

**CYNGOR SIR POWYS COUNTY COUNCIL**

**HIGHWAYS AND LOCAL SERVICES**

**Montgomeryshire**

**5<sup>th</sup> July 2017**

**REPORT BY: Road Safety and Traffic Systems Manager**

**SUBJECT: Permanent 7.5 tonne goods vehicle weight limit,  
southbound lane of Long Bridge Street, Llanidloes at  
the Old Market Hall – B4518**

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**REPORT FOR: Decision**

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**1.0 Purpose of Report**

1.1 To agree the advertising of a permanent 7.5 tonne goods vehicle weight limit Traffic Regulation Order (TRO) on part of the southbound lane of the B4518, known as Long Bridge Street, at Llanidloes.

**2.0 Background**

1.2 The Old Market Hall was built during the seventeenth century, and is the only surviving example of a black and white timber-framed market hall building still in situ in Wales.

1.3 The Old Market Hall has a Grade 1 listed status, which is only awarded to buildings of exceptional, usually national, interest. Currently, fewer than two per cent of buildings listed in Wales qualify for this grade.

1.4 The Market Hall building is situated in the middle of the B4518 carriageway at the staggered crossroads of Long Bridge Street and China Street with Great Oak Street and Short Bridge Street. There are currently no size or weight restrictions along the B4518 through the town, therefore vehicles of all sizes are permitted to negotiate their way past the Market Hall as they travel through the town.

1.5 Since the Llanidloes bypass was constructed, large vehicles do not have to travel past the Market Hall to get from one side of the town to the other; but large vehicles still choose to squeeze their way past the Market Hall building instead of taking the longer route around the bypass to avoid the building.

1.6 Whilst there are HGV advisory route signs located at the Minerva roundabout, the Bryndu Road junction, and along the Llanidloes bypass; to encourage

HGVs to approach the town centre via the southern bypass junction; not all large vehicles take heed of these signs, and large vehicles sometimes collide with the building.

- 1.7 Powys County Council transferred the freehold of the Market Hall building to Llanidloes Town Council on 1st June 1981, and on the same date took a lease back from the Town Council for a term of 50 years at a ground rent of £10 pa. Under the terms of the lease the County Council is required to keep and maintain the property in a good state of repair. Details of the Schedule of Condition are included in the lease, but not provided to accompany this report.
- 1.8 In 2003 an agreement between Powys County Council and Llanidloes Town Council outlined the operation of the visitor attraction in the Old Market Hall called “A Celebration of Timber Buildings”, which would be managed by a local management committee. Under clauses 5 and 7 of this agreement the County Council is responsible for the structural and external maintenance of the Old Market Hall and is obliged to ensure that sufficient funds will be provided to maintain the fabric of the building.
- 1.9 The County Council has previously considered a number of options to prohibit certain turning movements by all vehicles at this staggered crossroads junction; or to prevent the passage of all vehicles along one side of the Market Hall and control traffic flows with permanent traffic lights; but these options were not sufficiently supported by the community for the Council to proceed with those proposals.
- 1.10 Should action not be taken to prevent lorry impact there is a significant risk the condition of the building will deteriorate substantially, including serious and sudden damage from a very serious impact.
- 1.11 There have been 5 serious instances of the building being struck by large vehicles since January 2016. These collisions typically occur as a result of large high sided or long vehicles travelling along the east side of the Market Hall building (i.e. the southbound lane of the B4518) travelling from Long Bridge Street to China Street, or from Long Bridge Street to Great Oak Street; misjudging the height of the roof of the building, or taking a poor line of travel past the building; and striking the vehicle with part of the vehicle.
- 1.12 Powys County Council has recently modified the profile of the carriageway past the building to try to tilt the upper part of larger vehicles away from the building, but these carriageway re-profiling works have not entirely resolved the problem.
- 1.13 A local operational bid for the implementation of a permanent Traffic Regulation Order and associated regulatory and advance advisory signage for the Old Market Hall has been secured. The £13,000 operational bid is available to spend within the current financial period.

### **3.0 Options Considered**

#### **1.14 Do Nothing.**

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

- a) a historically important building will be damaged, which may be irreversible;
- b) the Council has a legal responsibility to look after the OMH under the terms of the lease and failure to meet those terms may result in enforcement action from CADW, who have the same statutory Planning powers as the Council.

#### **1.15 Advertise a permanent height and width restriction.**

This would be very difficult to monitor and enforce, as it would be almost impossible to determine whether vehicles passing the building would be in compliance or in breach of such a restriction; and this would also not prevent large vehicles that have taken a “poor line” past the building from striking the building.

The prohibition regulatory signs for such a traffic Order would also be of a very large size, which would be unsympathetic to the setting of the Grade 1 listed building and the town centre environment.

#### **1.16 Advertise a permanent 7.5 tonne goods vehicle weight limit.**

This is the preferred option as all heavy goods vehicles are in excess of 7.5 tonnes, therefore the prohibition will be much easier to be monitored and enforced, and breaches of the Order can effectively be witnessed by the public and other highway users.

Goods vehicle weight limits can only be 7.5 tonnes or 18 tonnes. The 7.5 tonne limit is therefore considered to be the appropriate option.

### **4.0 Initial consultation feedback with local stakeholders**

3.1 The options of introducing a 7.5 tonne goods vehicle weight limit, or a width and height restriction have been considered by the Old Market Hall committee, Llanidloes Town Council, Llanidloes Without Community Council, and the local County Councillors for the afore mentioned wards.

3.2 It was proposed that the 7.5 tonne prohibition should commence at a point on the north side of the Old Market Hall building beyond which larger vehicles currently turn right from Long Bridge Street onto Short Bridge Street, and apply to the southbound lane of the B4518.

3.3 It was also identified that the proposal needed to include the review and replacement of the existing advance warning and advisory HGV route signage on the approaches to Long Bridge Street at the Minerva roundabout and the Llanidloes bypass.

3.4 These initial consultations identified a desire to include exemptions within the traffic regulation order for emergency vehicles and municipal waste vehicles.

The following exemptions would therefore be proposed for vehicles being used:-

- (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.

3.5 The option to introduce a 7.5 tonne goods vehicle weight limit was the option supported by all the stakeholders identified above with the exception of Llanidloes Without Community Council.

3.6 Llanidloes Without Community Council, were of the opinion that the 7.5 tonne weight limit should commence at the Great Oak Street junction only, effectively prohibiting left and right turning movements by goods vehicles in excess of 7.5 tonnes from Long Bridge Street and China Street onto Great Oak Street. However, as the Old Market Hall has also been struck by large vehicles travelling past the building from Long Bridge Street to China Street, this alternative suggestion is not supported by the local highway authority as it would not resolve the situation.

## **5.0 Proposal**

1.17 That a permanent Traffic Regulation Order to make an 7.5 tonne goods vehicle weight restriction on that sections of the southbound lane of the B4518 known as Long Bridge Street, as identified on the attached plan be advertised by the Council.

1.18 The Traffic Regulation Order would include the exemptions identified in paragraph 4.4 above.

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
Committee is asked to resolve that the introduction of a 7.5 tonne goods vehicle weight limit 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 reduce the likelihood of the Old Market Hall building being struck on a regular basis by heavy goods vehicles as they try to turn left from Long Bridge Street into Great Oak Street, or proceed past the Old Market Hall from Long Bridge Street to China Street.

<b>Relevant Policy (ies):</b>	<b>Local Transport Plan</b>		
<b>Within Policy:</b>	<b>Y</b>	<b>Within Budget:</b>	<b>Y</b>

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