

Montgomeryshire

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



Meeting date
Wednesday, 9 November 2016

County Hall
Llandrindod Wells
Powys
LD1 5LG

Meeting time
10.00 am

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

Issue Date: 3rd November 2016

AGENDA

1.	APOLOGIES	MS61-2016
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To receive apologies for absence.

2.	MINUTES OF PREVIOUS MEETING	MS62-2016
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To receive the Minutes of the previous meeting held on Wednesday 7th September 2016. (Pages 5 - 12)

3.	DECLARATIONS OF INTEREST	MS63-2016
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To receive declarations of interest in relation to matters to be discussed on the agenda.

4.	CHAIRMAN'S ANNOUNCEMENTS	MS64-2016
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To receive announcements from the Chairman.

5.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS	MS65-2016
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To receive reports from, and to put questions to, Cabinet Portfolio Holders.

5.1. **Councillor Stephen Hayes - Cabinet Portfolio Holder: Adult Social Care (10.10 - 10.35)**

5.2. **Councillor Avril York - Cabinet Portfolio Holder: Regeneration, Planning and ICT (10.35 - 11)**

6.	FUTURE FIT PROGRAMME UPDATE - 11.00	MS66-2016
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To receive an update in relation to the Future Fit Programme.

7.	HOUSING (CONTACT MANAGEMENT/PERFORMANCE) - 11.05 - 11.30	MS67-2016
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To receive information in relation to the Housing Service and how contacts are managed.

8.	ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES (11.30)	MS68-2016
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To consider Road Safety and Traffic Management Schemes.

8.1. Coed-y-Llan Housing Development, Llanidloes (20mph zone)

To consider the report. (Pages 13 - 16)

8.2. Y Fan, Modification of 30mph Speed Limit Area

To consider the report. (Pages 17 - 22)

8.3. Permanent 18 Tonne Amenity Weight Limit (Criggion Lane, Trewern - C2039 and C2040)

To consider the report. (Pages 23 - 28)

8.4. Welshpool Parking Review - Update

To receive the update report. (Pages 29 - 30)

9.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES	MS69-2016
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To receive reports from, and put questions to, members serving on outside bodies.

10.	CORRESPONDENCE	MS70-2016
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To receive items of correspondence.

11.	DATE OF NEXT MEETING	MS71-2016
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To agree the date of the next meeting (proposal being to meet on 18th January as opposed to 4th).

**MINUTES OF A MEETING OF THE MONTGOMERYSHIRE HELD AT COUNCIL
CHAMBER - NEUADD MALDWYN, WELSHPOOL, POWYS ON
WEDNESDAY, 7 SEPTEMBER 2016**

PRESENT: K M Roberts-Jones - County Councillor A W Davies (Chairman)

County Councillors G J Bowker, R G Brown, D E Davies, E R Davies, V E Evans, S M Hayes, D C Jones, Eldrydd M Jones, D R Jones, J R Jones, F H Jump, D Mayor, R H Mills, P C Pritchard, K M Roberts-Jones, R G Thomas, G P Vaughan and J M Williams

Apologies for absence were received from County Councillors MC Alexander, D Bailey, L V Corfield, R I George, P Harris, A Holloway, E A Jones, G M Jones, G Morgan, J G Shearer and W B Thomas.

1.	APOLOGIES	MS42-2016
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Apologies for absence were accepted from Councillors M.C. Alexander, D. Bailey, L.V. Corfield, A. Holloway, R.I. George, P. Harris, G.M. Jones, E.A. Jones, J.G. Shearer, and W.B. Thomas.

2.	MINUTES OF PREVIOUS MEETING	MS43-2016
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The Chairman was authorised to sign the minutes of the previous meeting of the Committee held on Wednesday 8th June 2016 as a correct record.

In the light of Councillor Joy Jones being unable to accept the position on the Community Health Council due to other commitments it was **RESOLVED** that the clerk should e-mail members with regard to seeking nominations for someone from outside of the County Council to sit on the CHC as a Montgomeryshire representative. The clerk would inform the CHC.

3.	DECLARATIONS OF INTEREST	MS44-2016
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There were no declarations of interest made in relation to items on the agenda.

4.	CHAIRMAN'S ANNOUNCEMENTS	MS45-2016
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The Chairman reported on:

- a. **Birthday Celebrations** – the Chair would recognise birthdays as advised by members
- b. **Councillor Shearer** – the Chair would send a get well card on behalf of the committee
- c. **Citizenships** – having officiated at ceremonies when required. At a recent ceremony the Chair had granted citizenship to a longstanding personal friend from Canada who had met all requirements

- d. **Christmas Service** – the Chairman would arrange for a Christmas service to be held in St. Michael's Church, Kerry on 11th December in the light of there being no December shire meeting and Christmas service

5.	WINDFARM DEVELOPMENTS - TRAFFIC MOVEMENTS (10.15 - 10.45)	MS46-2016
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Members welcomed Mike Davis – Project Manager (Tirgwynt Wind Farm), Chris Jackson – Development Manager (Garreg Lwyd Hill Wind Farm) and Samantha Mayes - Community Relations Manager, England and Wales (RES) to the meeting to provide an update in relation to traffic movements for two windfarm developments. During discussion particular reference was made to:

a. **Tirgwynt Wind Farm**

- i. **Requirements** – in order to be approved for development a significant number of Welsh Government and County Council requirements need to be complied with. All requirements would be satisfied
- ii. **Transport** – unlike in England all Welsh convoys would require police escorts. There had been some issues with regard to the transfer between escorts from neighbouring police forces which had delayed convoys. On occasion the police had prioritised dealing with other matters above that of escorting convoys. Developers are powerless in such circumstances, the police have overall authority. The commitment during transit had been to restrict delays for normal route traffic by a maximum of 10 minutes
- iii. **Loads** – 96 loads would be needed to provide all the equipment to the site, to date there were 19 loads left for delivery. The delivery programme would overrun by a week and finish on 19th September after which deliveries would begin on the Garreg Lwyd Hill site near Dolfor
- iv. **Turbines** – to date 7 of the 12 turbines had been erected
- v. **Convoy Movements** – residents are able to receive/view 'live' data on the website and via. text/twitter feeds
- vi. **Local Engagement** – engagement with communities is viewed by the developers as very important. There had been efforts to link with communities and schools. School children had been invited to name the turbines and the winners would be invited to a naming ceremony where plaques would be unveiled on site
- vii. **Police Escorts** – there had been some concern raised by residents and others with regard to police motorbike riders showboating during transport times and whilst escorting. The concerns had been reported to the police
- viii. **Community Benefit Schemes** – communities had been encouraged to apply for funding to support local schemes. A member felt that the communities that span the route should be eligible to apply. It was confirmed that all applications would be considered and that where there had been an impact community groups should be encouraged to apply. Requirements to operate schemes had been built into development agreements (section 106 agreements). The developer would confirm arrangements for considering benefit applications from organisations from Welshpool Town given that the Town Council had opted not to support the windfarm development. The local member for Welshpool Castle (Councillor Phil Pritchard) would raise the matter with the town clerk later this afternoon

- ix. **Access Roads / Passing Places** – modifications made to areas to allow for transport movements i.e. access roads/passing places would remain during the period of turbine operation in order to allow for use if needs be during the life of the site. Access roads would be closed and not available for public use
- x. **Regeneration** – there's a strong focus on using local tradesmen and maximising regeneration opportunities for the communities where there would be an impact. Some specialist functions would need to be undertaken by workers who were specialists in their fields. The developer would feedback on actual numbers of employees on site and whether they would be local to Powys. It's expected that a number of sub-contracted staff would be local to the development

b. Garreg Iwyd Hill Wind Farm

- i. **Trial** – a transport trial had taken place on 5th August and had worked well, there would be a further trial through Mochdre Estate, Newtown today. A member expressed concern with regard to the trial in respect of the convoy being delayed and moving through Newtown at a peak time (3 p.m.). The developer would confirm why the convoy was delayed
- ii. **Commencement** – there had been some slippage with regard to the commencement date due to slippage with transport for the Tirgwynt development. The commitment had been to complete one transport project before beginning the next. Convoys would, therefore, begin on 19th September and run until mid-December. Any unforeseens would need to be reacted to i.e. sever and/or inclement weather for prolonged periods
- iii. **Access Road** – the access road had been determined by the Welsh Government and County Council. The siting of it would allow future deliveries to additional sites should further developments be approved. The road allows for access to the wider area designated for potential development
- iv. **Passing Places** – the infrastructure would remain during the life of the site. The Welsh Government would maintain areas of the trunk road
- v. **Community Benefit Schemes** – members would urge engagement and the sending of information to communities (including town and community councils) to advise of processes
- vi. **Schools** – members would welcome good engagement with schools and parents given that there could be an impact on normal routines should convoy times venture into peak times for schools i.e. pick up and drop off times
- vii. **Live Information** - website updates, text updates and twitter feeds would provide 'real time' convoy information
- viii. **Informing Members** – members would welcome copy information sent to communities, residents, schools etc. so that they are fully aware and updated
- ix. **Turbines** – building would commence on the turbines during the first week of October

Members thanked those who attended for updating them on arrangements and agreeing to respond to the matters raised.

Members welcomed receipt of an update presentation regarding progress made in relation to the Future Fit Programme which would deliver the emergency and urgent care estate for the Shropshire and Telford area. Those running the programme had been engaging with communities in the Montgomeryshire area given that they access the provision. Members were invited to raise any issues through the clerk.

7.	BUSINESS SERVICES / CASHLESS SYSTEM FOR SCHOOLS (10.50 - 11.30)	MS48-2016
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Members welcomed Mark Evans, Head of Business Services and Nicola Williams, Cashless Schools Project Manager to the meeting to update on matters. Members had agreed to bi-annual updates. During discussion particular reference was made to the below matters.

8.	BUSINESS SERVICE FUNCTIONS	MS49-2016
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- a. **Budget Reductions** – Business Services functions (income and awards, business support, employment services, customer services and Powys pensions) had been subject to significant budget reductions. Vacancy management, process/service improvements, redesign and moving to a commercial approach are ways in which the service had, and would continue to, meet its saving requirements
- b. **Statutory Requirements** – activities support statutory requirements i.e. to bill and recover business rates/council tax and operate a payroll system. The focus across all business services must be to protect the Council in delivering such functions
- c. **Project Management/Spend to Save** – in order to drive improvement/change funding had been secured against a business case to recruit to project management positions
- d. **Payments for Goods/Services** – billing and payment arrangements use significant resource. There's scope to improve systems that would deliver savings and make best use of resource i.e. by working with suppliers we could reduce the number of invoices that need to be processed or could introduce purchase cards that would remove costly paper/electronic processes
- e. **Income and Awards (Council Tax)** – in response to demand and customer preference the unit had focused on resolving issues at the point of contact. The length of individual contacts would be longer, however, the outcome would, overall, be better for the Council and customer in terms of resolving issues without lengthy repeat contacts/exchanges
- f. **Customer Services** – the function had not been within Business Services for long, however, there would be a review of functions to ensure that contacts to the Authority are responded to in the best way for the resident
- g. **Commercial Approach** – DBS checks have been very successful and the way in which Powys approaches them has been held in very high regard. Seven local authorities have bought into Powys for processing its checks and there's potential for Powys to provide a service across Wales. Links are being made with the Welsh Government. There are also options to provide fraud and payroll services to others that could generate income for the Council

9.	CASHLESS SYSTEM FOR SCHOOLS PROJECT	MS50-2016
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- a. **Roll Out** – members will be aware from previous updates that a contract had been awarded in two parts to introduce cashless systems into schools
- b. **Biometric/Photo Identification** – in secondary schools systems would be biometric via. use of thumb prints, in the primary sector photo recognition would be used
- c. **Pilot** – a 73 school day pilot had been undertaken in the south of the County (Crickhowell High School and its feeder primary schools) and had been very positive. The positives included greater take up of school meals (88 more meals had been provided at the high school), reduced queuing time due to the speedy nature of payments in comparison to cash handling and there had been an increase in take up of Free School Meals, however, there would need to be further work undertaken to review whether the increase in FSM had been as a direct result of the cashless system. There were similar successes for the primary schools but to a lesser extent given there being fewer learners on roll
- d. **Roll Out** – due to the success of the pilot and in particular in relation to the benefits for the secondary sector it had been agreed to roll out to high schools first then to primary schools (it is hoped that roll out to high schools would be completed before the Christmas break 2016.. The provider had been working to develop a bi-lingual system for roll out to Llanfyllin High School, Caereinion High School and Bro Hyddgen. Due to the need to develop the system roll out to those high schools would be later in the programme. The Welsh Government had been informed and had accepted the position and confirm that it would satisfy requirements under the Welsh measure
- e. **Power Failures** – systems are backed up and power failures should not cause any issues

10.	REPORTS FROM AND QUESTIONS TO CABINET PORTFOLIO HOLDERS (11.30 - 11.45)	MS51-2016
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Members welcomed the opportunity to receive reports from, and to put questions to, Cabinet Portfolio Holders.

11.	COUNCILLOR JOHN BRUNT - CABINET PORTFOLIO HOLDER: HIGHWAYS AND TRANSPORT	MS52-2016
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- a. **Highways, Transport and Recycling Service** – the service operates from 12 main bases and there are 500 full time equivalent employees. At the current time most work is undertaken by operatives employed by Powys
- b. **Services** – the service provides highway maintenance street lighting, grass cutting, cleansing and street cleaning (there is also a sign shop)
- c. **Street Lighting** – the annual energy bill alone (including illuminated signs) is in the region of £330k per annum. An LED bulb replacement project which had recently been approved would reduce the energy bill over the longer term. A programme of bulb replacement would commence in November
- d. **Highways Technical Services** – the service undertakes design work, traffic/highway development control, road safety, manages the highway network, supports utility companies, oversees car parking services, manages public transport and oversees flood risk management and alleviation schemes amongst other services

- e. **Highway Asset/Condition**– the Powys Highway Asset has been valued to be in the region of £4.4 billion. Due to the number of C roads and their condition the condition of the highway network had been ranked as poor overall, however, the condition of A and B routes is very good and they are well maintained
- f. **Car Parks/Enforcement** – the Council operates 75 car parks, of which 35 are pay and display, there are plans to introduce charges at a further 10 parks and possibly others in due course
- g. **Fleet Management** – the Authority operates its own vehicle fleet which comprises of 536 vehicles which are maintained using three workshop sites. The annual fuel bill is in the region of £1.4 million. There are proposals to work with the Fire Authority to operate a workshop that will maintain vehicles for both organisations to reduce costs, provide a better facility and make best use of combined resource
- h. **Public/School Transport** – the service provides home to school transport under contract to the education service at a cost of in the region of £42k per day. Members were asked to encourage older residents that would qualify for free bus passes to apply because the Welsh Government use that information to provide some funding to Councils. Members were reminded that young people are able to use public transport and to travel anywhere in Powys for £1 per trip as part of a local scheme to encourage use of public transport
- i. **Commissioning of Services** – most services would be considered for the commissioning approach and it is likely that works would be undertaken by firms working under contract with Powys to provide services
- j. **Rail Links** – a member reported that he had concerns regarding the reliability of rail links and quoted having attempted to board a number of trains when services had been cancelled. The member was encouraged to raise the issues with the Transport and Traffic Manager (Tony Caine)
- k. **Verge Maintenance/Grass Cutting** – the Authority had entered into a contract with a local provider for grass cutting/verge maintenance. There had been some teething issues and positions are being monitored. During the second year of the contract (next year) it's expected that there would be an improved service with the contractor having learnt from the first year of operation
- l. **Berriew** – the local member reported that because the ward was sited in between Newtown and Welshpool there had been differing views on who should undertake works within the ward. The member would be advised in relation to the most appropriate link for matters within his ward
- m. **Newtown (Turner Lane)** – it was reported that the condition of some parts of Newtown, and in particular Turner Lane, were littered and in a poor state. The Portfolio Holder advised that local operatives should be contacted regarding matters, however, he reminded members that Council approved significant budget savings for the service and that the same levels of service would not be able to be provided given the reductions in funding. Engaging with communities to consider community delivery arrangements could be a way to retain services

Members wished to express their sincere thanks to Andrew Collins, Contracts and Programmes Engineer for his approach and helpful nature. Members thanked the Portfolio Holder for his update. The presentation would be made available for members to access.

12.	REPORTS FROM AND QUESTIONS TO MEMBERS SERVING ON OUTSIDE BODIES	MS53-2016
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Members welcomed the opportunity to receive reports from, and to put questions to, members serving on outside bodies.

13.	SACRE ANNUAL REPORT 2014/2015	MS54-2016
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Members received, for information, the SACRE Annual Report 2014/15. The report provides information in relation to church school inspection reports.

14.	ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES (11.45 - 12 NOON)	MS55-2016
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Members welcomed Chris Lloyd, Area Traffic Officer to the meeting for this item of business.

15.	WELSHPOOL - LOADING AND WAITING RESTRICTIONS	MS56-2016
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It was **RESOLVED** that the Area Traffic Officer, in consultation with the local member(s) and Chair, should review the report and subject there being only minor alterations determine the outcome for the shire. The outcome would be reported to the next meeting.

16.	SHIRE REVIEW	MS57-2016
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Members were reminded that the pilot arrangement which had been agreed by Council to move to a bi-monthly arrangement for shire meetings was due for review by the Council in July 2017. Given the need to report to Democratic Services in November members had been asked to complete an individual questionnaire with regard to their views on shire meetings and functions. To date 18 returns had been received from Council.

17.	CORRESPONDENCE	MS58-2016
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The Chairman reported receipt of a letter from Ken Skates, Cabinet Secretary for Economy and Infrastructure in response to a letter she had written to him to request that representatives from the Welsh Government attend meetings to update on arrangements for traffic movements for windfarm developments. The Cabinet Secretary had advised that he would not permit officials to attend shire meetings, however, he would respond to all written contacts regarding matters. The Cabinet Secretary confirmed that he was satisfied that the developers would comply with their transport management plans as agreed with the Welsh Government.

18.	DATE OF NEXT MEETING	MS59-2016
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The next meeting would be held on Wednesday 9th November 2016.

19.	ANNUAL GARDEN AWARDS PRESENTATIONS - 12.30 P.M.	MS60-2016
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Members were invited to attend the annual garden award presentation after the meeting. Year on year the standards reached are very high.

**County Councillor K.M. Roberts-Jones
(Chairman)**

MS68-2016a

CYNGOR SIR POWYS COUNTY COUNCIL

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

9th November 2016

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Coed-y-Llan housing development, Llanidloes, 20mph zone

REPORT FOR: Decision

1.0 Background

- 1.1 The approved design for the construction of the Coed-y-Llan residential development located along the Trefeglwys Road adjacent to the cemetery in Llanidloes includes the provision of a 20 mph zone for the residential cul de sac.
- 1.2 The development has recently been completed by J Ross Developments Ltd., and the speed limit now needs to be introduced.
- 1.3 The effect of the traffic regulation order would be to prohibit all vehicles from driving along the residential cul de sac at a speed exceeding 20 mph.
- 1.4 The developer has already paid Powys County Council the appropriate fee to commence the legal process to consider and advertise the proposed traffic regulation order. The fee covers the cost of the highway officers' time and the costs to advertise and make the legal traffic order.
- 1.5 The provision of the necessary regulatory signing will also be funded by the developer at no cost to the highway authority.
- 1.6 Powys County Council has the agreement of the landowner to make the Order in advance of the adoption of the estate road as a public highway.

2.0 Proposal

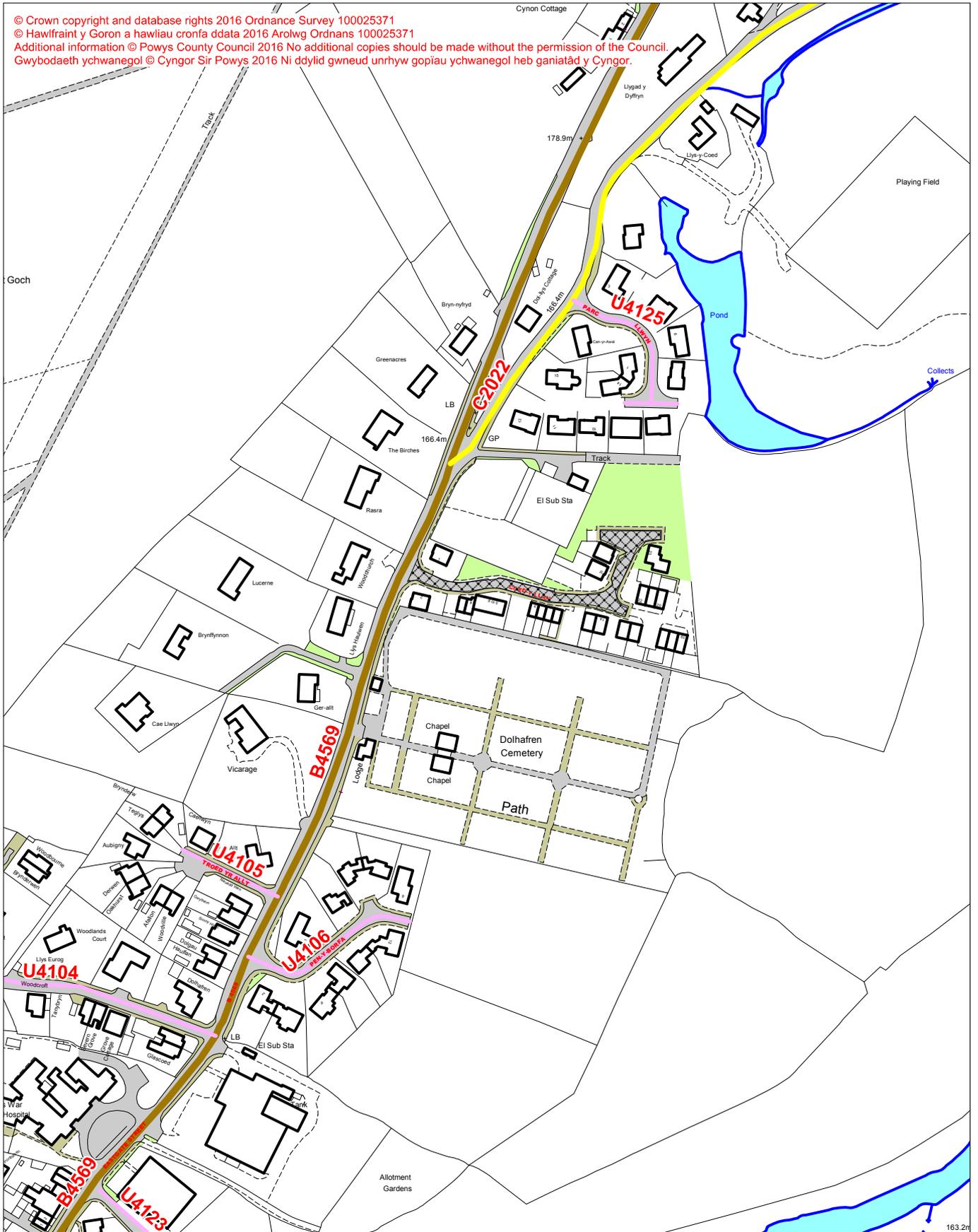
- 2.1 To impose a permanent traffic regulation order to introduce a 20 mph zone speed limit on the adoptable highways within the recently completed housing development shown cross hatched on the attached plan.
- 2.2 County councillor Gareth Morgan has expressed initial support for the proposal as the local member.

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 introduce a 20 mph zone to comply with council policy for new adoptable housing developments and comply with the design approval for this cul de sac 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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MS68-2016b

CYNGOR SIR POWYS COUNTY COUNCIL

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

9th November 2016

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Y Fan, Modification of 30mph speed limit area

REPORT FOR: Decision

1.0 Background

- 1.1 Outline planning consent has been secured by Nuthatch Properties Ltd for the construction of 3 new dwellings adjacent to the Troed Y Garth residential development, served by a new vehicular access off the C2072 Y Fan to Llanidloes road. The planning consent and Section 106 Agreement signed on 12 March 2015 required the developer to pay Powys County Council a sum of money to fund a new Traffic Regulation Order to modify the extent of the existing 30 mph speed limit within the village, and fund the provision of all necessary signage along the C2072 in the vicinity of the development deemed necessary by the Council's highway department.
- 1.2 At the outline planning application stage, Llanidloes Without Community Council supported the development proposal on the proviso that a 30 mph speed limit is introduced at Y Fan due to concerns about traffic speeds through the village.
- 1.3 Reserved matters consents for the access road and one of the properties have also been secured, the development has commenced, and the developer has paid the monies required under the Section 106 Agreement for the Traffic Regulation Order and associated signage.
- 1.4 The existing 30 mph speed limit Traffic Regulation Order dated 1 February 1991 within the village only applies to that section of the C2182 county highway past Van Terrace. The speed limit terminal signs have been subsequently extended along the C2182 towards the former lead mine to coincide with the final streetlight erected along the C2182 as part of the Troed Y Garth development. This Traffic Regulation Order will need to be revoked, and those roads included within the modified 30 mph speed limit Order.
- 1.5 A site inspection has taken place to determine where the 30 mph speed limit should commence on all approach roads into the village. The inspection took into account the Welsh Government's Guidance relating to the provision and extent of permanent speed limits, the extent of the existing and approved built up residential frontages along those roads, the extent of those roads which

are already restricted roads (i.e. subject to a 30 mph speed limit by virtue of the extent of the street lighting), the extent of the existing signed 30 mph speed limit, the available verge widths, and the geometry/nature of those roads.

- 1.6 The local member, Cllr Graham Jones has expressed support for the proposed modifications to the extent of the 30 mph speed limit.

2.0 Proposal

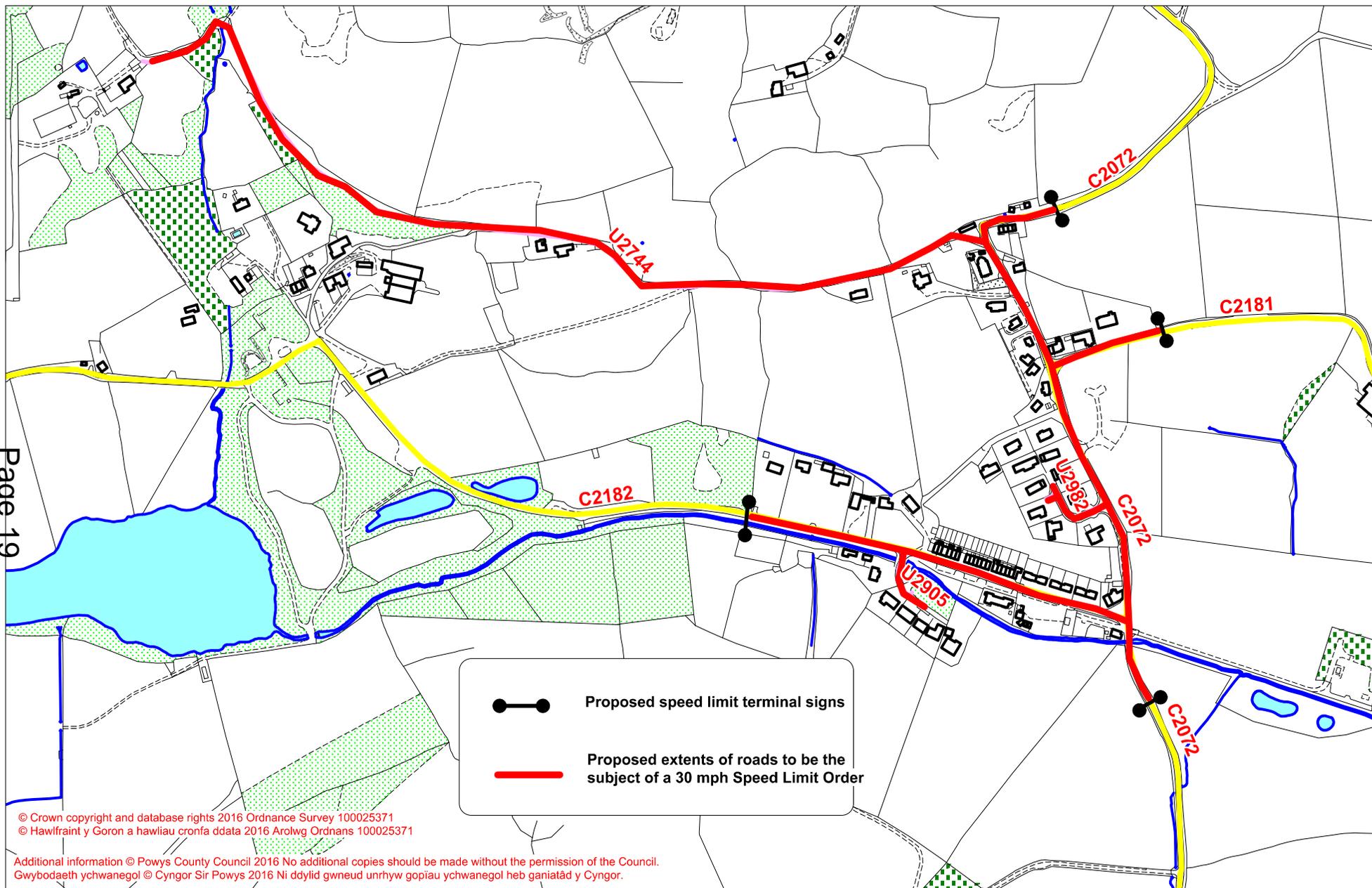
- 2.1 To introduce a permanent Traffic Regulation Order to revoke the existing 30 mph Traffic Regulation Order and introduce a new 30 mph Traffic Regulation Order on the extent of those public highways identified on the attached plan.

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 extent 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 Troed Y Garth, 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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MS68-2016c

CYNGOR SIR POWYS COUNTY COUNCIL

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

9th November 2016

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Permanent 18 tonne amenity weight limit Criggion Lane,
Trewern – C2039 and C2040

REPORT FOR: Decision

1.0 Purpose of Report

- 1.1 To agree the advertising of a permanent 18 tonne amenity weight limit Traffic Regulation Order (TRO) on the C2039 and the C2040, known as Criggion Lane, between Llandrinio and Trewern

2.0 Background

- 1.2 The repairs of Llandrinio Bridge have now been completed, and Shropshire Council have been asked to consider the removal of the temporary 7.5 tonne amenity weight limits which were put in place on local roads within Shropshire to prohibit the movement of large vehicles along unsuitable minor highways during the bridge repair works.
- 1.3 A temporary 7.5 tonne amenity weight limit was also introduced by Powys County Council on 23 December 2015 along Criggion Lane during the bridge repair works to prevent large vehicles using the lane as an unsuitable diversion route. This temporary traffic order expires on 22 December 2016.
- 1.4 Prior to the introduction of the temporary 7.5 tonne amenity weight limit, that part of Criggion Lane was signed as a road subject to a 17 tonne amenity weight limit.
- 1.5 The Road Vehicles (Authorised Weight) Regulations in 1998 increased the maximum permitted weight for rigid 2-axle and 3-axle HGVs from 17 tonnes to 18 tonnes. Highway Authorities were given until 31 December 2006 to amend their legal Traffic Regulation Orders (TROs) and install new Weight Limit Signs to affect this change. In this particular instance, the 17 tonne amenity weight limit along Criggion Lane was not amended, therefore the 17 tonne amenity weight limit was unenforceable by the Police after 31 December 2006.

- 1.6 Given that the 17 tonne regulatory signage was removed to permit the erection of the temporary 7.5 tonne signage, the highway authority cannot reinstate the 17 tonne signage as there is no valid traffic Order in place to permit such an action. It is also the case that the 7.5 tonne signage will no longer be enforceable as of 23 December 2016.
- 1.7 This issue was realised when the Llandrinio Bridge had to be closed for investigation and repair at the end of last year, and it was noted that the provision of a temporary and new permanent Traffic Regulation Order would have to be put in place along Criggion Lane and funded as part of the Llandrinio Bridge repair scheme.
- 1.8 Sufficient funding to advertise and implement the 18 tonne amenity weight limit along Criggion Lane remains within the existing budget allocated to the Llandrinio Bridge repair scheme.

3.0 Options Considered

1.9 **Do Nothing.**

This is not an appropriate option as the 7.5 tonne signage will no longer be supported by a valid Traffic Regulation Order as 23 December 2016.

1.10 **Remove the 7.5 tonne weight signs and leave the road open to use by all traffic.**

This is likely to be unpopular with the residents who live along Criggion Lane.

1.11 **Advertise a permanent 7.5 tonne amenity weight limit.**

This is likely to be unpopular with the agricultural traffic that previously used Criggion Lane as a through route when the 17 tonne amenity weight limit was in place.

1.12 **Advertise a permanent 18 tonne amenity weight limit.**

This is the preferred option as it merely modifies the previous 17 tonne amenity weight limit to comply with The Road Vehicles (Authorised Weight) Regulations 1998 legislation.

4.0 Proposal

1.13 That a permanent Traffic Regulation Order to make an 18 tonne amenity weight restriction on those sections of the C2039 and the C2040 known as Criggion Lane, as identified on the attached plan be advertised by the Council.

1.14 The amenity weight limit would include exemptions for use by emergency vehicles, and for the purposes of gaining access to any land, premises or properties on or adjacent to those roads which are the subject of the Order.

1.15 County councillors Dawn Bailey and Graham Brown have expressed support for the 18 tonne amenity weight restriction as the local members.

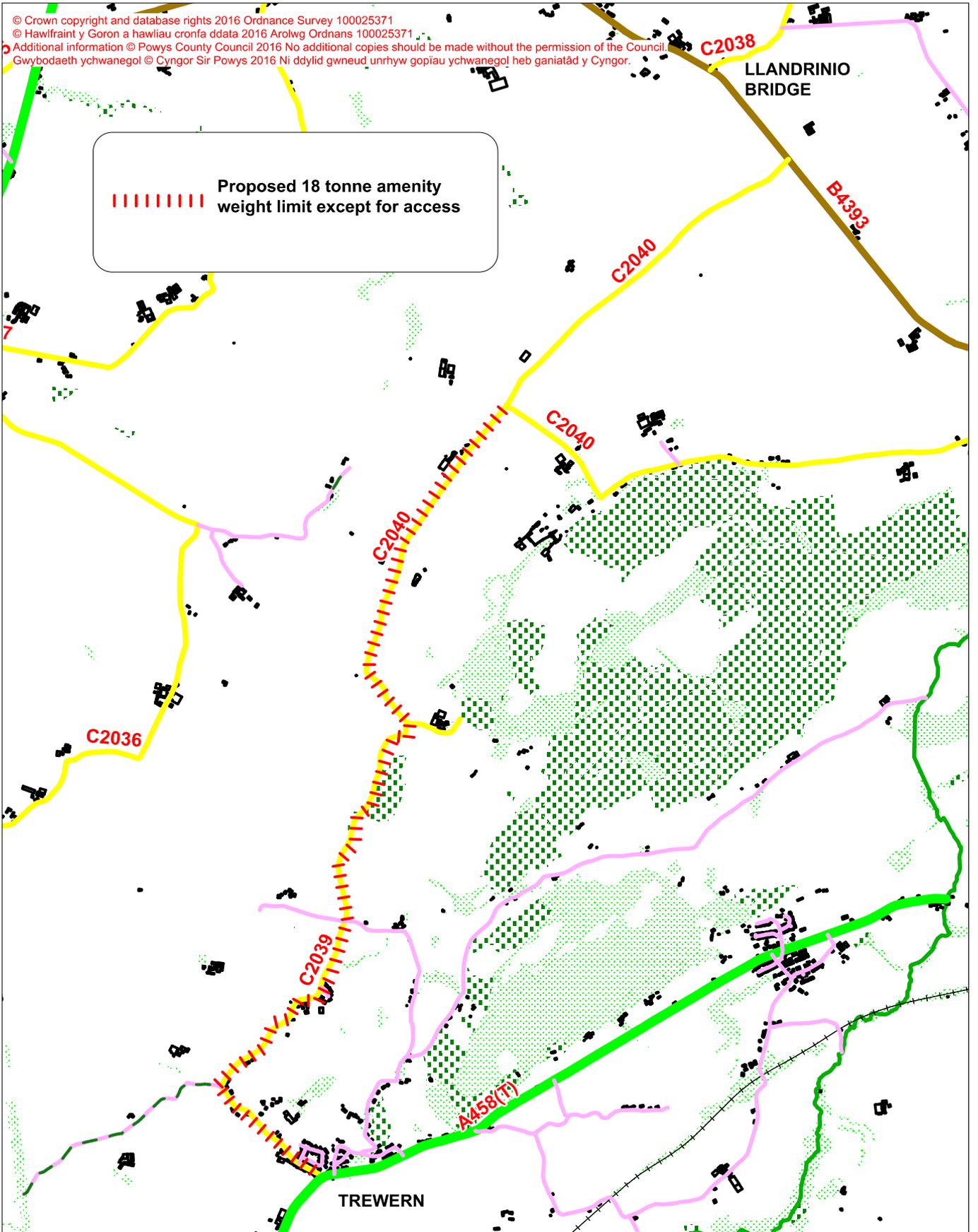
Recommendation:	Reason for Recommendation:
Committee is asked to resolve that the Traffic Regulation Order consultation procedure is initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and if no substantive objections are received the proposal be implemented.	To introduce an 18 tonne amenity weight limit except, to regularise the current situation, and prevent unsuitable traffic from utilising Criggion Lane to safeguard the integrity of that public highway, and to safeguard the interests and safety of those residents who have properties situated along Criggion Lane.

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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Proposed 18 tonne amenity weight limit except for access



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MS68-2016d

CYNGOR SIR POWYS COUNTY COUNCIL

HIGHWAYS AND LOCAL SERVICES

Montgomeryshire

9th November 2016

REPORT BY: Road Safety and Traffic Systems Manager

SUBJECT: Traffic Management – Review of waiting and loading prohibitions within Welshpool – Committee Update

REPORT FOR: Information

1. Background

- 1.1. Members will recall that at the Montgomeryshire Committee meeting of the 7th September 2016, the final decision to determine whether to uphold or overrule objections received in respect of the proposed on street waiting/loading prohibitions for the B4381 Brook Street, U4421 Howell Road and the U4419 Henfaes Lane industrial estate, was delegated to the local county councillors for Welshpool and the chairperson of the Montgomeryshire Committee.
- 1.2. Members will also recall that the final recommendation to uphold or overrule the objections received in respect of the proposed on street waiting/loading prohibitions for the A458 Berriew Street, was also delegated to the local county councillors for Welshpool and the chairperson of the Montgomeryshire Committee at that same meeting.
- 1.3. A site meeting took place on the 27th September 2016 to consider and discuss those objections, at which time the following decisions were made and agreed by Cllr K Roberts-Jones, Cllr P Pritchard and Cllr F Jump :-
 - a. **B4381 Brook Street** – objections and representations were noted and discussed, but it was agreed that traffic officers be instructed to make the proposed Order in accordance with the plans and draft Order that went out to public consultation between the dates of 18 March 2016 and 15 April 2016.
 - b. **U4421 Howell Road** – objections and representations were noted and discussed, but it was agreed that traffic officers be instructed to make the proposed Order in accordance with the plans and draft Order that went out to public consultation between the dates of 18 March 2016 and 15 April 2016.
 - c. **U4419 Henfaes Lane** – objections and representations were noted, and members were in agreement that any future review of on street waiting /loading proposals for Welshpool should include a proposal to

implement double yellow lines along both sides of the entire length of the industrial estate road; but it was agreed that traffic officers be instructed to make the proposed Order in accordance with the plans and draft Order that went out to public consultation between the dates of 18 March 2016 and 15 April 2016.

- d. **A458(T) Berriew Street** – the objections were noted and discussed, but it was agreed that the County Council make a recommendation to the Welsh Government to overrule the objections and representations received with respect to the trunk roads, and make the proposed Order in accordance with the plans and draft Order that went out to public consultation between the dates of 18 March 2016 and 15 April 2016.
- e. The approved plans and draft Order can be viewed at the following link <http://www.powys.gov.uk/en/corporate/find-out-about-consultations-in-powys/traffic-order-consultations/welshpool-on-street-parking-review/>

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