hour limited waiting)
- ii. **Implementation** - the implementation of the report (with the change as agreed above) be deferred until such a time as the Cabinet had determined its position regarding the wider parking review. If the recommendation was at odds with the outcome of the wider review there would be further discussion with the town council and local member. If the recommendation was in line with the spirit of the review it would be implemented

b. **Llanrhaeadr Ym Mochnant Waiting Restrictions**

Members **RESOLVED** to:

- i. support the proposed waiting prohibitions on the county highways within Llanrhaeadr YM as identified on the proposal plan, and the revision to the extent of the proposed waiting prohibitions along the east side of the Dol-y-bont cul de sac as verbally presented by the area traffic officer and supported by the local member
- ii. authorise the local highway authority to commence the legal consultation procedures for the proposed traffic regulation order, and if no substantive objections are received, authorise the traffic engineer to implement the proposal

c. **Tregynon Cemetery Footpath**

Members **RESOLVED** that the scheme be approved and included in the capital programme for road safety and small schemes

10. DATE OF NEXT MEETING

Members were reminded that the next meeting would be held on Wednesday 8th November 2017.

11. ANNUAL GARDEN AWARD PRESENTATION (12.30)

Presentation of annual garden awards.

County Councillor J R Jones (Chair)

Report to:	Montgomeryshire on Wednesday, 8 th November 2017.
Author:	County Councillor J. Michael Williams, Montgomeryshire Rail Representative.
Subject:	Shrewsbury to Aberystwyth Railway Liaison Committee (SARLC).

1. Introduction.

As with my report to Members about the Shrewsbury-Aberystwyth Rail Passengers' Association (SARPA), I set out below a brief background sketch on the Shrewsbury – Aberystwyth Railway Liaison Committee.

The Shrewsbury – Aberystwyth Rail Liaison Committee was formed about 40 years ago, but not sure of the exact date.

1.1 Membership.

Membership is open to the County Councils of Ceredigion, Gwynedd, Powys and Shropshire; Town and Community Councils who have a station along or are close to the line; Cambrian Rail Partnership; Aberystwyth University; SARPA; the Train Operator (Arriva Trains Wales); Network Rail; TraCC; British Transport Police; Passenger Focus; Carno Station Action Group; Talylyn Railway; Ffestiniog and Welsh Highland Railways; Rail Future (Cambrian Branch); Growing Mid Wales Partnership; Local AMs and MPs; Welsh Government Officers, who have a remit for rail.

1.2 Objectives.

These include:

Discussions on common issues between its membership regarding the main line between Shrewsbury and Aberystwyth.

To receive updates on matters affecting the line from Arriva Trains Wales, Network Rail, Rail Partnership, Police and other relevant bodies.

To influence and aid enhancements to the line's services.

1.3 Meetings.

The Committee meets four times yearly at Welshpool. Meetings are also held twice yearly with the Cambrian Coast Railway Liaison (Machynlleth to Pwllheli) Conference at Machynlleth.

2. Notes of a meeting of the Shrewsbury – Aberystwyth Railway Liaison Committee held at Welshpool Town Hall on Friday, 6th October 2017.

2.1 Representatives in Attendance.

In attendance there were representatives from the County Councils of Ceredigion, Gwynedd and Powys; from the Town Councils of Barmouth, Machynlleth, Newtown and Welshpool; Growing Mid Wales Partnership; Talylyn Railway; Cambrian Branch of Railfuture; Cambrian Rail Partnership; Carno Station Action Group; Shrewsbury-Aberystwyth Rail Passengers' Association and Network Rail.

Apologies for absence were received from Arriva Trains Wales, Ffestiniog and Welsh Highland Railways and Aberystwyth Town Council.

2.2 Elections.

Chair: Councillor Trevor Roberts (Barmouth); Vice-chair: Councillor Michael Williams (Machynlleth); Secretary: Robert Robinson (Welshpool), who is also Clerk to Welshpool Town Council.

Note: the term of office is until 2022 and the Chair and Vice-chair must be serving councillors.

2.3 Financial Report.

Both Shropshire and Ceredigion County Councils are up-to-date with their grant of £250 each. Powys, however, have not paid. The Vice-chair said that he would chase this up with Powys' Portfolio Holder for Transport.

2.4 Report to Welsh Government Minister on the Cambrian Main Line and the Cambrian Coast Line.

During the summer, commissioned and paid for by the Welsh Government, the Committee carried out both on-and off-train surveys of usage/potential usage of the two lines.

A confidential draft copy of the survey report was circulated at the meeting. A meeting with the Minister's Office and Senior Civil Servants has been arranged for the 17th of November. The Secretary, Chair and Vice-chair would be in attendance.

A presentation on the survey was given by the Secretary and, following discussion, it was agreed to add to the recommendations: through trains and improved service on the Coast Line.

The full report will be published online after Welsh Government approval.

The report is to be considered confidential until it is published.

2.5 Reports.

2.5.1 Cambrian Rail Partnership: The Committee welcomed Claire Williams who has been in post for just four weeks.

2.5.2 Network Rail: a report was given by George Collinson, which included the following, Barmouth Bridge, currently celebrating its 150th anniversary, is due to be refurbished; Bow Street Station is progressing to a 2019 opening; Penhelig halt to close for essential works to be carried out; part of the Cambrian Coast line to close for essential works in October/November. The following matters were brought to Network Rail's attention: manual gates operation at Barmouth and the need for automatic servicing; signalling alterations needed to get the best use of Platform 3 at Shrewsbury.

2.6 Carno Station Re-opening.

An update was given by Jeremy Barnes (Chair of the Carno Station Action Group) on the re-opening of Carno Station which, in the last few days, moved to the second stage and is now on a list in place of Bow Street.

SARLC has a policy of supporting the station's re-opening, but subject to the one hourly service being able to be maintained.

(Note: attached as Appendix A is the document: Carno Station Action Group Background to 2017 Petition to National Assembly for Wales. The document, together with other background documents, which set out the rationale for the re-opening of Carno station, was due to be considered by the Senedd's Petitions Committee on 17th October).

2.7 Station Shelters.

The Secretary is to chase up shelters at the following locations:

- i) Dyfi Junction – find out why this one is not to proceed.
- ii) Welshpool – Welshpool Town Council is sourcing contractor to install.

2.8 Meetings.

The Chair, Vice-chair and Secretary will be attending various meetings, including those that involve the Shrewsbury – Birmingham Line and which might affect the Shrewsbury-Aberystwyth Line and Cambrian Coast Line.

2.9 Dates of Meetings.

The next meeting of the Committee will be held at Welshpool on Friday, 16th February 2018. A joint meeting with the Cambrian Coast Railway Liaison Conference will be held in Machynlleth on Friday, 24th November 2017.

2.10 Actions to be Taken Forward.

The following actions are to be progressed:

- i) Report to Welsh Government Minister to be adjusted under recommendations.
- ii) Check on why the Dyfi Junction shelter is not progressing.
- iii) Chase up Welshpool shelter installation – being arranged by Welshpool Town Council.
- iv) Report back on various meetings planned in the next few months.

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CARNO STATION ACTION GROUP

BACKGROUND TO 2017 PETITION TO NATIONAL ASSEMBLY FOR WALES

The 2017 petition

We, the undersigned, welcome the development of a Business Case for the re-opening of Carno station, following Carno Station Action Group's petition to the Assembly 10 years ago. We note that the revised Business Case demonstrates a ratio of benefits to costs of 1.65 and that the stopping of most trains at Carno is compatible with the existing enhanced timetable. Carno is a relatively remote community on the longest stretch of railway without an intermediate station in the whole of Wales and a station here would open up dramatically improved, sustainable access to jobs and services. We therefore call on the Welsh Government to commit to the re-opening of Carno station within 5 years.

The outcome of the first petition – call for a business case

Carno Station Action Group submitted its first petition for station re-opening 10 years ago. It was well received by the Petitions Committee of the National Assembly, who referred it to the Enterprise and Learning Committee for detailed consideration. They held a hearing in Carno at which all the major stakeholders gave evidence and, based on what they heard, they recommended the development of a formal business case and asked "that the Minister's officials provide support to the Carno Station Action Group in developing and submitting a formal business case for such a station".

The Minister replied that it was for the Regional Transport Consortium, TraCC, to develop the business case, and at the subsequent Scrutiny of the Minister, the WG Head of Rail said "we told TraCC that it should lead the process" of developing the business case.

There was initially *no progress* in delivering the business case because WG failed to provide TraCC with the necessary funding. Frustrated at this, a delegation travelled from Carno to the Assembly in June 2009 to meet with members of the Enterprise and Learning Committee, other AMs and WG officers. This resulted in a WG commitment to fund a Stage 2 WelTAG appraisal of Carno station, which would include the necessary business case.

The Business Case

TraCC commissioned Capita Symonds to carry out the WelTAG appraisal, which was completed in May 2011. It concluded that the Benefit Cost Ratio would be between 0.46 and 1.15, depending on the number of through passengers lost because of the increased journey time.

Carno Station Action Group were dissatisfied with the Capita Symonds' business case because

- the range of Benefit Cost Ratios was unhelpfully large
- the assumed station operating costs were unrealistically high
- the capital cost included a large component for the unnecessary raising of the station car park.

The group raised these issues with Edwina Hart and as a result she arranged for the group to work with the WG Transport Economist to agree the revisions that needed to be made to the Capita Symonds' business case, particularly regarding the number of through passengers lost. These revisions resulted in an agreed Benefit Cost Ratio of 1.65.

2015 National Transport Plan

Despite the Welsh Government's track record of opening on average one new station per year, the group was shocked to discover that the 2015 NTP envisaged no new stations to be opened in the period 2015 – 2020, meaning that the considerable effort expended on developing a business case was to no avail.

WG prioritisation of new station proposals

In May 2017, Ken Skates announced the results of Stage 1 of a new prioritisation process for new stations in which a dozen stations – not including Carno - were selected for more detailed appraisal. This new prioritisation process completely cuts across the established practice whereby projects which have gained wide public and political support go through the WelTAG appraisal process, enabling government to make an informed decision on whether to proceed or not. Carno station has a WelTAG, but is no nearer go-ahead than 10 years ago.

The Stage 1 prioritisation process selected four out of five candidate stations in North Wales to go forward to Stage 2 appraisal, but only one out of four in Mid Wales (Bow Street). However, now that DfT funding has been granted for Bow Street there is no need for it to receive any further appraisal. Accordingly, after pressure from Carno Station Action Group and cross party lobbying from a number of AMs, Ken Skates has now decided that Carno should go forward to Stage 2 in its place, albeit some five months after the original stage 1 list was announced.

Discontinuation of Welsh Government Funding for new stations

The Welsh Government has achieved commendable successes in expanding access to the rail network, both through the re-opening of closed lines and through opening new stations on existing lines, with 12 new stations opening between 2005 and 2015 – more than one per year on average.

However in 2015 there was a step change in Welsh Government policy, with the 2015 draft National Transport Plan (NTP) emphasising that responsibility for rail infrastructure in Wales was non-devolved and making it clear that, following the funding of the new Ebbw Vale parkway station, WG funding of new railway stations would cease.

The WG "New Rail Stations Prioritisation – Stage 1 Assessment Report" states that "From time to time the UK Government makes funding available for new stations through specific funding calls." Up until now there have been two £20 million tranches of Department of Transport New Stations Fund in 2013 and 2016, each of which has funded five new stations.

Current prospects for the re-opening of Carno station in the next five years

As things stand, the chances of *any* new station being opened in Wales in the next five years is virtually nil because Wales has benefitted disproportionately from the New Stations Fund so far, winning one of the five new stations in England and Wales in each tranche (Pye Corner and Bow Street respectively), despite only having 5% of the population. In addition, there is no certainty that another tranche of the New Stations Fund will be forthcoming.

Access to the rail network

Travel by rail has been growing rapidly in recent years as evidenced by surveys carried out by the Shrewsbury Aberystwyth Railway Liaison Committee since an enhanced hourly timetable was introduced in early 2016. This benefits everybody, as it helps reduce CO2 emissions, road congestion, road accidents and severance of communities. However, in some areas the scope for modal shift to rail is limited, as the lack of a nearby railway station prevents people from accessing the rail network. In order to remedy this, it is essential that the Welsh Government continues to devote the same proportion of its transport expenditure to opening new railway stations as did up until 2015.

Sustainability

The Welsh Government has a legal duty to promote sustainability and its previous achievements in funding the opening of 12 stations in 10 years was fully consistent with this legal duty. The Welsh Government's discontinuation of funding for new stations is at odds with its sustainability objectives.

Funding

Our 2007 petition for the re-opening of Carno station was well received by the National Assembly. As a result, the business case recommended by the Enterprise and Learning Committee was eventually delivered and demonstrated a good case for re-opening the station. Nevertheless, we seem no nearer to a Welsh Government decision to proceed with the station than in 2007.

After a ten year wait, an expectation that Carno station will re-open within five years – as called for by our 2017 petition - is entirely reasonable. But if decisions about re-opening stations in Wales are left to the lottery of the New Stations Fund administered by the Department of Transport in Westminster, there is very little chance that Carno station, or any other station in Wales, will be re-opened in the next five years. The Welsh Government therefore needs to take back control and allocate its own budget for new stations as it did prior to 2015.

THE CASE FOR RE-OPENING

The case for re-opening has been set out in detail in many documents, including the WeITAG appraisal. However, the following is a very brief summary:

The principal benefit of the station would be to transform the accessibility of jobs in centres such as Aberystwyth, Shrewsbury, Telford and beyond. This is seen as of crucial importance to the vitality of the community since the closure of the Laura Ashley factory.

Other important benefits are that the station would

- promote sustainable travel and reduce car use
- provide a step-change in mobility for non car-owners, thereby promoting social inclusion
- enable the nascent Green Tourism industry in Carno to take off
- be an essential component of the proposed Laura Ashley Centre and Exhibition in Carno
- facilitate the development of Carno Community Centre as an All-Wales conference centre, close to the geographic centre of Wales

It goes without saying that the re-opening of Carno Station would fit perfectly with the Welsh Government's duty to promote sustainable development, as it would take Carno a major step along the road to becoming a sustainable community.

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Report to:	Montgomeryshire on Wednesday, 8 th November 2017.
Author:	County Councillor J. Michael Williams, Montgomeryshire Rail Representative.
Subject:	Shrewsbury to Aberystwyth Rail Passengers' Association (SARPA).

1. Introduction.

By way of introduction, given the number of new Members (councillors) who were successful at the local government elections in May last past, I thought it would be best to give a little background into SARPA – a, now, well-established rail users' group.

1.1 CRUG to SARPA: 1992-2017.

SARPA was originally formed in June 1992, and was then known as the Cambrian Rail Users' Group (CRUG). The first meeting was held in the Library in Newtown. Concerned members of the community, including sympathetic British Rail Managers, were active in getting the community organised to protect the line's future.

1.2 Membership/Meetings.

The membership fee is currently (for membership up to the end of the calendar year) £8.00 per annum for individuals and organisations. Currently, the group has about 70 individual memberships and ten organisations, including town/community councils.

The group meets monthly at various locations along the line at Shrewsbury, Welshpool, Newtown, Caersws, Machynlleth, Tywyn, Borth and Aberystwyth. All members are welcome and entitled to attend. The group is committed to:

- Lobby for better rail services.
- Act as a watchdog to safeguard the line's future.
- Meet in public once a month.
- All members will receive SARPA's quarterly Newsletter free of charge.

SARPA always welcomes new members; for further details, please contact: the Treasurer/Membership Secretary, Tony Harvey, 23, High Street, Welshpool, Powys, SY21 7JP. Tel. 01938-559087. E-mail: Tony@Montgomeryshire.EU

1.3 SARPA's Aims and Objectives as at 22nd May, 2015.

- That the railway is run in the most cost-effective manner: SARPA firmly believes that multiple contractual interfaces between numerous fragmented operators is not the best way to achieve this.
- That seating capacity on all trains is sufficient for existing demand and to cater for growth, which has been sustained over a very long period of time.
- That up-to-date real time information is available at all stations.
- That a minimum standard of station of station facilities in terms of specification for waiting shelters; provision of information; usable car parking facilities; cleanliness (both platform and whole station environment) and lighting are both set and adhered to.
- That there are sufficient platform and on-board staff to cater properly for passenger needs.
- That there is proper integration with bus services both physically and by ticketing. In a rural area running both bus and train services as one entity has great advantages and may help to facilitate bullet point five.
- That track capacity is sufficient to maintain efficiently the punctuality of the service and accommodate an hourly passenger service as well as being able to support freight and charter train movements.

- That the timetable designed around transport needs relating to wider policy objectives this includes:
 - a) A morning commuter train into Shrewsbury (and return).
 - b) Proper connections with the coast line (Machynlleth-Pwllheli) at Dyfi Junction/Machynlleth.
 - c) Sufficient recovery time built into schedules to allow for holding of late running connections.
 - d) A morning commuter train into Aberystwyth (and return).
 - e) Connections of less than 25 minutes wait at Shrewsbury in all directions.
 - f) Robust cross platform connections to London preferably at Shrewsbury.
- The reopening of stations at Bow Street (Ceredigion), Carno (Powys) and Hanwood (Shropshire).
- That journey times are not in excess of two hours between Aberystwyth and Shrewsbury.
- That rolling stock is appropriate for larger distance passengers that make up most of the users of the line and that trolley facilities are available on the majority of services.
- That internal deco and maintenance of rolling stock are of a high acceptable standard.
- That an easy to understand transport fare system is put in place that encourages travel including:
 - a) Adult group travel discounts.
 - b) The easing of restrictions of cheap day returns in winter.
 - c) Consistency with fare levels in other parts of the country.
 - d) A zonal system for travel.
 - e) Proper integration with local and Traws Cambria bus services.
- That full usage of the line is properly recorded by the full collection of fares.

2. Matters More Lately Considered.

2.1 Funding Approved for the New Bow Street Station.

The Westminster Government has approved the spending of £3.945 million towards a total project cost of (6.76 million for the rebuilding of Bow Street Station. The station will act as a park and ride site for Aberystwyth and Borth stations and will help traffic congestion in Aberystwyth.

SARPA has written to Ken Skates Welsh Government Cabinet Secretary for Economy and Infrastructure to seek clarification on the likely effect on performance on not only the Shrewsbury to Aberystwyth line but also the Cambrian Coast line from Machynlleth to Pwllheli and the line from Shrewsbury to Birmingham International with potential knock on effects on other operators.

2.2 Cambrian Coast Express.

Pathfinder ran a tour to Pwllheli, under the title of The Cambrian Coast Express, on the 10th October. The tour commemorated the opening of the Barmouth Bridge exactly 150 years ago to the day.

The train originated from Bristol temple Meads behind a Class 67 locomotive, and was hauled from Shrewsbury by a pair of Network rail Class 97/3 locomotives equipped with ERTMS: European Rail Transport Management System in-cab signalling.

2.3 National Rail Figures 2016/17.

Rail use in the Regional and Long Distance sectors increased by 4% from the previous year, however the effect of the long running dispute on Southern has seen London and South East usage increase by 0.8%. The estimates of Station Usage for 2016/17 – where we can

publically access usage for Cambrian line stations, is not due to be released until December 2017.

The percentage increases for 2015/16 were: Shrewsbury 3.56%, Welshpool 17.87%, Newtown 13.53%, Caersws 17.65%, Machynlleth 10.29%, Borth 14.55% and Aberystwyth 5.93%. For the Cambrian lines as a whole, the increase was 14.52%.

The fare-box income across mainland UK was £9.5 billion for 2016/17, equivalent of every person spending £150.00 a year on rail fares. According to the Office of national Statistics “Transport” was the largest spending category per household in 2016, accounting for 14% of all household expenditure at £3,754 per annum.

2.4 Borth Station.

There is an exhibition in the museum on Borth station on Layers in the Landscape. It centres on the science and mythology surrounding the drowned landscape buried beneath the sands on the shore – the “Fossil Forest”. Its centrepiece is the fine set of antlers discovered last year.

2.5 Proposed Reopening of Carno Station.

The Station Action Group were disappointed in the Welsh Government’s announcement that its progressing plans to reopen 12 stations of which Carno is not included. It is understood that an 800-signature petition has already been gathered from the immediate area. SARPA and the Shrewsbury-Aberystwyth Rail Liaison Committee fully support the Carno Station Action Group.

2.6 Machynlleth Station.

Following the installation of the new footbridge, including two lifts, the impressive new toilet block has been completed. There has been no decision on the development of much needed car parking.

The Arriva Trains Wales Depot, which is open every day except Christmas, at the station celebrated its tenth year recently. The engineering work includes maintenance, repairs, fitting Wi-Fi and the first in the UK ERTMS signalling system.

The £3 million upgrade in 2007 saw the workforce treble in size to 33 and has gone from strength to strength. In the last two years, the number of annual journeys on the route have increased by 4,000 so that for 2016/17 there were 27,869 booked services on the line, which is the greatest number of services in a single year since before the Beeching axe in the 1960s.

The depot’s workforce, alongside Network Rail and train crews, has enabled performance to be consistent with an 87.3% Public Performance Measure in 2016/17 (the number of trains arriving to their destination within five minutes of their schedule).

A fleet of 24 trains serving the 33 Cambrian line stations in mid-Wales and Shropshire are now looked after at the depot (rather than at the Canton Depot in Cardiff) with eight trains attending the depot each night for maintenance, while the team are also able to respond if trains are caught by flooding and landslides along the route.

2.7 Shrewsbury Station.

Piecemeal renovation of parts of the canopy has taken place over the last few months, together with some work at the north end of platform 4 in line with passenger train stop markers. The bridge work has finished, and platform 3 and the freight avoiding line have the first in the UK been reconnected. The former platform 2 and the south end of platform 3 have been demolished with platform 3 cut back in length.

A toilet refurbishment scheme is ongoing.

2.8 Talerddig Crossings.

Work continues apace on the £7.5 million scheme to close five unmanned level crossings and three footpaths over the railway line by two new bridges at Talerddig. It is understood that the scheme is on course for completion in November of this year. The scheme is a partnership of Network Rail, Welsh Government and Powys County Council, who held a drop-in session at Carno Community Centre in July last past.

The level crossings to be closed are: Ystrad Fawr, Ystrad Fawr (footpath), Clawdd Coed, Rallt, Rallt (footpath), Tyddyn-y-Pwll, Pikins and Pikins (footpath).

2.9 New Shelters.

It is understood that new and/or additional shelters have been acquired for Welshpool, Machynlleth, Dyfi Junction and Llanaber but, as yet no date for their erection.

2.10 Replacement Wales and Border Franchise 2018.

Through what has clearly been the case since the current franchise was awarded in 2003, Franchise 2018 must take account of the tremendous growth in rail travel rather than the no growth franchise of 2003.

Experiences, the current situation and planning for growth to 2028 suggest that the franchise needs to aim to have:

- A minimum of 6 car/coach formations in operation between Shrewsbury and Birmingham International.
- Enough rolling stock to run an hourly service between Aberystwyth and Shrewsbury whilst fitting in the above requirement. 2-car formations will be inadequate at peak times.
- Monday to Friday Peak Hour additional stock on the Shrewsbury to Birmingham International Corridor should be used for extra capacity on the Cambrian on Saturdays and school holiday times.
- Manchester to Cardiff services need to be 5 cars/coach formations in the peaks and no fewer than 4 at other times.

We would suggest as a minimum at the start of the franchise that the entire 24-unit current ERTMS fitted Class 158 fleet is allocated to the ex Regional Railways Central lines in the franchise. I.e. Chester/Birmingham/Aberystwyth/Pwllheli.

Under the chairmanship of Montgomeryshire AM Russell George, in June of this year the National Assembly for Wales' Economy, Infrastructure and Skills Committee issued a 69-page document entitled ***On the right track? The Rail Franchise and South Wales Metro*** bringing together the results of all the consultations and its recommendations.

The report highlights ten key priorities for the new franchise:

- Effective monitoring: performance measures should include: passenger satisfaction (as measured by the National Rail Passenger Survey)- punctuality, reliability, passenger growth, the condition and maintenance of rolling stock.
- Greener railway.
- Integrated network: clock-face timetabling where possible in a franchise which prioritises integration including smart ticketing and effective connections with the bus network and other train services.
- Adaptable services: a willingness to explore new routes and services and service frequencies which meet passenger needs.
- Affordable fares with clear, simple, ticketing options.
- New trains: sufficient high quality rolling stock which meets demand now and in the future, which is accessible with adequate space for wheelchair users and service dogs, space for luggage, cycle storage and prams. It should have Wi-Fi connectivity, USB/plug

sockets, air conditioning/functioning heating, improved cleanliness and adequate toilet facilities including baby-changing facilities, catering and refreshment services that are appropriate for long journeys: and a contactable member of staff on board.

- Better communication: improved on-board information and communication on connections and delays.
- Modern stations: stations that meet or exceed the minimum expectations of passengers, a commitment and funding for community rail projects.
- Fair fares.
- Reduced disruption: improved management of delays and disruption.

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CYNGOR SIR POWYS COUNTY COUNCIL

Montgomeryshire
8th November 2017

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

SUBJECT: On street waiting prohibitions, Four Crosses

REPORT FOR: Decision

1. Parking Reviews

- 1.1. Following the introduction of Civil Parking Enforcement in Powys it was agreed that on street parking reviews would be carried out on a town/village by town/village basis as and where required and justified.
- 1.2. The moratorium of Traffic Regulation Orders was partially lifted in September 2012 by Cabinet specifically to permit loading and waiting restrictions to be made or modified.

2. Background

- 2.1. There are currently no prohibitions of waiting or loading in force within the village of Four Crosses.
- 2.2. Inconsiderate and obstructive parking has been noted along a number of roads within the village by the community council, therefore discussions have taken place with the community council and the local county councillor to determine locations where on street waiting and/or loading prohibitions would be beneficial.
- 2.3. A number of problem locations were identified along the B4393 and the Foxen Manor estate road in the vicinity of the Foxen Manor/City Lane staggered crossroads junction; where inconsiderate on street parking occurs on a regular basis, which is considered to be detrimental to highway safety. It was noted that vehicles parked in this vicinity restrict the available visibility from the side road junctions, obstruct visibility to/from drivers negotiating the traffic calming chicanes, and obstruct the path of vehicles undertaking manoeuvres to safely negotiate these side road junctions and traffic calming measures.
- 2.4. Another problem location was identified along the minor road leading to the property known as "Summerfield" near the war memorial. This section of highway, being the route of the former trunk road prior to the construction of the Four Crosses bypass, has become used as a convenient area for people to park and leave their cars for extended periods, often on both sides of the road, which makes it difficult for local residents and land owners to access their property and fields.

- 2.5. It was agreed at the site meeting held with the community council that nobody has a right to park their vehicle on the public highway, and at locations where such parking causes a regular and genuine nuisance, hazard and/or obstruction to other road users, the making of a Traffic Regulation Order to impose waiting and/or loading prohibitions would be an appropriate method of dealing with such an issue.
- 2.6. Proposal plans to address these concerns have been drawn up and considered by the community council and the local member; and subsequently modified to accommodate requested revisions which were supported by the local highway authority.
- 2.7. The community council and the local member have expressed their support for the extents of the modified waiting proposals.
- 2.8. No requests for prohibitions of waiting or loading have been received with respect to that part of Four Crosses village which is situated in the ward of Llandrinio & Arddleen Community Council.

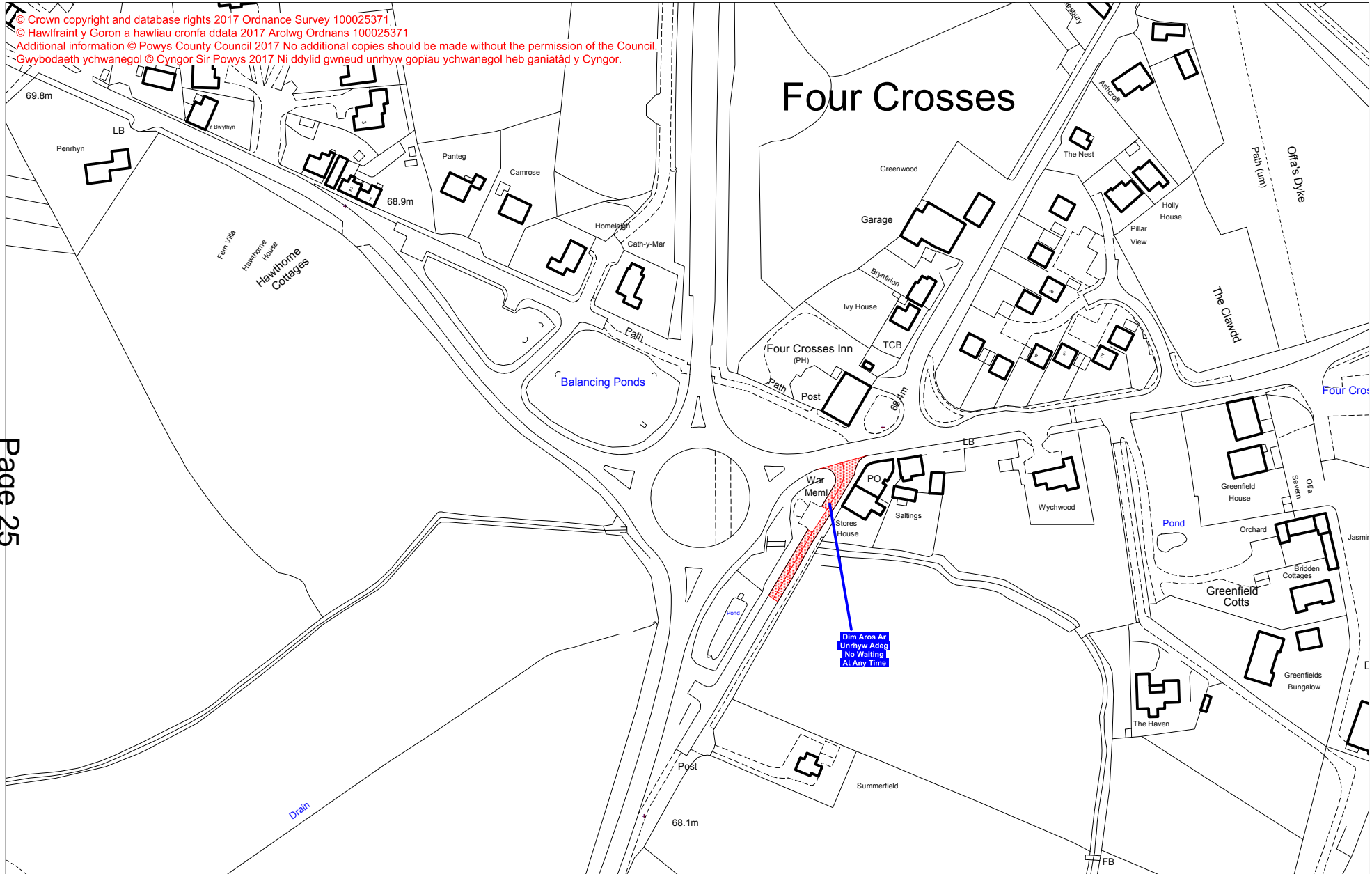
3. **Proposal**

- 3.1. The proposed prohibition of waiting restrictions within the village of Four Crosses are identified on the attached plan.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to:-</p> <p>1) Support the proposed waiting prohibitions on the county highways within Four Crosses as identified on the proposal plan.</p> <p>2) Authorise the local highway authority to commence the legal consultation procedures for the proposed traffic regulation order, and if no substantive objections are received, authorise the traffic engineer to implement the proposal.</p>	<p>To manage traffic flows, and prohibit waiting at locations on the public highway where safe vehicle and pedestrian movements would otherwise be compromised.</p>

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Arwel Jones and Cllr Lucy Roberts		
Person(s) To Implement Decision:	Chris Lloyd – (Traffic Engineer North)		
Date By When Decision To Be Implemented:	As soon as possible		
Contact Officer Name:	Tel:	Fax:	Email:
Chris Lloyd	01686 611563	01686 611598	chris.lloyd@powys.gov.uk

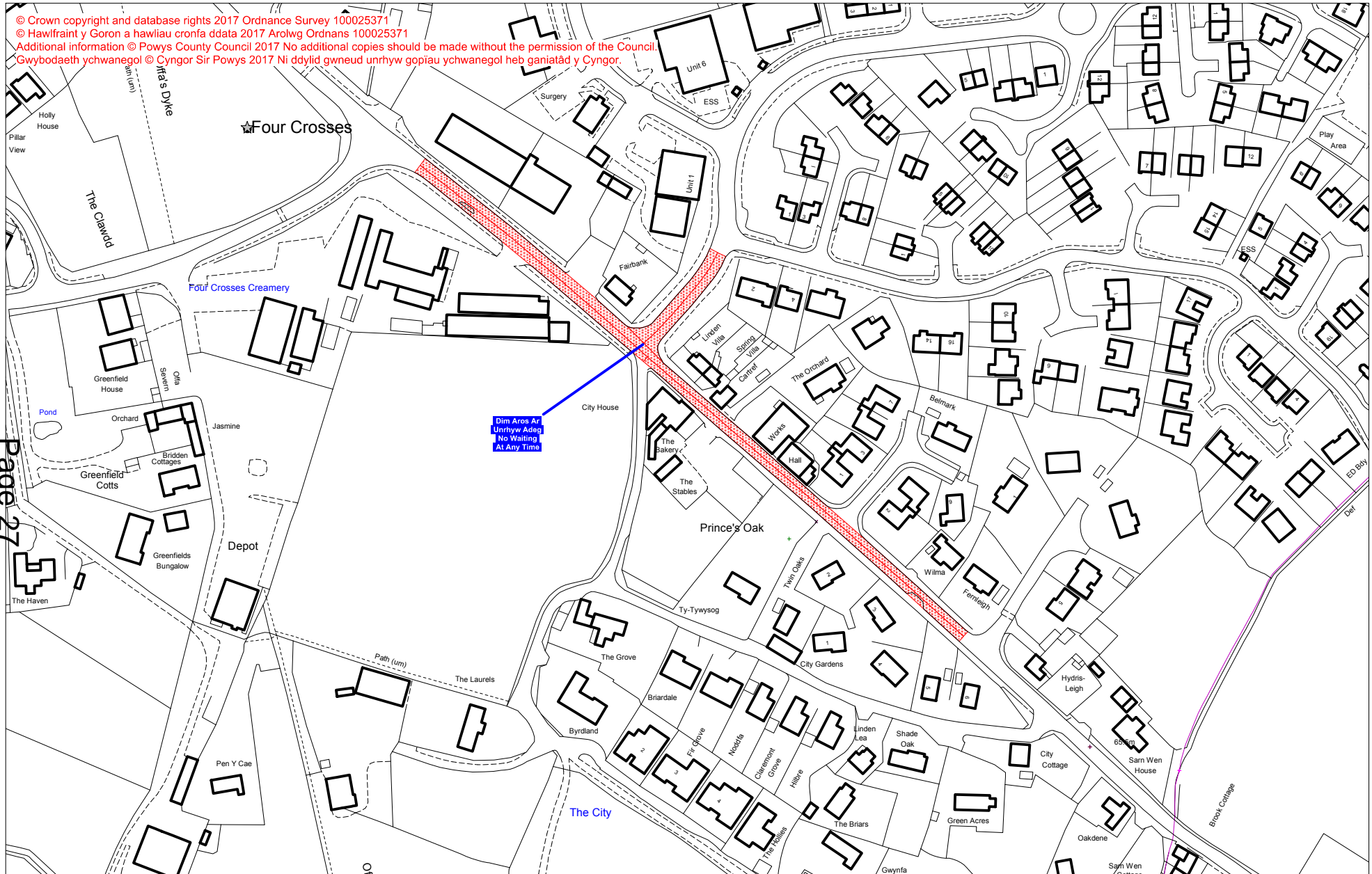
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