

Montgomeryshire

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

Meeting date
Wednesday, 7 March 2018

Meeting time
10.00 am

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



County Hall
Llandrindod Wells
Powys
LD1 5LG

Issue Date:
1st March 2018

The use of Welsh by participants is welcomed. If you wish to use Welsh please inform us by noon, two working days before the meeting

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 10th January 2018. (Pages 3 - 8)

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

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

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

- a. Councillor Aled Davies – Deputy Leader/Cabinet Portfolio Holder: Finance
- b. Councillor Phyl Davies – Cabinet Portfolio Holder: Property and Waste

6.	ROAD SAFETY AND TRAFFIC MANAGEMENT
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To consider Road Safety and Traffic Management Schemes:

- a. Llanfyllin – On Street Waiting and Loading Prohibition Review
- b. Abermule – Modification of 30 mph Speed Limit
- c. Newtown – U4219 Ffordd Croesawdy and U4244 Park Lane Bus Prohibition of Driving except Buses and Cycles
- d. Carno, Trewern and Llangadfan – Safer Routs to Trunk Road Schools (Pages 9 - 36)

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

- a. Shrewsbury to Aberystwyth Railway Liaison Committee – Councillor Michael Williams (Pages 37 - 54)

8.	DATE OF NEXT MEETING
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To note the date of the next meeting.

MINUTES OF A MEETING OF THE MONTGOMERYSHIRE HELD AT COUNCIL CHAMBER - NEUADD MALDWYN, WELSHPOOL, POWYS ON WEDNESDAY, 10 JANUARY 2018

PRESENT: County Councillor G Breeze, Vice-Chairman (in the Chair)

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

In attendance:

Representatives from the Montgomeryshire Young Farmers Club, Katie Wood - Customer Relations - Severn Trent Water, Councillor Rachel Powell – Cabinet Portfolio Holder, Mark Evans – Interim Strategic Director: Resources, Nicola Williams – Business Services Programme Delivery Manager, David Micah – Commercial Property Manager, Sarah Page – Strategic Property Project Manager and Chris Lloyd – Area Traffic Officer.

1. APOLOGIES

Apologies for absence were accepted from County Councillors M Barnes, A. Davies, P. Davies J. Jones (Chairman), P. Lewis and E Vaughan.

2. MINUTES OF PREVIOUS MEETING

The Chairman was authorised to sign the minutes of the previous meeting held on Wednesday 8th November 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

In the absence of the Chairman the Vice-Chairman reported that he had not undertaken any official functions. However, particular reference was made to:

- a. **Local Meetings with Town and Community Councils** - the Vice-Chairman (Chair for the meeting) took an update to the shire from Councillor Heulwen Hulme in which she explained that a local community council had attended a local planning meeting which had been very positive in terms of explaining processes and discussing local matters. Members agreed the value in local discussions about services and supported the proposal to request regular, local meetings in order to update communities in relation to the operation of a range of services
- b. **Democratic Services (County Council Meetings)** – a member reported that Democratic Services would be considering a proposal to hold monthly Council meetings (excluding meeting in December and August) in order to improve systems for involving, updating and engaging with all members in relation to

Council matters. There's a view amongst members that they are not involved as back-benchers

- c. **Chairman of Council (Sunday Lunch)** – members were reminded that the Chairman of Council had invited them to a Sunday lunch at the local golf club

5. MONTGOMERYSHIRE YOUNG FARMERS CLUB - (9.40 - 10.00)

Members welcomed representatives from Montgomeryshire Young Farmers to the meeting to provide an update in relation to activities undertaken. During update and discussion members were pleased to note the range of activity being undertaken, the number of clubs operating and membership growing (18 clubs operate with the Montgomeryshire area with a membership in 2015/16 totalling 736, 60% of the membership being young people who are not directly involved in agriculture). The bilingual element of provision is very important to the Montgomeryshire YFC. The YFC promote themselves widely and use local schools in order to attract new members. Members agreed that the contribution from the YFC movement to the provision of youth services in Powys was significant, however, there are other clubs/groups which also play an important part but don't receive Council funding at the same levels (if at all). The Portfolio Holder for Youth Services (Councillor Rachel Powell) reported that the success of the YFC and the importance of retaining provision had been raised by the Local Authority at Welsh Government level (options to recognise the contributions of the YFC are being explored). It's difficult to quantify what groups (including the YFC) provide which support the Council in delivering a youth service.

6. SEVERN TRENT WATER - PAYMENT SCHEMES (10 - 10.15)

Katie Wood - Customer Relations, Severn Trent Water attended the meeting for this item of business. During discussion and update particular reference was made to:

- a. **Payment Schemes** – there are a number of payment schemes that can be accessed in order to support those who are finding it difficult to meet water costs. In previous years schemes had focused on providing equipment to reduce use, however, the focus of current schemes would be on supporting payments (some funding could be used to support the purchase of equipment)
- b. **Disposable Income** – support would normally take account of disposable income
- c. **Direct Debits** – payments can be made by weekly direct debit
- d. **Engagement** – Severn Trent view engagement with communities as very important
- e. **Water Meters** – there are around 3 million dwellings connected to Severn Trent water and around a third of those have water meters fitted. Meters had proven positive in terms of residents paying for what they actually use as opposed to being charged on fixed rates regardless of use. Meter installation is free and removal can be arranged, however, it could take up to 24mths for removal
- f. **Rateable Value** – water rates are based on the rateable value of dwellings. The value was set a number of years ago and can be challenged (there's an application process for re-assessment)
- g. **Local Engagement** – members were invited to provide details of local events in order that Katie could consider attending to promote schemes

- h. **Dee Water / Severn Trent Water** – Severn Trent had acquired Dee Water and would take over operations from 1st April. The commitment to support those in hardship situations would continue and would, more than likely, include additional schemes to support those in difficult financial situations

Members with specific concerns were encouraged to contact Katie outside of the meeting. Members thanked Katie for her presentation and the information provided.

7. REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS (10.15 - 11.15)

Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders.

Councillor Stephen Hayes – Cabinet Portfolio Holder: Adult Social Care

- a. **Inspection of Adult Social Care** – there had been significant work to prepare for the forthcoming inspection of Adult Social Care to be undertaken by CSSIW. The inspection would review the experiences of those who had received support and the journey taken. The Portfolio Holder expects some issues to be highlighted for improvement but would be disappointed if significant failings in care are uncovered.
- b. **Delayed Transfers of Care (DTOCs)** – there's regular dialogue between the Local Authority and District General Hospitals/local hospitals to discuss DTOCs. There's increased pressure during the winter months because of seasonal illnesses. The priority for the Local Authority would be to ensure care packages are in place in order for patients to be discharged and free hospital space
- c. **Budget** – the Powys budget for Adult Social Care is in the region of £57 million per annum (2016/17). ASC also generates approximately 14% of the Council's income. The Welsh Government had capped care contributions to £70 per week. The Welsh Government would be likely to increase the amount of capital which could be held without any impact on financial contributions to residential care. The service would be likely to need an additional £6million in the 2018-19 budget in order to meet increasing pressures
- d. **Care Homes (BUPA / HC1)** – Powys owns 12 care homes which are run by BUPA under contract and have been since 1999. BUPA had announced that it would transfer operations to HC1. The Local Authority had expressed concern because there had been no engagement with the County Council. There are on-going discussions between the Authority's legal team and BUPA regarding the position
- e. **Telecare/Home Support** – there had been significant success in terms of using technology to support people in being safe at home. Members were reminded that officers are regularly present with a stall in the foyer of County Hall demonstrating telecare/home support solutions.
- f. **Learning Disability Services** The service had been recommissioned about 18months ago, making significant savings. There are a relatively small number of people receiving support which is high cost. More and more of those receiving care are getting older

Councillor Rachel Powell – Cabinet Portfolio Holder: Children's, Youth, Leisure and Library Services

- a. **Youth Service** – there would be a new youth strategy shortly. Services would need to deliver in the spirit of the strategy
- b. **Youth Justice Service** – the Portfolio Holder had visited the service and learnt a lot about workings and support provided. Members were encouraged to do the same
- c. **Youth Centres** – the Portfolio Holder values member input in relation to proposals for local youth services. There would be a focus on working with communities to safeguarding existing provision where possible and where communities have an appetite to engage
- d. **Member Engagement** – the Portfolio Holder would welcome members engaging with staff in order to better their understandings of services across all portfolio holder areas
- e. **Leisure Services** – there are regular meetings and good engagement with Freedom Leisure. Freedom Leisure operate leisure sites under contract with the Local Authority
- f. **Sports Wales** – the Portfolio Holder had met with representatives from Sports Wales. Child Sexual Exploitation is an area of focus. Body image and mental health are also recognised issues for young people. Local authorities would receive information from Sports Wales regarding how these issues could be tackled locally and within Wales
- g. **Mental Health** – body image is a real issue for young people and there are programmes to help identify and support young people who display worrying behaviours
- h. **Local Communities** – it would be important to work with communities to identify where there are local issues and need of support
- i. **Foster Carers** – there continues to be a need for additional foster carers. Nine new carers had recently joined the Council. It's recognised that it would be important for the Council to support its foster carers. Members could help in identifying potential carers. An offer for discounted use of leisure facilities would be available to foster carers. The Council would consider what benefits it could provide in order to attract and retain foster carers
- j. **CSSIW Inspection of Children's Services** – the Authority had responded well to the areas for improvement identified by CSSIW. The Portfolio Holder had been re-assured by actions taken. A number of vacant positions had been filled by agency staff. Member interest into local team functions would be welcome
- k. **Regional Safeguarding Board** – a member expressed concern with regard to the issues found in need of improvement by CSSIW having not been identified by the regional safeguarding board. The Portfolio Holder explained that the working of safeguarding boards had been recognised as an area for local review
- l. **Bannau/Camlas** – the Portfolio Holder attends the site every 4-6 weeks in order to offer advice and support. Members were invited to visit the site with the portfolio holder (those interested were encouraged to link with Rachel direct)
- m. **Corporate Parenting** – members were urged to undertake activities to support them in their Corporate Parenting role. Training requirements in relation to domestic violence would need to be met (members were reminded that they had recently been e-mailed a link in order to complete a domestic violence training package)
- n. **Staylittie Outdoor Pursuits Centre** - the Authority had engaged in a process to tender for the operation of the site and would favour an operator retaining the facility
- o. **Children's Team (Newtown)** – it is recognised that there are staffing issues with the team. Some relief social workers had expressed an interest to stay with Powys for the longer term. The staffing of positions would be monitored

8. SERVICE COMMERCIALISATIONS (11.15 - 12 NOON)
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Members welcomed Mark Evans – Interim Strategic Director: Resources and Nicola Williams – Business Services Programme Delivery Manager to the meeting. During discussion particular reference was made to:

- a. **Shire Committees** – officers welcome attending shire meetings in order to connect and engage with local members regarding service delivery matters. Members would welcome regular updates in relation to business services i.e. bi-annual updates
- b. **Business Service Functions** – business service functions include meeting statutory obligations in relation to providing a payroll and pensions function, collecting contributions for care costs, billing and collecting council and business tax, running the customer services function etc.
- c. **Responding to the Customer** – responding to customer preference would be important. Housing tenants had expressed a preference for face-to-face contacts, services had been changed to focus on face-to-face experiences as a result
- d. **Purchase Cards** – introducing purchase cards to order and pay for goods had proven positive in terms of saving the costs associated with payment processing
- e. **Cashless Payments (Schools)** – cashless payment systems were being rolled out to schools. The project was providing very positive and would reduce risks associated with cash handling. There had been an increase of take up of Free School Meals as a direct result which had increased the Local Authority's grant from the Welsh Government
- f. **Funding Change** – Management Team recognise that funding had been needed to pump-prime change projects which would yield savings in the longer term
- g. **Income Generation** – there's potential to 'sell' services in order to generate income. The Local Authority undertakes DBS checking and Fraud Services for other local authority areas (at a charge). The payroll function could also be sold to those who need to operate payroll systems

9. LADYWELL HOUSE - NEWTOWN (12 NOON - 12.15)
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Members welcomed David Micah – Commercial Property Manager and Sarah Page – Strategic Property Project Manager to the meeting for this item of business. The site (a four-storey building with external parking) was purchased in April 2017 for £1.1 million. The refurbishment project is estimated at £2.5 million, of which £500,000 is optional works. There is a potential for £400,000 / year income from commercially letting the building at full capacity; the current income is £200,000 as the refurbishment project is retaining a vacant floor to enable the refurbishment work to start.

Heart of Wales Property Services (HoWPS) are providing the Design Consultancy for the project. Members would welcome the use of local tradesmen to undertake the refurbishment works. Current car park marking and policing issues are being addressed. Whilst the purchase of the site is currently intended as a commercial venture, there could be scope in identifying space for Council use if required.

A member urged thorough surveys of all assets held in order to review usage and consider options before engaging in discussions in relation to purchasing additional sites.

10.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES (12.15 - 12.25)
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Members welcomed the opportunity to receive reports from, and to 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 – members welcomed the update report from Councillor Michael Williams.

Members were informed that Arriva Trains had withdrawn from the bid for operating the local train franchise. Three potential operators would be considered for the contract.

11.	ROAD SAFETY AND TRAFFIC MANAGEMENT (12.25- 12.35)
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Members welcomed Chris Lloyd – Area Traffic Officer to the meeting.

Proposed Waiting Restrictions at Kerry (Public Consultation) – members were reminded that they had agreed (on 5th July) to proceed to a public consultation regarding proposed traffic calming measures and proposed waiting restrictions. A public consultation had been held and a number of views received. Having considered the views received and following input from the local member it was **RESOLVED** to accept option 3 in the recommendation 'To 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'.

12.	DATE OF NEXT MEETING
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The next meeting would be held on Wednesday 7th March 2018.

**County Councillor G Breeze
Vice-Chairman (in the Chair)**

CYNGOR SIR POWYS COUNTY COUNCIL

Montgomeryshire

7th March 2018**REPORT AUTHOR:** Chris Lloyd – (Traffic Engineer North)**SUBJECT:** On street waiting and loading prohibition review, Llanfyllin.

REPORT FOR: Decision

1. Parking Reviews

- 1.1. Following the introduction of Civil Parking Enforcement within Powys in April 2011 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 where funding allowed.
- 1.2. The April 2009 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. A further decision to lift the moratorium completely was made on 14th December 2017 (effective as of 2nd January 2018), with the proviso that all Permanent Traffic Regulation Orders, including those for parking reviews, will be considered and ranked against other schemes/Orders within the Highways Transport and Recycling's core capital funding allocation for 'Road Safety and Traffic Management'. Permanent orders relating to structures or those part of a larger capital scheme will continue to be funded from their associated budgets. Orders required to facilitate a development will continue to be funded by the developer.
- 1.3. A Parking Policy was approved by the Council Cabinet on 9th January 2018, which included a provision that any time limited on street parking bays within Powys that are the subject of new or modified Traffic Regulation Orders will be restricted to either 30 minutes or 1 hour to ensure there is sufficient turnaround of on street parking spaces to provide sufficient chance for a short term visitor to be able to find a suitable space. The policy included a provision that permits different times to be considered to meet a local need in exceptional circumstances, however the maximum on street parking will be 1 hour.

2. Background

- 2.1. Members will recall that a review of the existing waiting and loading prohibitions on the county highways within the town of Llanfyllin has been requested by the local County Councillor and Llanfyllin Town Council.
- 2.2. A proposal for the review of the on street waiting and loading prohibitions was considered and approved by the Montgomeryshire Committee at the meeting of 6th September 2017. However the decision included a recommendation that the on street waiting period be amended to be limited to 2 hours waiting with no return within 1 hour, instead of the 1 hour waiting no return within 1 hour proposed by officers. It was agreed that the implementation of the decision be

deferred until such a time as the Cabinet had determined its position regarding the wider parking review. If the recommendation was at odds with the outcome of the wider review there would be further discussion with the town council and local member.

- 2.3. The county wide parking policy was approved by cabinet on 9th January 2018 (see paragraph 1.3 above), which is at odds with the shire committee recommendation of 6th September 2017; therefore the shire committee must reconsider the on street waiting limit period for Llanfyllin with regard to the approved parking policy.

3. Modified Waiting Period Request

- 3.1. The local member has acknowledged that the 2 hour on street waiting limit cannot now be implemented, but has requested that designated 1 hour limited waiting no return within 1 hour parking bays be effective between the hours of 10am to 4pm (Monday to Saturday), as opposed to the original 8am to 6pm (Monday to Saturday) period as proposed by officers.
- 3.2. For the avoidance of any doubt, the extents of the proposed modified on street waiting and loading prohibitions within the town of Llanfyllin are to remain the same as those extents approved by the Montgomeryshire Committee at their meeting of 6th September 2017.

Recommendation:	Reason for Recommendation:
<p>Committee is asked to:-</p> <p>1) Revisit the previous recommendation with respect to the timed on street parking bays, and instruct officers to modify the proposed traffic regulation order whereby the timed on street waiting bays would be 1 hour limited waiting no return within 1 hour (Monday to Saturday, 10am to 4pm).</p> <p>and to;</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 Peter Lewis		
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

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

7th March 2018

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Abermule, Modification of 30mph speed limit area

REPORT FOR: Decision

1.0 Background

- 1.1 Full planning consent has been secured by Dolafon Gospel Hall Trust to construct four new dwellings and a place of worship on land adjacent to Abermule House, accessed via a new vehicular access off the B4368 within the village of Abermule. The planning consent issued on 30th August 2017 requires the developer to carry out certain highway improvements prior to the commencement of development works within the site. These highway works include the provision of a footway along the B4368 between the site and the junction of the two class 2 county highways beyond the railway line, and the extension of the speed limit along the B4386.
- 1.2 Powys County Council has received the required payment from the developer to fund the consultation process and the making of the required Traffic Regulation Order to modify the extents of the existing 30 mph speed limit within the village. The developer is obliged to fund the manufacture and erection/relocation of all necessary signage and carriageway markings along the B4368 associated with the speed limit extension as and when the Order has been made.
- 1.3 The Council's traffic engineer has taken the opportunity to include certain other modifications to the extents of the existing 30 mph speed limit within the village as part of the proposed Order. These modifications take into account speed limit extension requests that have been previously received, and reflect the residential development expansion that has occurred within the village since the existing speed limit was brought into effect.
- 1.4 The proposed speed limit extensions are considered to be compliant with the Welsh Assembly Government Circular No. 24/2009 "Setting Local Speed Limits in Wales", and the proposed speed limit extensions are supported by the police, the community council and the local county councillor.
- 1.5 No modifications to the extents of the existing 20 mph and 40 mph speed limits at Abermule are proposed.

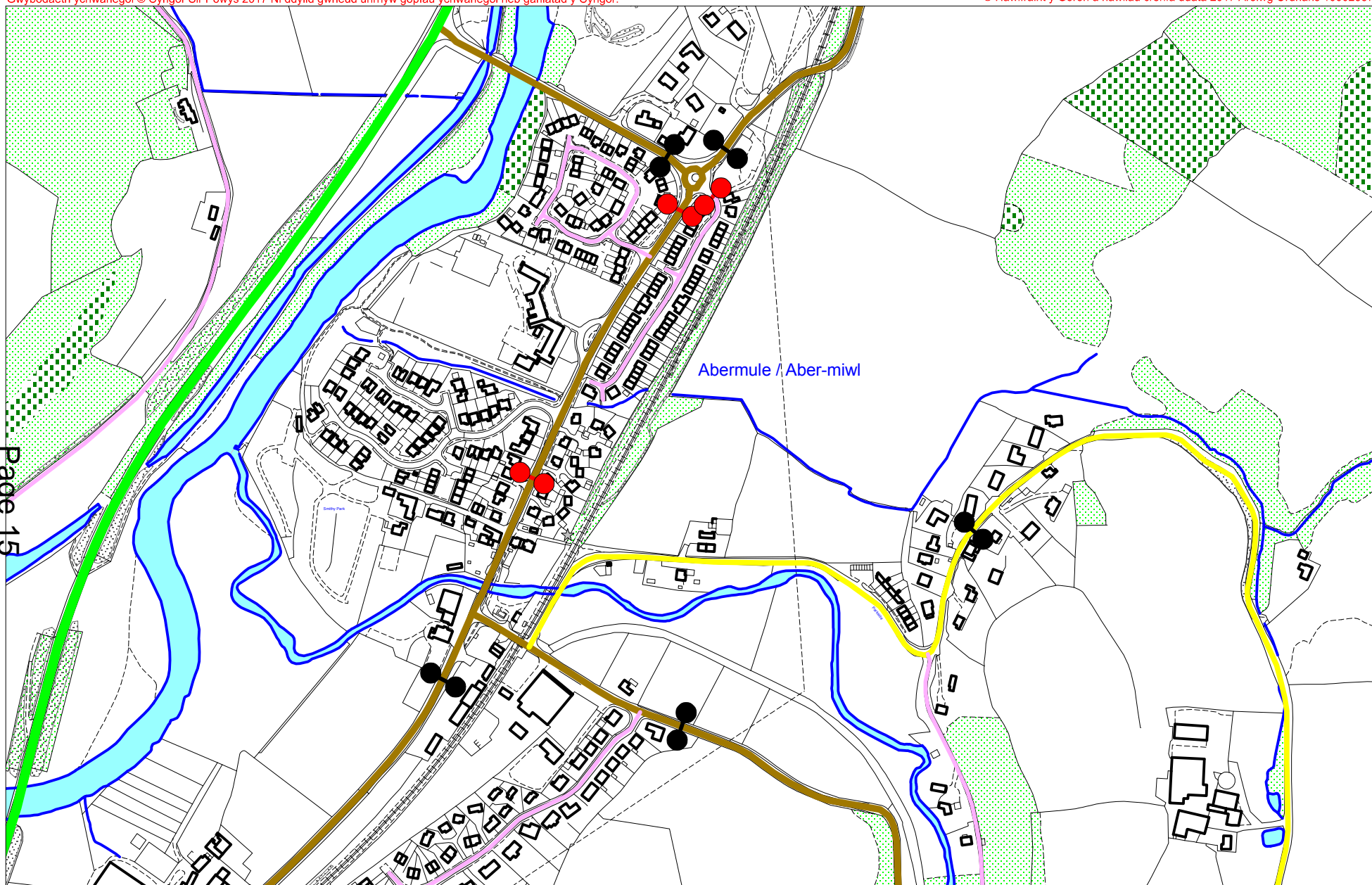
2.0 Proposal

- 2.1 To introduce a permanent Traffic Regulation Order to modify the extents of the existing 30 mph speed limit Traffic Regulation Order along the county classified highways numbered B4368, B4386 and C2052.
- 2.2 The existing and proposed 20 mph and 30 mph speed limit extents are identified on the attached plans, where the extents of the retained 20 mph speed limits are identified by the pairs of red circles on the plans, and the existing/proposed approximate locations of the 30 mph speed limits are identified by the pairs of black circles on the plan.

Recommendation:	Reason for Recommendation:
Committee is asked to resolve that the Traffic Regulation Order consultation procedure is initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and if no substantive objections are received the proposal be implemented.	To modify the extents of the existing 30 mph speed limit within the village, thereby acting to mitigate speed concerns within the village and secure the planning gain element of the housing development adjacent to Abermule House, in the interests of highway safety.

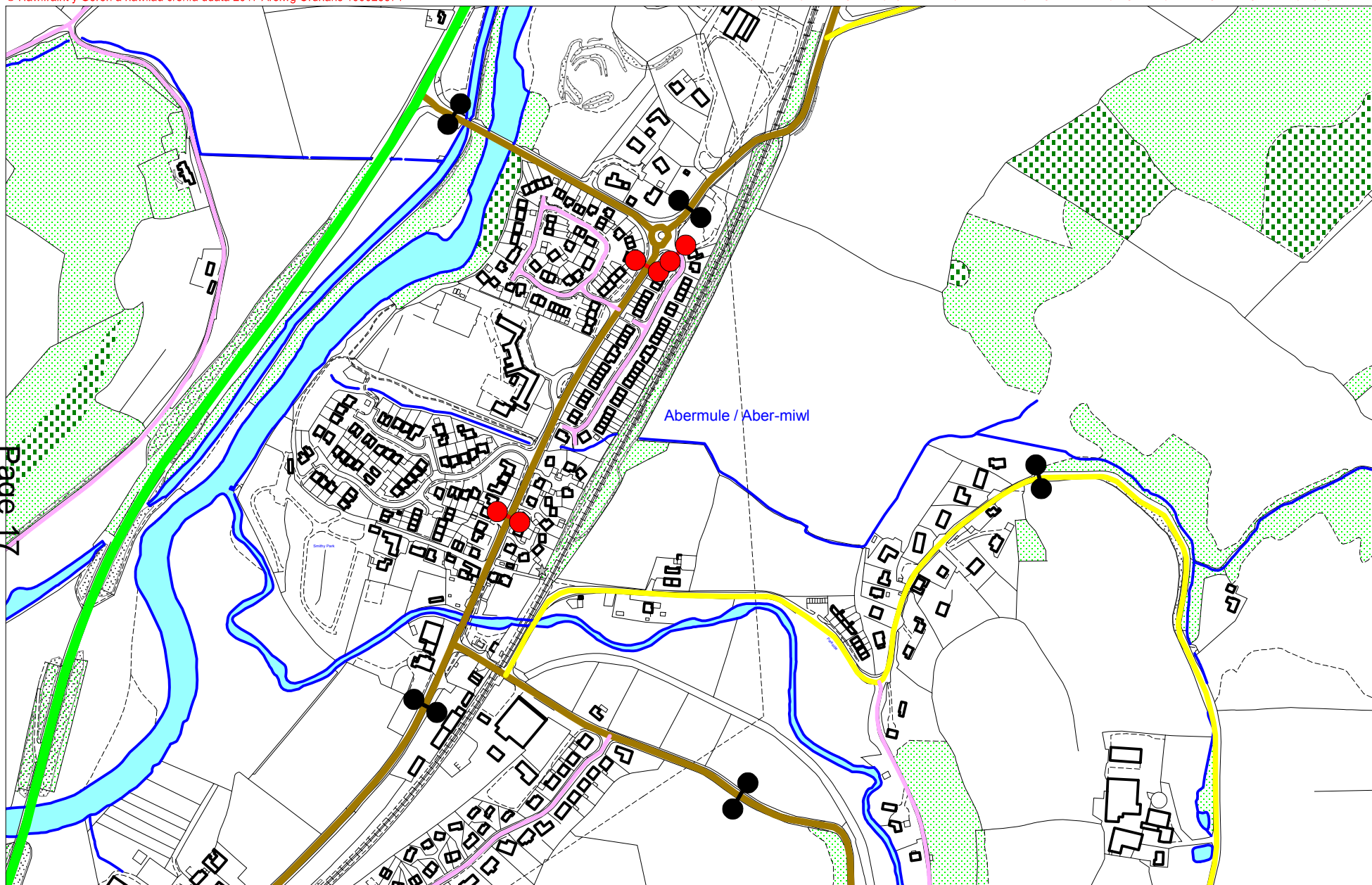
Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y

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



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CYNGOR SIR POWYS COUNTY COUNCIL

**Montgomeryshire
7th March 2018**

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

**SUBJECT: Prohibition of driving except local buses and cycles -
U4219 Ffordd Croesawdy and U4244 Park Lane Bus
Links, Newtown**

REPORT FOR: Decision

1.0 Purpose of Report

1.1 To agree to commence the formal public consultation to introduce permanent Traffic Regulation Orders (TROs) on the two existing bus links at Ffordd Croesawdy and Park Lane, Newtown.

2.0 Background

1.2 The two bus links to which this report relates are already in existence, having been constructed a number of years ago to improve public service vehicle routes within the town.

1.3 The original intention was that vehicular use of these bus links was to be controlled by the creation of a traffic regulation Order and the installation of rising bollards. The self-lowering bollards which are operated automatically by transponders in appropriate vehicles as they approach the bollards have been installed for some time, and signage is in place to identify which types of vehicle are permitted to use the bus links, but the traffic regulation Order was not put in place.

1.4 Unfortunately, ongoing problems with the self-lowering bollards has been experienced, which has resulted in the bollards being out of operation (in their lowered position) for some considerable time on a frequent basis.

1.5 Given that the bollards are effectively non-operational, the bus links have started to become used by all vehicles as rat-runs on a regular basis as local drivers find ways to avoid traffic queues within the town at peak traffic periods. This inappropriate use of the bus links has increased to the extent that they are now abused on a regular basis at all times of the day.

1.6 Complaints have been received regarding the abuse of the bus links, and the concerns have been raised with the police; but as there is no traffic regulation

Order in place to prohibit certain types of vehicles, the police are unable to take any action.

3.0 Options Considered

1.7 Do Nothing.

This is not considered to be an appropriate option as a decision not to address the problem would potentially give rise to the following scenarios:-

- a) a continued abuse of the single lane width bus links by all vehicles, with an unacceptable increase in traffic flows along unsuitable county unclassified highways.
- b) continued conflicts between buses and other vehicles along the bus links, resulting in vehicles having to reverse over considerable distances, endangering the safety of other highway users, and continued complaints from members of the public and bus operators.

1.8 Replace the self-lowering bollards.

This is not considered to be an appropriate option as it would be an expensive option, and could potentially leave the highway authority in the same position as it is now if the replacement apparatus fails again.

1.9 Introduce a permanent prohibition of driving Traffic Regulation Order.

This is the preferred option as it would enable the police to take enforcement action to prevent misuse of the bus links, and to permit the bus links to be used by emergency service vehicles in emergency situations. Given that the majority of the misuse is by local traffic, this misuse is likely to decrease significantly once it is known that the police have prosecuted drivers for such an offence. It is also likely that the misuse of the bus links by drivers risking police enforcement action will be significantly less once the Newtown bypass is complete.

4.0 Exemptions to the Order

1.1 In addition to the permitted vehicular use of the bus links by local buses and cycles, the following exemptions for vehicles would also be included within the Order:-

- (a) in connection with the carrying out on or at premises situated on or adjacent to those lengths of road of any of the following operations namely:
 - (i) building industrial or demolition operations;
 - (ii) the removal of obstructions to traffic;
 - (iii) the maintenance improvement or reconstruction of those lengths of road; or

(iv) the laying erection alteration or repair in or in land adjacent to those lengths of road of any sewer or any main pipe or apparatus for the supply of gas water or electricity or any telegraphic line as defined in the Telecommunications Act 1984.

(b) in the service of a local authority or a water undertaker or sewerage undertaker in pursuance of statutory powers or duties;

(c) for fire brigade, police or ambulance purposes.

5.0 Proposal

1.10 That a permanent Traffic Regulation Order be made with respect to both bus links identified on the attached plans to prohibit the use of the bus links by all vehicles except for local buses and cycles.

1.11 The Traffic Regulation Order would include the exemptions identified in paragraph 4.1 above.

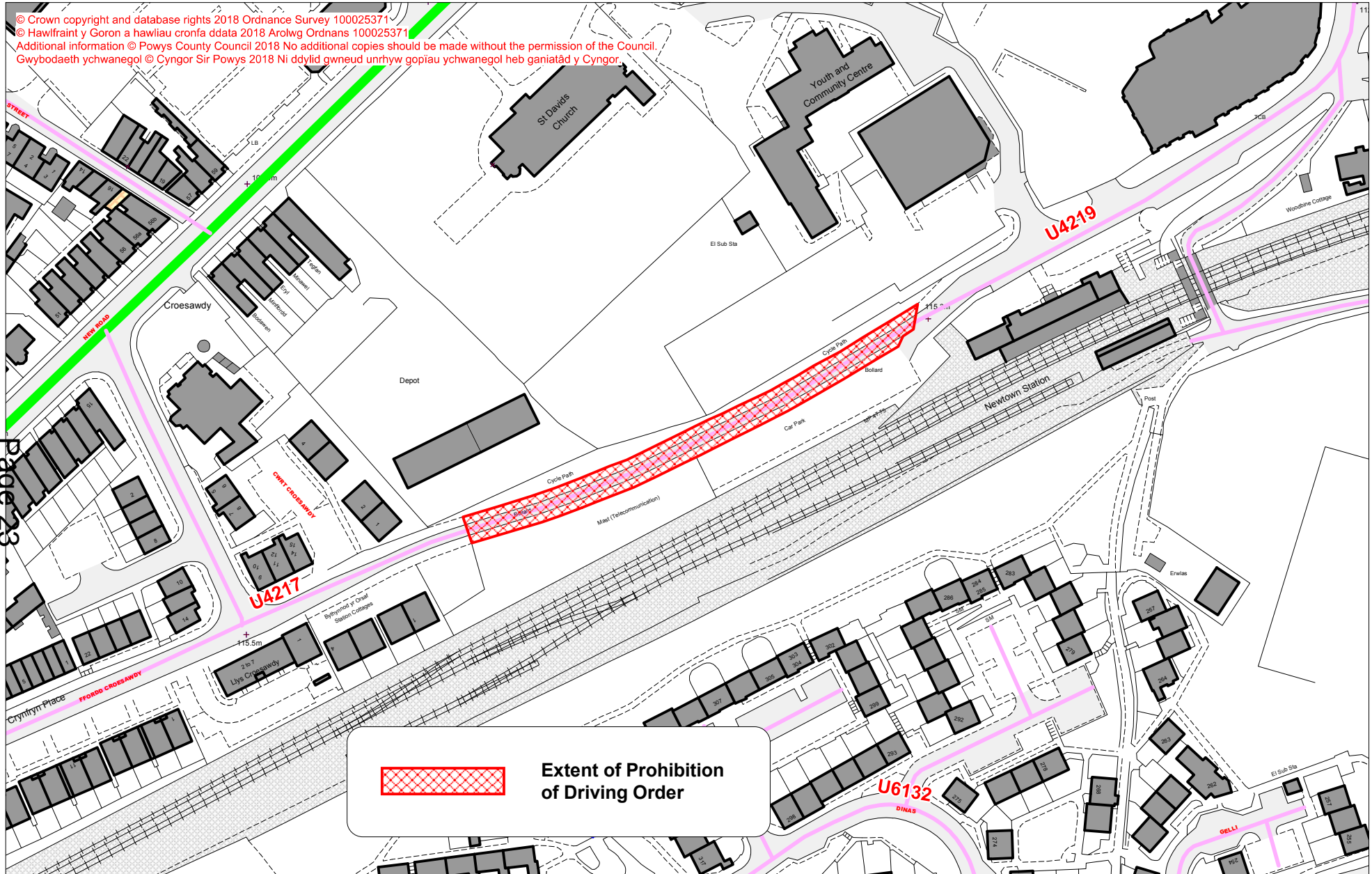
Recommendation:	Reason for Recommendation:
Committee is asked to resolve that the introduction of a prohibition of driving Order for all vehicles except for local buses and cycles along both bus links is the preferred option, and that the Traffic Regulation Order consultation procedure be initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and if no substantive objections are received the proposal be implemented.	To prevent the misuse of the bus links, and to give the police power to take enforcement action as necessary.

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllrs Joy Jones and David Selby		
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

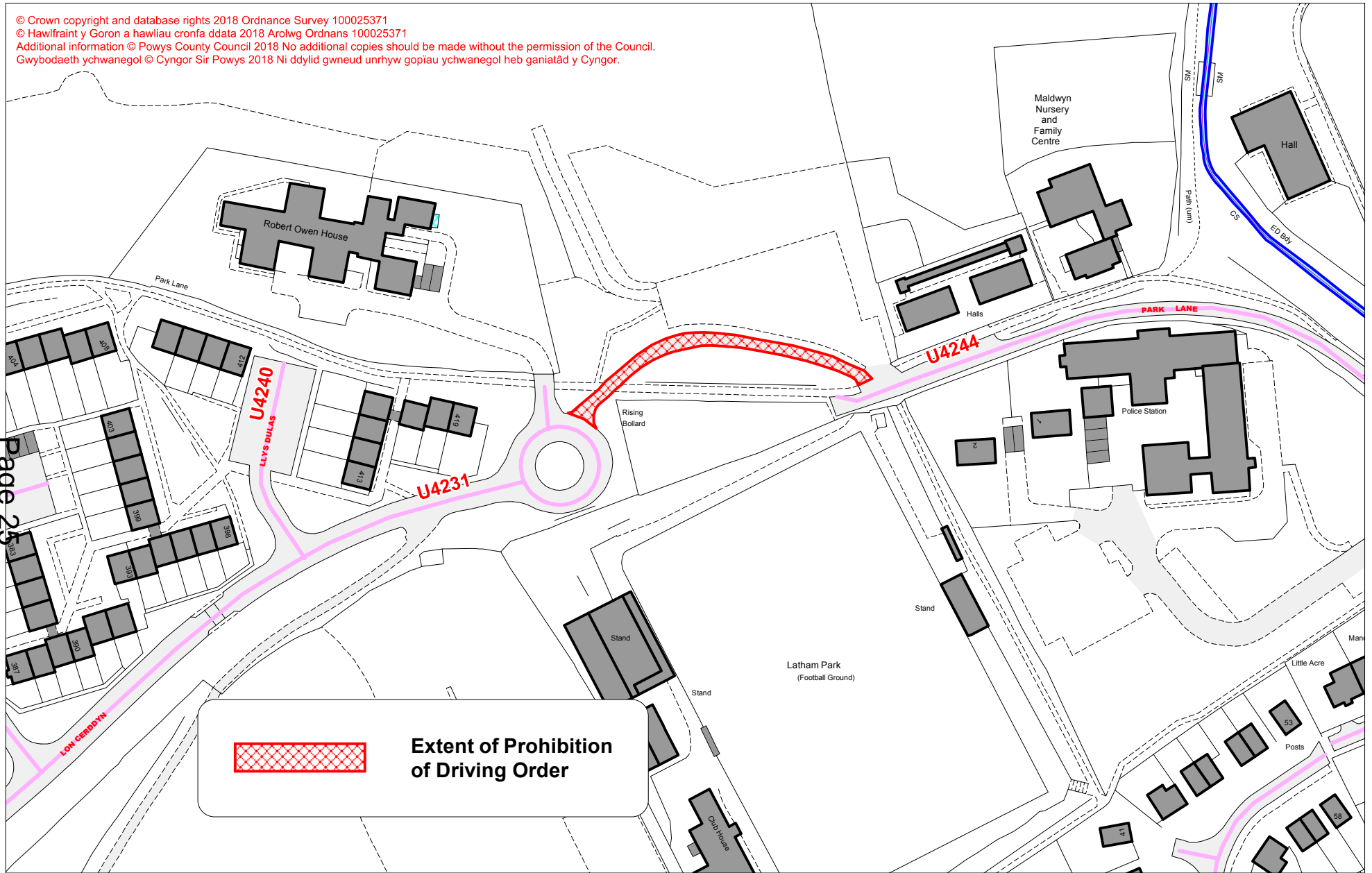
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CYNGOR SIR POWYS COUNTY COUNCIL.

**MONTGOMERYSHIRE COMMITTEE
7th MARCH 2018**

REPORT AUTHOR: Jo Lancey

SUBJECT: Safe Routes to Trunk Road Schools – Side Road Orders,
Carno, Trewern and Llangadfan

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

Summary

Welsh Government have undertaken a package of works to provide variable speed limits on the Trunk Roads, around schools where 20mph speed limits are not currently in place. In this fifth round of proposals within the NMWTRA area and 10 schools within Powys are being considered 6 in Montgomeryshire and 2 in Breconshire and 2 in Radnorshire

Proposal

It is proposed to provide a part time 20mph speed limit that will be in operation during the school opening and closing times. The schools in Montgomeryshire are Trewern CP School, Banw CP School, Carno CP School, Glantwymyn CP School, Ysgol Bro Hyddgeni and Gungrog CP School

There are no side road Orders required for Glantwymyn CP School, Ysgol Bro Hyddgeni and Gungrog CP School, but, it is proposed to introduce a 20mph speed limit along Tremynoddfa, Carno and Parc Caradog, Trewern, and to introduce a 20mph speed limit on the U0290 and the U2981 Glan y Morfa Estate with a 30mph speed limit on the U2091 from its junction with the A458 to its junction with the U2090.

One Powys Plan

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

Options Considered/Available

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

Option 2 Implement the proposal – This will reduce speeds along walking routes to and from the school, improving road safety for vulnerable road users.

Preferred Choice and Reasons

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

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

Not Applicable

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

Not Applicable

Local Member(s)

Cllr Myfanwy Alexander
Cllr Amanda Jenner
Cllr Les George

Other Front Line Services

Not Applicable

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

Local Service Board/Partnerships/Stakeholders etc

Not Applicable

Corporate Communications

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

Statutory Officers

No Comments Received

Members' Interests

No Comments Received

Future Status of the Report

Not Applicable

Recommendation:	Reason for Recommendation:
<ol style="list-style-type: none"> 1. To initiate the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. 2. Committee is asked to resolve that consultation procedures be initiated and if no substantive objections are received the proposal be implemented. 	To enhance walking routes to and from the trunk road schools by reducing speeds and improving road safety for all road users

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

Relevant Local Member(s):	Cllr Les George, Cllr Amanda Jenner, Cllr Myfanwy Alexandra
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Person(s) To Implement Decision:	
Date By When Decision To Be Implemented:	

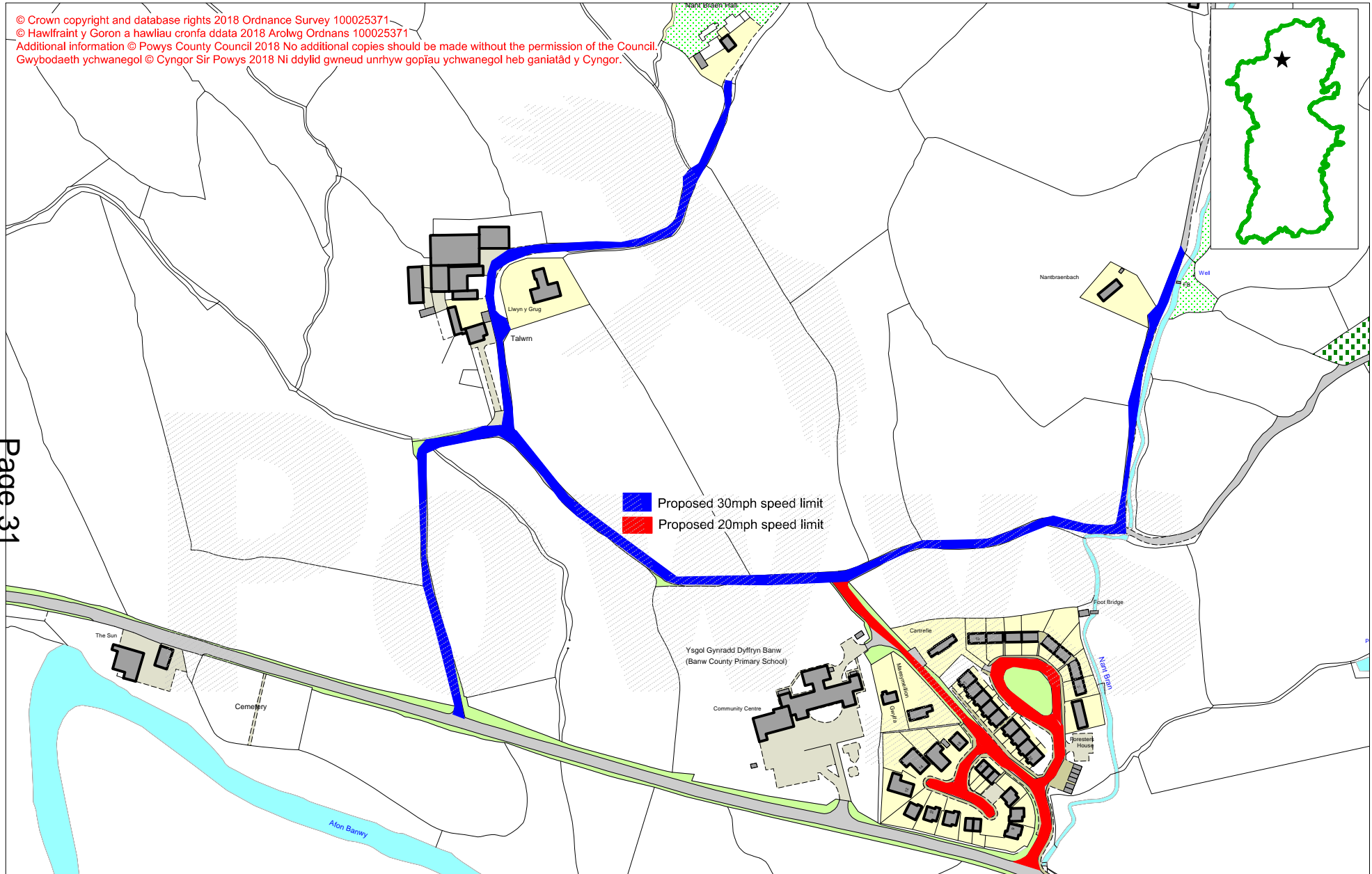
Contact Officer Name:	Tel:	Fax:	Email:
Jo Lancey	01874 612298		Joanne.lancey@powys.gov.uk

Background Papers used to prepare Report:

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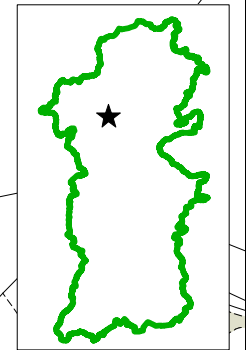
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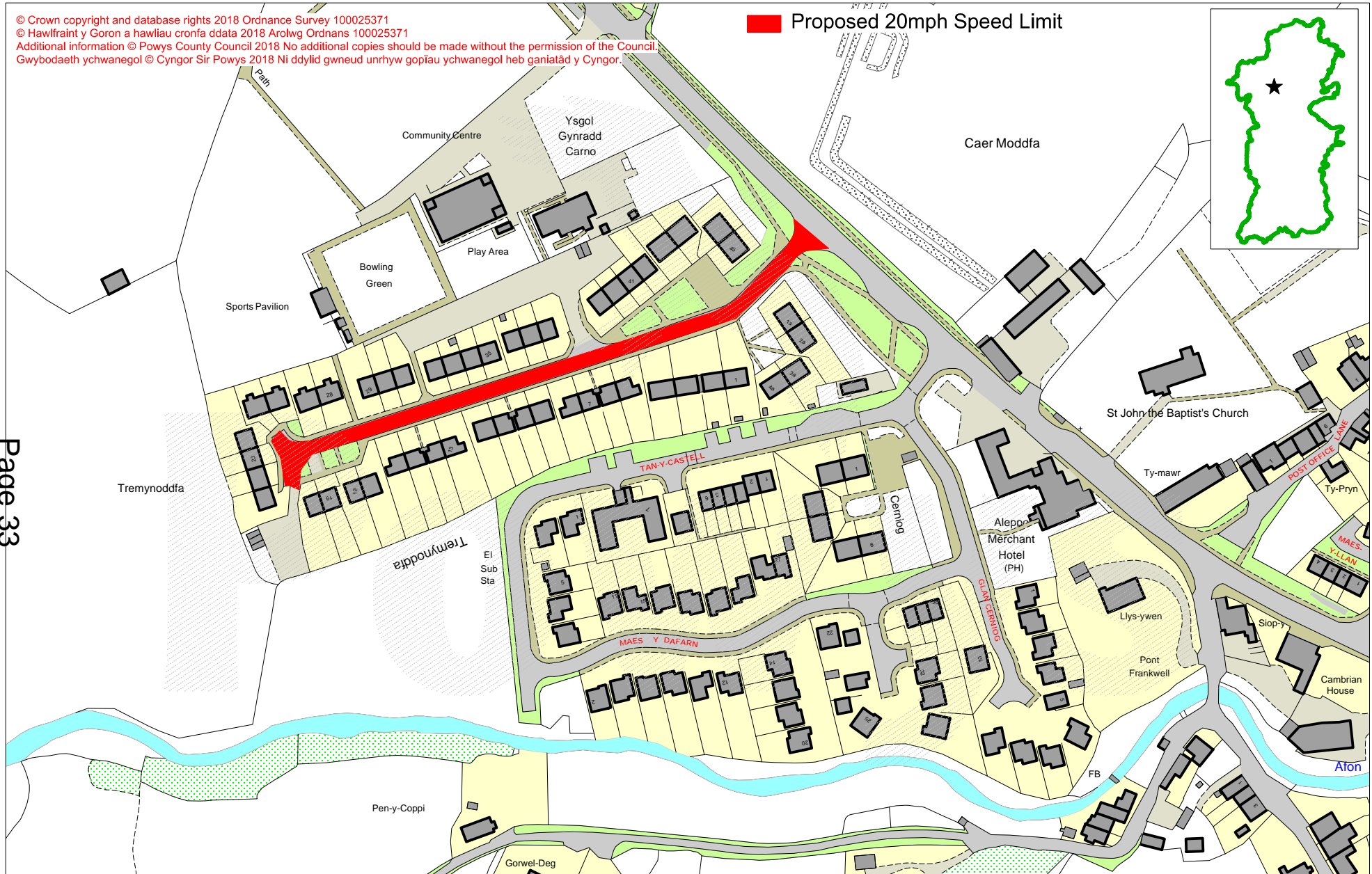
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 Proposed 20mph Speed Limit




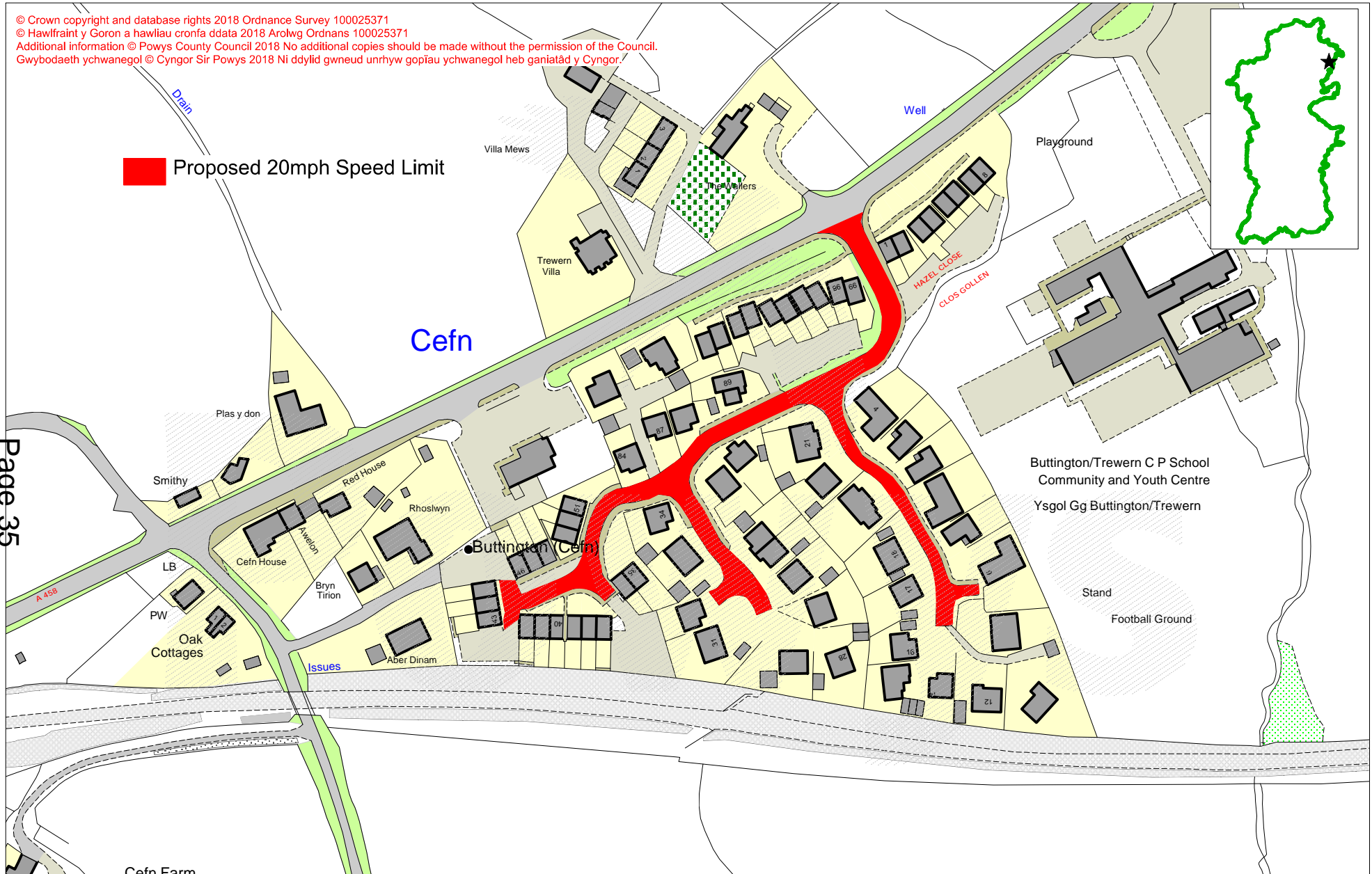
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 Proposed 20mph Speed Limit



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Report to:	Montgomeryshire on Wednesday, 14 th March 2018.
Author:	County Councillor J. Michael Williams, Montgomeryshire Rail Representative.
Subject:	Meeting of the Shrewsbury to Aberystwyth Railway Liaison Committee.

1. Notes on a meeting of the Shrewsbury – Aberystwyth Railway Liaison Committee held at the Town Hall, Welshpool on Friday, 16th February 2018.

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, Newtown and Welshpool; Talyllyn Steam Railway; Cambrian Rail Partnership; Shrewsbury-Aberystwyth Rail Passengers' Association (SARPA) and Arriva Trains Wales.

1.2 **Actions Taken since the last Meeting.**

The meeting received a report on actions taken since the last meeting:

- i) Report to Welsh Government Minister was adjusted with recommendations.
- ii) The Dyfi Junction shelter is not to progress due to platform width.
- iii) The Secretary did chase up Welshpool shelter installation.
- iv) The Secretary reported back on various meetings.

1.3 **Financial Report.**

The meeting considered the financial report, which showed approximately £400 in the bank account. There is still no receipt of payment from Powys County Council.

1.4 **Reports.**

1.4.1 **Arriva Trains Wales.**

The following were the main points of the report:

- i) The main issues were around communication. The meeting asked that better communication takes place in a number of areas identified as follows:
 - a. Notifying stakeholders of delays and cancellations with details of how if possible town councils such as Welshpool, Newtown and Machynlleth can get information out to their local communities.
 - b. Train information not always accurate.
- ii) It was confirmed that Wi-Fi is now available on all Arriva Trains in Wales.

- iii) Station Wi-Fi is being rolled out with larger stations first (i.e. Aberystwyth first).
- iv) More rolling stock is being made available to strengthen the existing stock.
- v) The early morning busy commuter trains are now often 6 carriages.
- vi) All trains must be disabled compliant by 2020 with no exceptions.
- vii) Arriva Trains has done very well in overall train standards of service.
- viii) Storm issues have meant that 100 trains out of 128 have had to be subject to wheel refurbishment.
- ix) The fare increases have not affected passenger numbers.
- x) Arriva Trains will issue growth figures for the last 12 months in a few weeks.
- xi) Consultation on the May 2018 timetable is due to be issued in a few weeks' time.
- xii) Details of the Machynlleth shelters' refurbishment was outlined.
- xiii) Comment was made regarding the Aberystwyth station toilets and their opening hours. Arriva Trains Wales confirmed that there will be no change due to misuse.

1.4.2 Network Rail.

The following were the main points of the report:

- i) The meeting expressed concern over works being carried out during weekends during the holiday periods.
- ii) 3.7m of work on the Cambrian Line is continuing but is often over running which has caused issues. The works are now being scheduled to end early to allow a better finishing time.
- iii) The fact that there were 3 trains cancelled on 3 consecutive days was not good news. Things are improving again.
- iv) Network Rail was concerned at the overruns to the extent that the MD did attend to see what is happening.

1.4.3 Cambrian Rail Partnership.

The full report is attached to these notes as Appendix 1.

- i) An offer of 2 for 1 entry at CADW castles and buildings on production of a rail ticket is to be announced.
- ii) Although there is a social media tourism campaign there will also be paper based material.
- iii) The Orange Wallet scheme continues.
- iv) Big Trains little trains is being launched again this year.

1.4.4 British transport Police.

There was no report from the British Transport Police. However the following was notified to the meeting:

- i) There has been a reduction in antisocial behaviour between Machynlleth and Aberystwyth on the trains.
- ii) A reduction in drug related incidents at Aberystwyth has been recorded.
- iii) The waiting room on Shrewsbury station's platform 3 is now closed on occasions due to misuse.

1.5 Franchise.

The meeting received an update on the current situation:

- I) A formal announcement is expected during May 2018.
- II) It has been confirmed that the current rail service is to be the minimum services running now.

1.6 Welshpool Station.

The meeting received a short report on the initial proposals:

- i) A new direction sign is being located on the bridge facing the ramp to the platform in the next 24 hours.
- ii) A new station plan was tabled (see attached report).

The meeting was unanimous in its support.

Welshpool Town Council will now prepare an artist's perspective and take the matter forward to Welsh Government and Network Rail.

1.7 Freight on the Railway.

This subject is to be added to the next agenda.

Before the next meeting Welshpool Town Council will carry out a survey of the industrial estate to see who would use rail freight if it were available.

1.8 Dates of Meetings.

The meeting noted the dates for the next three SARLC meeting:

Friday, 11th May 2018 in Welshpool; Friday, 5th October in Welshpool; Friday, 8th February 2019. The joint meeting with the Cambrian Coast Railway Liaison Committee in Machynlleth on Friday, 13th July 2018.

1.9 Actions to be Taken Forward.

The following actions are to be taken forward:

- i) Rail freight to be added to the next meeting's agenda.
- ii) Welshpool Town Council to complete the survey on freight.
- iii) Rail crossings to be added to next agenda.
- iv) Welshpool Town Council to take forward Welshpool station proposals.

- v) Both Ben Davies and Robert Robinson to chase up the extra shelters.
- vi) Ben Davies to pass on comments on rail information.
- vii) Letter to be sent to Network rail expressing disappointment at weekend working during holiday periods.
- viii) Arriva Trains is to issue growth figures for the last 12 months in a few weeks. The secretary will then pass them on to members.

Further to the report of the meeting please find attached at appendix 3 copy of a self-explanatory communication 'Abellio'. One of the three remaining bidders for the Wales and borders franchise indicating that they have withdrawn from the bidding process now leaving two remaining bidders MTR and KEOLIS AMEX.

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Cambrian Railway Partnership, Rail Development Officer's Report, February 2018.

1. Improving Links with Local Communities and their Railway.

Community and engagement work is continuing with Arriva Trains Wales and Network Rail. We recently ran a level crossing safety competition with Ysgol Maenofferren – Blaenau Ffestiniog, Ysgol y Traeth – Barmouth and Ysgol Tan y Castell – Harlech, as part of our partnership with Network rail to change the historical mind set of how level crossings are not important to young people and to show them the dangers of not using them correctly. The winner and two runners-up received free family tickets to see Santa on the Highlands and Ffestiniog Railway and book tokens courtesy of the Cambrian railway Partnership and the Welsh Books Council.

2. Continual Improvement and Development of Existing Rail Services and Infrastructure.

Strategic stake holder meetings take place on a monthly basis for the development of Bow Street with the chair of the SARLC also attending these meetings. I have recently been asked by Welsh Government and Network Rail to be the lead on the Equality and Diversity element of the project. The plans are shortly going out to consultation and we are currently working with a substantial number of disability and equality groups to ensure that the plans do not have a detrimental effect on service users.

3. Local Line-specific Timetable Production.

The December 2017 – May 2018 pocket timetable has now been produced and distributed to relevant TICs, stations and other relevant outlets. I will also be working closely with Arriva Trains Wales, Transport for Wales and Welsh Government in discussions as to whether there will be a new timetable in May or when the new franchise takes over with new or extra stock being ordered of the current timetable if necessary.

4. Surveys.

The Cambrian Railways Partnership was delighted to work with the Shrewsbury to Aberystwyth Rail 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 were presented to Gareth Evans, Rail Economist for Welsh Government along with other Welsh Government officials by the Committee on November 17th, 2017, at a meeting in Cathays Park, Cardiff. Welsh Government then disseminated this information to the franchise bidders as supporting information for their final bid which had to be submitted to Welsh Government and Transport for Wales in December 2017.

5. 2018/2019 Promotional Campaign.

The Rail development Officer has also agreed with the Partnership that to make the best of the Visit Wales “2018 Year of the Sea” thematic year and its potential for increasing tourism to the regions that it would be best to issue an invitation to tender for the creation and management of a complete Year of the Sea social media campaign along with continued management and maintenance of the new Wales on rails website. The invitation was sent out in December with responses to be received by mid-January. The contract has been awarded to Equinox Communications in Cardiff, who have already started making significant changes and fixes to the website and social media platforms, with the new website due to go live mid-March in readiness for Easter. Equinox is a highly reputable company with a wealth of knowledge in the tourism and rail industry. They are also currently working partners of Arriva Trains Wales, Cadw and Visit Wales.

6. Reports and Meetings.

Unfortunately I was unable to attend the Cambrian Coast Railway Liaison Committee in November due to moving house from South Wales to Mid Wales; however, a report was submitted and presented by Mr. Ben Davies of Arriva Trains Wales. I am also attending a number of town council meetings to raise the profile of making the Cambrian Railway a Dementia Friendly Community in its own entity. A number of towns such as Machynlleth, Welshpool and Newtown are already Dementia friendly Communities and are now adding travel as part of their action plans and I am assisting them along with the Dementia Friendly Communities Co-ordinator to support them in gaining the status for their stations.

Claire Williams,
Rail Development Officer,
Cambrian Railways Partnership.
Claire.williams@ceredigion.gov.uk
31/01/2018.

SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
with
WELSHPOOL TOWN COUNCIL

WELSHPOOL MAIN LINE RAILWAY STATION



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R A Robinson FRICS FSLCC
28.12.2017

SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
with
WELSHPOOL TOWN COUNCIL

1. Introduction

This paper sets out the case for improved facilities at Welshpool Station which I probably the station with the least facilities for a town of its size (catchment area 20,000 people) along the Cambrian and Coast lines.

Since the new timetable was introduced in May 2015 the number of passengers using the station has increased by over 100%. Taking this into account the limited facilities on the station platform are now far from acceptable.

This paper sets out the recent history, the issues and a proposal which could improve the station for its passengers.

2. Recent History

The most relevant recent history is as follows:

- a) The railway station was relocated into its current position in the mid 1970's when the bypass was constructed.
- b) The railway station constructed at that time was never adequate but in recent times (with the new timetable) the facilities are even less adequate.
- c) The new rail timetable has increased passenger traffic substantially.
- d) A new car park was constructed by the Town Council on land to the east side the station which is now well used.
- e) The access bridge has received a new surface in recent years, however as the walkway is not covered it does not take much for ice to form and create a hazardous journey to the platforms.
- f) The Town Council has provided two new litter bins (each side of the bridge) and cleans the bridge on a regular basis, this has improved the litter situation.
- g) The Town Council is providing a new signboard on the bridge to enable passengers to find their way around much easier.

3. The issues

The issues surrounding the need for station improvements are:

- a) The number of persons now using the station (an increase of approx. 120% since the new rail timetable introduced in May 2015.
- b) The shelter is well short of what is needed to accommodate the number of passengers using the trains.
- c) There are no toilet facilities on the station and no public toilets close to the station.

SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE

with

WELSHPOOL TOWN COUNCIL

Cont...

- d) The access arrangements for disabled are very poor with the only access being via the very steep and long ramp.

4. The proposal

The proposal to improve facilities at Welshpool Main Line Station takes into account the following factors:

- a) The site layout and boundary confines.
- b) The ongoing maintenance of any facilities' provided.

The proposal includes the following elements:

Access

Access for disabled is very poor with a long winding ramp being the only way to the platforms. The proposal includes for lifts at both the car park entrance and down to the platform.

Car Parking

The on site car parking is limited but there is little room to improve this situation without extensive land acquisition. Approx. 6-8 cars extra could be gained by minor alterations to the main car park area.

Station building

At present there is only one single shelter with a ticket machine housed within. You can get approx. 10-12 persons inside the shelter at a push. Many trains have at least 30 passengers to board the Shrewsbury bound train and another 10 or so for the Aberystwyth bound train. Both trains arrive around the same time.

The proposal is to move the shelter down the platform and to provide a building above the tracks accessed from the existing bridge.

The design would allow for a walkway to the platform even when the buildings are locked.

The new building would provide seating, ticket machines, vending machine, two toilets (one disabled) and indicator boards to show when trains are getting near.

A CCV camera will need to be installed within the building for security.

SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
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Services

Electrical services are on site. Water and sewage services will need to be installed to allow for the toilet accommodation.

Cleaning and maintenance

The Town Council is willing to provide toilet cleaning and emptying of bins along with general tidy up of the new building. Repairing liability would remain with the railway companies. An arrangement could be agreed to cover what is needed by agreement.

5. Plan of proposals

An outline layout plan showing the proposals is set out below:

SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
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WELSHPOOL STATION (General View)



Pictures of the Old Station building adjacent the current station



Pictures showing bridge access



SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
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Pictures of current car parking



Pictures of new car park area



Pictures of station platform



SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
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Picture of suggested information board in new building



Images of ticket machine and lift



SHREWSBURY TO ABERYSTWYTH RAIL LIAISON COMMITTEE
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Proposed seating type



Possible look of station from the Shrewsbury Platform end.

WELCOME TO WELSHPOOL

GATEWAY TO WALES

Town Centre

(5 minutes Walk)

Buses To The Town Centre

Departing from the Old Station
quarter to and 20 past the hour
(excluding 20 past 3 and quarter to 4)
First bus 8:52, Last bus 16.47



www.visitwelshpool.org.uk

WELSHPOOL TOWN COUNCIL

ARC withdrawal from the Contract Letting Process for the Wales and Borders Rail Service and South Wales Metro

It is with great sadness that I am writing to you, as one of the key stakeholders in the Wales and Borders region, who has kindly engaged with us during the consultation process for the above rail contract.

Following the liquidation of Carillion PLC on Monday 15 January, Abellio Rail Cymru (ARC) has taken the decision to withdraw from the Contract Letting Process for the Wales and Borders Rail Service and South Wales Metro competition.

We were aware that Carillion Rail was being sold by the official receiver and hopeful that our partner AECOM would have secured the purchase. Yesterday's announcement that Carillion Rail contracts were being awarded to other purchasers meant that our bid could no longer be considered by TfW.

ARC has taken this decision against a background of a bid to which we remain very committed for both Core Valley Lines and the wider Wales and Cross Border services. We believe that it meets the needs of the Welsh Government, customers and stakeholders across the wider Wales and Borders network. We also believe that it would have given the people of Wales and Borders a rail service that it deserves and been a driver of economic growth.

We are naturally very disappointed to be leaving the competition but would like to take this opportunity to thank you for your input and support during the bidding process. Your comments, suggestions and advice, have at all times, been invaluable. Enabling us to understand in greater detail the hopes and aspirations of those represented by you and your organisations.

I know that Sian and Alex have enjoyed working with you during this process and are happy to respond to any further queries or questions you may have. Please do not hesitate to contact them and they will help in whatever way they can.

May I take this opportunity to wish you and those you represent every success in the future.

Many thanks,



Julian Edwards
Deputy Managing Director and Business Development Director, Abellio UK

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