

Portfolio Holder for Environment



For further information please contact

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County Hall
Llandrindod Wells
Powys
LD1 5LG
19 December 2019

NOTICE OF INTENDED PORTFOLIO HOLDER DELEGATED DECISION

The Portfolio Holder has received the following report for a decision to be taken under delegated authority. The decision will be taken on **27 December 2019** (i.e. 3 clear days after the date of this note). The decision will be published on the Council's website but will not be implemented until 5 clear days after the date of publication of the decision) to comply with the call-in process set out in Rule 7.36 of the Constitution.

1.	ON STREET WAITING PROHIBITIONS, LLANRHAEADR-YM-MOCHNANT
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CYNGOR SIR POWYS COUNTY COUNCIL
PORTFOLIO HOLDER DELEGATED DECISION
by
COUNTY COUNCILLOR HEULWEN HULME
(PORTFOLIO HOLDER FOR ENVIRONMENT)
DECEMBER 2019

REPORT AUTHOR: Traffic Engineer North, Highways & Technical Services

SUBJECT: On street waiting prohibitions, Llanrhaeadr-ym-Mochnant

REPORT FOR: Decision

1. Summary

- 1.1 Modified on street waiting prohibitions were proposed in April 2018 as a result of concerns raised by the community council and local residents regarding inconsiderate and obstructive on highway parking at locations along a number of roads within the village of Llanrhaeadr-ym-Mochnant. The original proposals are attached to this report at Appendix A.
- 1.2 A significant number of objections to the proposals were received during the public consultation period, which were reported back to the community council and the local county councillor for consideration. A copy of the redacted representations received during the consultation period are attached to this report at Appendix B.
- 1.3 The community council and the local member reconsidered the proposals in light of the objections received and agreed that some of the waiting prohibitions originally proposed could be deleted and/or relaxed. Modified proposals were therefore drawn up and the community council made these proposals available for further public comment, and tabled discussions regarding these proposals at a number of community meetings.
- 1.4 On the 29th November 2019, the community council and the local county councillor confirmed their support for the modified proposals attached to this report at Appendix C.

2. Proposal

- 2.1 The Portfolio Holder for Environment is requested to take into account the representations received during the public consultation period, and the modified lesser proposals that are now put forward for approval by both the community council and the local county councillor with the support of the County Council's area traffic engineer; and instruct the Traffic Engineer North

to make the Traffic Regulation Order for the revised no waiting prohibitions as identified on the modified proposal plan at the earliest opportunity.

3. Options Considered / Available

3.1 Traffic Regulation Orders of this type are considered and made in accordance with the *Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996* legislation. Where substantiated objections are received to such proposals, the legislation sets out the options that are available to the order making authority. These options are set out below: -

- a) Uphold some or all of the objections received, reduce the extent of the proposed no waiting prohibitions, and make the modified Order.
- b) Overrule the objections received and make the Traffic Regulation Order as originally proposed.
- c) Abandon the proposed Traffic Regulation Order.

4. Preferred Choice and Reasons

4.1 It would not be considered appropriate to abandon the Traffic Regulation Order altogether, as this would effectively disregard the problem that has been reported to and witnessed by the traffic engineer, and would represent a failure of the highway authority to reasonably address legitimate concerns and complaints which relate to obstructive and inconsiderate parking within the village at specific locations.

4.2 The community council and the local county councillor are of the opinion that there is scope to reduce the extent of the proposed waiting prohibitions as originally proposed, therefore the original proposal is not being pursued in its entirety in this instance.

4.3 The preferred option supported by the community council, the local county councillor and the area traffic engineer, is therefore to uphold some of the objections received, reduce the extent of the proposed no waiting prohibitions, and make the modified Order.

5. Impact Assessment

5.1 Is an impact assessment required? No

6. Corporate Improvement Plan

6.1 Powys County Council has actively engaged with the community council and local residents to identify highway safety concerns within the village of Llanrhaeadr-ym-Mochnant, and with the support of the community council have enabled the introduction a traffic regulation order to address those highway safety concerns. The proposals support the CIP priority of improving

our transport infrastructure by making it safer for people to use the highways within Llanrhaeadr-ym-Mochnant.

7. Local Member

- 7.1 The proposal relates solely to the ward of Llanrhaeadr-ym-Mochnant, and the local member has expressed a view in support of the local community council that the original proposals be modified to lessen their effect as a result of the representations received during the public consultation period.

8. Other Front Line Services

Does the recommendation impact on other services run by the Council or on behalf of the Council? No

9. Communications

Have Communications seen a copy of this report? Yes

Have they made a comment? Yes

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

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

- 10.1 Legal - The Highways and Enforcement Solicitor has reviewed the proposals and confirms it is within our powers to proceed as proposed.

- 10.2 Finance - The Finance Manager Place and Resources notes the contents of the report, all costs associated with the recommendation will be funded from within the current available revenue budget of the service.

11. Scrutiny

Has this report been scrutinised? No

12. Data Protection

If the proposal involves the processing of personal data then the Data Protection Officer must be consulted and their comments set out below.
N/A

13. Statutory Officers

- 13.1 The Head of Financial Services (Section 151 Officer) notes the comments of the Finance Manager Place and Resources.

13.2 The Deputy Monitoring Officer commented as follows:- “I note the legal comments and have nothing to add to the report.”

14. Members’ Interests

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If the Portfolio Holder has an interest, he/she should declare it, complete the relevant notification form and refer the matter to Cabinet for decision.

Recommendation for Decision:	Reason for Decision:
To modify the proposals by removing and lessening the impact of certain waiting prohibitions identified on the original proposal after carefully considering the representations received during the public consultation period, and make the Traffic Regulation Order for the no waiting prohibitions as modified in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.	To introduce necessary waiting prohibitions to eliminate parking within areas where safe vehicle and pedestrian movements would otherwise be compromised.

Relevant Policy:	On Street Parking Policy Version: 1 – January 2018		
Within Policy:	Y /N	Within Budget:	Y /N

Relevant Local Member(s):	Cllr Aled Wyn Davies, member for Llanrhaeadr-ym-Mochnant and Llansilin.
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Person(s) To Implement Decision:	Chris Lloyd
Date By When Decision To Be Implemented:	As soon as possible

Is a review of the impact of the decision required?	Y / N
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Contact Officer:	Chris Lloyd
Tel:	01686 611563
Email:	chris.lloyd@powys.gov.uk

Background Papers used to prepare Report:

- **Appendix A – Original proposals agreed by Montgomeryshire Committee at their meeting of 6th September 2017.**
- **Appendix B – Redacted representations received during public consultation period.**
- **Appendix C – Modified waiting prohibition proposal.**

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CYNGOR SIR POWYS COUNTY COUNCIL

**Montgomeryshire
6th September 2017**

REPORT AUTHOR: Chris Lloyd – (Traffic Engineer North)

SUBJECT: On street waiting prohibition review, Llanrhaeadr YM.

REPORT FOR: Decision

1. Parking Reviews

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

2. Background

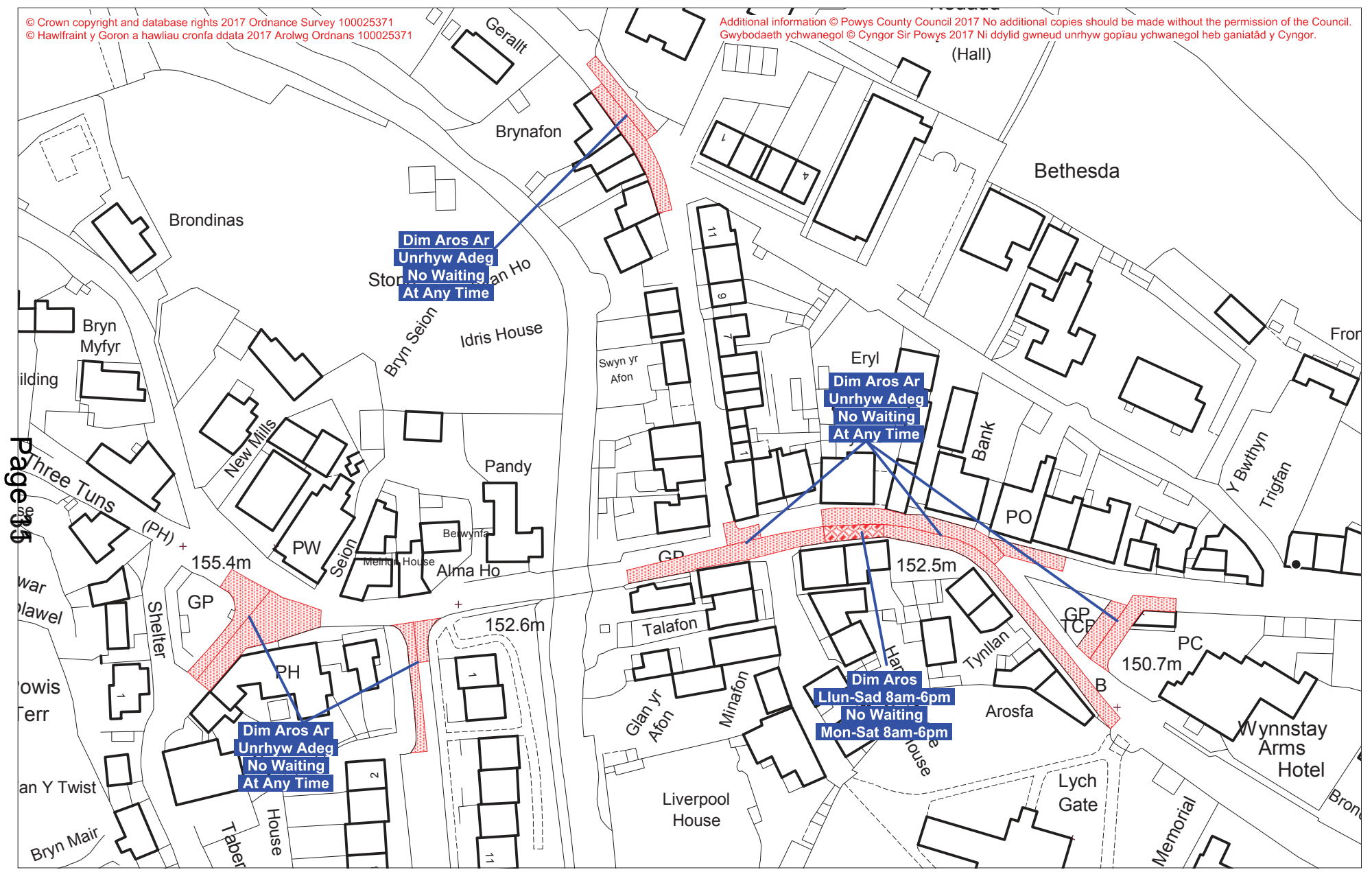
- 2.1. A review of the existing waiting prohibitions on the county highways within the village of Llanrhaeadr YM has been undertaken with the Community Council and the local County Councillor.
- 2.2. Problem locations have been identified over a period of time by the local bus service operator, the police, the community council and the local member.
- 2.3. A number of meetings and discussions have taken place to identify where prohibitions need to be modified to address nuisance and inconsiderate parking within the village.
- 2.4. Proposal plans to address these concerns have been drawn up and considered by the community council and the local member; and subsequently modified to accommodate requested revisions which were supported by the local highway authority.
- 2.5. The community council and the local member have expressed their support for the extents of the modified waiting proposals.

3. Proposal

- 3.1. The proposed prohibition of waiting restrictions within the village are identified on the attached plan.
- 3.2. A plan identifying the location of the existing on street waiting prohibitions is also attached for cross reference.

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

Relevant Policy (ies):	Local Transport Plan		
Within Policy:	Y	Within Budget:	Y
Relevant Local Member(s):	Cllr Aled Davies		
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



Gorchymyn (Strydoedd Amrywiol yn Llanrhaeadr-ym-Mochnant) (Gwaharddiad a Chyfyngiad ar Aros a Llwytho) 201-

(Various Streets Llanrhaeadr YM) (Prohibition and Restriction of Waiting) Order 201-

Mae Cyngor Sir Powys yn briadiu gwneud Gorchymyn dan Adranau 1(1), 2(1) a (2) a 4(2) Deddf Rheoleiddio Traffig y Ffyrdd 1984 fel y'i diwygiwyd. Effaith y Gorchymyn arfaethedig fydd:

1. Cyflwyno gwaharddiadau aros ar unrhyw adeg ar rannau o'r ffyrdd canlynol: **C2219** a'r **U5203** Stryd y Rhaeadr, **C2001** a **B4580** Stryd y Farchnad, **C2092** wrth ymyl Tafarn y Plough, a'r **U5206** Dol-y-Bont, a'r **B4580** Stryd y Parc.
2. Cyflwyno gwaharddiadau aros rhwng 8am a 6pm ddydd Llun i ddydd Sadwrn ar rannau o:
C2001 Stryd y Farchnad.

Mae modd archwilio manylion llawn y Gorchymyn a'r Cynlluniau drafft sy'n dangos ar ba rannau o'r ffyrdd y bydd hyn yn effeithio, ynghyd â rhesymau'r Cyngor yn Siop Bapur Bodalwyn, Sgwâr y Farchnad, Llanrhaeadr-ym-Mochnant, Croesoswallt, SY10 0JG ac yn Neuadd y Sir, Llandrindod, LD1 5LG yn ystod oriau swyddfa; neu ar-lein yn www.powys.gov.uk/cy/corfforaethol/dod-i-wybod-am-ymgyngoriadau-ym-mhowys/ymgyngori-ar-orchymyn-traffig

Rhaid anfon unrhyw wrthwynebiad a sylwadau eraill ynglŷn â'r Gorchymyn arfaethedig trwy lythyr at y sawl y mae ei enw wedi'i dorri isod erbyn 20 Mai 2018.

Rheolwr Traffig a Thrafnidiaeth a Phreiddwr y Sir, Llandrindod, Powys, LD1 5LG

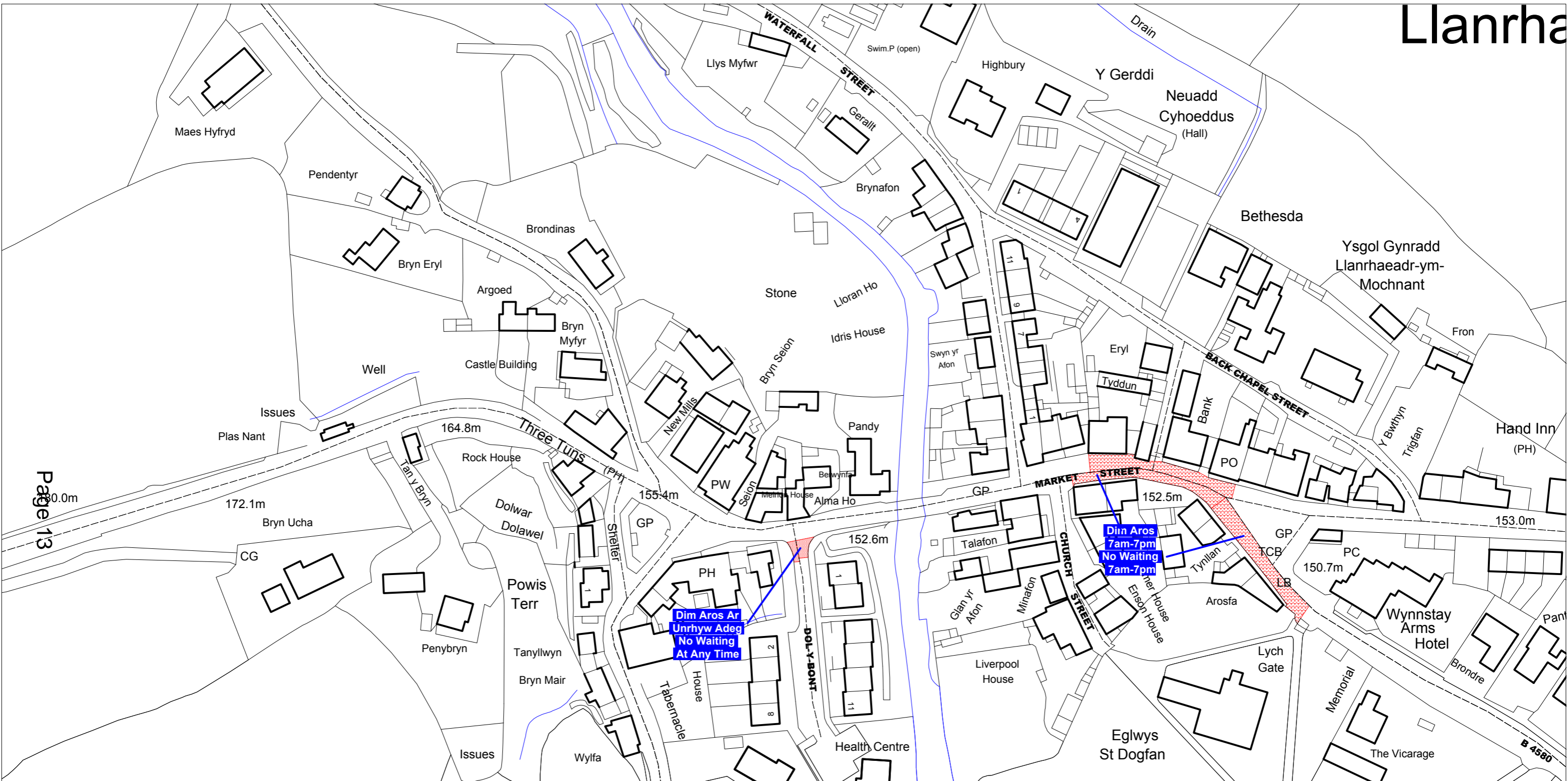
Powys County Council proposes to make an Order under Sections 1(1), 2(1) and (2) and 4(2) of the Road Traffic Regulation Act 1984 as amended. The effect of the proposed Order will:

1. Introduce prohibitions of waiting at all times on sections of:
C2219 and **U5203** Waterfall Street, **C2001** and **B4580** Market Street, **C2092** by the Plough Inn, **U5206** Dol-y-Bont, and **B4580** Park Street.
2. Introduce prohibitions of waiting between 8am and 6pm Monday to Saturday on sections of:
C2001 Market Street.

Full details of the draft Order and Plan identifying which sections of these roads are affected, in addition to the Council's reasons may be examined at Bodalwyn Newsagents, Market Square, Llanrhaeadr-ym-Mochnant, Oswestry, SY10 0JG and at County Hall, Llandrindod Wells, LD1 5LG during office hours; or online at www.powys.gov.uk/en/corporate/find-out-about-consultations-in-powys/traffic-order-consultations

Objections and other representations to the proposed Order must be sent in writing to the undersigned by 20 May 2018.

Traffic and Travel Manager, County Hall, Llandrindod Wells, Powys, LD1 5LG



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Gwasanaethau Amgylcheddol a Lleol
Cyngor Sir Powys
Neuadd Sir
Spa Road East
Llandrindod
LD1 5LG

Local and Environmental Services
Powys County Council
County Hall
Spa Road East
Llandrindod Wells
LD1 5LG



**Gorchymyn Cyngor Sir Powys
(Gwahardd a Chyfyngu ar Aros
a Mannau Llwytho a Mannau Pharcio)
(Gorfodi Sifil a Chydgrynhoi) 2011**

**Powys County Council
(Prohibition and Restriction of Waiting and
Loading and Parking Places)
(Civil Enforcement and Consolidation) Order 2011**

**RHIF ADOLYDIAD Y DDALEN - 01
SHEET REVISION NUMBER - 01**

**GRADDFA - 1:1250
SCALE - 1:1250**

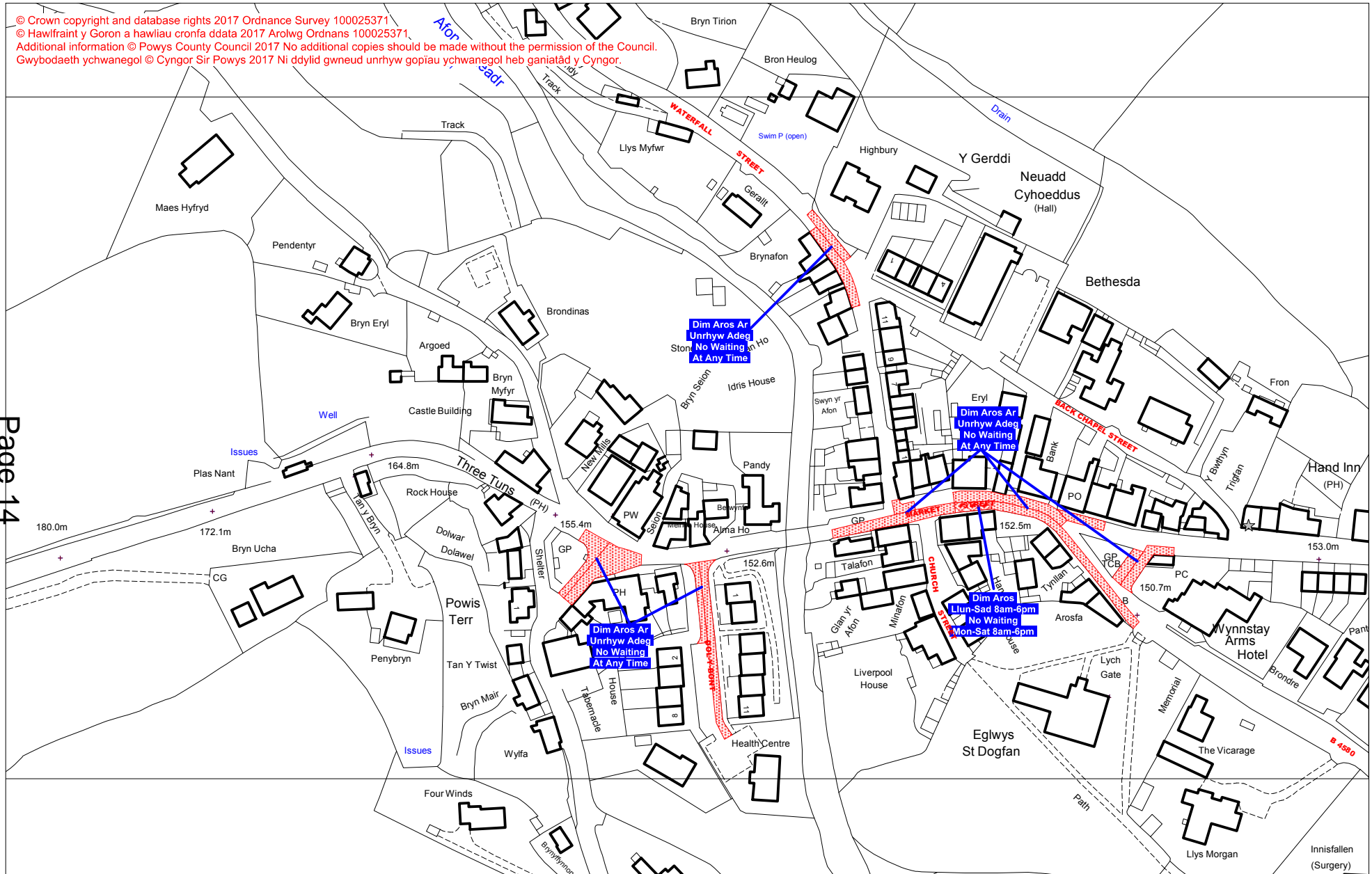
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2011 Arolwg Ordnans 100025371
Gwybodaeth ychwanegol © Cyngor Sir Powys (2011)

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2011 Ordnance Survey 100025371
Additional Information © Powys County Council (2011)

**DALEN YN WEITHREDOL O -
SHEET ACTIVE FROM -**

**16FED MAI 2011
16TH MAY 2011**

**COD ARDAL
AREA CODE
CS49**



**Cynigion Aros ar y Stryd Llanrhaeadr-ym-Mochnant - Ymgynghoriad cyhoeddus 27 Ebrill 2018 tan 20 Mai 2018
led Llythyr Safonol - Enwau a chyfeiriadau heb eu cynnwys er mwyn cydymffurfio â'r Rheoliadau Diogelu Data**

Wedi gwneud
sylwadau hefyd trwy

Dyddiad	lythyr neu e-bost	Crynodeb o Sylwadau Ychwanegol
10/Mai/2018		Dim.
11/Mai/2018		Dim.
11/Mai/2018		Dim.
11/Mai/2018		Dim.
11/Mai/2018		Dim.
11/Mai/2018		Nid yw'r cynnig yn ystyried anghenion y pentref. Nid oes ymgynghoriad digonol wedi cael ei gynnal.
11/Mai/2018		Dim.
11/Mai/2018		A gafodd astudiaeth effaith traffig ei chynnal, ac os nad dyma yw'r achos, pam? Lle mae'r sail dros fesurau mor llym.
11/Mai/2018		Dim.
11/Mai/2018		Dim.
11/Mai/2018		Rwyf yn cyflenwi cynnyrch i 2 siop yn y pentref, felly rwyf angen dosbarthu nwyddau lle mae'r llinellau melyn dwbl yn cael eu cynnig. Bydd llinellau melyn dwbl yn gostwng y manau parcio sydd ar gael.
11/Mai/2018		Dim.
11/Mai/2018		Ni fyddai pobl yn aros yn y pentref nac yn ymweld â Siop Bapur Bodalwyn, felly byddai 8 o staff rhan amser yn colli eu swyddi a'r busnes yn cau.
11/Mai/2018		Dim.
12/Mai/2018	llythyr	hyd yr ochr ddwyreiniol, ac mae angen dileu'r llinellau melyn dwbl ar hyd yr ochr orllewinol fel y gall adeiladwyr barcio i gyflawni gwaith ar eiddo.
12/Mai/2018	llythyr	Cytuno fod y llinellau melyn dwbl yn angenrheidiol o amgylch y gyffordd yn union gyda Stryd y Pistyll i sicrhau y gall cerbydau sbwriel a cherbydau brys fynd heibio. Mae angen i'r ateb fod yn gyfatebol ac ni ddylai arwain at farcio llinellau melyn dwbl ymhobman arall.
12/Mai/2018		Dim.
13/Mai/2018		Dim.
14/Mai/2018	llythyr ac e-bost	Dim.
14/Mai/2018		Dylid gwario'r arian ar rywbeth sydd ddim yn wrthgynhyrchiol. Mae'r cynigion yn syniad dwl.

14/Mai/2018		Mae'r gwrthwynebydd yn bensiynwr anabl ac ni fydd cyfyngiadau pellach yn gwella'r broblem barcio bresennol. Ni ddylid cyfyngu ar fysys yn dod i mewn i'r pentref gan na ellir defnyddio cludiant cyhoeddus os oes rhaid i bobl deithio i Faes y Dderwen i barcio a dal y bws.
14/Mai/2018		Yn awgrymu y dylid ymgynghori gyda'r gymuned cyn gwneud penderfyniadau unochrog. Dylid bod wedi cynnal astudiaeth effaith.
15/Mai/2018		Mae parcio yn y sgwâr yn arafu'r traffig.
15/Mai/2018		Bydd y cyfyngiadau arfaethedig yn difetha pentref poblogaidd sy'n ffynnu. Dylid cynnal asesiadau go iawn.
15/Mai/2018		Dim.
15/Mai/2018		Mae'r cyfyngiadau parcio arfaethedig dros ben llestri ac yn ddifeddwl. Mae angen rhai cyfyngiadau, ond mae angen eu hystyried ar y cyd gyda'r atgyweiriadau i'r maes parcio. Symud yr holl finiau ailgylchu o'r maes parcio heblaw'r rhai
15/Mai/2018		Anodd parcio fel gweithiwr a chyflenwr i 'Tanat Valley Bespoke' . Gallai'r cynigion arwain at gau'r siop os na all cwsmeriaid barcio.
16/Mai/2018		Dim.
16/Mai/2018		cynigion yn arwain at rhagor o geir yn parcio ar hyd Stryd yr Eglwys. Mae angen gwella'r maes parcio a'r arwyddion iddo.
18/Mai/2018	llythyr	Mae angen parcio sydd fwy o fewn cyrraedd i drigolion a busnesau, a thrwyddedau parcio i drigolion ar gyfer ardaloedd parcio cyfyngedig.
Heb ei ddyddio		Dim.

**Cynigion Aros ar y Stryd Llanrhaeadr-ym-Mochnant - Ymgynghoriad Cyhoeddus 27 Ebrill 2018 hyd at 20
Sylwadau a dderbyniwyd trwy lythyron a negeseuon e-bost unigol - Enwau a chyfeiriadau heb eu cynnwys
i gydymffurfio â'r Rheoliadau Diogelu Data Cyffredinol (GDPR)**

Math	Dyddiad	Crynodeb
Gwrthwyr	26/Ebrill/2018	Byddai'r cynigion yn atal parcio y tu allan i'r tŷ, sydd wedi'i wneud heb unrhyw ddigwyddiad am y 5 mlynedd diwethaf. Rwy'n gwrthwynebu oni bai y cyflwynir trwydded barcio i mi.
Gwrthwyr	27/Ebrill/2018	Dylid atgyweirio'r maes parcio cyhoeddus a dylid symud y biniau ailgylchu cyn rhoi'r gwaharddiadau ar waith. Ni fydd gwaharddiadau ar ddwy ochr Dol-y-Bont yn gweithio gan fod maes parcio'r feddygfa yn rhy fach a bydd rhaid i'r methodig a'r henoed barcio ar linellau melyn dwbl i ymweld â'r feddygfa. Os bydd manau parcio yn cael eu symud o sgwâr y pentref, bydd bysyr yn gallu troi yno yn hytrach na ger Tafarn Y Plough. Mae parcio annigonol i ymwelwyr.
Gwrthwyr	27/Ebrill/2018	Ni fydd y cynigion yn gweithio gan nad oes unrhyw le arall i barcio felly bydd trigolion yn cael eu gorfodi i barcio ar linellau melyn dwbl. Yn awgrymu y dylai manau yn sgwâr y farchnad fod yn fannau parcio cyfyngedig.
Gwrthwyr	27/Ebrill/2018	Byddai'r cynigion yn cael effaith andwyol ar fusnesau ac ymwelwyr.
Gwrthwyr	27/Ebrill/2018	Byddai'r cynigion yn cael effaith andwyol ar drigolion a busnesau. Yn awgrymu y byddai gwaharddiad 9am hyd at 6pm yn fwy synhwyrol wrth Dafarn y Plough.
Sylwadau	28/Ebrill/2018	Yn cytuno gan fwyaf gyda'r cynigion. Mae angen cadw Stryd y Farchnad gyferbyn â Phlas y Llan yn glir. Mae angen caniatáu llwytho ar Stryd y Farchnad. Mae angen dim aros ger y Plough yn unol â Chod y Ffordd Fawr. Dylid diogelu parcio ar gyfer diddordebau busnes, ond ni ddylid ei gadw ar gyfer trigolion a staff. Byddai arwyddion eglurach i'r maes parcio cyhoeddus yn fuddiol.
Sylwadau	29/Ebrill/2018	Mae'r maes parcio cyhoeddus presennol mewn cyflwr rhy wael ac wedi cyrraedd capasiti llawn. Ddim yn gweld unrhyw broblemau gyda cherbydau yn parcio ar ochr dde'r ffordd ar ben Stryd y Pistyll yn erbyn y wal gan nad ydynt yn rhwystro cerbydau mawr rhag mynd heibio. Awgrymiadau: - Llinellau melyn dwbl ar ochr chwith ffordd Dol-y-Bont yn unig, gan adael ochr dde'r ffordd ar gael i barcio gan nad yw maes parcio'r feddygfa yn ddigon mawr. Mae angen gwaharddiadau yng nghyffordd Stryd y Pistyll gyda siop Greatorex. Bydd gormod o waharddiadau yn cael effaith andwyol ar fusnesau a thwristiaeth leol, gan wthio'r broblem i fannau eraill yn y pentref.
Sylwadau	30/Ebrill/2018	maes parcio.
Gwrthwyr	01/Mai/2018	Mae angen arwyddion i'r maes parcio ac aros cyfyngedig o 1 awr yn Sgwâr y Farchnad yn hytrach na'r hyn a gynigir. Bydd gorfodi'r cynigion yn gyrru ymwelwyr ymaith.
Sylwadau	01/Mai/2018	Dwl bost a mynd dros ben llestri. Bydd y cynnig yn dinistrio'r pentref.

Gwrthwyr	01/Mai/2018	Nid oes parcio oddi ar y stryd gan nifer o drigolion, felly mae'n rhaid iddynt barcio ar y ffordd. Mae'n rhaid i ddefnyddwyr y siopau a mwynderau barcio ar y ffyrdd hefyd. Mae'n rhaid i'r henoed a'r anabl barcio yn agos at gyrchfan i barhau'n annibynnol. Mae'r maes parcio cyhoeddus fel arfer yn llawn, yn enwedig ar benwythnosau, ac mae rhy bell o fwynderau i'w ddefnyddio gan yr henoed a'r anabl. Mae angen trafod anghenion o ran diffyg parcio arall. Mae symud ceir sydd wedi parcio yn cynyddu cyflymder. Mae gofyn cael llinellau melyn dwbl gyferbyn â chyffordd Stryd y Pistyll, ac ar ben Tŷ Berwyn gyferbyn â'r deintydd wrth ymyl yr ardal eistedd. Mae parcio ger Tafarn y Plough yn rhwystro bysys rhag troi oni bai y gellid defnyddio bysys llai. Nid yw parcio unigol rhwng Tŷ Berwyn a Stryd yr Eglwys yn broblem.
Gwrthwyr	03/Mai/2018	Bydd y gwaharddiadau yn lladd busnesau yn y pentref a ddim yn annog ymwelwyr. Rwyf wedi clywed pobl yn dweud y byddant yn siopa yn Llansantffraid os bydd llinellau melyn dwbl yn cael eu cyflwyno. Bydd llinellau melyn dwbl y tu allan i'r siop yn atal pobl rhag taro heibio am bapur newydd ac yn cael effaith andwyol ar fusnes.
Gwrthwyr	03/Mai/2018	Bydd llinellau melyn dwbl yn lladd busnesau a bydd y dref fel tref anghyfannedd gan y bydd siopwyr yn cael eu rhwystro. Bydd y cynigion yn arwain at ddiswyddiadau o fewn busnesau. Nid oes angen am y cynigion.
Gwrthwyr	04/Mai/2018	Bydd y cynigion yn atal ac yn ffrwyno'r awyrgylch hyfryd a chyfeillgar. Ni fydd y cynigion yn annog ymwelwyr a siopwyr, gan droi'r dref yn dref anghyfannedd.
Gwrthwyr	06/Mai/2018	Byddent yn cyfyngu ar fynediad at fwynderau lleol. Mae'r maes parcio cyhoeddus fel arfer yn llawn. Byddai angen i siopwyr barcio'n agos at y siopau. Fe fyddai'n cael effaith andwyol ar fasnachu gydag ymwelwyr. Byddai'n lladd y pentref.
Gwrthwyr	08/Mai/2018	Mae parcio eisoes yn anodd o fewn y pentref. Fe fyddai andwyol i fusnesau lleol gan arwain at dref anghyfannedd. Mae angen parcio ar y stryd i bobl leol ac ymwelwyr. Efallai y gellid prynu ychydig o dir i wneud maes parcio newydd.
Sylwadau	08/Mai/2018	Cytuno gan fwyaf gyda'r cynigion, ond yn awgrymu gwneud y 10 man parcio yn Sgwâr y Farchnad yn gyfyngiad aros 45 munud neu 1 awr o 8:30 am hyd at 6.00 pm, a chreu 3 man parcio ychwanegol sy'n awr o hyd o flaen y siop bapur newydd a Spar. Mae angen rhoi wyneb newydd a marciau ar y maes parcio cyhoeddus. Dylai Tanant Valley Coaches ddefnyddio bysys llai a chasglu plant o gartrefi y tu allan i'r pentref gyda bysys mini (yna eu trosglwyddo i'r orsaf bysys i'w rhoi ar fws mawr).
Gwrthwyr	09/Mai/2018	Mae masnachu wedi bod yn dawelach ers cau Banc yr HSBC. Bydd y cynigion yn arwain at gau busnesau fel y digwyddodd yn Llangynog.
Gwrthwyr	12/Mai/2018	Nid yw gwaharddiadau aros yn ofynnol, gwell fyddai cael arwyddion gwell ac agyweiriadau i'r maes parcio cyhoeddus, parcio wedi'i amseru yn y sgwâr ac erlyn gan yr heddlu pan fydd pobl yn parcio'n anystyriol.
Sylwadau	12/Mai/2018	Byddai'r cynigion yn cael effaith ar fasnachu gydag ymwelwyr. Dylid symud y biniau ailgylchu o'r maes parcio cyhoeddus i ryddhau mwy o leoedd. Ni ddylai cynigion aros wrth y Plough fod yn 24/7 yn unig, dim ond pan sy'n ofynnol er mwyn hwyluso cludiant ysgol a gwasanaethau bws lleol.

Gwrthwyr	13/Mai/2018	ar fusnesau lleol. Bydd gwerthoedd tai trigolion yn gostwng gan nad oes ganddynt unrhyw le i barcio. Ni chynigir mannau parcio eraill i gerbydau sy'n cael eu symud gan y cynigion. Mae cynllun gwael i'r maes parcio presennol ac nid yw'n cael ei gynnal a'i gadw'n dda. Bydd cynnydd mewn lladradau ceir ac eiddo o fewn ceir os na ellir eu parcio o flaen eiddo. Ni fydd gan nyrsys a gofalwyr unrhyw le i barcio i ymweld â'r henoed yn Nol-y-Bont. Bydd amharu ar Dafarn y Plough os gwaherddir parcio gerllaw. Mae diffyg mannau parcio i ymwelwyr a thwristiaid. Ni fydd yr henoed a mamau gyda phlant yn gallu cyrraedd apwyntiadau yn y deintydd neu'r feddygfa. Bydd cynnydd yng nghyflymder traffig trwy'r pentref. Awgrymiadau: - Creu maes parcio cyhoeddus arall ar ben gorllewinol y pentref, neu ganiatáu parcio ym maes parcioy Neuadd Gyhoeddus. Caniatáu parcio ar un ochr o'r ffordd yn unig ger y bont a chyffordd Stryd y Pistyll. Mae angen gwaharddiadau ger Tafarn y Plough i alluogi bysys i droi. Mae angen ehangu pen uchaf Dol-y-Bont ar gyfer mwy o fannau parcio a newid y mannau parcio i barcio ongl fel y gellir parcio ceir gyferbyn â'r mannau parcio. Parcio cyfyngedig un awr yn Stryd y Farchnad, ac eithrio i nyrsys ardal a gofalwyr. Gwahardd cerbydau mawr o'r pentref
Gwrthwyr	14/Mai/2018	Mae'r cynigion yn rhy llym ac fe fyddent yn rhy andwyol i fusnesau. Nid y broblem yw parcio anystyriol, ond diffyg mannau eraill i barcio. Yr unig 3 fan cyfyngedig sydd angen eu trafod yw'r gornel ger y cigydd, y gyffordd ger Siop Greatorex a'r gornel cyn Tafarn y Plough. Awgrym: - Gwneud Stryd y Pistyll yn ffordd un-ffordd tuag at y pistyll, gyda thraffig sy'n dychwelyd yn teithio'n ôl ar hyd Back Chapel Street. Ychwanegu mesurau tawelu traffig ger Theatr Tanat a'r gornel ger y cigydd lle mae gyrwyr yn teithio'n rhy gyflym.
Gwrthwyr	14/Mai/2018	Wedi trefnu cyfarfod cyhoeddus lle'r oedd dros 100 o bobl wedi gwrthwynebu'r cyfan neu rannau o'r cynigion. Roedd y pryderon a godwyd yn cynnwys:- diffyg parcio yn y pentref a'r effaith andwyol ar fusnesau lleol. Roedd y cyfarfod wedi penderfynu annog y cyngor cymuned a'r awdurdod priffyrdd i ailystyried y cynnig gyda mewnbwn oddi wrth weithgor i gefnogi'r cyngor cymuned.
Gwrthwyr	14/Mai/2018	Bydd y cynigion yn effeithio ar fusnesau lleol ac yn peri gofid i drigolion. Dylai astudiaeth effaith lawn gynnwys yr holl ddarpariaethau parcio, arwyddion ffyrdd a chynnal a chadw.
Gwrthwyr	14/Mai/2018	Pryder y bydd y cynigion yn cael effaith andwyol ar fusnes, ac ni fyddwn wedi derbyn y brydles petai'r cynigion eisoes ar waith. Bydd y cynigion yn creu problemau mewn rhannau eraill o'r pentref. Dylai CSP wella cynllun, dyluniad ac arwyddion y maes parcio cyhoeddus yn hytrach na'r cynigion hyn.
Gwrthwyr	15/Mai/2018	Gwasanaethau Parcio 2016. Byddai'r cynigion yn cael effaith andwyol ar yr henoed, a ddim yn annog ymwelwyr i ymweld â mwynderau'r pentref. O'r farn nad yw gweithdrefnau ymgynghori cyhoeddus wedi cael eu dilyn. Dylid gwella'r maes parcio cyhoeddus.

Gwrthwyr	15/Mai/2018	Bydd y cynigion yn effeithio ar fusnesau lleol ac yn rhwystro ymwelwyr sy'n teithio heibio a thwristiaeth. Bydd y cynigion yn effeithio ar drigolion sydd heb unrhyw fan parcio oddi ar y stryd . Dylai CSP ddarparu manau parcio eraill ac arwyddion i'r maes parcio cyhoeddus, Dylai Tanat Valley Coaches ddefnyddio bysys llai. Bydd y cynigion yn cael effaith andwyol ar bobl anabl a gofalwyr sydd angen parcio yn agos at eiddo. Mae llif traffig trwy'r pentref yn rheoli ei hunan yn effeithiol. Mae angen mewnbwn pellach oddi wrth y gymuned cyn y gwneir y penderfyniad. Sylwadau Pellach ar 18 Mai: - Does dim gofyn cael aros o flaen Arosfa (yn awgrymu newid cyfnod o 7am-7pm i 8am-6pm gan gynnwys plât amser o flaen y tŷ), fe fyddwn yn gwrthwynebu unrhyw gynnig am barcio gyda chyfyngiad amser. Fe fyddai cyfnod cyfyngiad amser o 20-30 munud yn cael ei ystyried rhwng 8am a 6pm o fewn Sgwâr y Farchnad a Stryd y Farchnad. Mae llinellau melyn dwbl yn ofynnol ar waelod Stryd y Pistyll a'r gyffordd gyferbyn i alluogi cerbydau mawr i yrru trwy'r gyffordd, ac ar y gornel gyferbyn â'r hen fanc. Nid oes angen unrhyw newidiadau ar hyd Dol-y-Bont. Dylai cyfyngiadau ger Tafarn y Plough fod rhwng 8am a 6pm, dim ond ar ochr lawnt y pentref yn unig er mwyn caniatáu i fysics droi yn y lleoliad hwn.
Gwrthwyr	15/Mai/2018	Bydd y cynigion yn gwneud y pentref yn anhygyrch i gwsmeriaid ac felly'n dinistrio busnesau. Awgrymiadau: Dylid cyflwyno aros am awr o fewn sgwâr y farchnad i annog siopa. Dylid cael arwyddion i'r maes parcio cyhoeddus. Dylai maes parcio'r neuadd gyhoeddus fod ar gael i'w defnyddio gan bawb oni bai fod digwyddiad yn y neuadd gan nad yw'n eiddo preifat ac mae'n hunanol rhwystro'r pentrefwyr rhag ei ddefnyddio.
Gwrthwyr	15/Mai/2018	Bydd y cynigion yn arwain at ostyngiad mewn cwsmeriaid a busnesau yn cau o ganlyniad i hynny, gan na fydd cwsmeriaid yn gallu aros os na allant barcio y tu allan i'r siop, ac fe fyddant yn mynd i leoedd eraill.
Gwrthwyr	15/Mai/2018	Eisiau gallu parcio y tu allan i'r tŷ neu gerllaw lle y gellir gweld y car o'r eiddo. Mae bysys yn achosi difrod a niwsans i eiddo wrth droi wrth y gyffordd, a dylid casglu a throi yng nghanol y pentref yn hytrach na hynny.
Gwrthwyr	15/Mai/2018	gwsmeriaid yn cyrraedd mewn car. Os oes rhaid i gwsmeriaid barcio mewn man arall yn y pentref, fe fyddant yn defnyddio'r dafarn arall. Mae'r rhan fwyaf o bobl yn parcio'n synhwyrol y mwyafrif o'r amser, felly mae angen dull hyblyg gan ddefnyddio synnwyr cyffredin. Mae gwaharddiadau ond heb eu hangen gyferbyn â'r dafarn i hwyluso troi bysys, nid ar ddwy ochr y gyffordd. Dim ond yn ystod y dydd o ddydd Llun i ddydd Sadwrn y mae angen y gwaharddiad hwnnw. Awgrym: - Ni ddylai bysys droi y tu allan i'r dafarn gan ei fod yn mynd yn groes i gyfarwyddyd PSV y DVLA, a dylid Tanat Valley Coaches brynu bysys llai sy'n fwy addas i amodau lleol.
Sylwadau	16 May 2018	Dylid disodli'r cyfyngiad 24 awr gyda chyfyngiadau mwy cymedrol sy'n amharu llai ar y gymuned a busnesau lleol.
Gwrthwyr	16/Mai/2018	Mae'r cynigion yn mynd yn rhy bell a bydd yn gwrthio'r broblem ar rannau eraill o'r pentref gan greu anawsterau goryrru. Dylid cael cyfyngiad amser ar barcio yn y Sgwâr. Mae'r gyffordd wrth Dafarn y Plough angen llinellau melyn ar ochr lawnt y pentref yn unig. Mae angen cyffordd Stryd y Pistyll angen llinellau melyn dwbl. Mae angen trafod y diffyg manau parcio.

Gwrthwyr	17/Mai/2018	Yn falch o weld fod y problemau parcio yn cael eu hystyried, o'r farn na fyddai llinellau melyn dwbl trwy'r holl bentref yn briodol gan y byddai'n andwyol i drigolion a ddim yn annog ymwelwyr. Byddai'r cynigion yn rhoi straen ar bobl sy'n mynychu priodasau ac angladdau. Fe fyddai'n rhwystr i adael ceir yn y pentref yn ystod eira ac amodau rhewllyd. Byddai'r llinellau melyn dwbl arfaethedig yn amharu ar yr ardal gadwraeth. Dewisiadau eraill a awgrymir: - Dylid rhoi wyneb ar y maes parcio cyhoeddus a diffinio'r manau parcio i gynyddu'r lle parcio sydd ar gael (gyda chyfraniad o bosibl oddi wrth <i>United Utilities</i> fel arwydd o ewylllys da oherwydd y llifogydd ym mis Ionawr 2017). Gallai maes parcio'r Neuadd Gyhoeddus fod ar gael pan nad oes ei angen ar gyfer digwyddiadau yn y neuadd. Gallai'r bysys godi disgyblion a throi yn yr ysgol gynradd yn hytrach na theithio i mewn i'r pentref, neu gellid defnyddio bysys llai.
Gwrthwyr	17/Mai/2018	Ni fydd y cynigion yn annog teuluoedd ifanc i setlo yn y pentref (gan nad oes manau parcio oddi ar y stryd gan yr eiddo mwy fforddiadwy), ac fe fyddai'n cael effaith andwyol ar fasnach gan na fyddai parcio ar y stryd ar gael. Dylai Tanat Valley ddefnyddio bysys llai. Nid yw tagfeydd presennol a achosir gan barcio ar y stryd yn cael eu hystyried i fod yn broblem. Nid oes angen unrhyw newidiadau i waharddiadau presennol.
Cefnogi	17/Mai/2018	Cefnogaeth ar gyfer llinellau melyn dwbl ar ddwy ochr y gornel ar hyd Stryd y Pistyll, gan eu bod yn ofynnol i atal cerbydau rhag mynd ar y llwybr troed ac i ddiogelu eiddo.
Gwrthwyr	17/Mai/2018	Bydd y cynigion yn cael effaith andwyol ar fusnesau ac ymwelwyr. Dylid ystyried gwneud trefniadau eraill yn ychwanegol at arwyddion i feisydd parcio eraill.
Gwrthwyr	17 May 2018	Byddai llinellau melyn unigol yn ddigonol petaent yn cael eu gorfodi. Bydd y cynigion yn gyrru masnachu ac ymwelwyr ymaith. Dylid cyfyngu parcio o fewn y Sgwâr i 1 awr i'w atal rhag cael ei rwystro gan drigolion a dylai gweithwyr o fewn busnesau barcio yn y maes parcio cyhoeddus yn hytrach na hynny.
Sylwadau	17/Mai/2018	Dylai'r gofyniad isaf ar ddim aros gyferbyn â Thafarn y Plough o 8am tan 6 pm ar ddydd Llun i ddydd Sadwrn o amgylch perimedr lawnt y pentref fod yn unol â'r cynllun sydd wedi'i atodi i hwyluso cludiant ysgol a'r bysys gwasanaeth a amserlennir er mwyn troi'n ôl ger y Plough.
Gwrthwyr	18/Mai/2018	chleifion y feddygfa. Mae'r ardal gyfyngedig ar hyd Stryd y Pistyll yn 50-60% yn fwy na'r hyn sydd ei angen. Mae'r ardal trwy'r pentref hyd at y bont yn ormodol. Nid yw'r cynigion yn trafod y canlyniadau ac nid ydynt yn cynnig manau parcio eraill. Mae'r sefyllfa sydd ohoni o ran parcio ar y stryd yn cael effaith wrth dawelu traffig, a allai arwain o bosibl at anawsterau goryrru os byddant yn cael eu symud. Fe fydd yn cael effaith andwyol ar berchnogion eiddo nad ydynt yn cael parcio oddi ar y stryd. Fe fydd yn cael effaith andwyol ar fusnesau a bywyd y pentref. Mae diffyg ymgynghori o flaen llaw gyda thrigolion. Mae angen mwy o fewnbwn cymunedol.
Gwrthwyr	18/Mai/2018	Tra y bydd cyfyngiadau yn gwella llyf traffig trwy'r pentref yn ystod oriau gwaith, maent yn ddiangen y tu allan i'r oriau hyn. Bydd y cynigion yn disodli parcio ar y stryd i rannau eraill o'r pentref ac o bosibl yn cynyddu cyflymder traffig. Dylid ailystyried y cynigion a'u graddio i lawr gan ystyried safbwyntiau trigolion a busnesau.

Gwrthwyr	18/Mai/2018	Bydd y cynigion yn cael effaith andwyol ar fusnesau a thwristiaeth, gan na fydd gyrwyr yn aros o fewn y pentref. Fe fyddant yn cael effaith andwyol ar drigolion sydd heb fannau parcio oddi ar y stryd. Dylid ystyried cyfnod aros cyfyngedig o 2-30 munud rhwng 8am a 6pm o fewn Sgwâr y Farchnad a Stryd y Farchnad. Mae llinellau melyn dwbl yn cael eu cefnogi wrth ymyl tafarndy'r Wynnstay fel y manylir ar gynllun y cynnig. Mae llinellau melyn dwbl yn ofynnol ar waelod Stryd y Pistyll a gyferbyn â'r gyffordd i alluogi cerbydau mawr i yrru trwy'r gyffordd, ac ar y gornel gyferbyn â hen adeilad y banc. Dylid symud y llinell felen ddwbl ar hyd rhan o Ddol-y-Bont i ganiatáu i ofalwyr barcio ac ar gyfer y sawl sy'n gweld fod maes parcio'r feddygfa yn llawn. Dylai cyfyngiadau ger y Plough fod o 8am hyd at 6pm yn unig ar ochr lawnt y pentref yn unig er mwyn caniatáu i fsys droi yn y lleoliad hwn. Yn awgrymu nad yw cyfyngiadau parcio yn ofynnol ar ddydd Sadwrn na dydd Sul. O'r farn fod llif traffig a pharcio yn y pentref yn rheoli ei hunan yn effeithiol ar hyn o bryd.
Gwrthwyr	20/Mai/2018	Dim ymgynghori gan y cyngor cymuned na'r cynghorydd sir lleol. Nid yw'r dogfennau Datganiad Rhesymau yn fanwl. Nid oes asesiad effaith cyfyngiadau parcio wedi cael ei gyflawni. Anghytuno gyda'r cyfyngiadau arfaethedig gan nad oes rhesymau wedi'u rhoi dros eu gweithredu, ac nid wyf wedi gweld problemau lle caiff y gwaharddiadau eu cynnig. Gall symud ceir sydd wedi'u parcio oddi ar y stryd gynyddu cyflymder traffig. Bydd y cynnig yn gorfodi trigolion i gystadlu am lai o fannau parcio ar y stryd. Effaith negyddol ar fusnesau lleol. Gall marciau ffordd effeithio ar gymeriad adeiladau rhestredig o fewn yr ardal gadwraeth. Ni chynigir trefniadau parcio eraill. Nid yw gwaharddiadau presennol yn cael eu gorfodi, felly nid yw'r cynigion yn gallu gweithio os na ellir gorfodi'r cynigion. Awgrymiadau: Ymgysylltu'r aelod lleol a'r cyngor cymuned gyda thrigolion i addasu cynigion. Dylai CSP gynnal Asesiad Effaith trylwyr sy'n adolygu symudiadau traffig yn ddigonol a'r effeithiau ar drigolion a busnesau. Mae angen arwyddion i'r maes parcio presennol a gosod arwyddion cyfeirio i annog ymwelwyr a thrigolion i ddefnyddio'r maes parcio. Archwilio'r posibilrwydd o derfynu'r gwasanaeth bws a throi'r bysys o amgylch cyn y prif sgwâr.
Gwrthwyr	20/Mai/2018	Gwrthwynebu llawer o'r cynigion. Dylai cyfyngiadau wrth ymyl Tafarn y Plough fod yn 8am tan 5pm yn unig, dim ond ochr lawnt y pentref i ganiatáu i fysiau droi yn y lleoliad hwn. Hefyd rwyf yn cefnogi dim aros ar gorneli ar ben a gwaelod Stryd y Pistyll. Dylid symud biniau ailgylchu o'r maes parcio cyhoeddus, a dylid rhoi wyneb newydd a marciau newydd ar y maes parcio i ddarparu rhagor o fannau parcio o fewn y pentref.
Gwrthwyr	Dim	Mae cyffordd Stryd y Pistyll yn broblem. Byddai gwaharddiadau rhan amser yn ddigonol mewn mannau eraill. Byddai gorfodi'r cyfyngiadau presennol a dirwyo'r cerbydau hynny sy'n parcio'n rhy agos at y cyffyrdd yn lleddfu'r problemau presennol. Ni ddylid peidio ag annog ymwelwyr i ddod i'r pentref.
Gwrthwyr	Dim	Bydd y cynigion yn lladd siopau bychain unigol. Efallai y dylai Tanat Valley ddefnyddio bysys 'sy'n fwy addas i'r wlad' neu fsys mini gan mai dim ond llond llaw o bobl sy'n defnyddio'r gwasanaeth. Ni fydd trigolion yn gallu parcio os bydd y gwaharddiadau ar waith 24/7.

Gwrthwyr	Dim	Dylid darparu manau parcio ychwanegol i drigolion neu drwyddedau parcio cyn rhoi'r gwaharddiadau ar waith. Mae'r maes parcio cyhoeddus presennol mewn cyflwr gwael iawn ac yn cyrraedd capasiti llawn. Nid wyf yn gweld unrhyw broblem gyda cherbydau yn parcio ar ochr dde'r ffordd ar ben Stryd y Pistyll yn erbyn y wal gan nad ydynt yn atal cerbydau mawr rhag mynd heibio. Awgrymiadau: - llinellau melyn dwbl ar ochr chwith Dol-y-Bont yn unig, gan adael yr ochr dde ar gael i barcio gan nad yw maes parcio'r feddygfa'n ddigon mawr. Mae gwaharddiadau'n ofynnol ar gyffordd Stryd y Pistyll wrth ymyl siop Greateorex. Bydd gormod o waharddiadau'n cael effaith andwyol ar fusnesau lleol a thwristiaeth, ac yn gwrthio'r broblem i fannau eraill yn y pentref.
Gwrthwyr	Dim	Er budd bod yn agored a democratiaeth; mae angen astudiaeth effaith lawn ar gyfer trafodaeth a sylwadau gan drigolion, busnesau a defnyddwyr eraill y ffordd.
Gwrthwyr	Dim	Mae rhai manau parcio cyfyngedig yn ofynnol, ond ddim i effeithio ar fusnesau lleol; yn enwedig yn Nol-y-Bont a thu allan i Siop Greateorex i sicrhau y gall gwasanaethau brys fynd heibio. Yn cytuno fod angen i fsys allu troi o gwmpas wrth ymyl Tafarn y Plough.
Gwrthwyr	Dim	Bydd y cynigion yn golygu na fydd ymwelwyr â'r neuadd gyhoeddus yn gallu parcio ar y strydoedd cyfagos gan wneud y defnydd o'r neuadd yn anichonadwy, gan arwain at ostyngiad mewn incwm ar gyfer y neuadd.

Llanrhaeadr YM On Street Waiting Proposals - Public consultation 27 April 2018 to 20 May 2018
Standard Letter Template Responses - Names and address withheld for GDPR compliance

Also made reps by
individual letter or
email

Date	Additional Comments Summary
10 May 2018	None.
11 May 2018	None.
11 May 2018	None.
11 May 2018	None.
11 May 2018	None.
11 May 2018	Proposal does not take notice of the needs of the village. Consultation has not adequately taken place.
11 May 2018	None.
11 May 2018	Was a traffic impact study carried out, and if not why. Where is basis for such a punitive measure.
11 May 2018	None.
11 May 2018	None.
11 May 2018	I supply products to 2 shops in the village, so need to deliver goods where double yellow lines are proposed. Double yellow lines will decrease available parking.
11 May 2018	None.
11 May 2018	People will not stop in the village and visit Bodalwyn Newsagents, therefore the 8 part time staff will be laid off and the business closed.
11 May 2018	None.
12 May 2018	letter Car park is in a disgraceful condition, too small, and not signed. Dolybont needs double yellow lines down east side, and erased from west side so that builders can park to carry out work on properties.
12 May 2018	letter Agree that double yellow lines are necessary around the immediate junction with Waterfall St to ensure refuse vehicles and emergency vehicles can pass. The solution needs to be proportionate and not lead to an ubiquitous marking of double yellow lines everywhere.
12 May 2018	None.
13 May 2018	None.
14 May 2018	letter and email None.
14 May 2018	Money should be spent on something that is not counter productive. Proposals are a stupid idea.

14 May 2018		Objector is a disabled OAP and further restrictions will not improve existing parking problem. Buses should not be restricted from entering village as public transport can not be accessed if people have to travel to Maes y Dderwen to park and catch the bus.
14 May 2018		Suggests that community is consulted before making unilateral decisions. Impact study should have been carried out.
15 May 2018		Parking in the square slows down traffic.
15 May 2018		Proposed restrictions will ruin thriving popular village. Proper assessment should be carried out.
15 May 2018		None.
15 May 2018		Proposed parking restrictions are over the top and thoughtless. Some restrictions are needed, but need to be considered together with repairs to car park. Remove all but green recycle bins from car park.
15 May 2018		Difficult to park as an employee and supplier of 'Tanat Valley Bespoke' . Proposals could result in closure of shop if customers can not park.
16 May 2018		None.
16 May 2018		Understand need for restrictions to allow buses to turn and for vehicles to enter Waterfall Street. Concern that proposals will result in more cars parked along Church Street. Car park needs improving and signing.
18 May 2018	letter	More accessible parking needed for residents and businesses, and residents' parking permits for restricted parking areas.
Undated		None.

Llanrhaeadr YM On Street Waiting Proposals - Public consultation 27 April 2018 to 20 May 2018
Representations received by individual letter and email - Names and address withheld for GDPR compliance

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Type	Date	Summary
Object	26 April 2018	Proposals would prevent parking outside house, which has taken place without incident for last 5 years. Object unless provided with a parking permit.
Object	27 April 2018	Public car park should be repaired and recycling bins removed before prohibitions are put in place. Prohibitions on both sides of Dol-y-Bont will not work because surgery car park is too small and infirm and elderly will have to park on double yellow lines to visit surgery. If parking is removed from village square, buses will can turn there instead of by The Plough. Insufficient parking for tourists.
Object	27 April 2018	Proposals won't work as there is nowhere else to park so residents will be forced to park on double yellow lines. Suggests that market square bays should be limited parking.
Object	27 April 2018	Proposals will have detrimental effect on businesses and visitors.
Object	27 April 2018	Proposals would have detrimental effect on residents and businesses. Suggests that 9am to 6pm prohibition would be more sensible by the Plough Inn.
Reps	28 April 2018	Mostly agree with proposals. Market Street opposite Plas y Llan needs to be kept clear. Loading needs to be permitted on Market Square. Needs no waiting in junction by Plough as per Highways Code. Parking for business interests should be protected, but not reserved for residents and staff. Clearer signs to public car park would be beneficial.
Reps	29 April 2018	Provision of additional residents' parking spaces or parking permits should be provided before putting prohibitions in place. Current public car park is in poor state of repair and at full capacity. Doesn't see any problem with vehicles parked on right hand side of top of Waterfall Street against wall as they do not prevent large vehicles passing. Suggestions:- double yellow lines on left hand side of Dol-y-Bont only, leaving right hand side available for parking because surgery car park is not big enough. Prohibitions required at Waterfall Street junction by Greatorex store. Too many restrictions will adversely affect local businesses and tourism, and push problem elsewhere in village.
Reps	30 April 2018	24 hour restriction will not work. Already not enough opportunities for visitors to park already. Car park needs signing.
Object	01 May 2018	Signage to car park and limited waiting of 1 hour in Market Square needed instead. Enforcement of proposals will drive away visitors.
Reps	01 May 2018	Utterly bonkers and over-kill. Proposal will destroy village.

Object	01 May 2018	Many residents have no off street parking, so have to park on the road. Users of shops and amenities also have to park on roads. Elderly and disabled have to park near to destination to remain independent. Public car park is normally full, particularly at weekends, and is too far away from amenities for elderly and disabled to use. Lack of alternative parking needs to be addressed. Removal of parked cars from roads increases speed. Double yellow lines required opposite Waterfall Street junction , and at end of Berwyn House opposite dentist by the seating area. Parking by Plough Inn prevents buses from turning unless smaller buses were used. Single parking between Berwyn House and Church Street is not a problem.
Object	03 May 2018	Prohibitions will kill off the businesses in the village and discourage visitors. Has heard people saying they will shop in Llansantffraid if double yellow lines are introduced. Double yellow lines outside shop will stop people popping in for a newspaper and have detrimental effect on business.
Object	03 May 2018	Double yellow lines will kill off the businesses and end up a ghost town as shoppers will be deterred. Proposals will result in redundancies at business. No need for proposals.
Object	04 May 2018	Proposals will suppress beautiful and friendly atmosphere. Proposals will discourage visitors and shoppers and turn village into ghost town.
Object	06 May 2018	Would restrict access to local amenities. Public car park is usually full. Shoppers need to be able to park close to shops. Would adversely affect tourist trade. Would kill off the village.
Object	08 May 2018	Parking is already difficult within the village. Would be detrimental to local business resulting in ghost town. On street parking needed for local people and visitors. Perhaps some land could be purchased to make a new car park.
Reps	08 May 2018	Agree with proposals in the main, but suggest that the 10 bays in Market Square are made 45 minute or 1 hour limited waiting 8:30 am to 6:00 pm, and create 3 extra 1 hour bays in front of paper shop and Spar. Public car park needs resurfacing and marking. Tanat Valley Coaches should use smaller buses and collect children from outlying homes by mini bus (then transferred to coach station for transfer onto larger coach).
Object	09 May 2018	Trading has been quieter since closure of HSBC Bank. Proposals will result in business closures as has happened in Llangynog.
Object	12 May 2018	Waiting prohibitions are not required, just better signing to public car park and repairs to the car park, timed parking in the square and prosecution by the police when people park indiscriminately.
Reps	12 May 2018	Proposals would impact on tourist trade. Recycling bins should be removed from public car park to free up more spaces. Waiting proposals by the Plough should not be 24/7 only when required to facilitate school transport and local bus services.

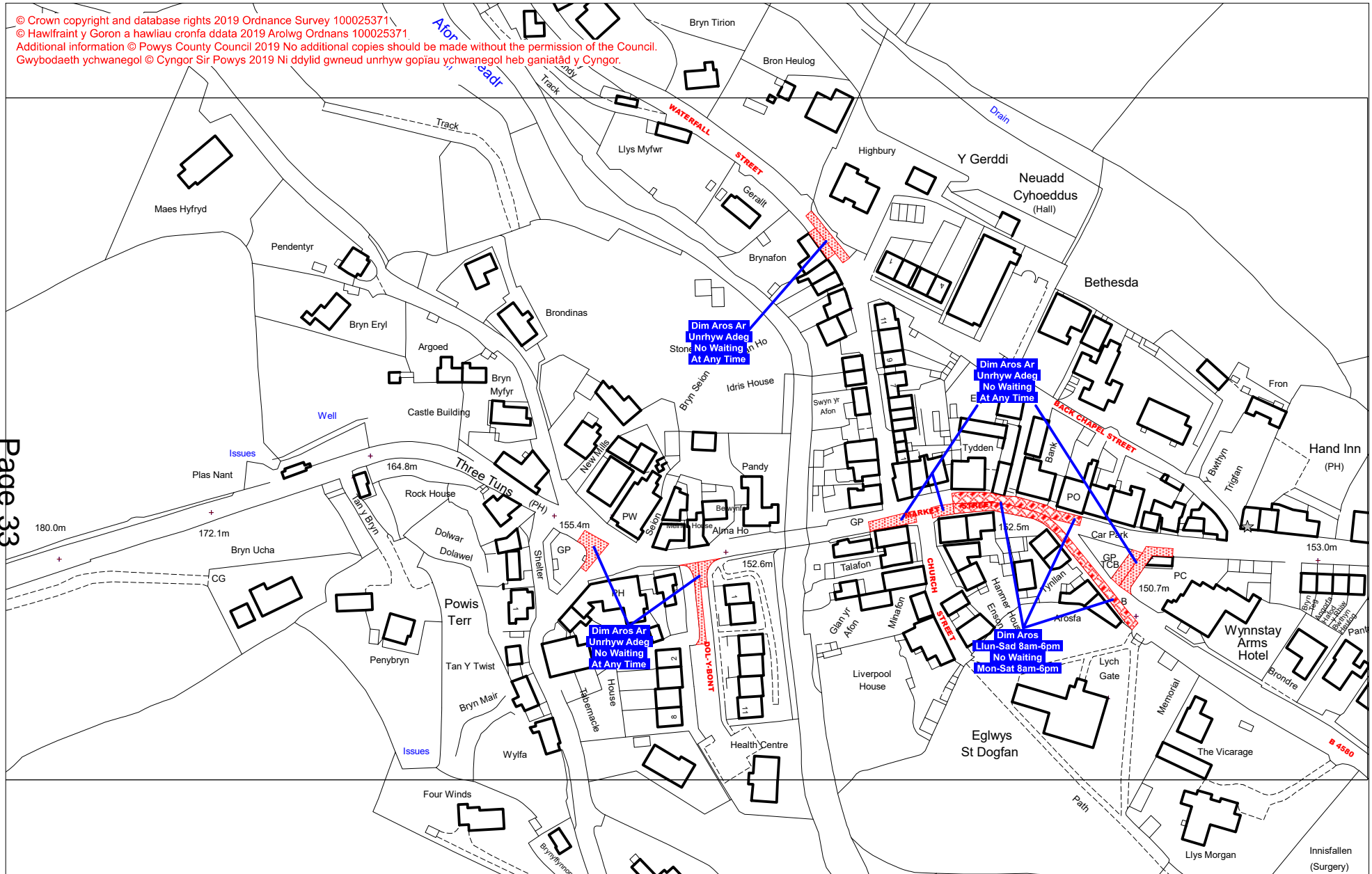
Object	13 May 2018	Acknowledges that there is a problem with emergency access and general traffic flow within the village. Proposals will affect local businesses. Resident's house values will be reduced as they have nowhere to park. No alternative parking proposed for vehicles displaced by proposals. Existing car park is poorly laid out and poorly maintained. Vehicle break ins will increase if vehicles cannot be parked in front of properties. Nurses and carers will have nowhere to park to visit elderly at Dol-y-Bont. The Plough will be hampered if parking nearby is prohibited. Lack of spaces for visitors and tourists. Elderly and mothers with children won't be able to get to appointments at the dentist or doctors. Increased traffic speeds through the village. Suggestions:- Create another public car park at west end of the village, or permit parking at the Public Hall car park. Allow parking on one side of the road only by the bridge and Waterfall St junction. Prohibitions are needed by the Plough to enable buses to turn. Widen top end of Dol-y-Bont for more parking and change parking bays to angle parking so that cars can be parked opposite the bays. Limited one hour parking in Market Street, with exemptions for district nurses and carers. Ban large vehicles from village
Object	14 May 2018	Proposals are too draconian and would be detrimental to businesses. Problem is not because of inconsiderate parking, but because there are insufficient alternative places to park. The only 3 pinch points that need addressing are the bend by the butchers, the junction by Greatorex Stores and the bend just before the Plough Inn. Suggestion:- Make Waterfall Street one way towards the waterfall, with return traffic travelling back along Back Chapel Street. Add traffic calming measures by Tanat Theatre and at the bend by the butchers where drivers travel too fast.
Object	14 May 2018	Organised a public meeting where over 100 people had objections to all or parts of proposals. Concerns raised include:- lack of parking in village and detrimental effect on local businesses. Meeting resolved to urge community council and highway authority to reconsider proposal with input from working party to support community council.
Object	14 May 2018	Proposals will affect local businesses and upset residents. Full impact study should include all parking provisions, road signage and maintenance.
Object	14 May 2018	Concern that proposals will adversely affect business, and would not have taken on lease if proposals were already in place. Proposals will create problems in other parts of the village. PCC should improve public car park layout, design and signage instead.
Object	15 May 2018	Proposal will have detrimental effect on businesses and residents. Proposals conflict with Parking Services Annual Report 2016. Proposals would adversely affect elderly, and discourage tourists from visiting village amenities. Opines that public consultation procedures have not been followed. Public car park should be improved.

Object	15 May 2018	Proposal will affect local businesses and deter passing trade and tourism. Proposal will affect residents who have no off street parking. PCC should provide alternative parking and sign the public car park. Tanat Valley Coaches should use smaller buses. Proposals will adversely affect disabled persons and carers who need to park close to properties. Traffic flow through village currently manages itself efficiently. Further input from community required before decision is made. Further Comments on 18 May:- No waiting is required in front of Arosfa (suggests change period from 7am-7pm to 8am-6pm plus time plate in front of house), would object to any proposal for time limited parking. A 20-30 minute limited waiting period between 8am and 6pm should be considered within the Market Square and Market Street. Double yellows required at bottom of Waterfall Street and opposite junction to enable large vehicles to negotiate junction, and on corner opposite the old bank building. No changes needed along Dol-y-Bont. Restrictions by the Plough should be 8am to 6pm only on the village green side only to permit buses to turn at this location.
Object	15 May 2018	Proposals will make the village square inaccessible to customers and therefore damage or destroy the business. Suggestions:- 1 hour waiting should be introduced within the market square to encourage shopping. Public car park should be signed. Public hall car park should be made available for everyone to use unless there is an event at the hall as it is not a private property and it is selfish to prevent villagers use it.
Object	15 May 2018	Proposals will reduce customers and result in closure of business, as customers will not stop if they cannot park outside shop, and go elsewhere.
Object	15 May 2018	Wants to be able to park outside house or nearby where car can be seen from property. Buses cause damage and nuisance to property when turning in junction, and should collect and turn in the centre of the village instead.
Object	15 May 2018	Proposals in front of public house will result in closure of pub if they result in a 10% or greater drop in turnover. 80% of customers arrive by car. If customers have to park elsewhere in village, they will use the other pub. Most people park sensibly for the majority of the time, so a flexible common sense approach needs to be taken. Prohibitions are only needed opposite the pub to facilitate the turning of buses, not on both sides of the junction. That prohibition only needs to be during the day Monday to Saturday. Suggestion :- Buses should not turn outside the pub as it is against DVSA's PSV guidance, and that Tanat Valley should purchase smaller buses which are more suited to local conditions.
Reps	16 May 2018	24 hour restriction should be replaced by more modest restrictions that are less disruptive to community and local businesses.
Object	16 May 2018	Proposals go too far and will push problem to other parts of village and create speeding issues. Parking in The Square should be time restricted. The junction at the Plough needs double yellows on the green side only. Waterfall Street junction needs double yellow lines. Lack of parking needs to be addressed.

Object	17 May 2018	Pleased to see that parking problems are being considered, but considers that double yellow lines throughout the village is not appropriate as it would be detrimental to residents and discourage visitors. Proposals would be stressful to people attending weddings and funerals. Would prevent cars being left in village during snow and ice conditions. Proposed double yellow lines would blight conservation area. Suggested alternatives :- Public car park should be surfaced and bays defined to maximise available parking (perhaps with a contribution from United Utilities as a good will gesture because of the Jan 2017 flooding). Public Hall car park could be made available when not needed for events at the hall. Busses could pick up and turn at primary school instead of travelling into the village, or use smaller buses.
Object	17 May 2018	Proposals will discourage young families from settling into village (as the more affordable properties do not have off street parking), and adversely affect trade as on street parking will not be available. Tanat Valley should use smaller coaches. Existing congestion caused by on street parking is not considered to be a problem. No changes to existing prohibitions required.
Support	17 May 2018	Support for double yellow lines on both sides of bend along Waterfall Street, as they are required to prevent overrun of footway and to protect property.
Object	17 May 2018	Proposals will have detrimental effect on businesses and visitors. Alternative arrangements should be considered in addition to signing to alternative car parks.
Object	17 May 2018	Single yellow lines would be sufficient if they were enforced. Proposal will drive away trade and visitors. Parking within Square should be limited to 1 hour to prevent it being blocked by residents and business employees who should park in public car park instead.
Reps	17 May 2018	Minimum requirement of no waiting opposite Plough Inn from 8am to 6pm on Monday to Saturday around perimeter of the village green as per attached plan to facilitate school transport and scheduled service buses to turn around by the Plough.
Object	18 May 2018	Double yellow lines by the Plough are excessive. Proposals along Dol-y-Bont will adversely affect carers and surgery patients. The restricted area along Waterfall Street is 50-60% bigger than needed. The area through the village to the bridge is excessive. Proposals do not address the consequences and do not provide alternative parking. The status quo relating to on street parking has a traffic calming effect, which would potentially result in speed issues if removed. Will adversely affect property owners who have no off street parking. Adverse affect on businesses and village life. Lack of prior consultation with residents. More community input required.
Object	18 May 2018	Whilst restrictions may improve flows through village during working hours, they are unnecessary outside of these hours. Proposals will displace on street parking to other parts of the village and potentially increase traffic speeds. Proposals should be reconsidered and scaled down taking into account views of residents and businesses.

Object	18 May 2018	Proposal will adversely affect businesses and tourism, as drivers will not stop within village. Detrimental impact on residents who have no off street parking. A 20-30 minute limited waiting period between 8am and 6pm should be considered within the Market Square and Market Street. Double yellows are supported adjacent to the Wynnstay public house as detailed on the proposal plan. Double yellows required at bottom of Waterfall Street and opposite junction to enable large vehicles to negotiate junction, and on corner opposite the old bank building. Double yellows should be removed along part of Dol-y-Bont to allow carers to park and for those that find the surgery car park to be full. Restrictions by the Plough should be 8am to 6pm only on the village green side only to permit buses to turn at this location. Suggests that parking restrictions are not required on a Saturday or a Sunday. Opines that traffic flow and parking in the village currently manages itself efficiently.
Object	20 May 2018	No consultation from community council or local county councillor. Statement of Reasons documents are not detailed. No parking restriction impact assessment has been carried out. Disagree with proposed restrictions as no reasons for implementation have been given, and have not witnessed problems where prohibitions are proposed. Removal of parked cars from street may increase traffic speeds. Proposal will force residents to compete for less on street parking spaces. Negative impact on local businesses. Road markings may affect character of listed properties within conservation area. No alternative parking arrangements are proposed. Current prohibitions are not enforced, so proposal is unworkable if proposals cannot be enforced. Suggestions:- Engagement of local member and community council with residents to modify proposals. PCC should undertake thorough Impact Assessment which sufficiently reviews traffic movements and impacts on residents and businesses. Improve existing car park and install direction signing to encourage visitors and residents to use the car park. Explore possibility of terminating bus service and turn around prior to main square.
Object	20 May 2018	Object to much of proposals. Restrictions by the Plough should be 8am to 5pm only on the village green side only to permit buses to turn at this location. Also support no waiting on corners at top and bottom of Waterfall Street. Recycling bins should be removed from public car park, and car park resurfaced and remarked to provide more parking within the village.
Object	None	Waterfall Street junction is problem. Part time prohibitions would be sufficient elsewhere. The enforcement of current restrictions and fining those vehicles parked too close to the junctions would alleviate current problems. Visitors should not be discouraged.
Object	None	Proposals will kill off the small individual shops. Perhaps Tanat Valley should use a more 'country friendly' bus or a mini bus as only a handful of people use the service. Residents will not be able to park if prohibitions are in place 24/7.

Object	None	Provision of additional residents' parking spaces or parking permits should be provided before putting prohibitions in place. Current public car park is in poor state of repair and at full capacity. Doesn't see any problem with vehicles parked on right hand side of top of Waterfall Street against wall as they do not prevent large vehicles passing. Suggestions:- double yellow lines on left hand side of Dol-y-Bont only, leaving right hand side available for parking because surgery car park is not big enough. Prohibitions required at Waterfall Street junction by Greatorex store. Too many restrictions will adversely affect local businesses and tourism, and push problem elsewhere in village.
Object	None	In the interests of transparency and democracy; a full impact study needed for discussion and comment by residents, businesses and other road users.
Object	None	Some restricted parking is required, but not to affect local businesses; particularly at Dol-y-Bont and outside Greatorex Stores to ensure emergency services can pass. Agrees that buses need to be able to turn around by the Plough.
Object	None	Proposals will mean that visitors to the public hall will not be able to park on the surrounding streets making the use of the hall unviable, resulting in reduced income for the hall.



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