

Montgomeryshire

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

Meeting date
Wednesday, 10 January 2018

Meeting time
9.30 am



County Hall
Llandrindod Wells
Powys
LD1 5LG

For further information please contact
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Issue Date:
3rd January 2018

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 8th November 2017.
(Pages 3 - 10)

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.	MONTGOMERYSHIRE YOUNG FARMERS CLUB - (9.40 - 10.00)
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To receive an activity update from the Montgomeryshire Young Farmers Club.

6.	SEVERN TRENT WATER - PAYMENT SCHEMES (10 - 10.15)
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To receive an update in relation to payment support schemes – Katie Wood, Severn Trent.

7.	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 Stephen Hayes – Cabinet Portfolio Holder: Adult Social Care
- b. Councillor Rachel Powell – Cabinet Portfolio Holder: Children's Services, Leisure Services and Libraries (Pages 11 - 12)

8.	SERVICE COMMERCIALISATIONS (11.15 - 12 NOON)
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To receive an update in relation to service commercialisations – Mark Evans – Interim Strategic Director.

9.	LADYWELL HOUSE - NEWTOWN (12 NOON - 12.15)
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To receive an update in relation to the operation of Ladywell House, Newtown – Sarah Page, Strategic Property Manager.

10.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES (12.15 - 12.25)
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To receive reports from, and put questions to, members serving on outside bodies:

- a. Joint Meeting of the Shrewsbury to Aberystwyth Railway Liaison Committee and the Cambrian Coastline Railway Liaison Conference – 24th November 2017 (Pages 13 - 60)

11.	ROAD SAFETY AND TRAFFIC MANAGEMENT (12.25- 12.35)
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To consider a report regarding proposed waiting restrictions at Kerry (public consultation) – Chris Lloyd, Area Traffic Officer. (Pages 61 - 82)

12.	DATE OF NEXT MEETING
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To note the date of the next meeting – 7th March 2018.

MINUTES OF A MEETING OF THE MONTGOMERYSHIRE HELD AT COUNCIL CHAMBER - NEUADD MALDWYN, WELSHPOOL, POWYS ON WEDNESDAY, 8 NOVEMBER 2017

PRESENT: County Councillor J R Jones (Chair)

County Councillors M Barnes, G Breeze, D E Davies, A W Davies, H Hulme, A Jenner, D Jones-Poston, E A Jones, E Jones, G Jones, M J Jones, D R Jones, F H Jump, K Lewis, G Morgan, N Morrison, P C Pritchard, G Pugh, K M Roberts-Jones, L Roberts, D Rowlands, D Selby, R G Thomas, E Vaughan and J M Williams

In attendance:

Councillor M Weale - Cabinet Portfolio Holder: Regeneration and Planning, Jenni Thomas - Regeneration Manager, Nathan Davies - War Memorials Officer, Richard Glover-Davies – GloverSure, Heather Ransom and Dave Watkins, Welsh Ambulance Service Trust.

1. APOLOGIES

Apologies for absence were accepted from County Councillors M. Alexander, L. Corfield, B. Davies, P. Davies, L. George, S. Hayes and P. Lewis.

2. MINUTES OF PREVIOUS MEETING

The Chairman was authorised to sign the minutes of the previous meeting held on Wednesday 6th September 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. **Queen's Baton Relay** – having attended the Queen's Baton Relay at Welshpool
- b. **Llys Glan Yr Afon** – having attended the opening of the site which would provide housing and care for the elderly in Newtown
- c. **Coffee Mornings** – having attended a number of coffee morning in order to support local causes including the Newtown League of Friends
- d. **Urdd Eisteddfod 2018** – the 2018 Urdd Eisteddfod would be held in Powys in 2018. Plans are well underway and there would be publicity
- e. **Newtown Community Day** - having attended a local community day
- f. **Archives and Information Management** – having attended the opening of the Powys archives and information management unit (the unit being based in Llandrindod Wells)
- g. **Civic Services** – having had the privilege to officiate at a number of civic service ceremonies
- h. **Womens Institute Annual General Meeting** - having attended a local WI AGM
- i. **Newtown Rally** – having visited the Welsh Rally during the Newtown stage

- j. **Anti-Poverty Social Research Group** – the Chair is also the Anti-Poverty Champion. The work of the anti-poverty group would re-commence shortly. The group would visit Machynlleth in December in order to view agencies who support those in hardship situations
- k. **Future Fit** – members were encouraged to contribute to consultations being run in relation to Future fit (the programme which will provide the emergency and urgent care estate for the Shrewsbury and Telford NHS area)
- l. **Ladywell House, Newtown** – the next meeting may be held in Ladywell House, Newtown in order that members can view the site and learn for plans for it. There would be an update in relation to plans to the next meeting

5.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS (10.15 - 11.15)
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Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders. Councillor Martin Weale – Regeneration and Planning attended for this item of business. Martin introduced Jenni Thomas, Regeneration Manager and Nathan Davies, War Memorials Officer. During discussion particular reference was made to:

Powys War Memorials Project:

- a. **War Memorial Project** – communities have access to a time limited grant which is administered by the Authority. Communities can apply for funding to support projects which recognise conflicts with a focus on WWI and refurbishing war memorials. We are currently in year two of the four year grant period. Where memorials recognise more than one conflict they would also be considered for funding. The fund is being allocated on a first come first serve basis
- b. **Montgomeryshire Applications** – there had been a noticeable lack of applications from the Montgomeryshire area
- c. **Funding/Application Process** - up to £5k could be awarded to refurbish WWI war memorials, 10% of the grant award would need to be matched by the local community. The application process had been kept simple and there's an emphasis on processing applications quickly
- d. **Community Engagement and Events** – funding could also be accessed to support community events which recognise the forces i.e. an area had applied to support a local walk of historical interest which links to the forces. Local cadet squads may be able to access funding
- e. **Social Media/Website Projects** – funding could also be obtained to support activities to provide information via. social media and/or to operate websites which recognise the services

Tourism:

- a. **Value** – in 2015 the value of tourism to the Powys local economy was in the region of £720 million (the second largest value to Powys after farming)
- b. **Branding** – branding Powys is very important in order to provide an identity

- c. **Events** – the Authority has an events team. Hosting events can be very lucrative. It would be important to maximise publicity. There are national as well as local events held i.e. the tour of Britain and the Machynlleth comedy festival
- d. **Visit Wales/Cambrian Way (A470)** – historically funding has been provided to support activities along the Cambrian Way route which sits alongside the A470
- e. **Signage** – it was felt by members that the upkeep and maintenance of signage to direct to tourist attractions was important. Some members expressed concern regarding the general condition of signage in their areas. Members were encouraged to report issues to the Council
- f. **Rights of Way** – it was felt that maintaining areas used for walking and other leisure related activities would be important in order to attract visitors
- g. **Promotion** – Powys would work with communities to help publicise local attractions. It was felt by members that there should be a very active, targeted approach to supporting communities. There are local sites of interests i.e. castles that could be tourist attractions which, if promoted, could bring in more tourists to areas
- h. **Business Wales** – there are good links between the Authority and Business Wales
- i. **Visit Wales** – Visit Wales run themed annual programmes which are supported by funding and media coverage. This year the theme will be legends with links to the sea. Although Powys is landlocked there would be an opportunity to promote routes to the coast. Next year would favour Powys more, the theme would be discovery
- j. **Connecting Businesses** – members urged the Council to use its processes to help connect businesses i.e. bed and breakfasts with event organising
- k. **Clywedog Reservoir** – the local member questioned the decision of the local authority to close toilets at the reservoir. Visits to the reservoir are very popular and it is a tourist attraction. It's the view of the member that we should be promoting the area and encouraging visits rather than closing facilities which could have an impact on visiting. The Portfolio Holder welcomed the information and agreed that the Authority should do all that it could to promote visits and local economies. The member would welcome an update in relation to any support that could be offered
- l. **Areas of Distinctive Identity** – in order to bring funding into Powys and promote areas there had been a focus on the Brecon Beacons, Cambrian Mountains, Dyfi Biosphere, Lake Vyrnwy and Berwyn Mountains and the Offa's Country Corridor. It is accepted that other areas have a range of attractive qualities and tourist attractions
- m. **Working with Communities** – approaches to the Council regarding help in promoting and supporting areas to market are encouraged. Regeneration officers are on hand to help areas in this regard
- n. **Heritage Lotter Funds/Funding in General** – there are funds that could be accessed to support community activities. The local member for Llanfair Caereinion reported that the community had recently been successful in securing a lottery grant for £62k to support regeneration/tourist activities. It would be important for communities to be aware of potential funding streams and to be supported in applying
- o. **Welshpool Canal** – promoting the canal and developing the areas near to it could be very valuable to Welshpool town and neighbouring areas. The Portfolio Holder agreed to visit Welshpool to discuss options with the local County Councillors and Welshpool Town Council

- a. **Processing of Planning Applications** – since coming into post and being responsible for the planning function the portfolio holder had worked with officers to identify blockages and issues in relation to the planning process. There would be a focus on reviewing processes with a view to speedy consideration of applications
- b. **Local Development Plan** – it would be important to adopt the Powys LDP by 7th February 2018. The Portfolio Holder confirmed that up until the time of the submission and adoption the current practice of the operation of the Planning Committee in terms of considering applications would continue
- c. **Pre-planning Advice** – a member expressed concern with regard to the quality of pre-planning advice (a paid for service which generates income for the Council). The particular issue in this case relating to highways advice. The Portfolio Holder stressed the importance of providing good pre-planning advice and urged members to raise issues of concern direct with him (the member with the particular concerns would discuss the detail with the portfolio holder outside of the meeting)
- d. **Consultation with Community Councils (Amended Applications)** – a member requested that the position with regard to the requirement to consult with communities in relation to adjustments to plans be reviewed in order to introduce a requirement to re-consult or advise town and community councils on minor revisions so that comments could be made. The current practice seems to be that minor adjustments are accepted by officers without re-consulting
- e. **Local Liaison Meetings** – the Portfolio Holder would consider re-instating local planning liaison meetings. Local meetings had operated in the life of the previous Council, however, a decision was taken during that Council to cease. Resource and capacity could be an issue

Business Support

Due to technical difficulties a video presentation could not be shown. Members were informed that the Cabinet recognise the importance of supporting local business start-up and growth and that it is a key focus of the Cabinet vision. Members were encouraged to contact the Portfolio Holder and/or officers from the regeneration team in relation to business support matters.

6. LOCAL BUSINESS UPDATES (11.15 - 12.15)
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- i) **Hill Top Honey** – unfortunately the representative from Hill Top Honey could not attend today's meeting.
- ii) **GloverSure (Website, Marketing and Development)** – members welcomed Richard Glover-Davies to the meeting to explain how he had developed his local business which had been recognised as a success on a national level. Richard informed members that he was local and had started a web based marketing company which had gone from strength to strength. GloverSure has over 600 customers and offices in Welshpool, Chester and Aberystwyth. The company employs 18 members of staff. The range of activity has extended to the letting of business units and the development of local needs housing with a focus on selling locally without any ties to the area being placed on properties sold. In relation to the developments, the planning experience had identified lessons that Richard had shared with the Council and would share with the Portfolio Holder.

The Portfolio Holder confirmed that he would be reviewing the restrictions imposed on planning applications as part of a review of the planning process. Members congratulated Richard on his success and praised his local focus.

7. WELSH AMBULANCE TRUST (12.15 - 12.45)

Members welcomed Heather Ransom – Ambulance Operations Manager and Dave Watkins – Locality Manager to the meeting to provide an update in relation to the operation of the Welsh Ambulance Service Trust. During discussion particular reference was made to:

- a. **Local Engagement** – moving forward there would be a strong focus on local/community engagement. Heather would welcome communities engaging with the service in order to shape services around community needs as opposed to imposing services. Members were encouraged to share the presentation Heather presented to the meeting and to encourage communities to contact her direct to discuss local need. Heather would welcome visiting communities in order to engage better
- b. **Service Delivery** – the service had been reshaped nationally. There are five areas of service delivery that would deliver the care model (Help Me Choose, Answer My Call, Come to See Me, Give Me Treatment and Take Me To)
- c. **Paramedics** – there had been an upskill to paramedic positions in order that they are now able to discharge from care without the need to admit if the situation allows for it
- d. **Categories of Contacts** – when responding to a contact the situation information requested (albeit that it might seem a lengthy process to provide requested information at the time) would deliver the right response
- e. **Montgomeryshire Call Outs** - the true position is that there are two 'red' calls to the emergency service per day. Red calls are calls where there are immediate life threatening situations. The target response time for red calls is 8 minutes, there are some difficulties in Powys in meeting this target due to rurality. Amber calls are split into two categories (1 and 2), the majority of calls to the service in Powys are amber 1 calls. WAST performs well against the 19 minute amber 1 target time in attending situations (despite rumours to the contrary)
- f. **Cross Border** – there are good links across borders and there should be no impact on treatment due to which side of the border residents reside (while recognising policy differences apply). A memorandum of understanding applies and is adhered to which should not advantage or disadvantage any area or resident
- g. **Demand** – on average there are 60 calls on the service to date, the highest demand in Montgomeryshire is in the Newtown and Welshpool areas
- h. **Locality Based Schemes** – there would be a strong emphasis on community based schemes, ideas include community based ambassadors. It could be that communities identify locals to provide initial, emergency, lifesaving support to complement the service
- i. **Sharing of Information** – a member reported a situation where he had been late in being presented to a hospital whilst being transported by ambulance which had caused worry to waiting relatives. Notifications would be sent to inform of arrivals and new systems would improve the transfer of information, however, at times of need the emphasis would always be on treating as opposed to sending notifications

- j. **Defibrillators** – there had been a recent focus on siting defibrillators in communities and high profile campaigns. A member stated the importance of retaining local enthusiasm with regard to potential use
- k. **Ambulance Wait Times** – a member requested information in relation to the service and made specific reference to laybys being used to wait. Heather confirmed that all waits are monitored and that rest times allow for essential works to be undertaken/completed. Backfill arrangements whilst vehicles are on call or enroute are important. Information in relation to arrangements could be shared with the shire

Members welcomed the update and discussion and thanked representatives from WAST for attending.

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. **Shrewsbury to Aberystwyth Railway Liaison Committee** – members welcomed the update report from Councillor Michael Williams
- b. **Shrewsbury to Aberystwyth Rail Passengers' Association** – members welcomed the update report from Councillor Michael Williams

9.	CORRESPONDENCE
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There were no items of correspondence.

10.	ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES (12.50 - 1)
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Members considered a report entitled 'On Street Waiting Prohibitions, Four Crosses' and **RESOLVED** to:

- 1. Support the proposed waiting prohibitions on the county highways within Four Crosses as identified on the proposal plan
- 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

11.	DATE OF NEXT MEETING
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It was agreed that the next meeting would be held on Wednesday 18th January 2018 and possibly at Ladywell House, Newtown.

A member expressed concern regarding moving to meet at Ladywell House given that the shire had had no involvement in discussions relating to the future operation of the facility. It was the member's opinion that a meeting to discuss Ladywell House should be held in Welshpool for shire input/engagement before a visit or further plans would be considered for the Ladywell site. The member also reported that he had been made aware that Cabinet would be considering a report in relation to the Ladywell site before Christmas. The member urged shire engagement before Cabinet consider options for the Ladywell site. In general terms, and with the shire meeting bi-monthly as opposed to monthly, planning so that there could be shire input into matters would be important.

**County Councillor J R Jones
(Chair)**

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Children's Services Improvement Board

Welcome to the first Improvement Board monthly briefing providing information about the work of the board within the county council.

The Board was commissioned by the Welsh Local Government Association following the Care and Social Service Inspectorate Wales (CSSIW) report of Children's Services with former Swansea City Council chief executive Jack Straw as independent chair.

Improvement Board members includes Geoff Burrows, a former local authority cabinet member for social care, Phil Hodgson, a former Director of Social Services and Rachel Thomas, representative of the Children's Commissioner's Office.

The Board is independent of the council and has the dual function of making sure the authority has a suitable improvement plan in place and that it is making progress implementing the improvement work – a revised improvement plan is due to be submitted to CSSIW in January – and helping deliver improvement across the council as a whole. The council is due to provide an update to Welsh Government by the end of the month.

Although independent of the council, the Leader, Cabinet Member for Children's Services, Chief Executive, Director of Social Services, Director of Education, Head of Children's Services, other officers and partners attend when required.

The Board is looking at all aspects of the council's corporate and service plans and will look at key areas in-depth, these include workforce development, leadership, practice, placement, fostering and much more. Their work is currently focussing on fostering and will then review early intervention.

The work of the Improvement Board is separate from the corporate review being undertaken by Sean Harris following the council's request to Welsh Government for support. However, the reviews are complimentary and their findings will be brought together to strengthen the county council's future operations.

Monthly briefings will be publicised following meetings of the Improvement Board.

If you have any questions or require more information about the work of the Improvement Board please email: socialcarematters@powys.gov.uk

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Report to:	Montgomeryshire on Wednesday, 10 th January 2018.
Author:	County Councillor J. Michael Williams, Montgomeryshire Rail Representative.
Subject:	Joint Meeting of the Shrewsbury to Aberystwyth Railway Liaison Committee and the Cambrian Coast Line (Machynlleth to Pwllheli) Railway Liaison Conference.

1. Notes of a joint meeting of the Shrewsbury – Aberystwyth Railway Liaison Committee and the Cambrian Coast Line Railway Liaison Conference held Plas Machynlleth on Friday, 24th November 2017.

1.1 Representatives in Attendance.

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

1.2 Dementia Friendly Cambrian Lines (Main and Coast Lines).

Claire Williams, Cambrian Rail Partnership, (*see her full report at 1.6 below*) gave an outline of her work with seeking a Dementia Friendly Cambrian Lines. To take this forward, discussions have started with Machynlleth, Barmouth, Pwllheli, Aberystwyth and Shrewsbury stations.

There is to be a steering group and members were invited to express an interest in taking part in this. The first meeting was planned for January 2018.

There are other Dementia Friendly Towns on route, including Welshpool and Newtown.

1.3 Report on a Meeting with Welsh Government.

The meeting received a full presentation and report on the surveys (*copies of which are attached and are well worth reading*) held for Welsh Government earlier in the year, culminating in a meeting with Welsh Government on 4th October.

From the meeting the following was confirmed:

- a) The existing enhanced services are to be the minimum service provided under the new Franchise, including through services to Birmingham International.
- b) The survey report was well received and formed a good basis for discussions on future services going forward. Welsh Government also requested that the Shrewsbury – Aberystwyth Railway Liaison Committee meets again with the remaining (three) Franchise Companies to present the survey and discuss improvements to the Cambrian Lines.

The need to retain Cambrian Rail cards was recorded.

1.4 Report from Arriva Trains Wales.

A report was given by Arriva Trains Wales, which included the following main points:

- a) Issues with trains during and post the recent storms was acknowledged with 90 trains hitting objects and many needing maintenance causing issues with the service delivery.
- b) Prior to the storms the service was running at close to 90% services on time.

- c) Work continues to complete better toilets on remaining trains yet to be upgraded.
- d) The service delivery will continue unchanged during the final part of the current Franchise.
- e) Existing staff will pass onto the new Franchise Company.
- f) There is an investment of £1 million by Arriva Trains Wales and £1.5 from Welsh Government to order four new train sets. They will be used on the Valley Lines but this will cascade trains down, which may help the Cambrian Lines.
- g) Wi-Fi is coming to stations over a set programme.
- h) The new Franchise comes into effect at 2am on the 18th of October 2018.

1.5 Report from Network Rail.

The above-mentioned report was not available at the time of writing this report

1.6 Report from the Cambrian Rail Partnership Officer, Claire Williams.

I have been in post since early September 2017, and this report refers to activities prior to my appointment and activities since that time. Prior to joining the world of Community rail, I spent five years working as a Neighbourhood Partnership Officer with Cardiff Council where my role covered all aspects of Community Safety, Health and Well Being, Environmental issues and Education and Employment so with a background in community engagement I bring with me a wealth of experience.

During this short time I have met with a number of partners, both funding and strategic to introduce myself and to discuss how we can continue working together in collaboration to ensure that work is not duplicated work and that best value is received for public monies.

1.6.1 **Surveys:** The Cambrian railways partnership was delighted to work with the Shrewsbury to Aberystwyth Railway Liaison Committee and to commission a survey that was undertaken in spring 2017 as part of our grant from the Welsh Government. The surveys follow on from the success of the 2013 and 2015 surveys which resulted in improved services on the Cambrian Lines. The results of this survey are being presented to Gareth Evans, Rail Economist for Welsh Government by the Committee representatives on November 17th, 2017, at a meeting in Cathays Park.

1.6.2 **2017/18 Promotional Campaign:** The partnership received additional funding which allowed us to prepare a brand new tourist focussed website which is now live, the web address is www.walesonrails.com and to produce further short films which we are looking to release February/March until early summer this year. The campaign will be exclusively based on social media platforms on the 2018 “Year of the Sea”.

2018 is “Year of the Sea” and in conjunction with Visit Wales, Arriva Trains Wales (ATW), and various other key partners we are looking to put together a number of community engagement events throughout the year based on the various themes of each session with all events taking place within the Cambrian Coast, with some taking place on the train. More details will be available at the next meeting.

1.6.3 **Bow Street Re-opening:** I have recently attended a meeting with Welsh Government, Transport for Wales and a number of other strategic partners regarding the re-opening of Bow Street station following the UK Department for Transport (DFT) announcing the outcome of successful applications made to its New Stations Fund – funding which has been made available towards the capital expenditure cost of schemes to open new or re-open previously closed railway stations promoted by third parties in England and Wales.

The proposed scheme is a local and regional transport priority in the Mid Wales Joint Local Transport Plan 20015-2020 and will provide a public transport interchange with a new railway station, car park and cycle parking facilities to enable passengers to access both bus and rail services and to car share from this location. The scheme also seeks to address local road safety concerns by providing a A487/A4159 junction improvement access to services and facilities located in and around Aberystwyth and north Ceredigion.

Whilst the project is currently in its design stage, it is on plan for completion during the summer of 2020.

1.6.4 **2017/18 Business Plan:** The business plan for the current financial year was presented at the March 2017 meeting of the Cambrian Railways Partnership for approval by the funding stakeholders. The business plan was approved by the partnership and is currently being worked on.

1.6.5 **Dementia Friendly Communities and Stations:** As the new Cambrian Railways Partnership (CRP) Officer, one of my key objectives is community engagement, developing plans to the reach of the CRP to a wider range of groups including those socially disadvantaged. Under this remit, I am currently working with strategic and funding partners at making the Cambrian Railways Line a Dementia Friendly Community in its own entity. This is a huge task and will take approximately three years to fulfil. However, I am looking to break this down and do it station by station, starting with those named stations, these will initially be, Machynlleth, Barmouth, Pwllheli and Shrewsbury. This would make the Cambrian Railway Lines the first Dementia Friendly Railway Line in the UK. There are currently a very small number of Dementia Friendly stations in Wales but I strongly believe this goal is achievable. As we are in the design element of Bow Street, I have requested that whilst doing an Equality Impact Assessment for the re-opening of Bow Street station I have asked if we could work with the Alzheimer's Society and make it a Dementia Friendly station.

1.6.6 **Contact Details:** Claire Williams, Rail Development Officer, Cambrian Railways Partnership.
E-mail: Claire.williams@ceredigion.gov.uk

1.7 Report from British Transport Police.

There was no report from the British Transport Police.

1.8 Shelters for Stations.

The secretary to chase up with Welsh Government on the provision of the shelters proposed for stations at Welshpool and Machynlleth.

1.9 Actions to be taken forward by the Secretary.

- a) Meeting with Franchise Companies.
- b) Support for Dementia Friendly Cambrian Lines.
- c) Chase up installation of new shelters.

1.10 Next Meeting.

The date for the next joint meeting was agreed as 11.15am on Friday the 13th of June 2018 at Plas Machynlleth.

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REPORT NO 6

REPORT ON THE CAMBRIAN MAIN AND COASTAL LINES



CAMBRIAN LINES
SURVEY RESULTS AND RECOMMENDATIONS

Cllr Trevor Roberts Chair
Cllr Michael Williams Vice Chair
Robert A Robinson Secretary
Triangle House
Union street
Welshpool
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Tel 01938 553142
Mob 07767 267830
Email wtcouncil@btinternet.com
Web site <http://shrewsburyaberystwythrailway.org/>
Dated September 2017



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APPENDIX

A	Survey results (Main Line)	Pages 23 - 28
B	Survey results (Coast Line)	Page 29
C	Schedule of comments from Focus Groups	Pages 48 - 52
D	Signatures to the Report	Page 57

Copies of the survey forms returned (including a copy of the internet responses) have been retained.



1. History and Introduction

- i) Following a meeting with the Minister in July 2013 the Shrewsbury Aberystwyth Rail Liaison Committee was asked to prepare surveys on the Cambrian Lines to demonstrate the need for an improved rail timetable.
- ii) The survey of residents, students and businesses along the Cambrian Lines was completed in October 2013 with 6,570 responses received.
- iii) Following these surveys a report was presented to the Minister and an improved rail service was introduced in May 2015.
- iv) A further survey was completed in October 2015 which showed a significant increase in traffic since the introduction of the new timetable in May 2015.
- v) Through the Welsh Government (and funded by the Cambrian Rail Partnership) further surveys have been carried out in April/May 2017 and again in July/August 2017.
- vi) These surveys were completed so that a true picture of travel on the line can be completed covering the summer months.
- vii) These surveys were carried out during the tourist season which have a great impact on train use on the Cambrian Lines.
- viii) This report sets out the results of the summer surveys and also the conclusions drawn from its findings.



2. Survey Method

2.1 Introduction

The purpose of the surveys was to ascertain both customer satisfaction and also passenger loadings to give guidance for recommendations with regards to improvements to the Cambrian Lines.

2.2 Focus Groups

There were a number of focus groups held in Welshpool, Newtown, Caersws, Machynlleth, Aberystwyth, Aberdovey, Tywyn, Barmouth and Porthmadog. There also focus groups for the disabled traveller and local business.

2.3 Customer Satisfaction

The customer satisfaction survey results were collated from people on the trains and via the internet survey facility.

2.4 Train loading surveys

The passenger number surveys were carried out on the trains and are actual numbers on the train between each station on the line.

2.6 Comparison

The figures gained from the surveys have been compared with the 2013 and 2015 survey results.

2.7 Rail results

The number of surveys collected on the trains was 2,340.

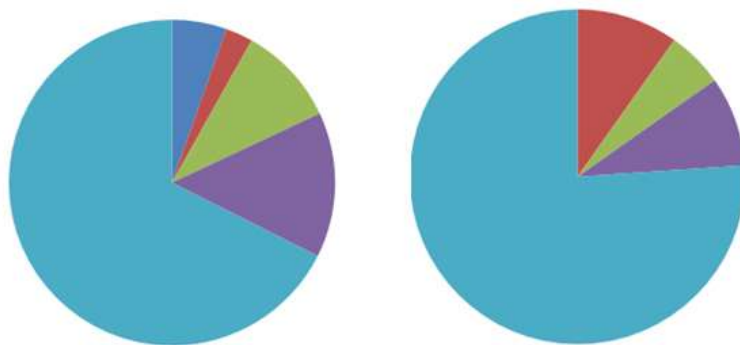


3. Overview of the survey results (Shrewsbury-Aberystwyth)

a) Passenger numbers

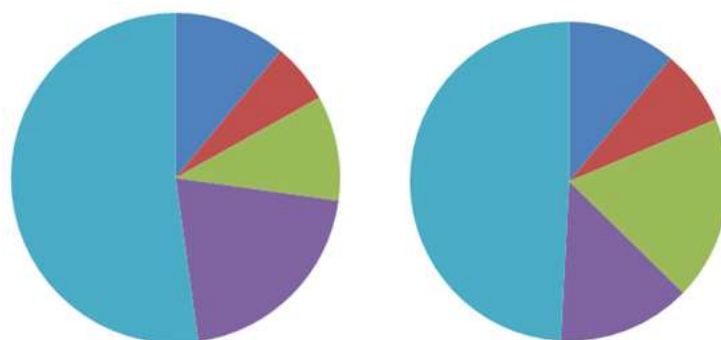
The following is an overview of the results of the surveys completed on the main line.

The passenger numbers overall show the following patterns based on the April and May 2017 surveys.



Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
 Green (60-70% taken) : Purple (50-60% of seats taken)
 and Light Blue (under 50% seats taken)

The passenger numbers overall show the following patterns based on the July and August 2017 surveys.



Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
 Green (60-70% taken) : Purple (50-60% of seats taken)
 and Light Blue (under 50% seats taken)

The above is today's figures and not any projections of increased traffic.



From the surveys the following is noted with regards to passenger traffic:

The number of trains which are overcrowded is greater in the summer.

There are more loaded trains going west than east.

The number of trains which are uncomfortable is greater than the figures show due to lack of luggage space due to the majority of passengers being tourist related.

The main issues revolve around the use of 2 car units which are often not enough, however a 4 car unit is often too much provision.

b) Timetable

There is a need for a revised timetable to meet customer demand.

The suggested pattern of trains is as set out below:

HOUR 1	HOUR 2	
SHREWSBURY	SHREWSBURY	
4 CAR UNIT	4 CAR UNIT	
MACHYNLLETH	MACHYNLLETH	MACHYNLLETH
4 CAR UNIT	4 CAR UNIT	2 CAR UNIT
ABERYSTWYTH	BARMOUTH	ABERYSTWYTH
	2 CAR UNIT	
	PWLLHELI	

The rail pattern suggested gives through trains to both Aberystwyth and the Coast whilst maintaining an hourly service on the main line to Aberystwyth.



4. Overview of the survey results (Coast Line)

a) Passengers

The following is an overview of the results of the surveys completed on the coast line.



Red and Brown are over crowded with Green being comfortable or lower use.

Particular trains in the summer period are so overcrowded as to be considered a health and safety risk.

b) Timetable

The survey figures do not show a need for a service beyond every 2 hours but do show a need for a strengthening of passenger stock to at least Barmouth. It will be noted that the section from Barmouth to Talybont is well used.

The timetable suggested in 1.2 (b) would meet the timetable changes required.

1.4 Conclusions

The conclusions reached from the survey results (supported by this report) are:

There is a proven need to introduce an hourly train service at the earliest opportunity on the Shrewsbury to Aberystwyth rail line serving Mid Wales.

The surveys show a need for increased passenger capacity on the main line and coast line (to Barmouth).

Extra trains are needed to reduce the overcrowding experience on a large number of trains, particularly between Machynlleth and Aberystwyth. Although not surveyed there is a need for a 4 car unit for all Birmingham International to Shrewsbury services which proceed along the Cambrian Lines.

There is no evidence to suggest more than a 4 car unit on the main line between Shrewsbury and Machynlleth.



There is no evidence to suggest that the overall Coast train service should be increased to more than a 2 hourly service but there is a need for trains to be made up of 4 cars as far as Barmouth.

There is a need to have through services to both Aberystwyth and Pwllheli without the need for a change at Machynlleth.

The Sunday service along the Coast Line is very limited and needs to be improved to provide for 2 trains each way in Winter months.

It is important that there are through trains from Birmingham International to both Aberystwyth and the Coast are maintained.

The customer service element indicates that the level of satisfaction is generally good but has not improved since the 2015 surveys.

Full details of the survey results are set out at appendix A and B.



5. Survey Results (Customer Service)

The participants responding gave their view of the satisfaction level for each of the following services (percentage of satisfaction):

Main Line

No	Heading	2013	2015	2017
1	Information provision	71%	82%	80%
2	Service timetable	58%	93%	68%
3	Reliability	62%	85%	80%
4	Connections		81%	74%
5	Parking at stations	68%	62%	71%
6	Welsh language			76%
7	Wi- Fi provision			64%
8	On board catering			65%
9	Power points			69%
10	Comfort	59%	89%	77%
11	Cleanliness	70%	79%	79%
12	Toilets			62%
13	Disabled facilities			71%
14	Access for disabled			68%
15	Staff polite & helpful			90%
16	Ability to work on train	40%	40%	73%



Key points:

The key points from the figures are:

- i) Generally satisfaction levels are slightly down on previous surveys.
- ii) The main issue for people on the trains was the failure to keep the toilets clean on many trains.
- iii) The staff get a 5 star rating for being polite and helpful.



6. Passenger habits

6.1 Journeys

The following is of note:

- 17% are local journeys (ie under 30 minutes)
- 20% are medium range journeys (ie 30-60 minutes)
- 63% are longer journeys (over an hour)

6.2 Tickets

The following is of note:

- 30% of tickets were purchased on the train.
- 27% of tickets purchased at a station.
- 35% of tickets were purchased online.
- 8% of tickets purchased elsewhere (ie Welshpool TIC etc)

It should be noted that passengers were not happy in being forced to buy tickets before getting on the train from an unmanned station. The ticket machines on the platform are not popular and others wished to pay cash.

The current ticket system on the trains (larger tickets and one per person) were causing concern. The drop in train ticket revenue is market (we are informed in excess of 60% fall).



6.3 Purpose of the journeys

The purpose of passenger journeys was logged as:

Purpose	2013	2015	2017
Commuting	9%	11%	9%
Holidays	17%	19%	24%
Leisure	45%	44%	39%
Business	16%	14%	9%
Medical	5%	4%	1%
Education	8%	7%	18%
Other	0%	1%	0%

Not much change is note between much of the uses except that the 'education' figure shows an increase in student use to the University.

The number of persons on the trains has increased again since the survey in 2015.

6.4 Importance of through trains

Those surveyed confirmed that the existing through trains to Birmingham International are important (over 75%).

There was also limited support for a direct train service to aid getting to Manchester airport via Crewe. (over 25%)

6.5 How often to people travel

There was an increase in the number of people using the train at least once a month as follows:

Survey	
2013	37% regular travellers
2015	60% regular travellers
2017	68% regular travellers



6.6 Age profile

The age profile of passengers was compared as follows:

Age range	2013	2015	2017
Under 18	9%	9%	12%
Aged 19 to 26	19%	18%	24%
Aged 26 to 60	38%	40%	33%
Aged 60 plus	34%	33%	31%

From this table there appears to be an increase in younger rail users. This would accord with local findings in Welshpool where the timetable introduced in May 2015 enabled younger people to work in Shrewsbury or Telford and go to work by train. Not an option prior to May 2015.



5. Recommendations

5.1 Overall

The survey shows that there is a need to change the pattern of trains serving Aberystwyth and the Cambrian Coast.

5.2. Recommendations with detail

Recommendation no 1

That a revised timetable be introduced with the following 2 hour pattern:

- a) Train every 2 hours Shrewsbury to Aberystwyth (4 car unit)
- b) Train every 2 hours Birmingham International to Pwllheli (4 car unit to Barmouth leaving a 2 car set to be picked up by the next down train to give a 5 car unit back to Birmingham International)
- c) A train at Machynlleth linking with the Pwllheli train to continue onto Aberystwyth. (2 car unit)

Recommendation no 2

That a full hourly service as set out in recommendation 1 be implemented as soon as possible.

Recommendation no 3

To increase the winter service on the Coast Line by added one extra train in each direction.

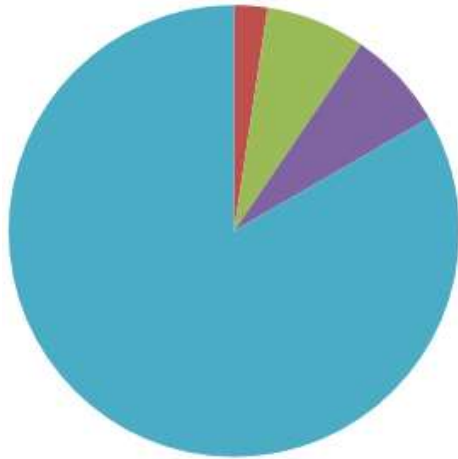
Recommendation no 4

All trains to run through to the West Midlands (either Birmingham or Crewe).

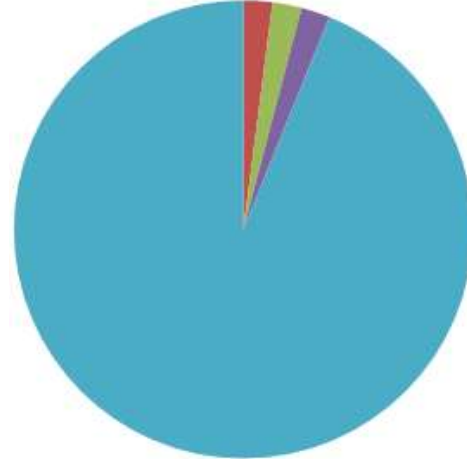
APPENDIX A

April and May Surveys – MAIN LINE

Ex Shrewsbury Thursday

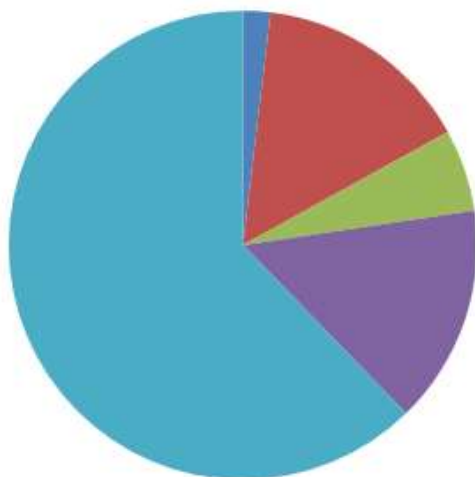


Ex Aberystwyth Thursday

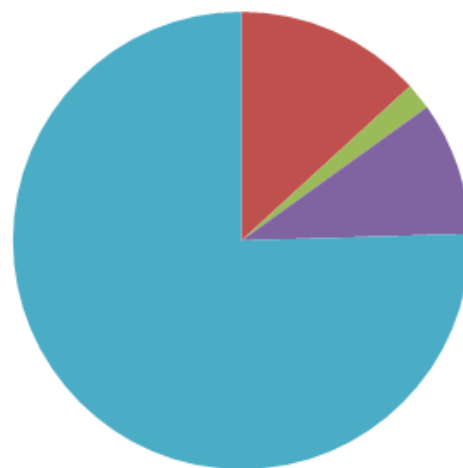


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

Ex Shrewsbury Saturday

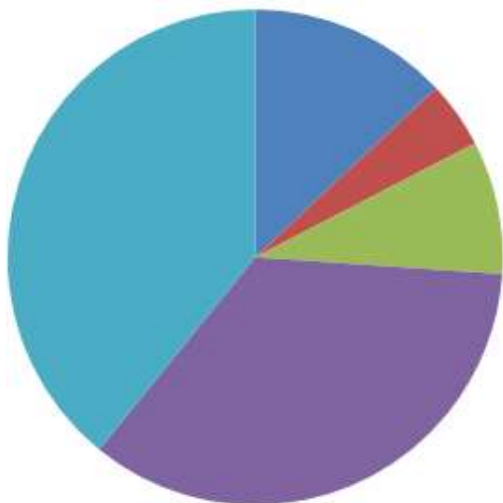


Ex Aberystwyth Saturday

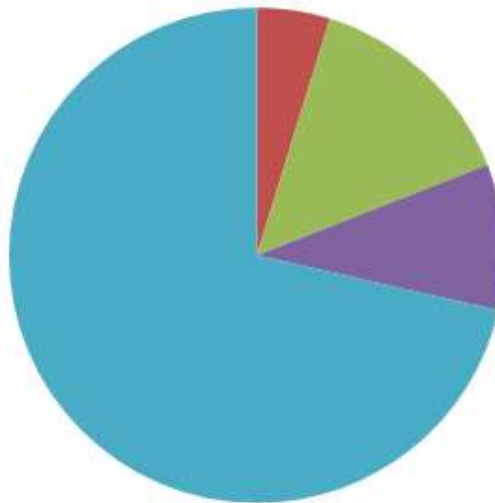


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
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Ex Shrewsbury Sunday

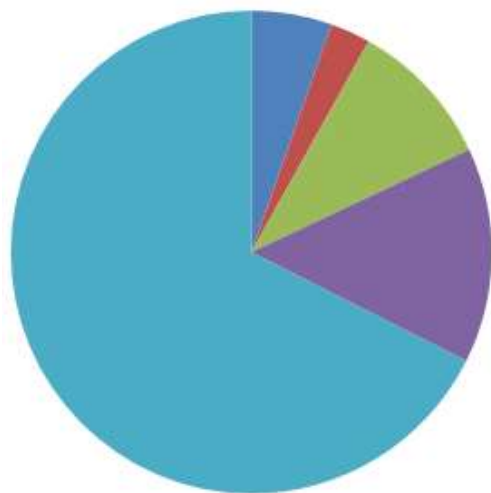


Ex Aberystwyth Sunday

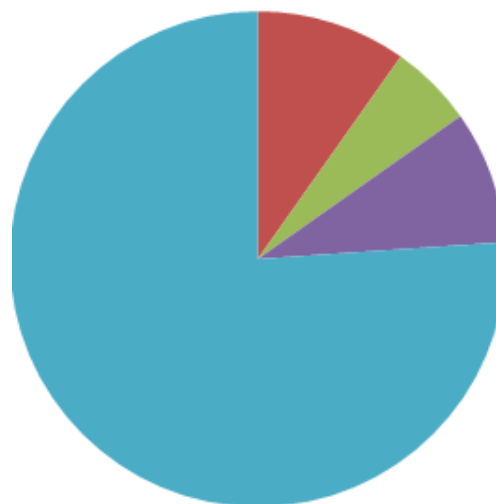


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

Ex Shrewsbury overall



Ex Aberystwyth overall

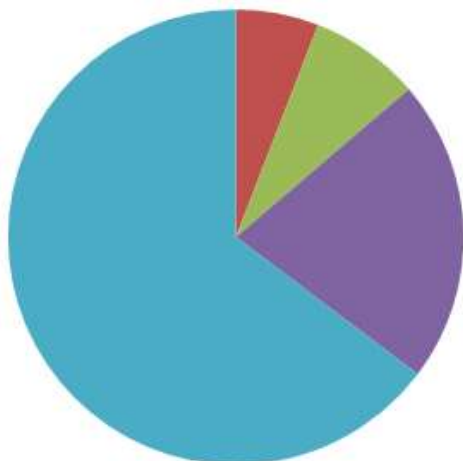


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

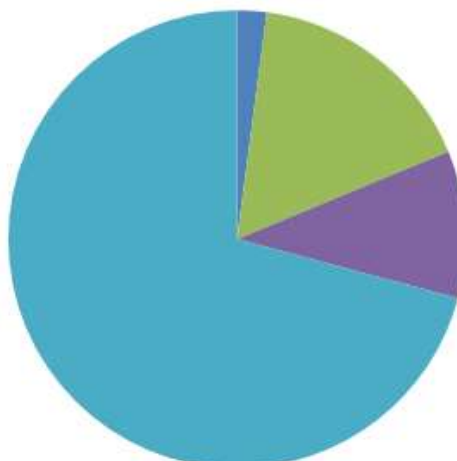


July and August Surveys MAIN LINE

Ex Shrewsbury Thursday

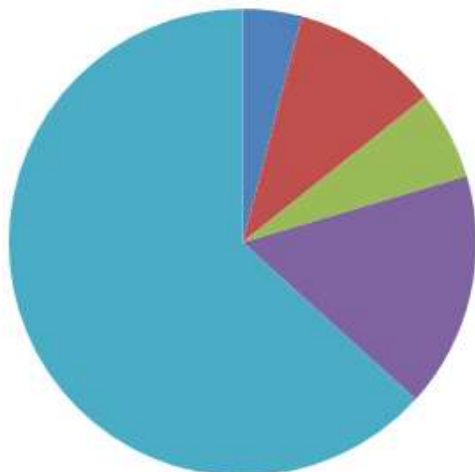


Ex Aberystwyth Thursday

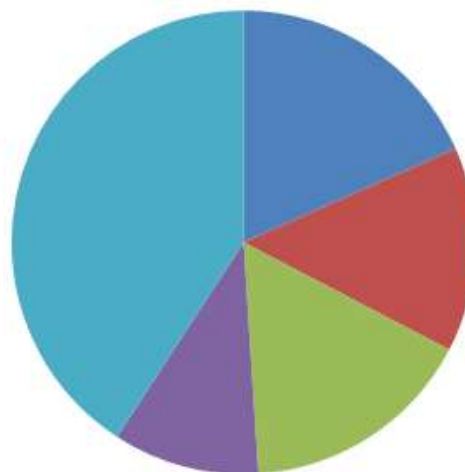


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

Ex Shrewsbury Saturday



Ex Aberystwyth Saturday



**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

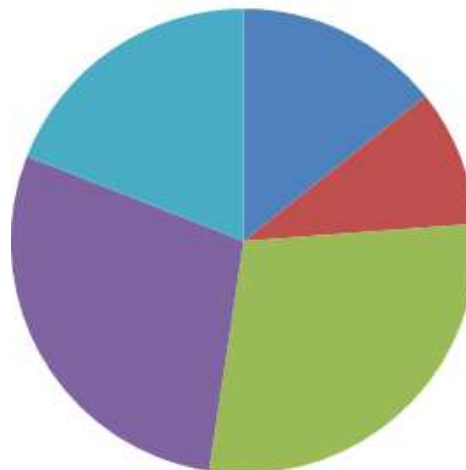
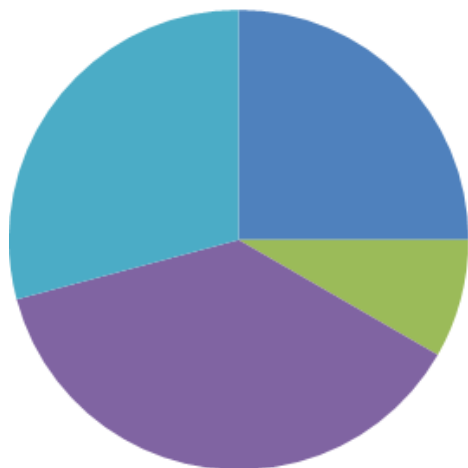


SHREWSBURY TO ABERYSTWYTH

Railway Liaison Committee

Ex Shrewsbury Sunday

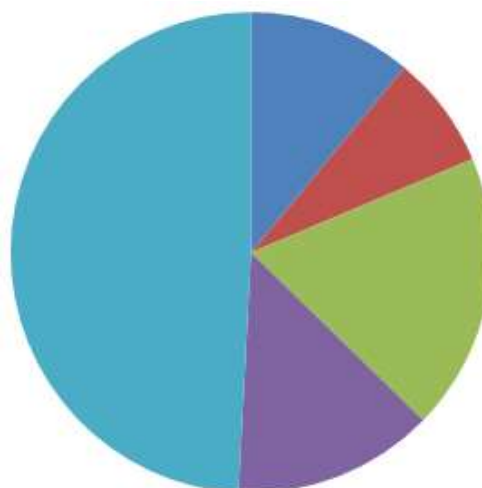
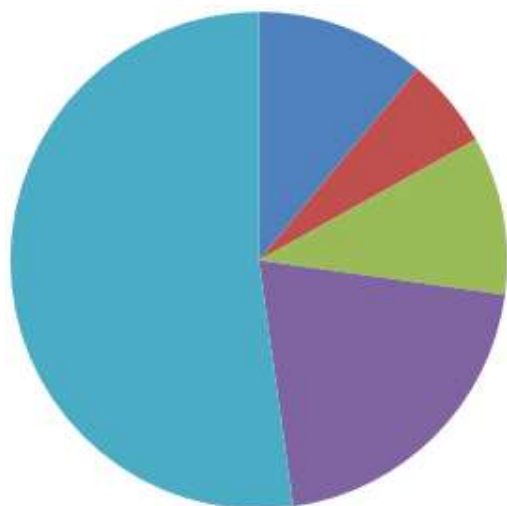
Ex Aberystwyth Sunday



**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

Ex Shrewsbury Overall

Ex Aberystwyth Overall



**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

DAY NO 2

DEPART SHREWS 06.30		THURSDAY 27th APRIL		THURSDAY 17th AUGUST		DEPART ABER 8.30		THURSDAY 27th APRIL		THURSDAY 17th AUGUST		
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	TO	Passengers	Seating	Take	% Take up	
Shrewsbury	Welshpool	8	134	5.97	6	134	Aberystwyth	30	134	###	28	134
Welshpool	Newtown	13	134	9.70	16	134	Borth	31	134	###	29	134
Newtown	Caerws	8	134	5.97	12	134	Dovey Junc	31	134	###	16	134
Caerws	Machynlleth	10	134	7.46	12	134	Machynlleth	36	268	###	36	134
Machynlleth	Dovey Junc	17	134	12.69	11	134	Caerws	46	268	###	66	134
Dovey Junc	Borth	17	134	12.69	16	134	Newtown	51	268	###	86	134
Borth	Aberystwyth	20	134	14.93	16	134	Welshpool	63	268	###	86	134
DEPART SHREWS 07.31												
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	TO	Passengers	Seating	Take	% Take up	
Shrewsbury	Welshpool	19	124	15.32	42	134	Aberystwyth	41	134	###	38	134
Welshpool	Newtown	26	124	20.97	43	134	Borth	41	134	###	38	134
Newtown	Caerws	23	124	18.55	31	134	Dovey Junc	42	134	###	50	134
Caerws	Machynlleth	34	124	27.42	35	134	Machynlleth	65	134	###	72	268
Machynlleth	Dovey Junc	29	124	23.39	17	134	Caerws	70	134	###	85	268
Dovey Junc	Borth	28	124	22.58	24	134	Newtown	81	134	###	117	268
Borth	Aberystwyth	35	124	28.23	24	134	Welshpool	102	134	###	168	268
DEPART SHREWS 9.30												
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	TO	Passengers	Seating	Take	% Take up	
Shrewsbury	Welshpool	98	134	73.13	137	268	Aberystwyth	62	134	###	52	134
Welshpool	Newtown	58	134	43.26	121	268	Borth	46	134	###	52	134
Newtown	Caerws	48	134	35.82	123	268	Dovey Junc	46	134	###	49	134
Caerws	Machynlleth	48	134	35.82	128	268	Machynlleth	84	268	###	114	268
Machynlleth	Dovey Junc	26	134	19.40	107	134	Caerws	84	268	###	108	268
Dovey Junc	Borth	26	134	19.40	106	134	Newtown	114	268	###	127	268
Borth	Aberystwyth	26	134	19.40	106	134	Welshpool	111	268	###	124	268
80% plus seats taken												
70% plus seats taken												
60% plus seats taken												
50% plus seats taken												
Under 50% seats taken												



MAIN LINE TRAIN BY TRAIN & STATION BY STATION PASSENGER NUMBERS



SHREWSBURY TO ABERYSTWYTH Railway Liaison Committee

DEPART SHREWS 10.30		THURSDAY 27th APRIL			THURSDAY 17th AUGUST			DEPART ABER 12.30			THURSDAY 27th APRIL			THURSDAY 17th AUGUST		
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	Take	Passengers	Seating	% Take up	
Welshpool Shrewsbury		59	134	44.03	30	134	22.39	Aberystwyth	Borth	30	134	###	48	134	35.82	
Shrewsbury	Welshpool	21	134	15.67	36	134	26.87	Borth	Dovey Junc	26	134	###	48	134	35.82	
Welshpool	Newtown	19	134	14.18	33	134	24.63	Dovey Junc	Machynlleth	26	134	###	43	134	32.09	
Newtown	Caerws	15	134	11.19	32	134	23.88	Machynlleth	Caerws	26	268	9.70	48	134	35.82	
Caerws	Machynlleth	15	134	11.19	30	134	22.39	Caerws	Newtown	26	268	9.70	50	134	37.31	
Machynlleth	Dovey Junc	15	134	11.19	54	134	40.30	Newtown	Welshpool	26	268	9.70	54	134	40.30	
Dovey Junc	Borth	23	134	17.16	78	134	58.21	Welshpool	Shrewsbury	33	268	###	61	134	45.52	
Borth	Aberystwyth	24	134	17.91	78	134	58.21									
DEPART SHREWS 11.30		THURSDAY 27th APRIL			THURSDAY 17th AUGUST			DEPART ABER 13.30			THURSDAY 27th APRIL			THURSDAY 17th AUGUST		
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	Take	Passengers	Seating	% Take up	
Welshpool Shrewsbury		96	268	35.82	105	268	39.18	Aberystwyth	Borth	35	134	###	77	134	57.46	
Shrewsbury	Welshpool	70	268	26.12	103	268	38.43	Borth	Dovey Junc	31	134	###	77	134	57.46	
Welshpool	Newtown	67	268	25.00	97	268	36.19	Dovey Junc	Machynlleth	31	134	###	66	134	49.25	
Newtown	Caerws	64	268	23.88	102	268	38.06	Machynlleth	Caerws	34	268	###	132	268	49.25	
Caerws	Machynlleth	63	268	23.51	68	134	50.75	Caerws	Newtown	36	268	###	132	268	49.25	
Machynlleth	Dovey Junc	63	134	47.01	70	134	52.24	Newtown	Welshpool	49	268	###	140	268	52.24	
Dovey Junc	Borth	32	134	23.88	70	134	52.24	Welshpool	Shrewsbury	71	268	###	155	268	57.84	
Borth	Aberystwyth	39	134	29.10	70	134	52.24									
DEPART SHREWS 13.30		THURSDAY 29th June			THURSDAY 17th AUGUST			DEPART ABER 15.30			THURSDAY 29th June			THURSDAY 17th AUGUST		
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	Take	Passengers	Seating	% Take up	
Shrewsbury	Welshpool	150	268	55.97	147	268	54.85	Aberystwyth	Borth	57	134	###	90	134	67.16	
Welshpool	Newtown	118	268	44.03	148	268	55.22	Borth	Dovey Junc	48	134	###	84	134	62.69	
Newtown	Caerws	103	268	38.43	128	268	47.76	Dovey Junc	Machynlleth	48	134	###	84	134	62.69	
Caerws	Machynlleth	99	268	36.94	126	268	47.01	Machynlleth	Caerws	74	268	###	126	268	47.01	
Machynlleth	Dovey Junc	57	134	42.54	61	134	45.52	Caerws	Newtown	70	268	###	116	268	43.28	
Dovey Junc	Borth	57	134	42.54	71	134	52.99	Newtown	Welshpool	62	268	###	112	268	41.79	
Borth	Aberystwyth	59	134	44.03	71	134	52.99	Welshpool	Shrewsbury	68	268	###	129	268	48.13	
		80% plus seats taken			60% plus seats taken			Under 50% seats taken								
		70% plus seats taken			50% plus seats taken											



SHREWSBURY TO ABERYSTWYTH
Railway Liaison Committee

DEPART SHREWS 15.30		THURSDAY 27th APRIL			THURSDAY 17th AUGUST			THURSDAY 17th AUGUST				
FROM	TO	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up
Welshpool	Shrewsbur	43	268	16.04	Aberystwyth	Borth	51	134	38.06	118	134	88.06
Shrewsbury	Welshpool	172	268	64.18	Borth	Dovey Junc	49	134	60.45	81	134	60.45
Welshpool	Newtown	159	268	59.33	Dovey Junc	Machynlleth	50	134	60.45	81	134	60.45
Newtown	Caersws	134	268	50.00	Machynlleth	Caersws	41	268	38.81	104	268	38.81
Caersws	Machynlleth	128	268	47.76	Caersws	Newtown	41	268	33.93	107	268	39.93
Machynlleth	Dovey Junc	83	134	61.94	Newtown	Welshpool	55	268	41.79	112	268	41.79
Dovey Junc	Borth	81	134	60.45	Welshpool	Shrewsbury	78	268	50.00	134	268	50.00
Borth	Aberystwyth	76	134	56.72								

80% plus seats taken 70% plus seats taken 60% plus seats taken 50% plus seats taken Under 50% seats taken



SHREWSBURY TO ABERYSTWYTH

Railway Liaison Committee

DAY NO 1		SUNDAY 23rd APRIL				SUNDAY 13th AUGUST				SUNDAY 23rd APR				SUNDAY 13th AUGUST							
		Passengers	Seating	% Take up	% Takeup	Passengers	Seating	% Take up	% Takeup	Passengers	Seating	Take	Passengers	Seating	Take	Passengers	Seating	% Take up	% Take up		
DEPART SHREWS 11.30		SUNDAY 23rd APRIL		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR			
FROM	TO																				
Welshpool Shrewsbury	Welshpool Shrewsbury	151	134	112.69	52.99	142	268	45	134	45	134	78	134	58.21	78	134	58.21	78	134	58.21	
Shrewsbury Welshpool	Welshpool Shrewsbury	40	134	29.85	25.75	69	268	45	134	45	134	78	134	58.21	78	134	58.21	78	134	58.21	
Welshpool Newtown	Newtown Welshpool	33	134	24.63	26.12	70	268	44	134	44	134	72	134	53.73	72	134	53.73	72	134	53.73	
Newtown Caersws	Caersws Newtown	46	134	34.33	27.61	74	268	50	134	50	134	106	134	79.10	106	134	79.10	106	134	79.10	
Caersws Machynlleth	Machynlleth Caersws	45	134	33.58	29.85	80	268	56	134	56	134	112	134	83.58	112	134	83.58	112	134	83.58	
Machynlleth Dovey Junc	Dovey Junc Machynlleth	47	134	35.07	50.00	67	134	63	134	63	134	116	134	86.57	116	134	86.57	116	134	86.57	
Dovey Junc Borth	Borth Dovey Junc	47	134	35.07	57.46	77	134	75	134	75	134	125	134	93.28	125	134	93.28	125	134	93.28	
Borth Aberystwyth	Aberystwyth Borth	45	134	33.58	57.46	77	134														
DEPART SHREWS 13.30		SUNDAY 23rd APRIL		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR			
FROM	TO																				
Welshpool Shrewsbury	Welshpool Shrewsbury	78	134	58.21	53.73	72	134	53	134	53	134	59	134	44.03	59	134	44.03	59	134	44.03	
Shrewsbury Welshpool	Welshpool Shrewsbury	108	134	80.60	102.99	138	134	62	134	62	134	58	134	43.28	58	134	43.28	58	134	43.28	
Newtown Caersws	Caersws Newtown	93	134	69.40	91.04	122	134	164	268	164	268	131	268	48.88	131	268	48.88	131	268	48.88	
Caersws Machynlleth	Machynlleth Caersws	80	134	59.70	94.78	127	134	180	268	180	268	145	268	54.10	145	268	54.10	145	268	54.10	
Machynlleth Dovey Junc	Dovey Junc Machynlleth	68	134	50.75	47.01	63	134	166	268	166	268	157	268	58.58	157	268	58.58	157	268	58.58	
Dovey Junc Borth	Borth Dovey Junc	67	134	50.00	44.03	59	134	196	268	196	268										
Borth Aberystwyth	Aberystwyth Borth	73	134	54.48	44.03	59	134														
DEPART SHREWS 15.30		SUNDAY 23rd APRIL		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR		SUNDAY 13th AUGUST		SUNDAY 23rd APR			
FROM	TO																				
Welshpool Shrewsbury	Welshpool Shrewsbury	76	134	56.72	105.22	141	134	59	134	59	134	90	134	67.16	90	134	67.16	90	134	67.16	
Shrewsbury Welshpool	Welshpool Shrewsbury	117	134	87.31	101.49	136	134	58	134	58	134	84	134	62.69	84	134	62.69	84	134	62.69	
Welshpool Newtown	Newtown Welshpool	105	134	78.36	68.66	92	134	48	134	48	134	85	134	63.43	85	134	63.43	85	134	63.43	
Newtown Caersws	Caersws Newtown	81	134	60.45	67.16	90	134	54	134	54	134	82	134	61.19	82	134	61.19	82	134	61.19	
Caersws Machynlleth	Machynlleth Caersws	70	134	52.24	58.21	78	134	58	134	58	134	91	134	67.91	91	134	67.91	91	134	67.91	
Machynlleth Dovey Junc	Dovey Junc Machynlleth	70	134	52.24	52.24	70	134	78	134	78	134	97	134	72.39	97	134	72.39	97	134	72.39	
Dovey Junc Borth	Borth Dovey Junc	55	134	41.04	52.24	70	134	58	134	58	134										
Borth Aberystwyth	Aberystwyth Borth	60	134	44.78	54.48	73	134	78	134	78	134										
		70% plus seats taken		60% plus seats taken		50% plus seats taken		Under 50% seats taken													

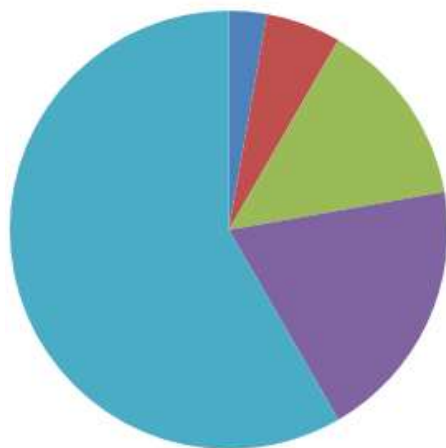
APPENDIX B

SURVEY RESULTS – COAST LINE

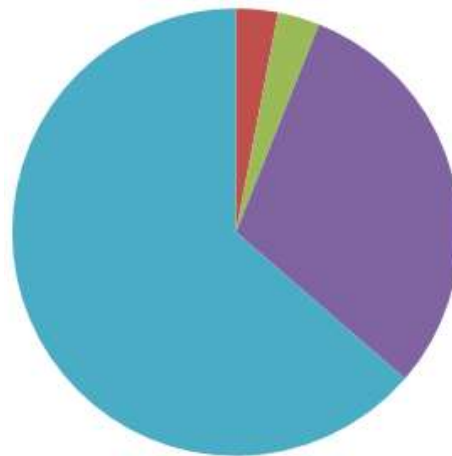
No April or May surveys due to lack of timetabled trains

July and August Surveys – COAST LINE

Ex Machynlleth Thursday

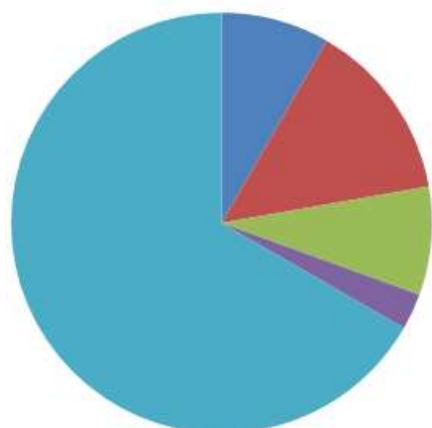


Ex Pwllheli Thursday

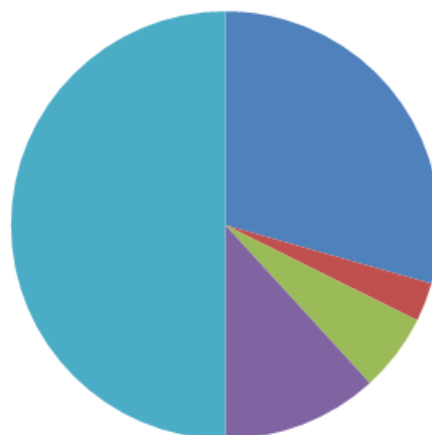


**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**

Ex Machynlleth Saturday



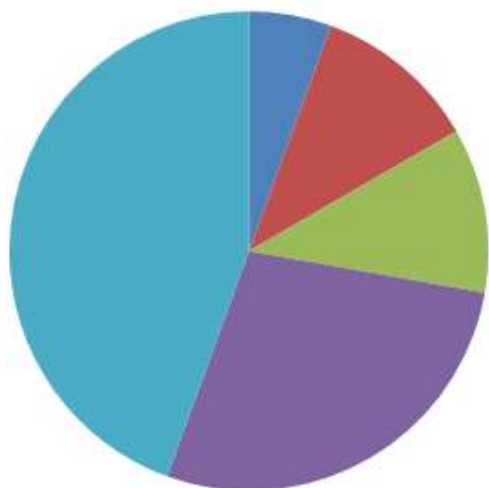
Ex Pwllheli Saturday



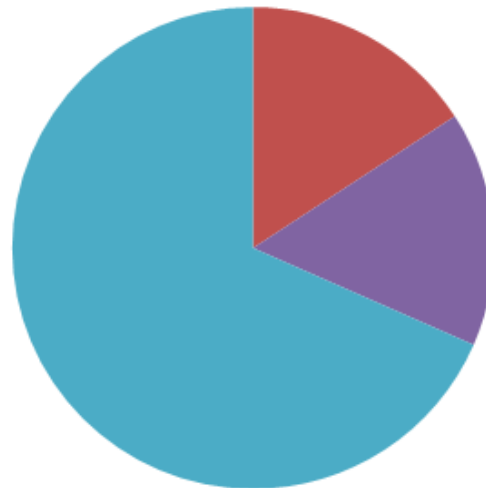
**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**



Ex Machynlleth Sunday



Ex Pwllheli Sunday



**Dark Blue (80% plus seats taken) : Brown (70-80% seats taken)
Green (60-70% taken) : Purple (50-60% of seats taken)
and Light Blue (under 50% seats taken)**



FROM		TO		THURSDAY 17th AUGUST 16.56 ex Mac		THURSDAY 17th AUGUST 15.57 ex Pwll	
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up
No trains - winter tim							
Machynllet	Aberdovey						
Aberdovey	Tywyn	44	134	32.84	23	134	17.16
Tywyn	Fairbourne	43	134	32.09	25	134	18.66
Fairbourne	Barmouth	82	134	61.19	37	134	27.61
Barmouth	Talybont	84	134	62.69	79	134	58.96
Talybont	Harlech	115	134	85.82	56	134	41.79
Harlech	Porthmadog	74	134	55.22	86	134	64.18
Porthmadog	Cricieth	62	134	46.27			
Cricieth	Phwelli	48	134	35.82			
		22	134	16.42			
No trains - winter tim							
FROM	TO	Passengers	Seating	% Take up	Passengers	Seating	% Take up
No trains - winter tim							
Tywyn	Fairbourne	35	134	26.12	21	134	15.67
Fairbourne	Barmouth	84	134	62.69	31	134	23.13
Barmouth	Talybont	76	134	56.72	66	134	49.25
Talybont	Harlech	68	134	50.75	53	134	39.55
80% plus seats taken				70% plus seats taken			
60% plus seats taken				50% plus seats taken			
Under 50% seats taken				Under 50% seats taken			



SHREWSBURY TO ABERYSTWYTH

Railway Liaison Committee

DAY NO 2		COASTAL LINE									
		no trains - winter tim		SATURDAY 19th AUGUST 06.43 ex Mac		No trains - winter tim		SATURDAY 19th AUGUST 06.29 ex Pw			
FROM	TO	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	% Take up		
Machynlleth Aberdovey											
Aberdovey	Tywyn				Phwelli	Cricieth					
Tywyn	Fairbourne				Cricieth	Porthmadog					
Fairbourne	Barmouth				Porthmadog	Harlech					
Barmouth	Talybont	3	134	2.24	Harlech	Talybont					
Talybont	Harlech	4	134	2.99	Talybont	Barmouth	30	134	22.39		
Harlech	Porthmadog	8	134	5.97	Barmouth	Fairbourne	31	134	23.13		
Porthmadog	Cricieth	10	134	7.46	Fairbourne	Tywyn	34	135	25.19		
Cricieth	Phwelli	8	134	5.97	Tywyn	Aberdovey	9	136	6.62		
					Aberdovey	Machynlleth					
Machynlleth Aberdovey											
		no trains - winter tim		SATURDAY 19th AUGUST 08.53 ex Mac		No trains - winter tim		SATURDAY 19th AUGUST 09.34 ex Pw			
FROM	TO	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	% Take up		
Machynlleth Aberdovey											
Aberdovey	Tywyn	51	134	38.06	Phwelli	Cricieth	17	134	12.69		
Tywyn	Fairbourne	43	134	32.09	Cricieth	Porthmadog	18	134	13.43		
Fairbourne	Barmouth	52	134	38.81	Porthmadog	Harlech	41	134	30.60		
Barmouth	Talybont	67	134	50.00	Harlech	Talybont	66	134	49.25		
Talybont	Harlech	53	134	39.55	Talybont	Barmouth	160	134	119.40		
Harlech	Porthmadog	42	134	31.34	Barmouth	Fairbourne	179	134	133.56		
Porthmadog	Cricieth	54	134	40.30	Fairbourne	Tywyn	170	134	128.87		
Cricieth	Phwelli	32	134	23.88	Tywyn	Fairbourne	250	134	186.57		
		28	134	20.90	Aberdovey	Machynlleth	111	135	82.22		
					Aberdovey		83	136	61.03		
Machynlleth Aberdovey											
		no trains - winter tim		SATURDAY 19th AUGUST 12.52 ex Mac		No trains - winter tim		SATURDAY 19th AUGUST 11.37 ex Pw			
FROM	TO	Passengers	Seating	% Take up	FROM	TO	Passengers	Seating	% Take up		
Machynlleth Aberdovey											
Aberdovey	Tywyn	83	134	61.94	Phwelli	Cricieth	57	134	42.54		
Tywyn	Fairbourne	130	134	97.01	Cricieth	Porthmadog	71	134	52.99		
Fairbourne	Barmouth	107	134	79.85	Porthmadog	Harlech	127	134	94.78		
Barmouth	Talybont	105	134	78.36	Harlech	Talybont	147	134	109.70		
Talybont	Harlech	183	134	136.57	Talybont	Barmouth	212	134	158.21		
Harlech	Porthmadog	60	134	44.78	Barmouth	Fairbourne	101	134	75.37		
Porthmadog	Cricieth	44	134	32.84	Fairbourne	Tywyn	85	134	63.43		
Cricieth	Phwelli	23	134	17.16	Tywyn	Aberdovey	111	135	82.22		
		32	134	23.88	Aberdovey	Machynlleth	83	136	61.03		
		80% plus seats taken		70% plus seats taken		60% plus seats taken		50% plus seats taken		Under 50% seats taken	



FROM		TO		SATURDAY 19th AUGUST 14.56 ex Mac			SATURDAY 19th AUGUST 15.37 ex Pw		
				Passengers	Seating	% Take up	Passengers	Seating	% Take up
Machynlleth							No trains - winter tim		
Aberdovey	Tywyn			86	134	64.18	51	134	38.06
Tywyn	Fairbourne			104	134	77.61	65	134	48.51
Fairbourne	Barmouth			99	134	73.88	80	134	59.70
Barmouth	Tallybont			85	134	63.43	74	134	55.22
Tallybont	Harlech			141	134	105.22	66	134	49.25
Harlech	Porthmadog			82	134	61.19	109	134	81.34
Porthmadog	Cricieth			49	134	36.57	80	134	59.70
Cricieth	Phwelli			36	134	26.87			
				21	134	15.67			
							No trains - winter tim		
FROM		TO		SATURDAY 19th AUGUST 16.55 ex Mac			SATURDAY 19th AUGUST 17.42 ex Pw		
				Passengers	Seating	% Take up	Passengers	Seating	% Take up
no trains - winter tim							No trains - winter tim		
Tywyn	Fairbourne			48	134	35.82	23	134	17.16
Fairbourne	Barmouth			50	134	37.31	24	134	17.91
Barmouth	Tallybont			103	134	76.87	28	134	20.90
Tallybont	Harlech			48	134	35.82	47	134	35.07
				80%; plus seats taken			50%; plus seats taken		
				70%; plus seats taken			Under 50% seats taken		
				60%; plus seats taken					

DAY NO 1

COASTAL LINE

FROM		TO		SUNDAY 13th AUGUST		10.10 ex Mac		SUNDAY 13th AUGUST		11.28 ex Pwl	
				Passengers	Seating	% Take up		Passengers	Seating	% Take up	
Machynllet		Aberdovey		67	134	50.00					
Aberdovey		Tywyn		71	134	52.99					
Tywyn		Fairbourne		42	134	31.34					
Fairbourne		Barmouth		52	134	38.81					
Barmouth		Talybont		86	134	64.18					
Talybont		Harlech		76	134	56.72		55	134	41.04	
Harlech		Porthmadog		50	134	37.31		46	134	34.33	
Porthmadog		Cricieth		32	134	23.88		47	135	34.81	
Cricieth		Pwelli		27	134	20.15		52	136	38.24	

No trains - winter tim

FROM **TO**

Barmouth Fairbourne
Fairbourne Tywyn
Tywyn Aberdovey
Aberdovey Machynllet

FROM		TO		SUNDAY 13th AUGUST		14.52 ex Mac		SUNDAY 13th AUGUST		13.48 ex Pwl	
				Passengers	Seating	% Take up		Passengers	Seating	% Take up	
Machynllet		Aberdovey		67	134	50.00		8	134	5.97	
Aberdovey		Tywyn		71	134	52.99		13	134	9.70	
Tywyn		Fairbourne		42	134	31.34		22	134	16.42	
Fairbourne		Barmouth		52	134	38.81		53	134	39.55	
Barmouth		Talybont		86	134	64.18		105	134	78.36	
Talybont		Harlech		76	134	56.72		105	134	78.36	
Harlech		Porthmadog		50	134	37.31		101	134	75.37	
Porthmadog		Cricieth		32	134	23.88					
Cricieth		Pwelli		27	134	20.15					

No trains - winter tim

FROM **TO**

Pwelli Cricieth
Cricieth Porthmadog
Porthmadog Harlech
Harlech Talybont
Talybont Barmouth
Barmouth Fairbourne
Fairbourne Tywyn

FROM		TO		SUNDAY 13th AUGUST		17.36 ex Pwl		SUNDAY 13th AUGUST		17.36 ex Pwl	
				Passengers	Seating	% Take up		Passengers	Seating	% Take up	
Machynllet		Aberdovey		4	134	2.99		4	134	2.99	
Aberdovey		Tywyn		15	134	11.19		15	134	11.19	
Tywyn		Fairbourne		28	134	20.90		28	134	20.90	
Fairbourne		Barmouth		30	134	22.39		30	134	22.39	
Barmouth		Talybont		30	134	22.39		30	134	22.39	
Talybont		Harlech		41	134	30.60		41	134	30.60	
Harlech		Porthmadog		32	134	23.88		32	134	23.88	
Porthmadog		Cricieth		39	135	28.89		39	135	28.89	
Cricieth		Pwelli		52	136	38.24		52	136	38.24	

No trains - winter tim

FROM **TO**

Pwelli Cricieth
Cricieth Porthmadog
Porthmadog Harlech
Harlech Talybont
Talybont Barmouth
Barmouth Fairbourne
Fairbourne Tywyn
Tywyn Aberdovey
Aberdovey Machynllet

80% plus seats taken 70% plus seats taken 60% plus seats taken 50% plus seats taken





APPENDIX C

Schedule of comments from Focus Groups

Focus Groups

Focus Groups were held as per the following:

WELSHPOOL

Ref	Item	Report
1	Report by	Robert Robinson
2	Location of Focus Group	Welshpool Town Hall
3	Comments – timetable	<ul style="list-style-type: none"> i) Impressed with new timetable. ii) Would like to see more bus integration. iii) Connections at Shrewsbury not well advertised. iv) Retention of through trains to Birmingham International essential.
4	Comments – services	<ul style="list-style-type: none"> i) More luggage space needed. ii) More space for cyclists needed. iii) Need for 4 cars on each train. iv) Simpler ticket and fares system. v) Train indicators on board not always showing correct information. vi) Trolley service very good. vii) Staff very good, particularly with disabled.
5	Comments – infrastructure & Stations	<ul style="list-style-type: none"> i) Lifts for disabled needed at Welshpool. ii) Second shelter needed urgently. iii) Would like to see more spaces created in front existing car park.



NEWTOWN

Ref	Item	Report
1	Report by	Robert Robinson
2	Location of Focus Group	Elephant and Castle Newtown
3	Comments – timetable	<ul style="list-style-type: none"> i) Retention of through trains to Birmingham International essential. ii) From the perspective of those working in Newtown the new timetable does not meet the needs of those on shifts or those starting at 9am.
4	Comments – services	<ul style="list-style-type: none"> iii) More luggage space needed. iv) More space for cyclists needed. v) Wi Fi needed on all trains. vi) Use of iPads etc for train information at stations being called at. vii) Limited waste bins on trains. viii) Need for 4 cars on each train. ix) Simpler ticket and fares system. x) Train indicators on board not always showing correct information. xi) Bus replacement service information often not well issued. xii) Trolley service very good. xiii) Staff very good, particularly with disabled.
5	Comments – infrastructure & Stations	<ul style="list-style-type: none"> xxiii) Lifts for disabled needed at Welshpool. xxiv) Second shelter needed urgently. xxv) Welcome extra car parking. xxvi) Would like to see more spaces created in front existing car park.



CAERSWS

Ref	Item	Report
1	Report by	Robert Robinson
2	Location of Focus Group	Village Hall Caersws
3	Comments – timetable	1. Impressed with new timetable. 2. Retention of through trains to Birmingham International essential. 3. From the perspective of those working in Newtown the new timetable does not meet the needs of those on shifts or those starting at 9am.
4	Comments – services	5. More luggage space needed. 6. Need for 4 cars on each train. 7. Simpler ticket and fares system. 8. Carno Station re-opening needs to be taken forward or rejected.
5	Comments – infrastructure & Stations	9. Welcome extra car parking.



TYWYN:

TIMETABLE COMMENTS

Sunday Services: Poor Sunday Service on the Coast. 2 trains a day is simply not enough and is not good for local business, local tourism, local people. 4 trains is the minimum aspiration.

Timetable: 7 DAY A WEEK service please. It would be well used and would simplify the entire understanding of timetables and encourage ad-hoc journeys.

Connections at are now very good, excellent off the new services into Shrewsbury.

SERVICES COMMENTS

Stock, Seating, Overcrowding: 2 carriages from Birmingham simply not enough.

Train Staff praised.

Stock, Overcrowding: Lack of stock is a problem. Where is the cascading effect that should release more 158 units for use by the Cambrian.

Overcrowding: Not good for tourism. Very off-putting. Word of mouth gets around and people do tell friends to avoid the overcrowded Cambrian trains.

Shrewsbury, Announcements, Communication: The Shrewsbury issue – front two carriages to Aber, rear two carriages up the coast. Why can't the internal CIS screens on train not make this clear. It would be most helpful as not everyone is able to hear announcements over the PA system.

Cleanliness: A general improvement has been noticed in the past few years, however the toilets still remain an issue.

INFRASTRUCTURE AND STATIONS COMMENTS

Connections, Marketing: the ability to make good connections between Aberystwyth and the Coast is confusing. Need more clarity on what trains connect within minutes at Mach/Dyfi Junction.

Parking, Machynlleth (and other locations): There needs to be more control of parking at stations where car parking is limited.

Carno: The Welsh Government should make clear its intentions with regards to the re-opening of this station.

Trackside, Station, Cleanliness: Lack of catch tanks on 158 unit toilets mean that excrement is frequently left on the tracks at stations, in clear view.



PORTHMADOG:

TIMETABLE COMMENTS

Sunday Service, Timetable: We need more Sunday services on the coast so that we can 'get back' after having been somewhere on the train. Lack of a return service (or a 3rd service on Sundays) means train is simply not a viable option.

Express service: What about a Direct Cambrian to Cardiff service? (to OUR capital).

SERVICES COMMENTS

Electrical sockets: Wonderful idea, can we have more and ensure the existing ones work.

Toilets: Toilets on trains have taken a turn for the worse recently.

General cleanliness: General cleanliness of trains good, particularly on the Cambrian Coast trains.

Toilets / on board conveniences: Please make sure there's water, soap, and dryers. Some experienced a lack of water AFTER rubbing hands with soap. Nothing to rinse the soap off!

Announcements, Communication: BILINGUAL ANNOUNCEMENTS PLEASE! In proper Welsh. We've had enough of Penny-Chain (Penychain) and other poor pronunciations. We should not have to put up with this on a company based in Wales, funded by the Welsh Government. This includes aural and visible announcements.

INFRASTRUCTURE AND STATIONS COMMENTS

Stations: Easy to spot which stations are 'cared for' and which ones are 'left to nature'.

OTHER COMMENTS

Tickets, Marketing: We need more awareness of advance purchase offers and special offers. What better way to get people interested in filling empty seats than to really push these offers publicly.



ABERYSTWYTH:

TIMETABLE COMMENTS

Timetable, New Services: Hugely welcomed, the extra services have transformed how we perceive the rail network and we're using them a lot more. A Full hourly would make it better still.

Timetable, New Services, Hourly: A later train from Shrewsbury towards Aberystwyth (existing last train is 2150) would be particularly welcomed during summer holidays.

Hourly Service: We NEED a full hourly service. The current peak-hourly should be proving that people do want/need more frequent trains. It's already changing people's attitudes and we're seeing new rail habits coming to the fore with the added convenience and practicality of the extra services.

Timetable: Last train back from Birmingham to Aberystwyth is too early for many people returning to B'ham International from their holidays. An extra service would help massively particularly for families with young children.

Routing, timetabling, services: Need to secure the existing service to B'ham International, and a better connection to Cardiff.

Integration: Need better integration between bus and rail at all stations please. It feels as though the bus people aren't talking to the rail people at all!

SERVICES COMMENTS

On board service: Guards are particularly friendly and helpful.

INFRASTRUCTURE AND STATIONS COMMENTS

Welshpool station comment, Integration: People with mobility issues need better options at Welshpool station to get into the town, which is a fair walk away. No buses here at present to help.

Station facilities (Aber): The canopy is too short for a 4 or 6 car. The guttering is also blocked again leading to 'waterfalls' over the carriage when it's in the station and raining heavily.

Car-parking: Car parking at Aberystwyth is poor. Can no deal be done with the Vale of Rheidol car park, or the Parking Eye car park(s) nearby or some other solution.

Station and train announcements (aural and visible): Bilingual at all times please. Pronunciation of welsh place names sometimes terrible and patronising to us as local people.



MACHYNLLETH:

TIMETABLE COMMENTS

Timetabling, peak hourly: The new services have made huge improvements. Much better access to healthcare at Aber and Shrewsbury.

SERVICES COMMENTS

Overcrowding: Often the Wolverhampton train (approx. 1645) to Aberystwyth is overcrowded, air-conditioning not working, which is causing problems. Some people are fainting on the service when it's particularly bad.

INFRASTRUCTURE AND STATIONS COMMENTS

Announcements: Bilingual announcements please, both on PA system and on screens (on trains and on platforms).

Conveniences/Toilets: At Aberystwyth station they have been closed at 3:30pm occasionally. Wetherspoons is not a suitable alternative for young children (Noted by RM that this could have been a one-off due to staff sick leave at Aber recently?)



BARMOUTH:

TIMETABLE COMMENTS

Timetabling/Sundays/Integration: A serious lack of Sunday Services on the coast, and a total lack of an integrated transport system (buses and trains). We are trying to persuade people to visit the area but by public transport there simply isn't the opportunity for them to stay later as there's no train service home. Lack of Sunday services not helping local businesses either.

SERVICES COMMENTS

Overcrowding: Trains overcrowded in summer – where is all the stock? People crammed into 2 carriages where it used to be 4.

Staff: Staff generally very helpful

INFRASTRUCTURE AND STATIONS COMMENTS

Fares/ticketing: How are train fares calculated? What is the formula? Seems to be a mystery equation which makes no sense at all!

Harrington Humps: Absolutely Brilliant. Has made the railway far more accessible to people with mobility issues. A massive improvement.



UNIVERSITY AT ABERYSTWYTH:

TIMETABLE COMMENTS

Timetabling/Sundays/Integration: A serious lack of Sunday Services on the coast, and a total lack of an integrated transport system (buses and trains). We are trying to persuade people to visit the area but by public transport there simply isn't the opportunity for them to stay later as there's no train service home. Lack of Sunday services not helping local businesses either.

Generally: it is essential for there to be a full hourly train service on the line to Aberystwyth.

SERVICES COMMENTS

Overcrowding: Trains overcrowded in summer into 2 carriages.

Staff: Staff generally very helpful

DISABLED

TIMETABLE COMMENTS

None

SERVICES COMMENTS

Overcrowding: Trains overcrowding has issues for wheelchair users when you have to change trains. Particularly with little Guard or Station Staff help.

Toilets: The toilet provision on most trains is not wheelchair friendly.

Staff: Staff generally very helpful

INFRASTRUCTURE AND STATIONS COMMENTS

Access: There is a need for better access for wheelchair users, particularly at Welshpool.

BUSINESS:

TIMETABLE COMMENTS

Timetabling/Sundays/Integration: There was much praise for the revised train service. However the need for a full hourly train service was high on the agenda.

SERVICES COMMENTS

Overcrowding: Overcrowding an issue which inhibits people being able to work on the trains.

INFRASTRUCTURE AND STATIONS COMMENTS

Car Parking There is a need for more car parking at almost all stations on the main line.



D

Signatures to the Report

.....
Cllr Trevor Roberts
Chair

.....
Cllr Michael Williams
Vice Chair

.....
Robert A Robinson FRICS FILCM
Secretary

Dated.....

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SHREWSBURY ABERYSTWYTH RAIL LIAISON COMMITTEE

REPORT 6A



1. Introduction

Following a meeting with Welsh Government held at Cathays Park on Friday 17th November this summary has been prepared and should be read alongside **Report No 6.**

2. The Customer Service Survey

The main points from Report no 6 with regards to the customer service survey are as follows:

- i) A slight decrease overall in satisfaction with the business traveller satisfaction rising (mainly to the free Wi-Fi provision now on most trains).
- ii) The main issues from a passenger perspective is the overcrowding of many trains.

3. Cambrian Line Passengers

The main points from Report no 6 with regards to the passenger survey are as follows:

- i) **Journeys**
17% are local (under 30 mins), 20% medium (31-60 mins) and 63% longer journeys.
- ii) **Tickets**
30% are purchased on the train, 27% at a station, 35% online and the remaining 8% from other locations (i.e. Tourist Centre in Welshpool)
- iii) **The regular traveller**
Those regularly travelling by train has risen from 37% in 2013 to 68% today.
- iv) **Age profile**
The younger traveller has increased in train usage from 28% in 2013 to 36% today.

4. Ancillary information

Other relevant information is noted below:

i) **Trains terminating at Shrewsbury**

There is an issue with a number of trains terminating at Shrewsbury (from both Birmingham and the West) with passengers having to change between trains which then return back to where they have just come from rather than completing their journey.

ii) **Trains**

The capacity of trains is often less than demand and trains need to be strengthened.

iii) **Busy days**

There are days (often a weekend) when the trains are busy where the trains are reduced in size to accommodate other activity elsewhere (i.e. rugby internationals in Cardiff) leaving the stock available to the Cambrian Lines reduced.

iv) **The Business Traveller**

There is now Wi-Fi on most trains which is well received.

There is however a need for more working power points to support the use of computers, iPads and mobile/smart phones.

5. Train capacity

From the survey result it is clear that on the main Shrewsbury Aberystwyth Line there is a need for an hourly train service through the day with a strengthening of passenger seating provision.

There are two main trains which are missing from the current timetable which are:

- a) 08.30 ex Shrewsbury toward Aberystwyth
- b) 16.30 ex Shrewsbury toward Aberystwyth
(to ease the 17.30 by giving an earlier train for shoppers)

From the survey results it is clear that on the Coast Line many trains in the out of season month are adequate; however the trains are extensively overcrowded during main tourist season. Hence the suggested train patterns in the recommendations.

6. Demographics of main towns

The information on demographics is gained from the Census 2011, local knowledge and research.

Town	Welshpool	Newtown	Machynlleth
Population	6,720	13,450	2,235
Homes	3,012	5015	1,033
Population aged 60 plus	32%	31%	28%
Long term unemployed	0.7%	2.15%	1.2%
Households without a car or van	31%	34%	29%
Population registered as long term disabled	24%	8%	24%
Owner occupied	54%	48%	54%

Welshpool has a tourism base where 45% of its retail spend is from those stopping on their way to other destinations. (i.e. half way between the West Midlands and the West Coast).

7. Passenger usage

The schedule in Report no 6 (at 6.3) has been revised to give both percentage and numerical results and is set out at appendix A.

8. Recommendations

From the evidence base set out in Report no 6 the following recommendations are put forward:

- i) There is a need for a full hourly train service on the main Shrewsbury Aberystwyth Line.
- ii) There is a need for a better Sunday service provision along the Coast.
- iii) There is a need to have the ability to strengthen trains to meet increased demand.
- iv) There is a need for infrastructure improvements at:
 - a. Welshpool – better all-round facilities (particularly for the disabled passenger)
 - b. Caersws – improved car parking
 - c. Machynlleth – improved car parking
 - d. Dovey Junction – better waiting room provision
 - e. Aberystwyth – longer canopy of the station area

9. Train timetables

The following alternative train configurations are suggested to meet the demands on the both the main and coastal Cambrian Lines:

Option	Details
1	<p>a) A 2 hourly 4 car unit train service through to Aberystwyth.</p> <p>b) A 2 hourly 4 car unit train to Barmouth where two cars remain which are picked up by the 2 car unit returning from the north.</p> <p>c) A 4 car unit stabled at Machynlleth to provide a service to Aberystwyth linking with the Barmouth train.</p>
2	<p>a) A 2 hourly 4 car unit train service through to Aberystwyth.</p> <p>b) A 2 hourly 2 car unit train service along the Coast.</p> <p>c) A 2 hourly 2 car unit train service from Machynlleth linking with the Aberystwyth service.</p>

10. Other documents

The documents to support the information contained in the summary are:

- a) Cambrian Rail Reports no 1 to 5
- b) Cambrian Rail Report no 6
- c) The Welshpool Town and Community Plan

R A Robinson FRIC FSLCC
Secretary

Appendix A

Numerical Figures for table 6.3 in Report no 6.

	%age	%age	%age	Numerical	Numerical	Numerical
Purpose	2013	2015	2017	2013	2015	2017
Commuting	9%	11%	9%	189	325	346
Holidays	17%	19%	24%	357	562	924
Leisure	45%	44%	39%	946	1302	1501
Business	16%	14%	9%	336	414	347
Medical	5%	4%	1%	105	118	39
Education	8%	7%	18%	168	207	693
Other	0%	1%	0%	0	30	0

CYNGOR SIR POWYS COUNTY COUNCIL

**Montgomeryshire
10th January 2018**

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

**SUBJECT: Waiting and loading prohibitions, Kerry.
A489 and C2012 county highways.**

REPORT FOR: Decision

1. Previous report

- 1.1. Members will recall that a prohibition of waiting and loading proposal relating to parts of the A489 and the C2012 in Kerry received favourable consideration at the 5th July 2017 Montgomeryshire meeting, and the local highway authority was instructed to commence the legal consultation procedures for the proposed traffic regulation order, and that if no substantive objections were received, the traffic engineer was to implement the proposal.
- 1.2. A copy of the 5th July 2017 report and proposal plans are attached for reference.

2. Proposed actions as a result of the Public Consultation

- 2.1. The public consultation period ran from 12th October to 6th November 2017, with the proposals being advertised in the County Times, on public notices displayed at prominent locations on site, and on the Council's website; with a copy of all the deposit drawings and documents available to view by local residents at the Kerry Post Office.
- 2.2. Copies of all the objections have been passed to the local county councillor, and a summary of the objections received is attached for the committee's reference. All objections and representations have been acknowledged in writing.
- 2.3. The objections have been considered and minor amendments are proposed to lessen the impact of the proposals on local residents and businesses. These modifications have been discussed and agreed with the local county councillor. The extent of the proposed modifications are set out below:-
 - 1.3.1. The extent of the no loading prohibition along the A489 in front of The Herbert Arms has been reduced back to the street light in front of the public house to prevent delivery vehicles from pulling up too close to the junction, but not too far away from the pub so that delivery drivers would be less inclined to ignore the prohibition.
 - 1.3.2. The bus stop has been relocated slightly so that it extends up to the streetlight in front of 9 The Village, and has been shortened from the recommended 15 metres to the minimum required 13 metres. The exact location of the start of the existing school zig zags has been plotted on the proposal plan. These modifications have lengthened the unrestricted area

where all vehicles are still able to park in front of the terrace from 20 metres to approximately 25 metres.

1.3.3. The school has agreed with the proposal to time restrict the zig zag area so that it can be utilised for deliveries etc. over the weekend and during the evening/night. This gives residents more flexibility for deliveries in that area than they currently have.

1.3.4. The bus stop is now only reserved for buses from 8am to 5pm Mon to Sat (not 7am to 7pm as previously). It can be used for parking/deliveries by all other traffic outside of those times.

1.3.5. Given that vehicles stopped between and opposite the Common Road and Nook Lane junctions interfere with safe turning movements, there is no scope to relax the no loading at any time prohibition at these locations.

1.3.6. The no loading prohibition between the bus stop and the Kerry Lamb on the north side of the A489 has been modified so that is only effective in the morning and afternoon Mon-Fri to prevent school parents parking there to drop off and collect their children.

1.3.7. No revisions are considered necessary with respect to the proposed waiting and loading prohibitions along Common Road.

2.4. The modifications have not been issued to Kerry Community Council for further comment as all discussions with the community council have proven that they do not support the proposals in any form.

3. Refined Proposal

3.1. The post public consultation proposed prohibition of waiting and loading restrictions within the village are identified on the attached plans.

3.2. The part time bus stop clearway bay and part time school entrance keep clear zig zag restrictions can be implemented without a Traffic Regulation Order, but have been identified on the plans as they need to be co-ordinated with the proposed waiting and loading prohibitions which can only be implemented with a Traffic Regulation Order.

3.3. The traffic engineer fully endorses these refined proposals, which are also supported by the local county councillor.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to consider the representations received during the public consultation period and determine whether to uphold or overrule the objections received during the public consultation period. The available options to Committee are as follows:-</p> <p>1) Uphold all objections and abandon the loading and waiting</p>	<p>To address safety concerns raised by local residents and manage traffic flows, by prohibiting loading and waiting at locations on the public highway where safe vehicle and pedestrian movements would otherwise continue to be compromised.</p>

<p>prohibitions proposed to manage safe traffic movements.</p> <p>2) Overrule all objections and implement the original waiting and loading prohibitions proposals set out in the 5th July 2017 committee report.</p> <p>3) Take into account the representations received and implement the post public consultation refined waiting and loading prohibitions put forward for consideration in the 10th January 2018 committee report.</p>	
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Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Kath Roberts-Jones		
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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CYNGOR SIR POWYS COUNTY COUNCIL

**Montgomeryshire
5th July 2017**

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

**SUBJECT: Waiting and loading prohibitions, Kerry.
A489 and C2012 county highways.**

REPORT FOR: Decision

1. Parking Reviews

- 1.1. Members are advised that 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 for Kerry

- 2.1. Concerns have been raised by local residents with the local county councillor and the council's traffic engineer regarding nuisance parking within the village of Kerry along the A489 and the C2012 county highways.
- 2.2. Proposals to address these concerns are identified on the attached plan.
- 2.3. Inconsiderate and hazardous parking along the A489 in the vicinity of the junctions of the C2012 (Common Road) and the C2144 (Nook Lane) with the A489 is the primary concern; principally in the morning and afternoon periods when parents park on the A489 to drop off and collect their children from the nearby St Michael's primary school; but also at other times of the day when vehicles are parked too close to these side road junctions where they restrict safe turning manoeuvres into and out of these side road junctions and/or obstruct the area where the public service bus stops to set down or pick up passengers.
- 2.4. Yellow zig-zag lines already prohibit loading and waiting in the immediate vicinity of the primary school access along the south side of the A489, and this prohibition marking is generally respected. However, the entire south side of the A489 between the zig-zag lines and the Common Road side road junction is used for parking or loading/unloading at the times stated above, which results in regular vehicular and pedestrian conflicts as traffic travelling in both directions is forced to travel along the eastbound lane of the A489 over a distance of approximately 65 metres where drivers are loading/unloading passengers and/or trying to park or move off from a parked position.

- 2.5. As a result of this inconsiderate and extensive on street parking, the local service busses and the high school/college buses are forced to wait on the A489 immediately adjacent to the Common Road junction where they interfere with turning manoeuvres and obstruct visibility to the detriment of highway safety.
- 2.6. It is acknowledged that a degree of on street parking and loading along the A489 at this location acts as an effective traffic calming measure, and it is also acknowledged that local residents will have the occasional need to park in front of their properties to load and unload passengers and goods. The proposal therefore seeks to leave a length of approximately 20 metres in front of the terraced properties between the bus loading bay and the zig-zag markings on the south side of the A489 where residents and parents can park or load/unload at any time. The bus loading bay would only prohibit waiting and loading by other types of vehicles between 7am and 7pm Monday to Saturday, so could be used for waiting and loading by other vehicles at all other times.
- 2.7. When introducing waiting and loading prohibitions, it needs to be recognised that drivers inevitably try to find other nearby locations to park on street if certain locations are prohibited. To prevent such an occurrence at this location, the proposed loading and waiting restrictions have been applied on both sides of the A489 where the hazardous parking currently occurs, to eliminate the risk of the problem simply being transferred to the opposite side of the road.
- 2.8. The secondary concern relates to an increase in the number of vehicles which are regularly parked along Common Road within the 20 mph zone on the northbound approach to the zebra crossing (which is located between the U4726 and the U4728 side road junctions), where they restrict the movements of larger vehicles, interfere with the movement of two way vehicular traffic, and interfere with turning movements into private accesses and the side road junction.
- 2.9. There is also a risk that the introduction of the waiting/loading prohibitions along the A489 will intensify the problem along Common Road unless prohibitions are imposed along appropriate locations of Common Road too.
- 2.10. Kerry Community Council have been consulted on the proposal, but have expressed an opinion that the waiting and loading prohibitions are unnecessary and feel that the prohibitions could potentially become a source of annoyance and/or neighbour disputes. The community council have not taken the opportunity to suggest any alternative proposals.
- 2.11. Given the highway safety nature of the current on street parking problem, the community council have been advised that the traffic engineer will continue to liaise with Cllr Kath Roberts-Jones to agree whether to progress the proposed Traffic Regulation Order; and that in the event that Powys County Council decides to progress the introduction of the permanent Traffic Regulation Order, the community council will have a further opportunity to make reasoned written representations during the statutory 21 day public consultation period.

3. Proposal

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

- 3.2. The bus loading bay can be implemented without a traffic regulation order, but has been identified on the plans as it needs to be co-ordinated with the proposed waiting and loading prohibitions which can only be implemented with a Traffic Regulation Order.
- 3.3. It should be noted that the prohibition of waiting areas along Common Road would still permit residents or visitors to park their vehicles on double or single yellow lines for up to 5 minutes to load or unload their vehicles; and that Blue Badge holders would be exempt from the limited waiting restriction within the on street parking areas when correctly displaying their blue badges. The same is not true for areas which would be the subject of a prohibition of loading, or during the stated times within the bus loading bay.
- 3.4. The traffic engineer fully endorses these proposals, which are also supported by the local county councillor.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to:-</p> <p>1) Support the proposed loading and waiting prohibitions on the county highways within Kerry 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 loading and waiting at locations on the public highway where safe vehicle and pedestrian movements would otherwise continue to be compromised.</p>

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Kath Roberts-Jones		
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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Prohibition of Waiting & Loading Proposal, Kerry

Summary of Responses

Public Consultation Period 12 October to 6 November 2017

Objection received from community council during the consultation period.

- **Kerry Community Council**

Proposed waiting prohibitions on Common Road are situated outside bungalows for the elderly and would therefore cause access problems for mobility impaired residents and support staff.

Comment – a no waiting prohibition prevents parking, but does not prevent loading and unloading of goods and persons from vehicles, and blue badge holders can park for up to 3 hours when correctly displaying their blue badge at locations where a vehicle would not cause a nuisance or obstruction to other highway users. Off street and on street parking is available to the rear of these properties within the residential estate where rear pedestrian access to these properties is also available. The proposed waiting prohibition will permit opposing traffic flows to pass one another safely, prevents longer term on street parking at locations on the immediate approach to the zebra crossing, and at locations where parked vehicles would otherwise be parked opposite the side road junction and private vehicular accesses causing an obstruction.

The no parking proposal outside the school area on the A489 will enable traffic to continue to speed through the village by removing parked vehicles which act as a traffic calming measure. No amount of speed restriction signs will deter the determined driver to slow down, only on street parking on the A489 has proven to be effective to any degree.

Comment – the extent of on street waiting and loading which occurs along the A489, particularly at school drop off and pick up times is hazardous as it prevents other traffic from entering and exiting the Nook Lane and Common Road side road junctions safely. The extent over which vehicles are parked all alongside the south side of the highway, and at times on the footway along the north side of the highway too, prevents the safe free flow of two way traffic along the A489 at this location.

Whilst a degree of on street parking is acknowledged to have a traffic calming effect for traffic passing through the village, and would still be permitted under the original proposal in front of part of the terrace of properties who's postal address is 'The Village'; the locations and extent of on street parking and loading/unloading which currently occurs along the A489 creates a hazardous situation that forces drivers to take unnecessary risks to pass opposing traffic and to negotiate the excessive on street parking which currently occurs.

The introduction of double yellow lines outside the Post Office will deny access for persons with mobility problems.

Comment – there are no such prohibitions proposed in front of the Post Office.

The introduction of no loading prohibitions outside the Post Office and The Herbert Arms public house would prove to be problematic to these businesses.

Comment – there are no such prohibitions proposed in front of the Post Office, and the proposed loading prohibition in front of The Herbert Arms was to force deliveries to the public house to occur further away from the Common Road junction, so that the delivery vehicles do not cause such a hazard when unloading too close to the side road junction on the brow of the hill. It is however acknowledged that if brewery deliveries are displaced too far away from the Common Road junction, they may interfere with the regular loading and unloading which occurs directly in front of the Post Office on the opposite side of the A489.

With the introduction of the proposed waiting and loading prohibitions, there is a need to consider where alternative parking can occur, particular for parents on the school run.

Comment – there is free public parking available within the village square, the village hall car park, and within the public car park owned by Powys County Council. All of these parking areas are within close and easy walking distance of the school and the other village facilities. Drivers are also at liberty to leave their vehicles at other locations on the public highway where there are no waiting or loading prohibitions proposed, and where they can park safely in accordance with the rules and guidance set out in The Highway Code.

The absence of waiting and loading prohibitions at the locations now proposed does not mean that it is safe or appropriate for drivers to park along or obstruct the county highways to the extent that currently occurs, particularly at but not restricted to school pick up and drop off times.

Concern that the proposal will simply move the problem further up Common Road and along the A489 creating an additional danger of school children running around.

Comment – the extent of the proposed waiting and loading proposals has already taken the likelihood of displacing the on street parking into consideration. It is intended that the proposal will encourage more parents to walk their children to school, lift share and/or utilise the nearby public car park areas instead of parking along the A489 and Common Road at hazardous and nuisance locations.

Parents have a responsibility to ensure that they do not park at hazardous or nuisance locations, and to control/educate their children to walk safely along a public highway. It is noted from the school's website that the primary school facilitates a walking bus on a Wednesday between the public car park and the school utilising the safe route to school via the Common Road zebra crossing and the 20 mph zone. With additional support from the school and parents, there is no reason why this "Walk to School Wednesday" initiative could not be rolled out to every school day during the week.

"The irresponsible parking at the junction of Common Road and the A489 causes traffic emerging right from Common Road onto the A489 to drive with increased caution due to reduced visibility."

Comment – whilst it is pleasing to have the community council acknowledge that irresponsible parking occurs along the A489 at this location; and whilst parking too close to the junction may encourage some drivers to undertake the turning manoeuvre with more caution than they would normally take; the extent of the on street parking which occurs right up to and opposite the side road junctions along the A489 at this location results in an unacceptable risk for the majority of drivers entering, exiting or trying to safely pass the side road junctions.

Officer recommendation – overrule continued objection from the community council, agree minor modification to extent and timings of prohibition of loading along the A489 as shown on the proposed modification plan, and maintain current proposals along Common Road.

Objections and representations received from the public during the consultation period.

- **Community Councillor G Griffiths - Argoed**

Objection – proposal will disrupt rhythm of village with access to properties and businesses disrupted, resulting in discontent and traffic violations. Painting yellow lines will be detrimental to street scene and attractiveness of village. Past road widening has narrowed footways, so proposal will create further hardship to residents.

- **B Johnson – Kerry Shop & Post Office**

Objection – proposal does not consider residents and businesses and is over the top, might make traffic problems worse, and might increase probability of accidents. Could push cars into the centre of the village putting viability of shop/post office at risk. Attention should focus on speeding through village and securing a proper crossing of A489.

- **P Lee – Cottage attached to Kerry Shop**

Objection – people must have access to houses to have deliveries, load/unload goods and passengers. Proposals are over the top and heavy handed, and will cause inconvenience and hardship. Suggest that proposal is looked at again in a more realistic light.

- **C Brooks – 1 Clun Road Cottages**

Representation – proposals will increase traffic speeds through village which will make it more dangerous for children to cross the road. Speed humps and 30mph flashing lights should be installed instead of waiting/loading prohibitions which will make it difficult for residents to load/unload goods and passengers in front of their properties.

- **Duplicate letter sent by Mr & Mrs Upton, Church House and Mr & Mrs Williams, 10 The Village**

Objection – proposal does not address existing problem of insufficient parking facilities within the village at certain times of the day. Many properties have no separate off

street parking areas or garages, so need to load/unload goods and passengers in front of property. Double yellow lines would prevent workmen parking vans in front of properties to effect repairs to properties. Neither public house would be able to take delivery of stock. Church and chapel congregation park their vehicles on the highway when there is a funeral or wedding. The senior citizens group have coach trips which depart from the A489. Fear that the proposals will prevent parking for Post Office.

- **D Corfield – 11 The Village**

Objection – have lived there for over 50 years and proposal will cause disruption and misery as they need to load/unload goods and passengers in front of property. Bus stop outside property will cause damage to cellar and cause pollution. Do not recognise “chaos” that parked cars cause on A489, and when there are no parked cars along the A489 the village becomes a “drag strip” for vehicles.

- **J Corfield – 12 The Village**

Representation – urge to reconsider proposals, as there is no vehicular access to rear of property so need to load/unload goods and passengers in front of property. Vehicles parked along A489 also act as a traffic calming measure.

- **Mr & Mrs Friel – 13 The Village**

Objection – need to load/unload goods and passengers in front of property. Vehicles parked along A489 also act as a traffic calming measure. Parking availability elsewhere in village is limited, especially when there is an event on in the village.

- **R White – 17 The Village**

Objection – loading prohibitions will make it difficult to take delivery of goods and services. Would limit access for elderly or disabled persons visiting property. Young children have to be offloaded from vehicle outside property as private driveway alongside property is too narrow to load/unload children into car. Proper traffic calming measures and speed cameras would be a better proposition.

- **R Corfield, The Maltings (owner of both public houses in Kerry)**

Objection – proposal will adversely affect both public houses which could lead to closure of one or both public houses. If customers cannot park they will go somewhere else. Kerry Lamb’s car park will become overflow car park for residents who cannot park anywhere else. Brewery deliveries to Herbert Arms will become impossible or illegal. As lifelong residents, do not recognise “commotion” that parked cars cause on A489, and when there are no parked cars along the A489 the village becomes a “race track” for vehicles.

- **Landlords of The Herbert Arms**

Objection – proposals will prevent brewery deliveries from occurring directly in front of the cellar access located in front of the public house on the A489, which is the only location that deliveries can take place. Removal of parked cars along the A489 will increase traffic speeds along the A489.

- **D Morgan – Llanwnog (nr Caersws)**

Representation – removal of parked cars along the A489 will increase traffic speeds along the A489.

Comments – whilst it is recognised that the properties and businesses who directly front onto the sections of public highway where the waiting and loading prohibitions are proposed, will be directly or indirectly affected by the proposals; nobody has a right to park on a public highway directly in front of or near their property. The highway authority has a duty to manage obstructive and hazardous parking along a public highway when a legitimate safety issue is highlighted, and must strike a balance between the desires of local residents and businesses to park in front of their properties, against the rights of other highway users to travel along a public highway in safety.

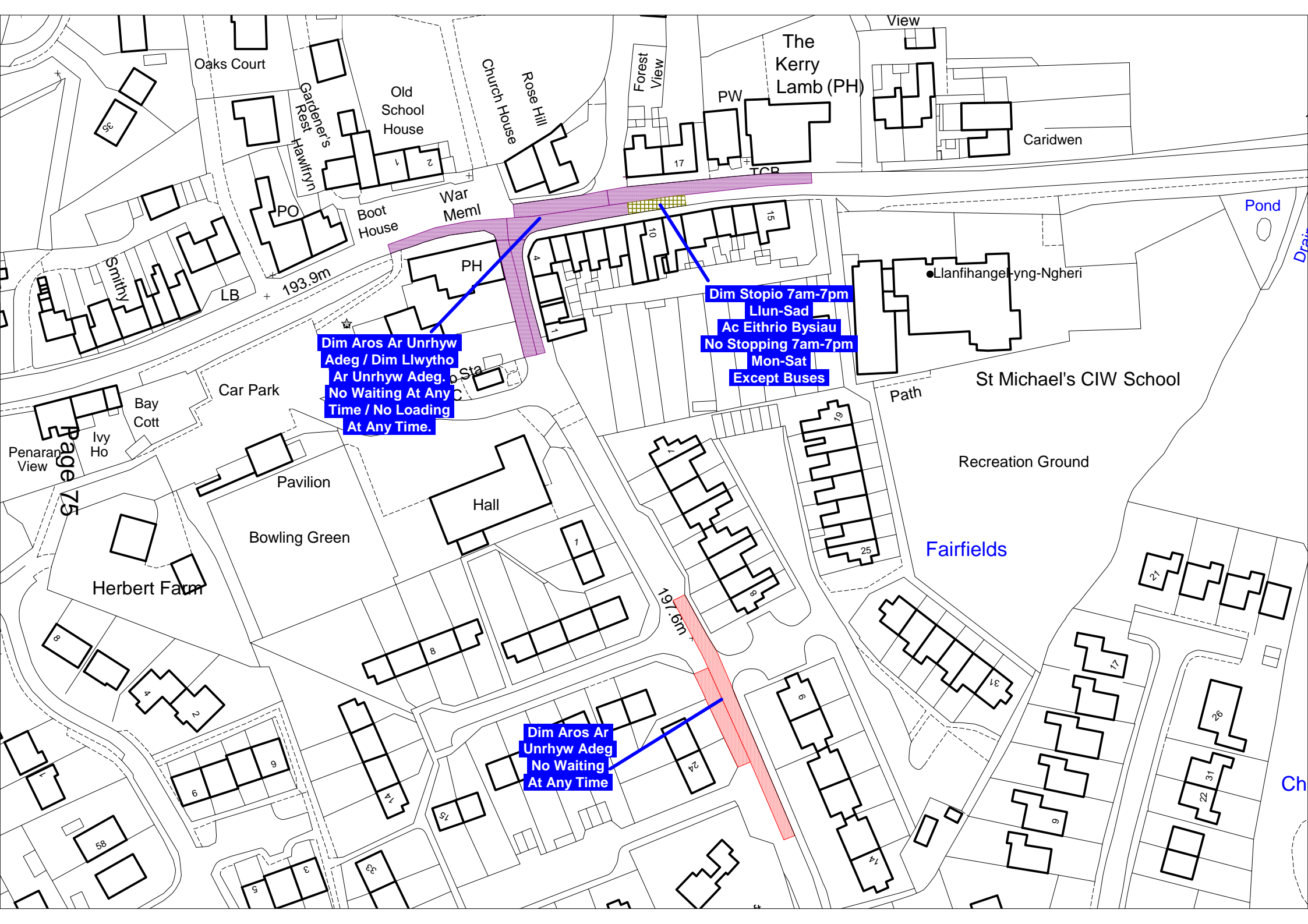
Having taken into account the objections and representations raised by residents during the public consultation period, the traffic authority has carried out a refinement exercise to address these concerns where possible as detailed below:-

- The bus stop is still proposed at the location of the existing bus stop flag along the A489, but has been repositioned slightly and shortened in length by 2 metres. The times that it has been reserved for use by buses only has been reduced to 8am to 5pm Mon to Sat (not 7am to 7pm as previously)., therefore residents etc. can park any type of vehicles or take deliveries within the bus stop outside of those reserved times.
- The accurate extent of the school zig zag lines has been plotted on the revised plan, therefore length of the unrestricted area in front of the terrace where residents can park any type of vehicle or take deliveries without any restriction has been extended from 20 metres to approximately 25 metres.
- The primary school has agreed with the proposal to time restrict the school zig zag area so that it can be utilised for deliveries etc. over the weekend and during the evening/night. This gives residents more flexibility for parking and deliveries in that area than they currently have.
- The extent of the loading prohibition has been reduced back to the street light in front of the Herbert Arms to permit the brewery wagon to pull up in front of the public house, but not too close to the Common Road junction.
- The no loading prohibition between the bus stop and the Kerry Lamb on the north side of the A489 has been modified so that is only effective in the morning and afternoon Mon-Fri to prevent parents parking there to drop off and collect their children.
- Given that vehicles parked or loading between the Common Road and Nook Lane junctions interfere with safe turning movements, and the Highway Code advises that vehicles should not be parked within 10 metres of or opposite a side road junction, the no loading at any time prohibition cannot be relaxed at that location.

Officer recommendation – agree minor modifications to extent and timings of the prohibition of loading along the A489 as shown on the proposed modification plan, and maintain current proposals along Common Road.

End of report.

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Oaks Court

Gardener's
Hawthorn

Old School House

Church House
Rose Hill

Forest View

PW

The Kerry Lamb (PH)

View

Caridwen

Boot House

War Meml

PH

Dim Stopio 7am-7pm
Llun-Sad
Ac Eithrio Bysiau
No Stopping 7am-7pm
Mon-Sat
Except Buses

Dim Aros Ar Unrhyw
Adeg / Dim Llwytho
Ar Unrhyw Adeg.
No Waiting At Any
Time / No Loading
At Any Time.

St Michael's CIW School

Car Park

Bay Cott

Pavilion

Hall

Recreation Ground

Fairfields

Bowling Green

Herbert Farm

Dim Aros Ar
Unrhyw Adeg
No Waiting
At Any Time

197.6m

193.9m

Page 75

Pond

Drain

Llanfihangel-yng-Ngheri

Path

Penarar View

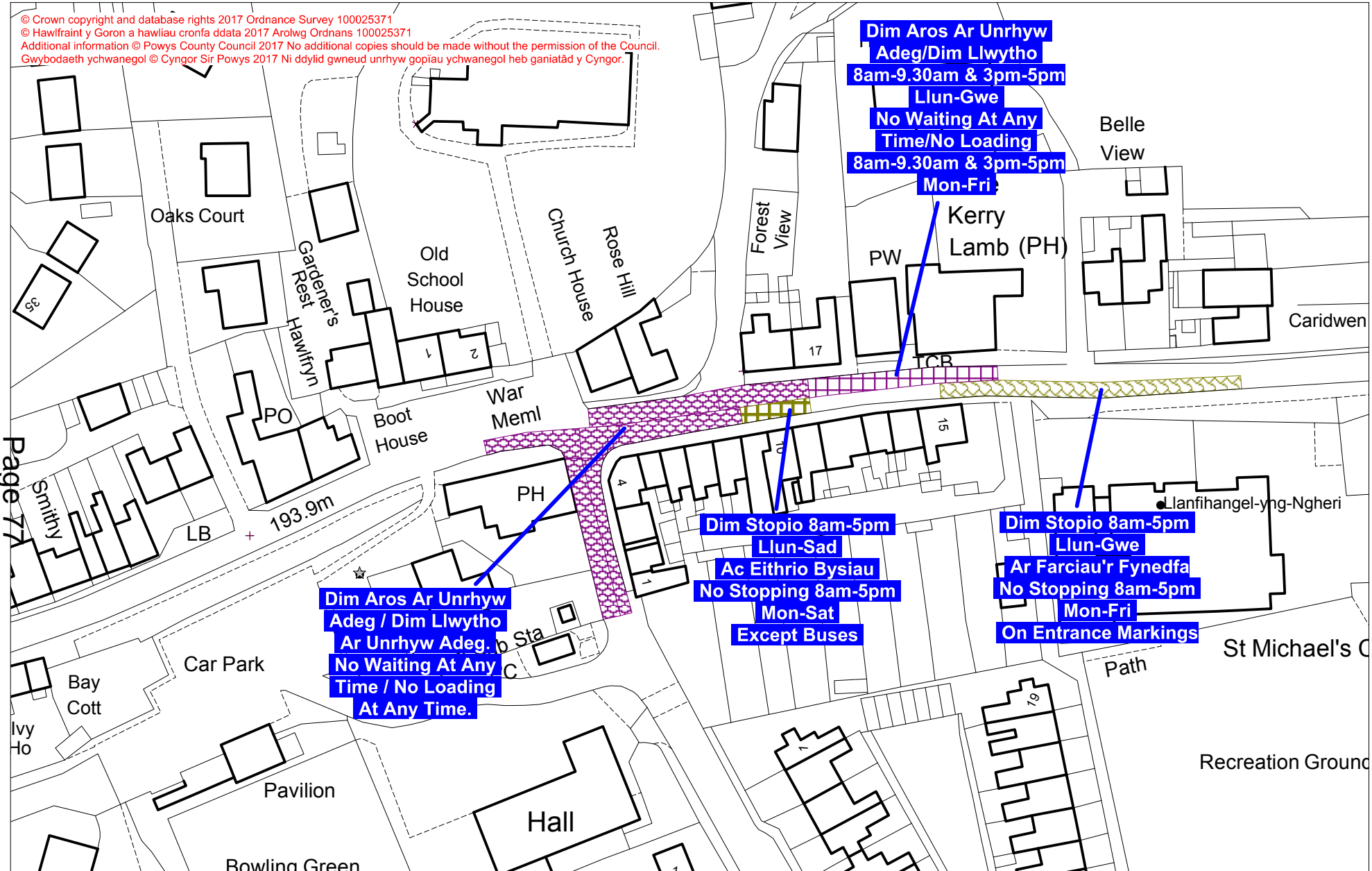
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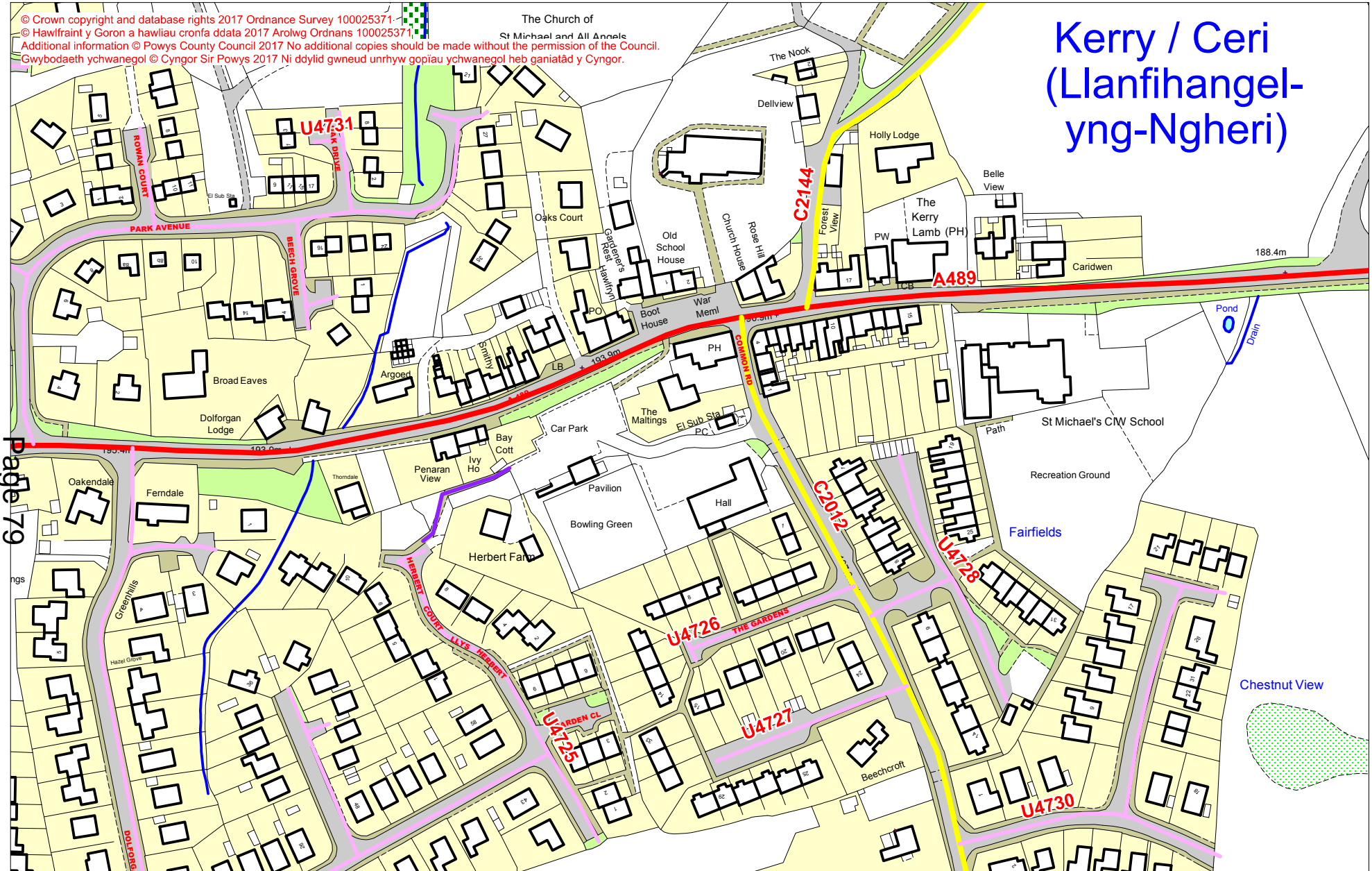
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Kerry / Ceri (Llanfihangel- yng-Ngheri)



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