

Cabinet Member for a Greener Powys



For further information please contact

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26/01/2024

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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 **1 February 2024** (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 7.35 of the Constitution.

1.	REVIEW OF ON STREET WAITING AND LOADING PROHIBITIONS AT LLANIDLOES - CONSIDERATION OF REPRESENTATIONS
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(Pages 3 - 56)

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CYNGOR SIR POWYS COUNTY COUNCIL
CABINET MEMBER DELEGATED DECISION
by
COUNTY COUNCILLOR JACKIE CHARLTON
CABINET MEMBER FOR A GREENER POWYS
January 2024

REPORT AUTHOR: Traffic Engineer North, Highways & Technical Services

REPORT TITLE: Review of On Street Waiting and Loading Prohibitions at Llanidloes – Consideration of Representations

REPORT FOR: Decision

1. Purpose

- 1.1. The purpose of this report is to consider representations and objections received by members of the public during the public consultation stage, and representations received from the two county councillors for Llanidloes following the close of the public consultation period, with respect to the proposals by the local highway authority to make a traffic regulation order to modify existing and introduce new prohibitions of waiting and loading along various roads within the town of Llanidloes.

2. Background

- 1.1. The initially proposed traffic order waiting, loading and parking proposals are set out in the plans at Appendix A.
- 1.2. The existing traffic order waiting, loading and parking proposals are set out in the plans at Appendix B.
- 1.3. In a delegated decision dated the 14th March 2022 the Portfolio Holder for Environment approved the initiation of the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 – see <https://powys.moderngov.co.uk/ieListDocuments.aspx?CId=865&MIId=7169>
- 1.4. The proposed Traffic Regulation Order seeks to modify existing and introduce new prohibitions of waiting and loading along various roads within the town of Llanidloes following an initial request for such a review by Llanidloes Town Council. Discussions have been ongoing with the Town Council over an extended period of time, and proposal plans have been drawn up which seek to address nuisance parking problems identified by the Town Council, the local County Councillor, our Civil

Enforcement Officers, our Traffic Engineering team and members of the public.

- 1.5. The public consultation period took place between the 16th September 2022 and the 16th October 2022, during which time 5 representations were received raising concerns about certain elements of the proposals and 2 representations were received supporting the proposal. The summary of representations received during the public consultation period together with officer responses are set out in Appendix C.
- 1.6. It is noted from Llanidloes Town Council's public website page <https://www.llanidloestowncouncil.co.uk/documents> that the town council were due to consider the traffic order proposal at item 16 of their meeting agenda on the 26th September 2022. The minutes of that meeting recorded a decision to invite Mr Chris Lloyd and Mr Tony Caine to a meeting to discuss further, and an email was received on 28th September 2022 from the town council to request a meeting to discuss other areas of the town where the town council had concerns which were not previously considered. The town council were advised on 28th September 2022 that it was too late to make additions to the proposals, and that they could only comment on the proposals set out in the public consultation documents. No objection was received from Llanidloes Town Council during the public consultation period with respect to the traffic order proposal.
- 1.7. Following the close of the public consultation period, a site meeting took place on 17th November 2022 attended by the Cabinet Member for A Greener Powys (Councillor Jackie Charlton), the county councillors for Llanidloes (Councillors Gareth Morgan and Glyn Preston), and Powys County Council highway officers Matt Perry and Tony Caine. The meeting was called to consider local objections and opinions received during the consultation period and additional representations by the County councillors for Llanidloes following the close of the public consultation period.

2. Advice and Guidance

- 2.1. As a consequence of the 17th November 2022 meeting with the county councillors for Llanidloes the local highway authority concluded that certain sections of the no waiting at any time prohibitions originally proposed were no longer required and could therefore be removed from the proposals. The summary of the representations received from the county councillors for Llanidloes following the close of the public consultation period together with officer responses are set out in Appendix D and identified within that spreadsheet as county councillor representation numbers CC1 to CC8.
- 2.2. The county councillor representation numbers CC6 and CC8 cannot be supported as there is no legal scope to add additional or more onerous

waiting, loading or parking restrictions to the original traffic order proposal which was approved for public consultation.

- 2.3. The county councillor representation number CC7 expresses support for an objection submitted by the resident of 38 Garden Suburb. The resident's objection will be considered by the cabinet member alongside all other objections received during the public consultation period.
- 2.4. The highway project team were in support of the county councillor representation numbers CC1, CC3 and CC5 and the modified traffic order proposal plans based on decisions taken at that meeting are attached at Appendix E
- 2.5. The representations of support and other suggestions received during the public consultation period have been anonymised and summarised within the Appendix C spreadsheet where those representations have allocated representor numbers 4 and 6. Comments by the highway authority project team have been included within the spreadsheet with respect to those representations. As these are not objections, there is no decision to be made by the cabinet member with respect to those representations.
- 2.6. The objections received during the public consultation period have been anonymised and summarised within the Appendix C spreadsheet where the objectors have allocated representor numbers 1, 2, 3, 5 and 7. Reasoned responses to the objections by the highway authority project team have been included within the spreadsheet in addition to the highway project team recommendation to the cabinet member.
- 2.7. The objections received during the public consultation period primarily relate to proposed waiting restrictions outside individual properties raising concerns how those waiting restrictions would affect the on-street parking choices made by persons living at or visiting those properties. One objection questioned the demonstrable need for a review of the current on-street waiting, parking and loading controls within the town and suggested that the existing civil enforcement activities undertaken by Powys County Council are inadequate.
- 2.8. The highway authority project team's recommendation to the cabinet member is to overrule all the objections received from representor numbers 1, 2, 3, 5 and 7.
- 2.9. The Cabinet Member for A Greener Powys is therefore requested to determine whether to either: -
 - i) overrule all the objections from representor numbers 1, 2, 3, 5 and 7 and county councillor representation numbers CC2 and CC4; and instruct highway officers to make the Order in accordance with the modified proposal plans at Appendix E; or

- ii) to uphold one or more of the objections from representor numbers 1, 3, 5 and 7 and/or the county councillor representation numbers CC2 and CC4; and to instruct highway officers to make the Order in accordance with the modified proposal plans at Appendix E with one of more of the further modifications identified as representations 1, 3, 5, 7, CC2 and CC4 on the plans at Appendix F; or
- iii) to abandon the traffic regulation order proposal in its entirety.

3. Resource Implications

- 4.1 The decision to fund all costs associated with this Traffic Regulation Order including press adverts, the manufacture/erection of the associated signage, and carriageway markings from existing revenue budgets was made when the Portfolio Holder for Environment took the delegated decision dated 14th March 2022 to “Authorise the local highway authority to commence the legal public consultation procedure for the proposed traffic regulation order relating to modified and new waiting and loading and on street parking controls within Llanidloes identified at Appendix A to the report, and if no substantive objections are received implement the prohibition of driving Order in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.” The decisions made within this report do not fundamentally alter the scheme therefore, as originally approved, costs will still be able to be met within existing revenue budgets.
- 4.2 The Head of Financial Services (Section 151 Officer) notes the above.

5. Legal implications

- 5.1. The Property Lawyer North has reviewed the report and appendices and the proposals appear appropriate, with necessary correct procedures to follow the decision reached.
- 5.2. The Head of Legal and Democratic Services (Monitoring Officer) comment:- I note the legal comment and support the recommendations.

6. Climate Change & Nature Implications

- 1.2. As the proposal relates purely to the introduction of alternative on street waiting, loading and parking restrictions within the town, the proposal will have no negative impact with respect to the Council’s Climate and Nature emergency declarations.

7. Data Protection

- 3.1. All personal data collected as part of the consultation will be processed in accordance with the Council's privacy notice published on our website <https://en.powys.gov.uk/trafficconsult>
- 3.2. The Data Protection Officer notes the processing of personal data under the given privacy notice and has no further comments to make.

8. Comment from local members

- 3.3. The requests, comments and observations from County Councillors Gareth Morgan and Glyn Preston received during and after the site meeting with the Cabinet Member and the Traffic Manager on the 17th November 2022 are incorporated within this report.

9. Impact Assessment

- 3.4. An impact assessment is not required.

Recommendation:	Reason for Recommendation:
<p>1. That the objections are noted but the Traffic Regulation Order relating to the modified and new waiting and loading and on street parking controls within Llanidloes as identified at Appendix E to the report be made and implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; or</p> <p>2. That the objections are partially upheld, and directs that the traffic regulation order plans identified at Appendix E to the report be modified to exclude some or all of those sections of no waiting at any time prohibitions identified as numbers 1, 3, 5, 7, CC2 and CC4 on the plans at Appendix F (those sections to be modified being specified in the Cabinet Member's decision). Those modified and new waiting and loading and on street parking controls to be made and implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>	<p>To manage traffic flows and control loading and waiting and parking at locations on the public highway where the free flow of traffic and the safety of vulnerable highway users would otherwise continue to be compromised.</p>

Relevant Policy:	Powys County Council Parking Policy – Version 1 (Approved 9th January 2018)		
Within Policy:	Y / N	Within Budget:	Y / N

Relevant Local Member(s):	Cllrs Gareth Morgan and Glyn Preston - Llanidloes ward.
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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
Head of Service:	Matt Perry
Interim Corporate Director:	Matt Perry

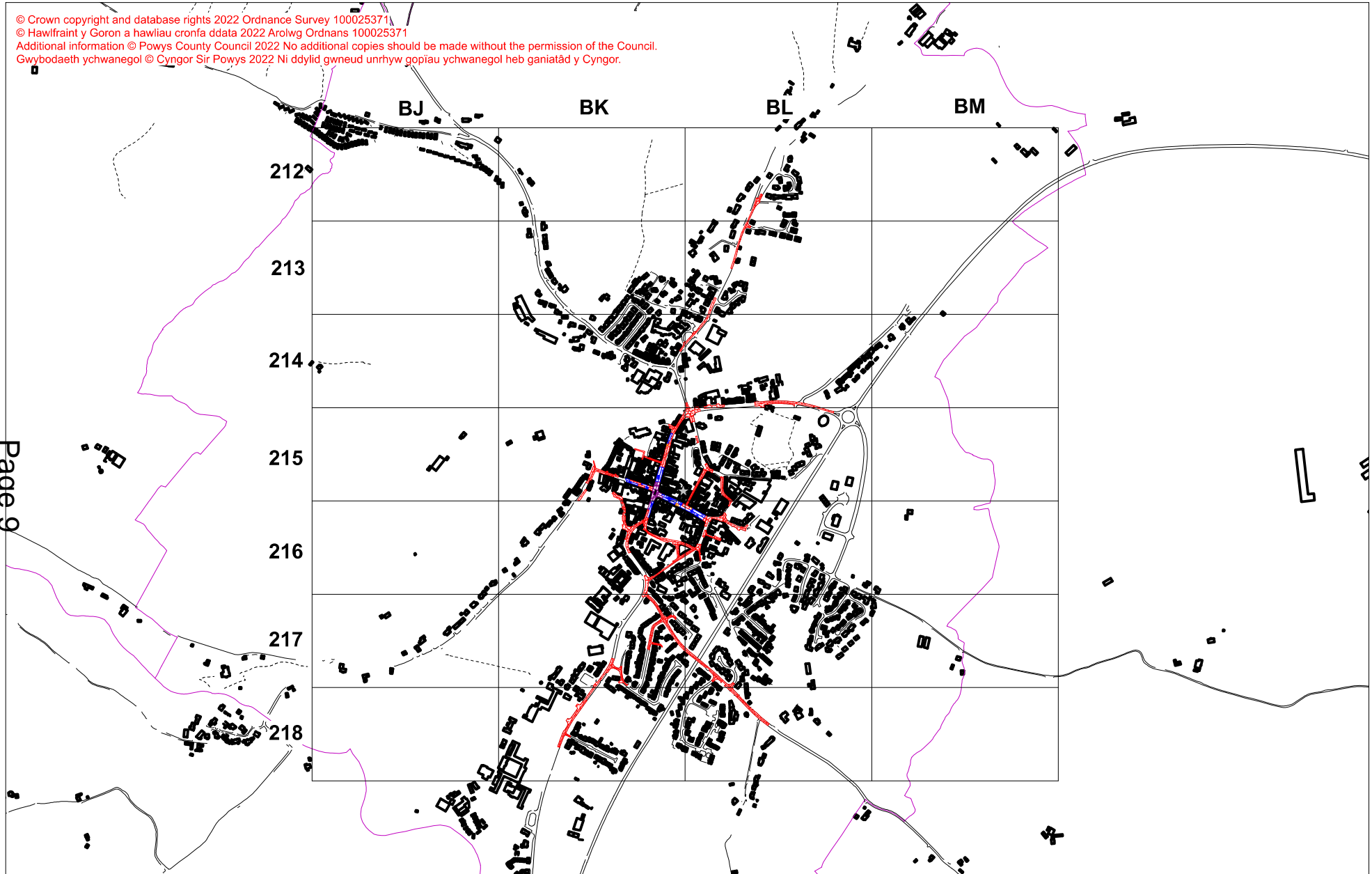
Background Papers used to prepare Report:

- **Initially Proposed Traffic Regulation Order plans (Appendix A)**
- **Existing Traffic Regulation Order plans (Appendix B)**
- **Summary of representations received during the public consultation period together with officer responses (Appendix C)**
- **Summary of representations received from the county councillors for Llanidloes following the close of the public consultation period together with officer responses (Appendix D)**
- **Modified Proposed Traffic Regulation Order plans further to site meeting of 17th November 2022 (Appendix E)**
- **Further modifications to the Proposed Traffic Regulation Order plans as suggested by objectors during the public consultation period (Appendix F)**

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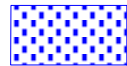
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Page 9





Aros Cyfyngedig Llun-Gwe 8am-6pm 1 Awr Dim Dychwelyd 1 Awr. Deiliaid Trwyddedau Sad yn Unig 7am-4pm.
Limited Waiting Mon-Fri 8am-6pm 1 hour No Return 1 hour. Sat Permit holders only 7am-4pm.



Aros Cyfyngedig Llun-Sad 8am-6pm 1 Awr Dim Dychwelyd 1 Awr
Limited Waiting Mon-Sat 8am-6pm 1 Hour No Return 1 Hour



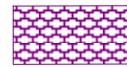
Deiliaid Bathodynau Anabl yn Unig Aros Cyfyngedig 3 Awr
Disabled Badge Holders Only Waiting Limited to 3 Hours



Dim Aros Ar Unrhyw Adeg
No Waiting At Any Time

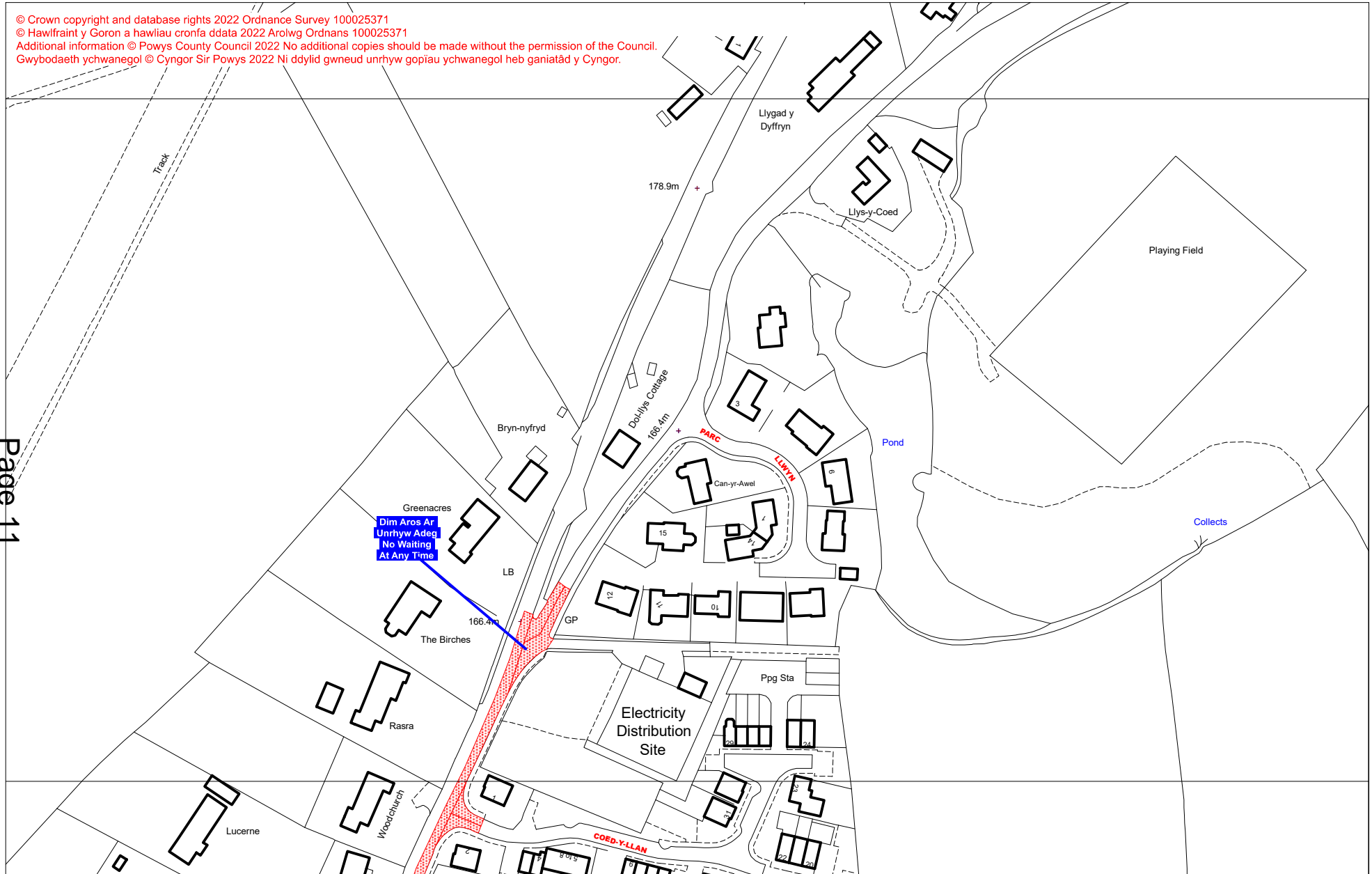


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No Waiting Mon-Fri 8am-5pm

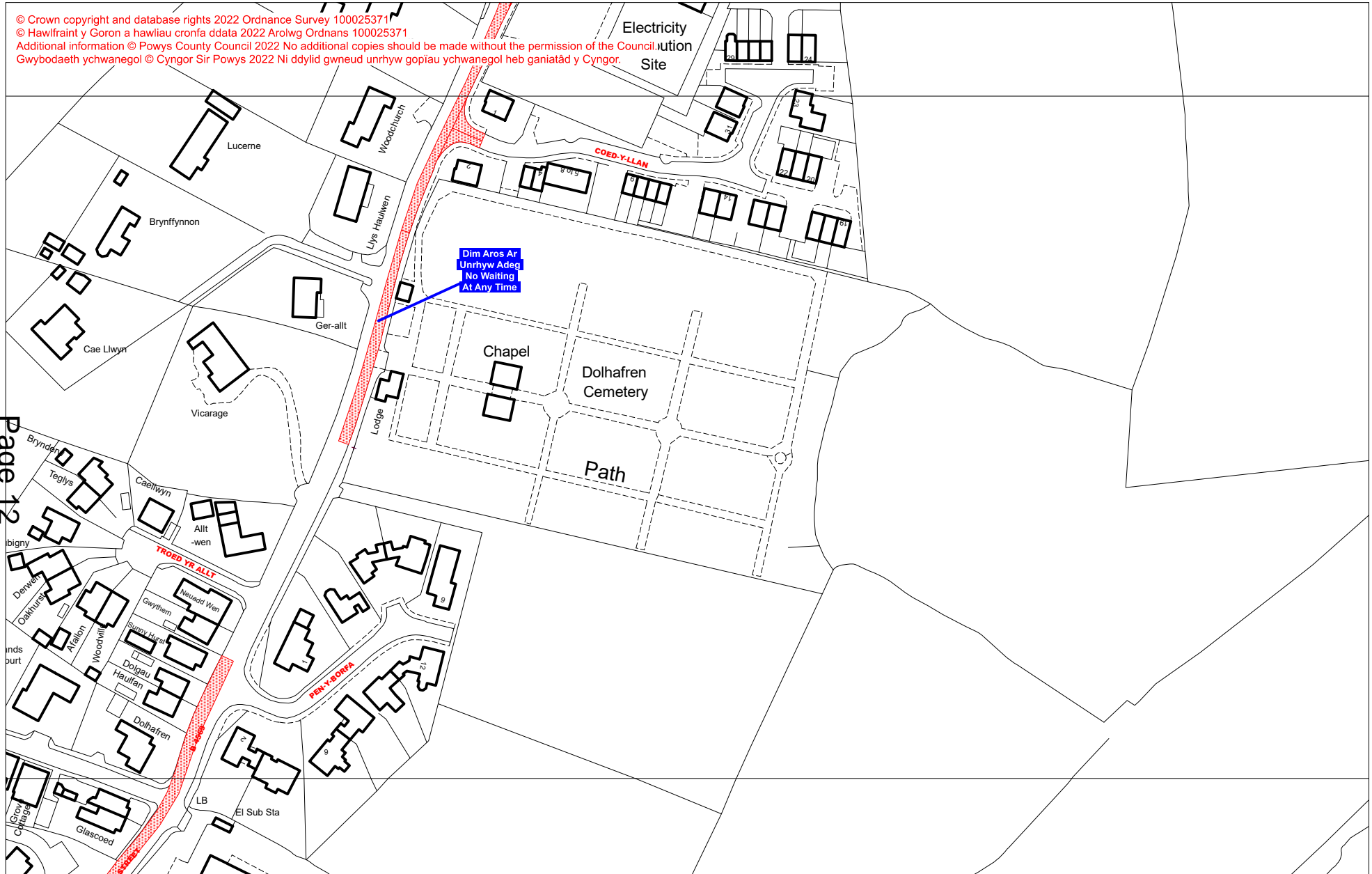


Dim Aros Ar Unrhyw Adeg/Dim Llwytho Ar Unrhyw Adeg
No Waiting At Any Time/No Loading At Any Time

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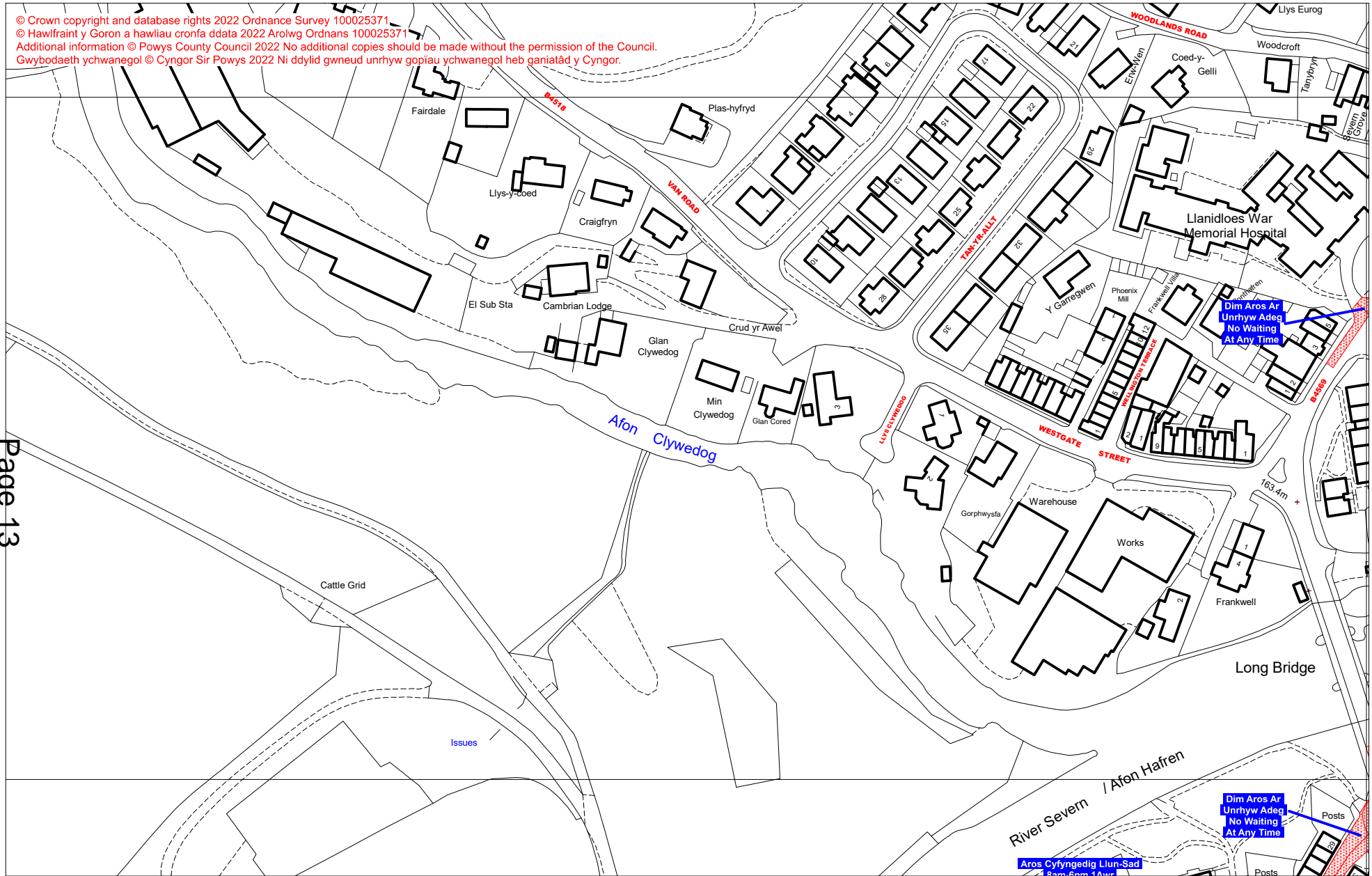


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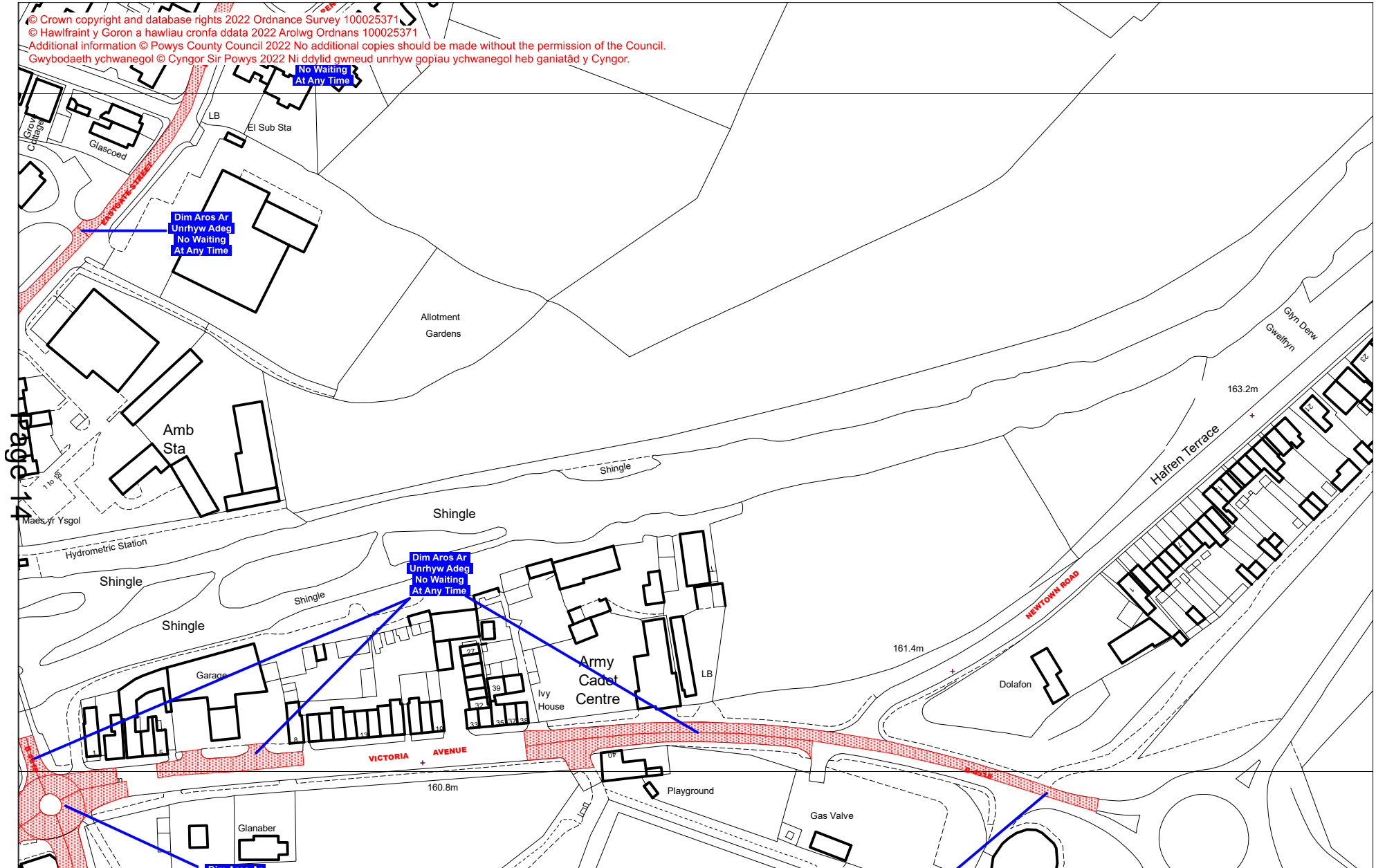


Page 12

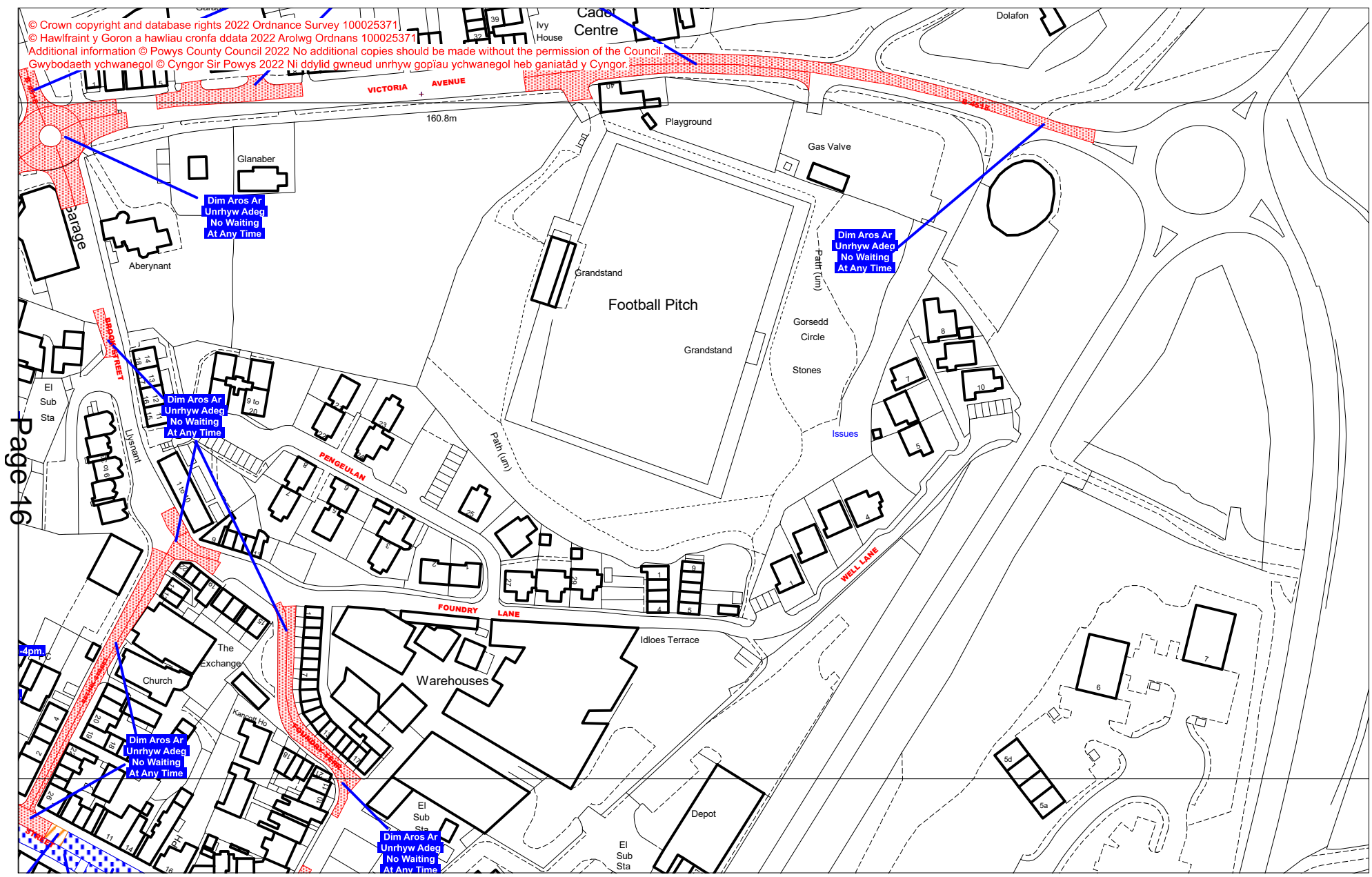
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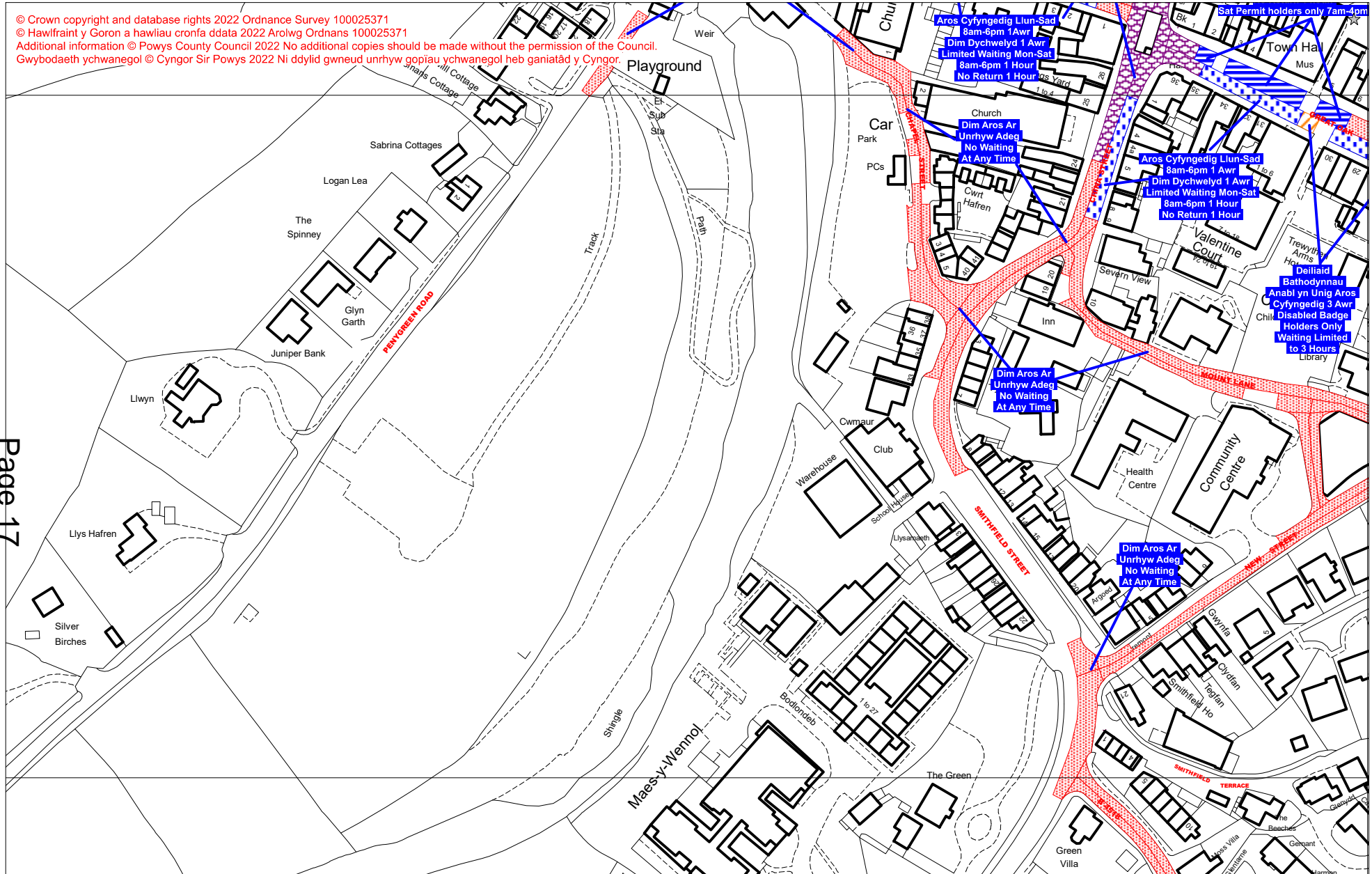
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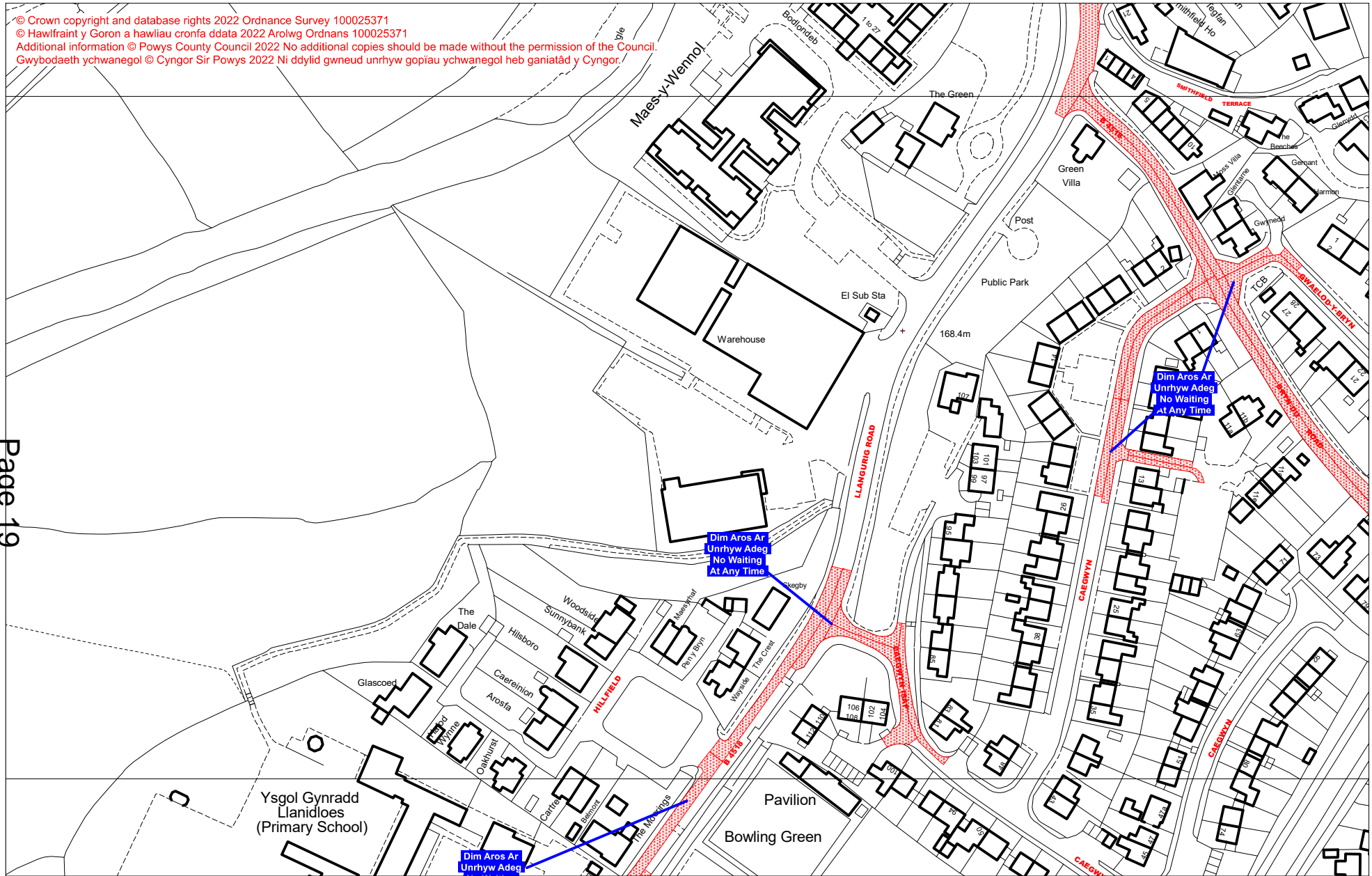


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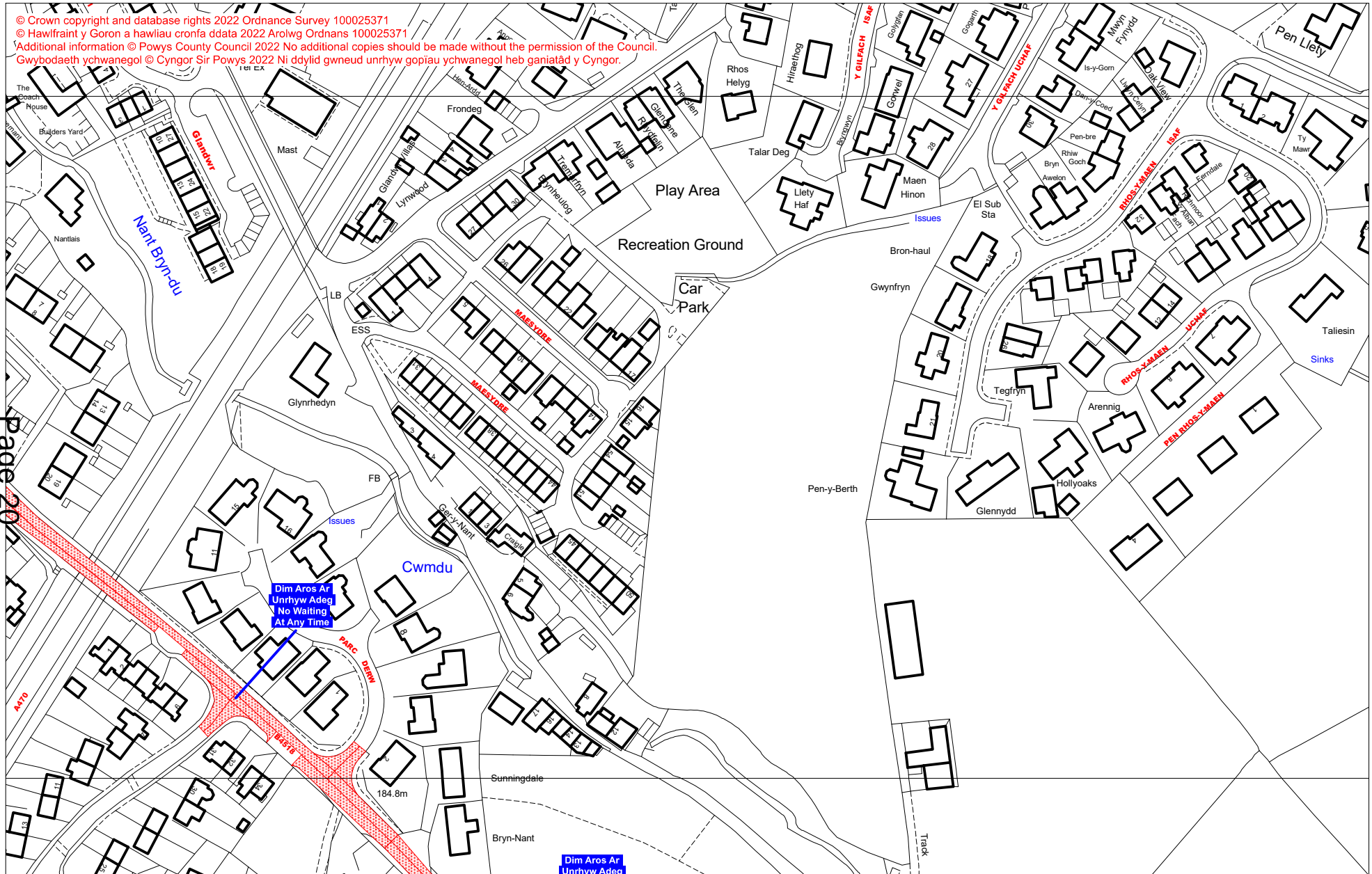


Page 16



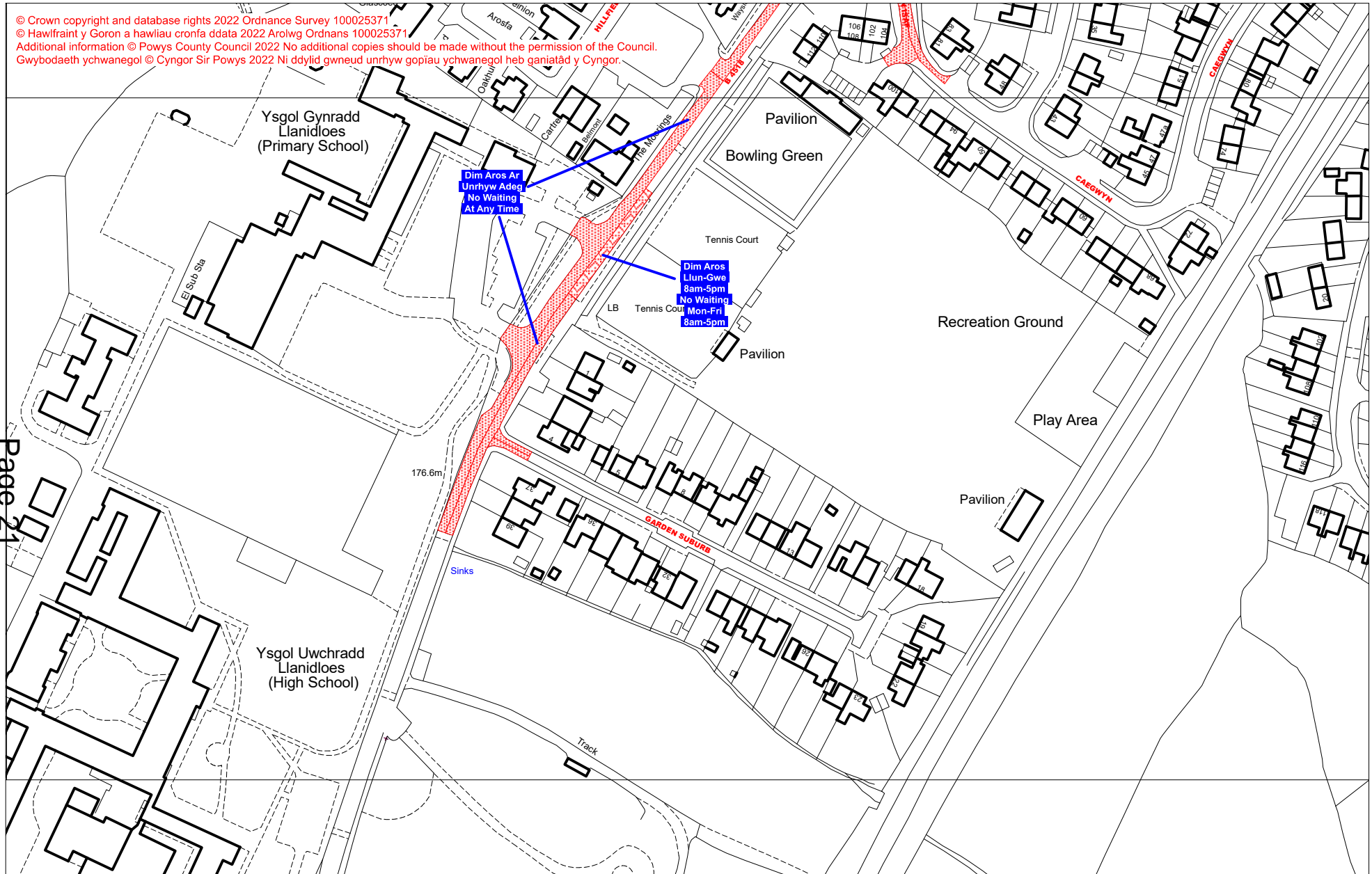


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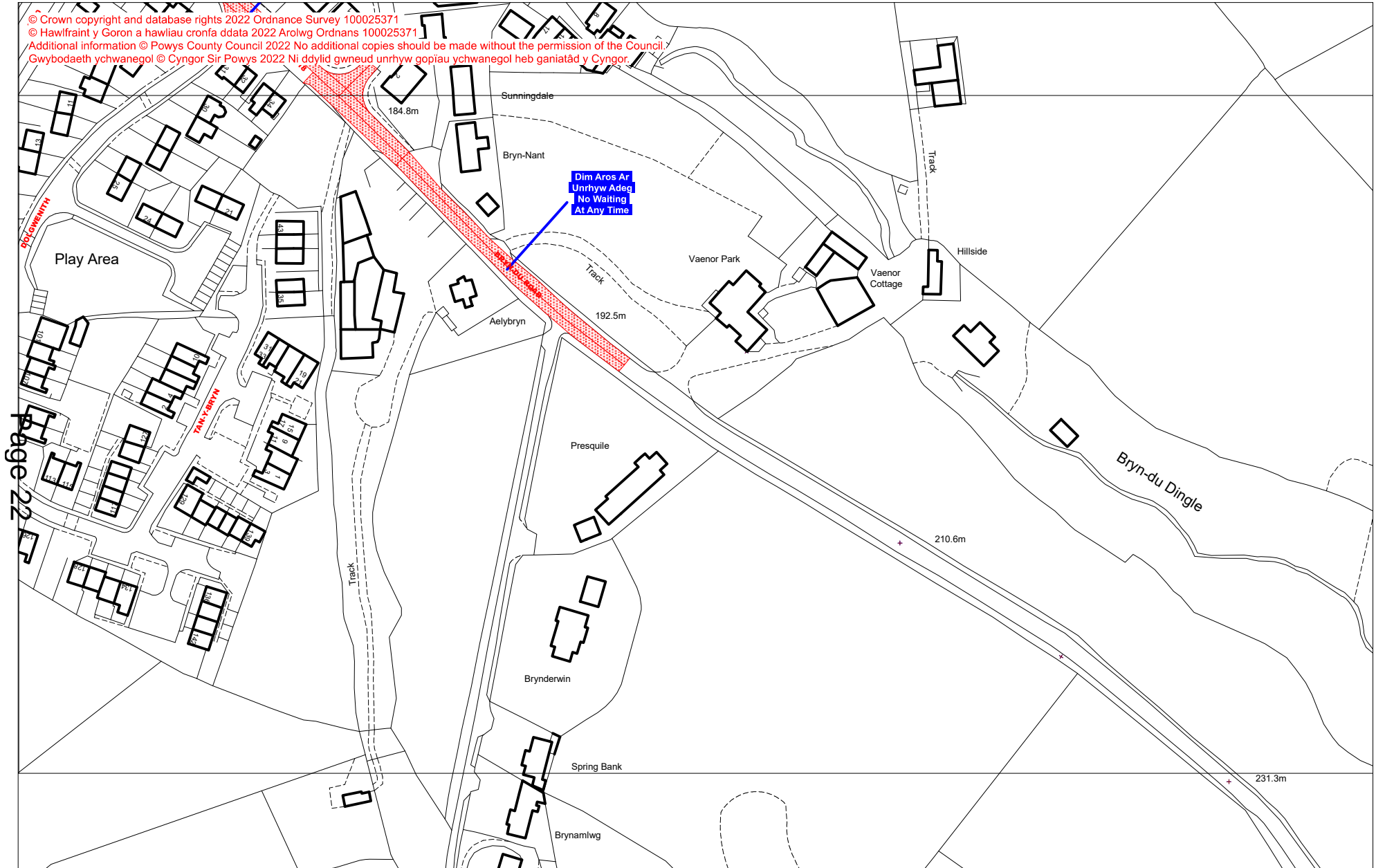
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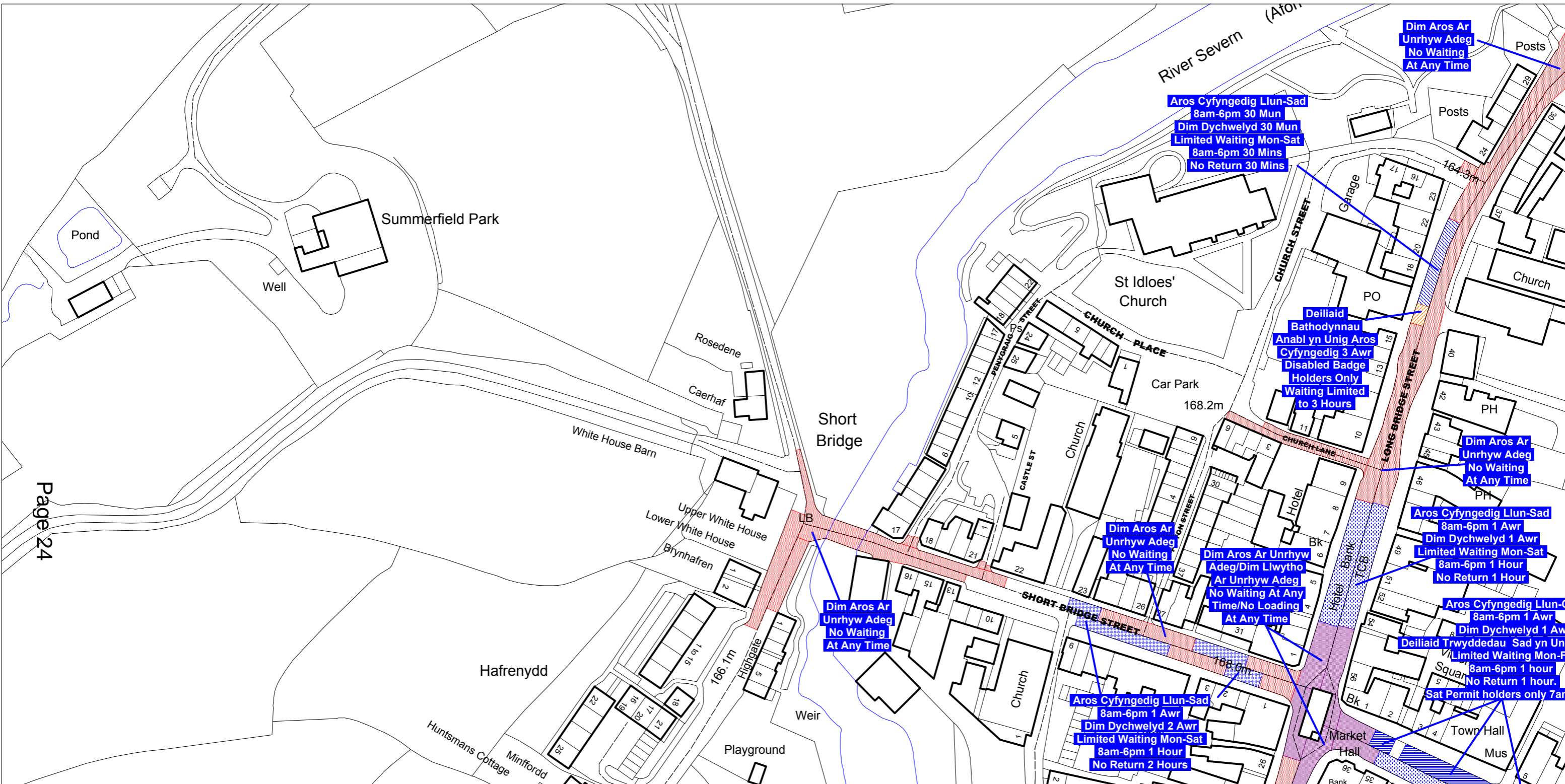


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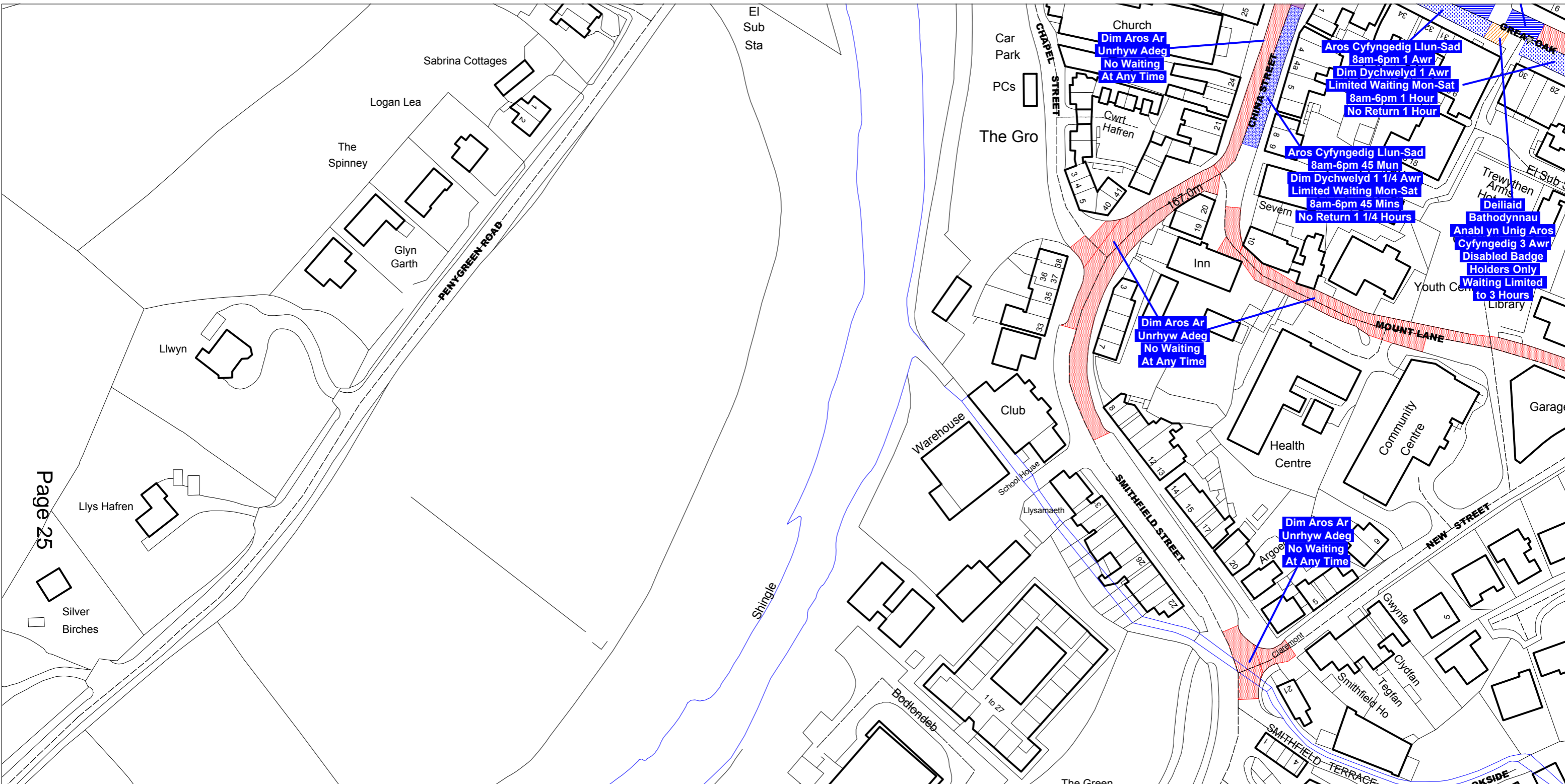
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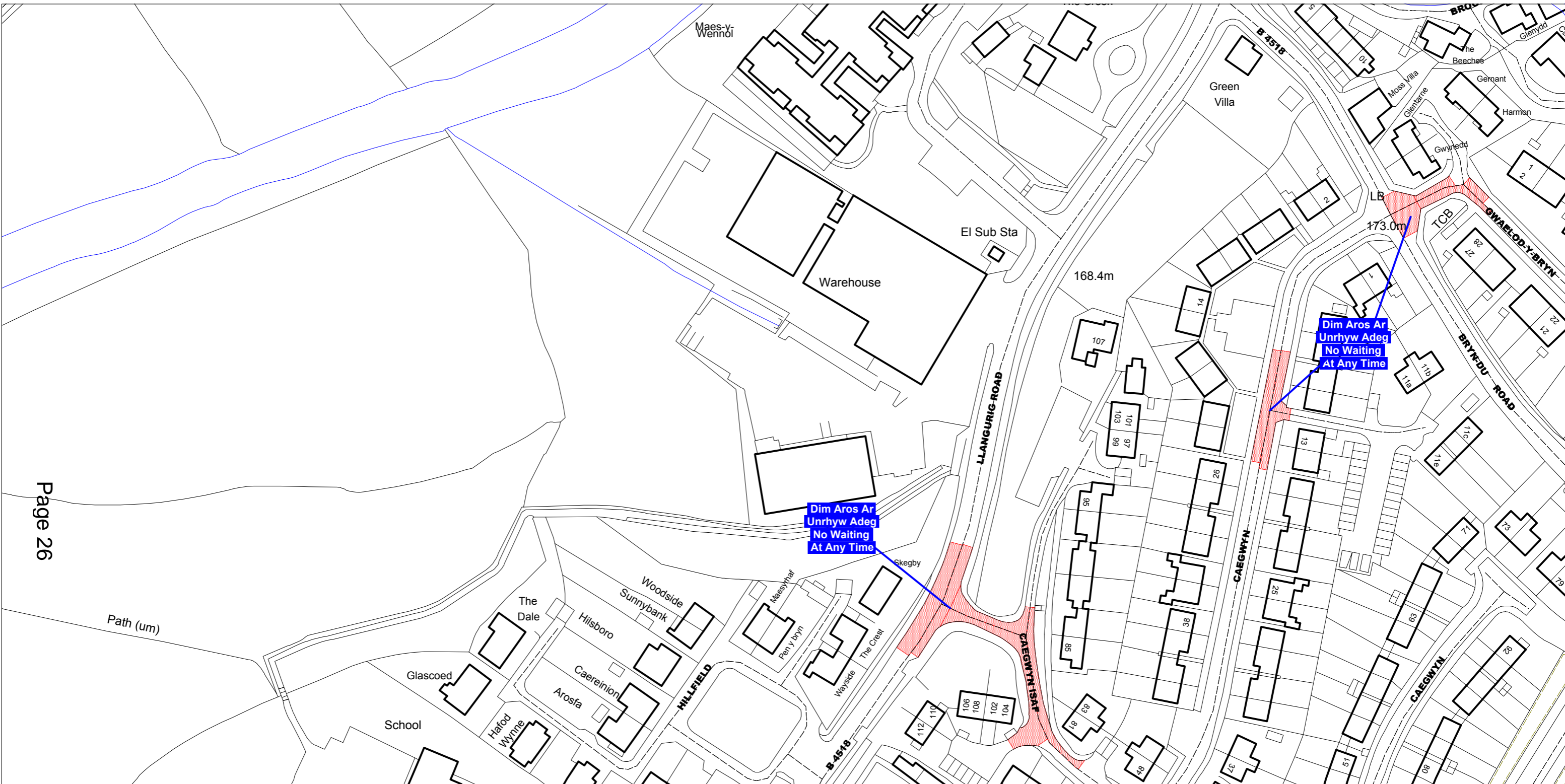
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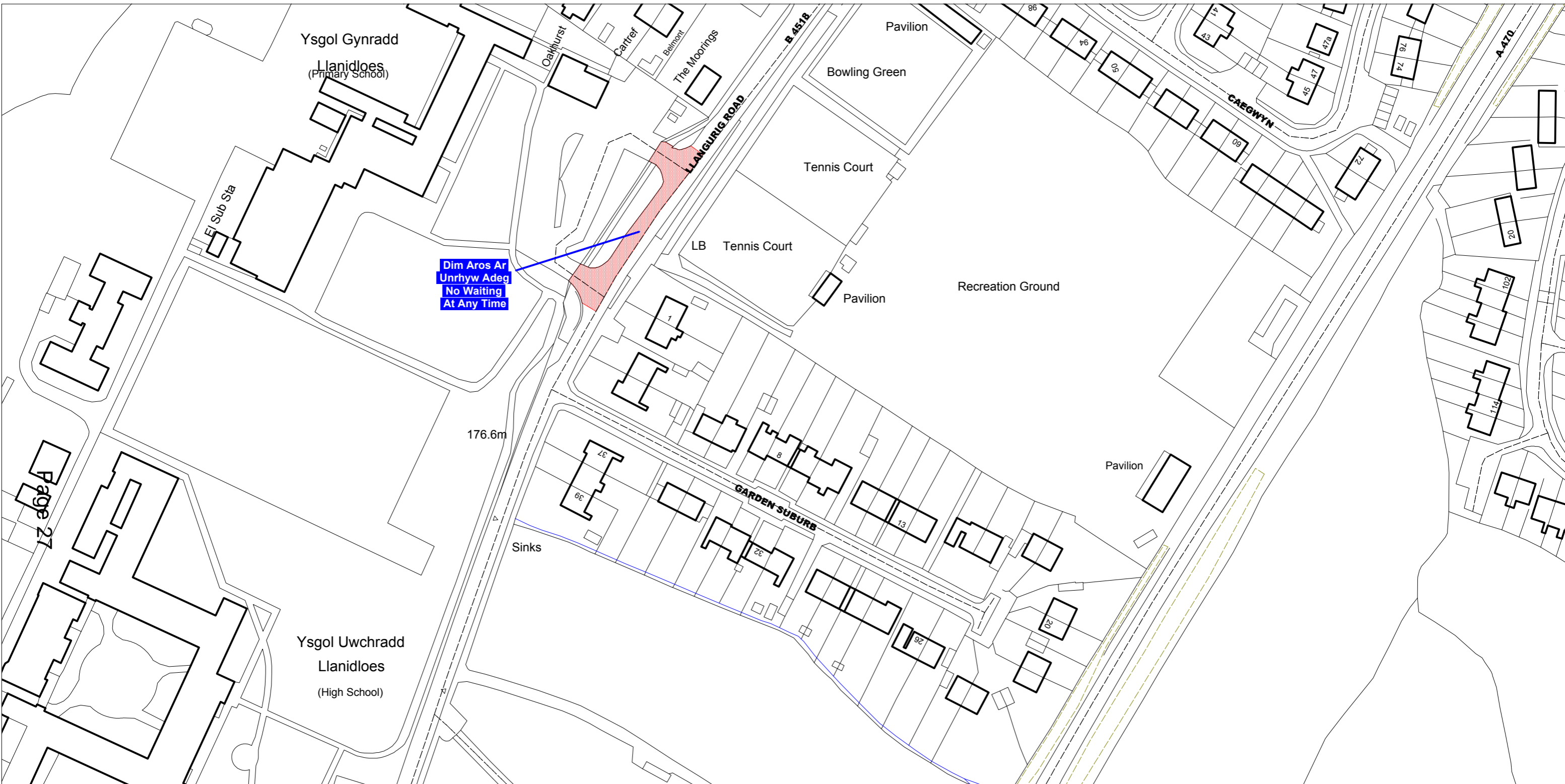
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Dim Aros Ar
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No Waiting
At Any Time



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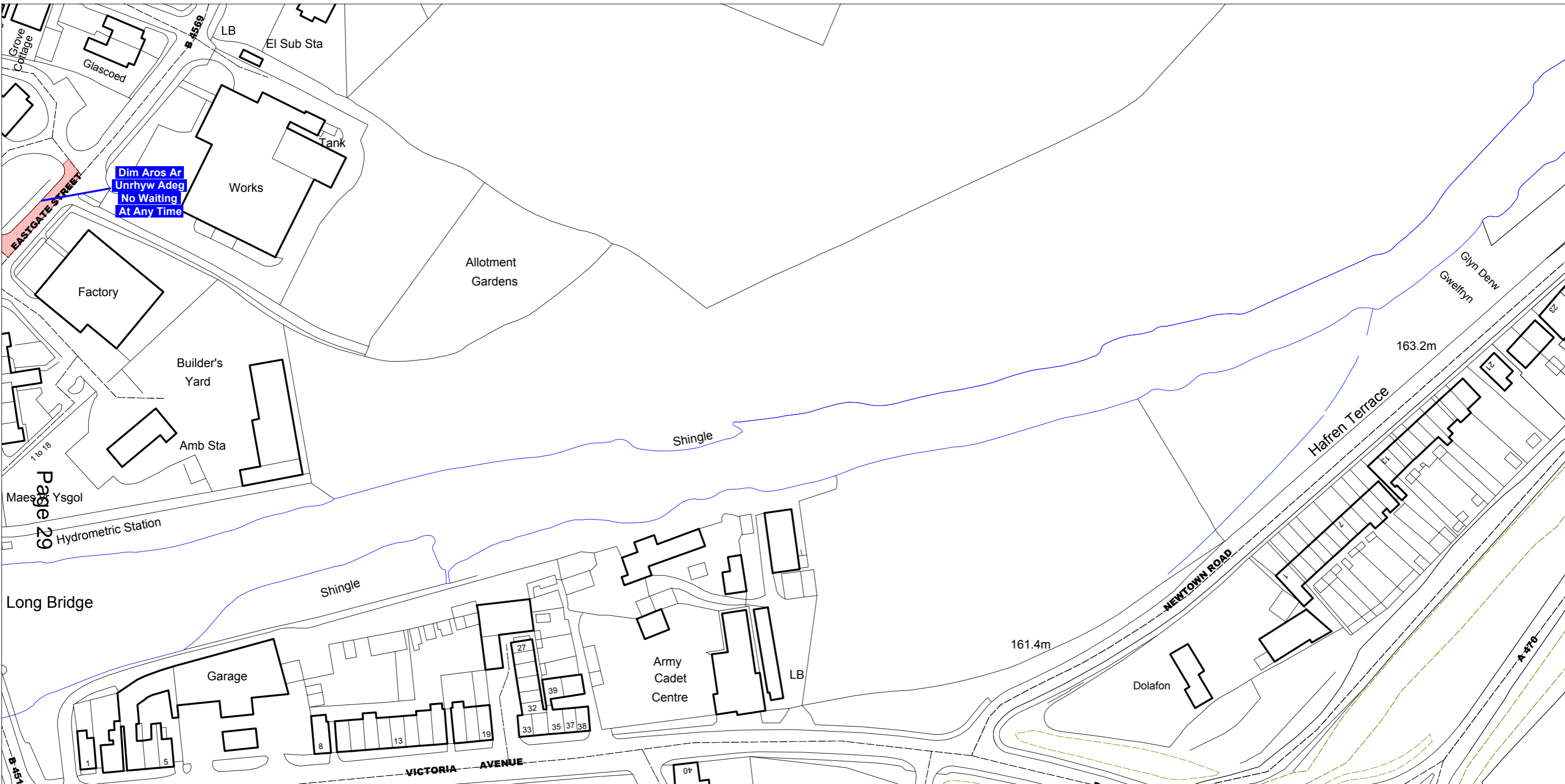
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Page 29

Maes Ysgol

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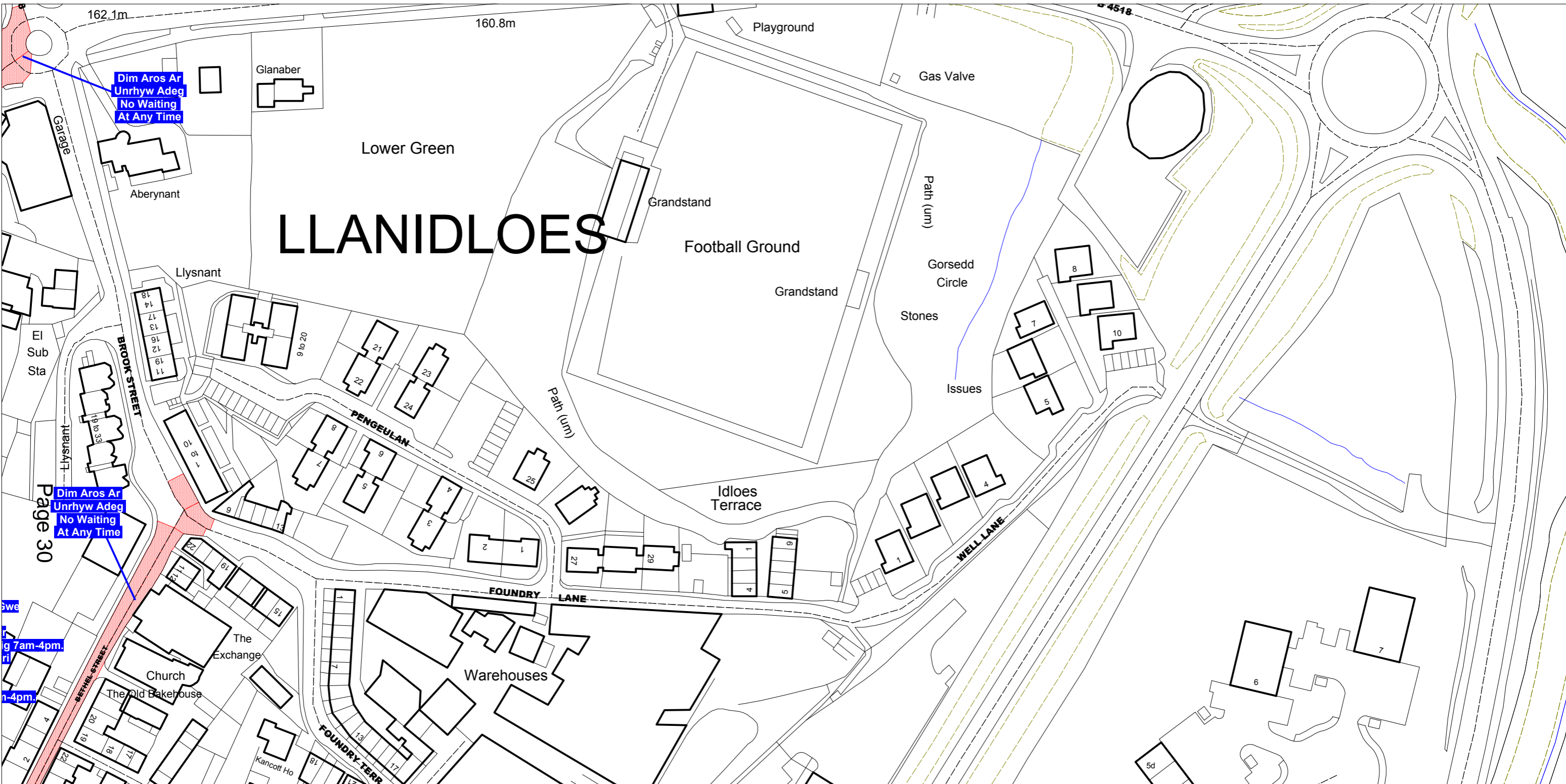
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**DALEN YN WEITHREDOL O -
 SHEET ACTIVE FROM -**

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

**COD ARDAL
 AREA CODE
 BL214**




**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**

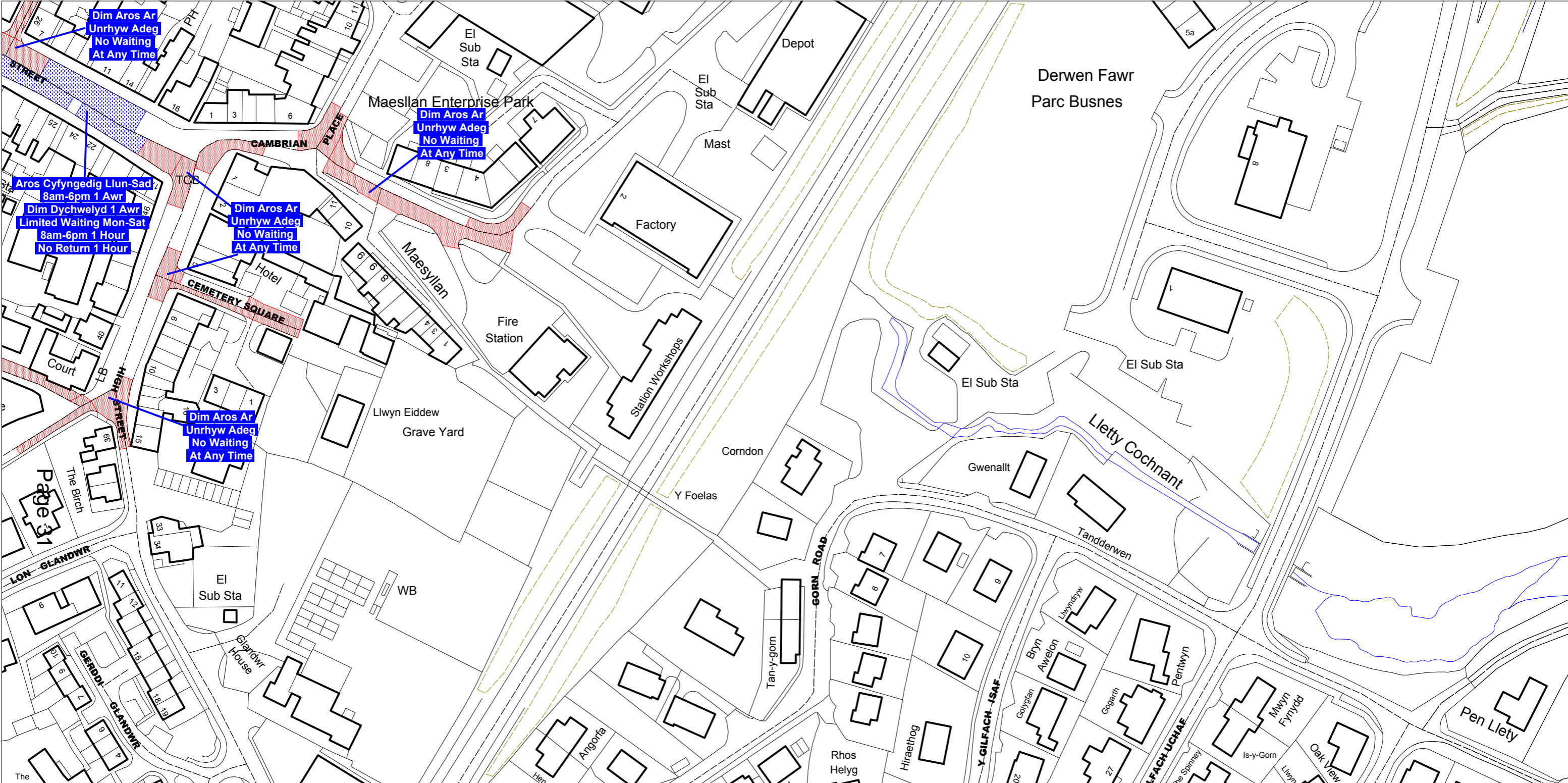
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**DALEN YN WEITHREDOL O -
SHEET ACTIVE FROM -**

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

**COD ARDAL
AREA CODE
BL215**



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
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**Gorchymyn Cyngor Sir Powys
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 SHEET REVISION NUMBER - 01**

**GRADDFA - 1:1250
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**DALEN YN WEITHREDOL O -
 SHEET ACTIVE FROM -**

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

**COD ARDAL
 AREA CODE
 BL216**

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Representor Number	Representation	Object or Support	Response	Recommendation
1	<p>Object to proposed waiting prohibitions along the B4518 Llangurig Road, as concerned how proposals will affect own household and the wider community.</p> <p>Opines that as there were no waiting prohibitions outside large property with no off-street parking when purchased in 2015, and there is limited on-street parking availability on the Garden Suburb cul de sac which will be exacerbated by the proposal, the proposal will devalue property and make it difficult to sell property at a future date, and having to park further away from property would be a nuisance in wet weather and difficult if mobility problems are developed in later life.</p> <p>Concludes that proposal is extremely unfair as no alternative parking is provided, and does not understand what issues are trying to be resolved by the Council.</p> <p>Also opines that as there is limited off-street parking availability within the school grounds, the parents of school children would be inconvenienced by having to drive around whilst waiting to collect their children due to the limited parking availability, may not be able to find somewhere to park if the school hosts daytime events, and may abuse nearby private car parks or obstruct Garden Suburb instead.</p> <p>Also opines that some primary school children are too young to safely cross the road and wait longer periods for their parents to park further away from the school and walk to the school to pick them up.</p>	Object	<p>Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.</p> <p>Whilst it may have been assumed that vehicles could be parked at any time on a public highway near a property when that property was purchased, the right to park at any given location on a public highway cannot be secured by an individual through usage, therefore the introduction of waiting or loading prohibitions or parking restrictions outside a property cannot be used as an argument that the property has been devalued.</p> <p>It is the responsibility of the property owner to secure convenient private off-street parking for a property where required or desirable, rather than the county council as the local highway authority.</p> <p>The local highway authority has a duty to manage traffic flows along a public highway, and can use its powers to introduce waiting or loading prohibitions at locations where it considers that such measures are necessary and expedient to control nuisance and obstructive parking or loading activities. Observations have identified that parking at this location sometimes takes the form of parking partially on the footway which forces some pedestrians to walk in the carriageway to navigate the obstructed footway.</p> <p>The limited availability of off-street parking within the school grounds or a private property is not a substantive reason to object to a proposed traffic regulation order which is considered to be necessary to address inconsiderate and obstructive on-street parking issues.</p> <p>It is also the case that drivers are permitted to temporarily stop to facilitate the loading and unloading of goods or passengers at locations where waiting prohibitions are in effect if such loading and unloading activities would not create an unacceptable hazard or obstruction to other highway users.</p> <p>Alternative unrestricted on-street parking bays already exist a little further along Llangurig Road towards the town centre, and the proposed prohibition of waiting restrictions only extend to a point just beyond the vehicular access to the neighbouring property 39 Suburb Gardens, so the proposed prohibition of waiting restrictions will only be a minor inconvenience to the property owner.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along the B4518 Llangurig Road as no substantive reasons for objection have been made.
2	<p>Questions demonstrable need for overhaul of current regulations as existing restrictions work well and are familiar to Llanidloes residents.</p> <p>Opines that this is just another proposal by the County Council or the Welsh Government to spend annual funding on proposals for Llanidloes that will not be supported by local residents (quoting other examples such as a residents' parking permit scheme, a one-way system to protect the Old Market Hall, and a new overtaking lane along Llanidloes bypass).</p> <p>Opines that without more regular enforcement in the form of an additional full time enforcement officer for Llanidloes, the proposal will be a pointless exercise and a waste of time and money because the existing parking regulations are only complied with when word spreads that a civil enforcement officer is carrying out observations within the town.</p>	Object	<p>The initial request to the local highway authority to review the existing on-street parking traffic regulation order for Llanidloes was made by the town council. The current proposals take into account comments and concerns made to the local highway authority by highway users and elected local representatives over a number of years, observations by local highway authority officers and discussions with the police.</p> <p>Whilst the comments relating to the frequency of visits by Civil Enforcement Officers are noted, the tendency of highway users to disregard on-street waiting and loading legislation unless there is an imminent risk that a penalty charge notice may be issued by a Civil Enforcement Officer or a traffic regulation violation offence issued by a police officer is not a substantive reason not to review and modify on-street waiting and loading and parking prohibitions and controls.</p>	Overrule objection as no substantive reasons for objection have been made.
3	<p>Object to proposed waiting restrictions on U4116 Dolgwenith housing estate access road as opines that every person has a right to park outside their property when the nearest car park is in the centre of the town.</p> <p>Suggests that 20mph speed limit should be implemented for safety reasons instead of waiting prohibitions.</p>	Object	<p>Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.</p> <p>The local highway authority has a duty to manage traffic flows along a public highway, and can use its powers to introduce waiting or loading prohibitions at locations where it considers that such measures are necessary and expedient to control nuisance and obstructive parking or loading activities.</p> <p>The limited availability of off-street parking within the curtilage of a private property is not a substantive reason to object to a proposed traffic regulation order which is considered to be necessary to address inconsiderate and obstructive on-street parking issues.</p> <p>It is also the case that drivers are permitted to temporarily stop to facilitate the loading and unloading of goods or passengers at locations where waiting prohibitions are in effect if such loading and unloading activities would not create an unacceptable hazard or obstruction to other highway users.</p> <p>The comments regarding the introduction of a 20mph speed limit are noted, but the issue of drivers travelling along a highway at an inappropriate speed is a completely different issue to putting measures in place to ensure that inappropriate and inconsiderate on-street parking does not detrimentally effect other highway users.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along Bryndu Road and the Dolgwenith access road as no substantive reasons for objection have been made.
4	<p>Very much in favour of proposals as Llanidloes is in imminent danger of being choked by inappropriate parking.</p> <p>Opines that this is occurs because most local people are unwilling to pay to park in Mount Lane pay and display car park, and that the existing parking regulations are not enforced sufficiently.</p> <p>Suggests that New Street should be a prohibited area for parking every day, particularly on a Saturday.</p> <p>Also suggests that prohibitions will largely be ignored if more regular enforcement does not occur.</p>	Support and suggestions	<p>The support for the proposals, the comments relating to the Mount Lane pay and display car parking charges, and the frequency of enforcement patrols by our Civil Enforcement Officers are noted.</p> <p>The waiting prohibitions proposed along New Street as part of the traffic regulation order would apply at all times of the day every day, therefore should address the specific concern raised in the representation with respect to parking along that road on a Saturday.</p>	No objection to be considered.
5	<p>Whilst in agreement that waiting prohibitions are warranted by entrance to Bradley's garage and by the Army Cadet building and football club entrances, objects to available on street parking being reduced along Victoria Avenue near Osteopathic practice as many patients attending practice cannot walk very far.</p>	Object	<p>Whilst the comments relating to the mobility of patients attending an Osteopathic practice are noted, space for two vehicles to be parked on Victoria Avenue directly in front of the Osteopathic practice and at other nearby locations along Victoria Avenue is being maintained, and it would appear that there is also private off-street parking at the rear of the practice which could be made available for use by patients.</p> <p>It is also the case that drivers who have been issued with a blue badge because of mobility issues are also permitted to park for up to 3 hours where waiting prohibitions are in effect if such parking would not create an unacceptable hazard or obstruction to other highway users.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along Victoria Avenue as no substantive reasons for objection have been made.
6	<p>Agree that something needs to be done to control parking situation in the town.</p> <p>Agree with most of proposal and reasons for the proposal.</p> <p>Believes that making the main car park within the town should be made free to all to make proposals better received by townspeople and visitors.</p> <p>Opines that alterations within school grounds have resulted in reduced car parking within the school site, which has resulted in more on street parking near the school - therefore suggests that no waiting prohibitions should therefore extend all the way up to the high school access along the B4518 instead of stopping at 39 Garden Suburb.</p>	Support and suggestions	<p>The support for the proposals and the comments relating to the main car park pay and display car parking charges are noted.</p> <p>The comments regarding the availability of off-street parking within the school campus grounds will be forwarded to the local education authority.</p> <p>Whilst it is not possible to add additional on-street waiting prohibitions along other sections of public highway under the current traffic regulation order as a result of representations received during the public consultation period, potential changes in on-street parking habits along the B4518 Llangurig Road between the primary and high school accesses as a consequence of the proposed traffic regulation order if implemented as currently proposed will be monitored to determine whether additional waiting or loading prohibitions are required at some future date.</p>	No objection to be considered.

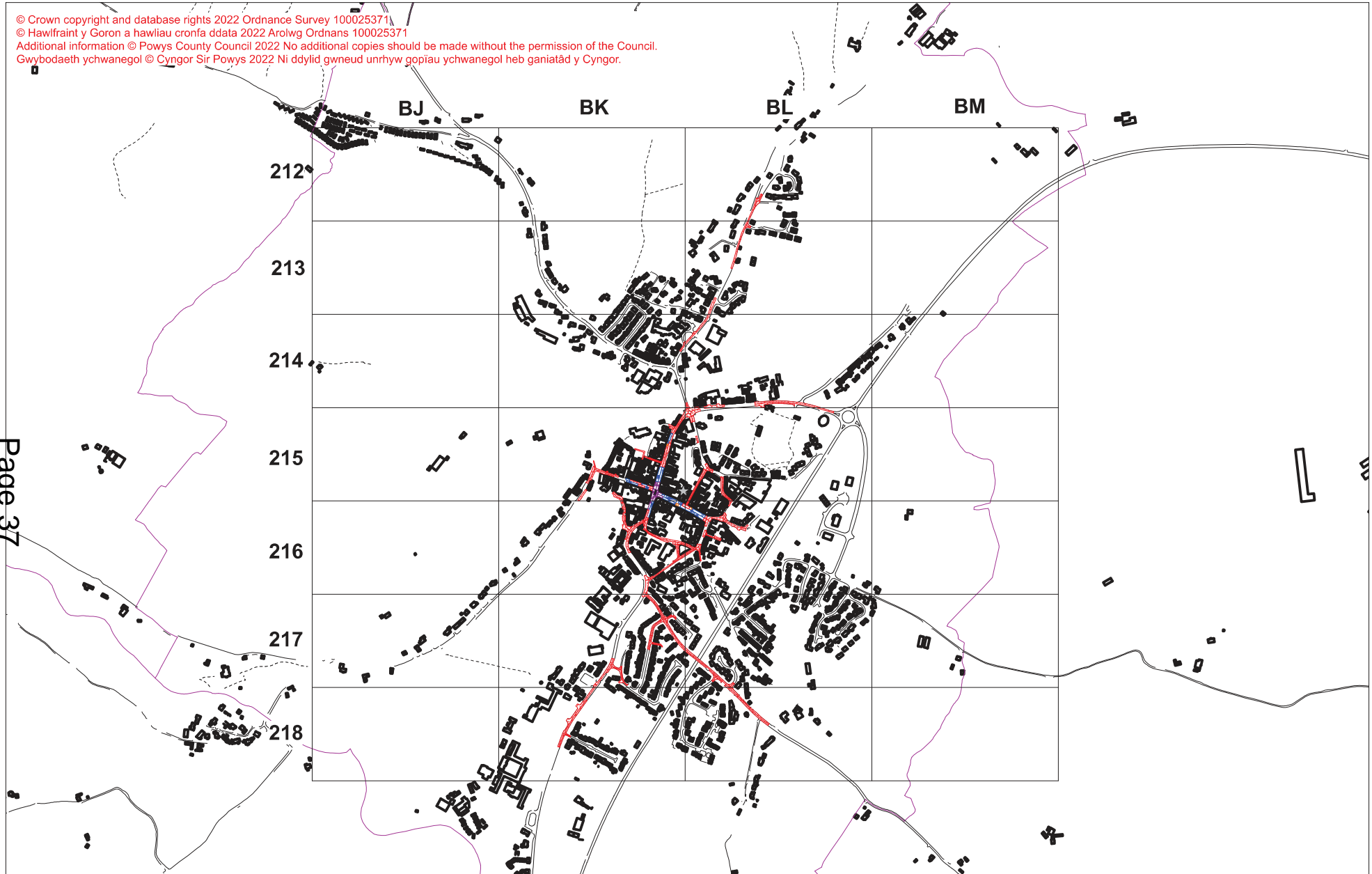
Representor Number	Representation	Object or Support	Response	Recommendation
7	<p>Object to proposed waiting prohibitions at Cambrian Place outside property as it is already difficult to find parking near property and proposals will make it worse.</p> <p>Believes that property would be devalued if proposals are implemented, and claims that the whole neighbourhood is against the proposals at Cambrian Place.</p>	Object	<p>Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.</p> <p>Whilst it may have been assumed that vehicles could be parked at any time on a public highway near a property when that property was purchased, the right to park at any given location on a public highway cannot be secured by an individual through usage, therefore the introduction of waiting or loading prohibitions or parking restrictions outside a property cannot be used as an argument that the property has been devalued.</p> <p>It is the responsibility of the property owner to secure convenient private off-street parking for a property where required or desirable, rather than the county council as the local highway authority.</p> <p>The local highway authority has a duty to manage traffic flows along a public highway, and can use its powers to introduce waiting or loading prohibitions at locations where it considers that such measures are necessary and expedient to control nuisance and obstructive parking or loading activities.</p> <p>The limited availability of off-street parking within a private property is not a substantive reason to object to a proposed traffic regulation order which is considered to be necessary to address inconsiderate and obstructive on-street parking issues.</p> <p>The suggestion that the whole neighbourhood is opposed to the proposals has not been demonstrated by the single objection which has been received with respect to the proposed waiting prohibitions at Cambrian Place.</p> <p>It is also the case that drivers are permitted to temporarily stop to facilitate the loading and unloading of goods or passengers at locations where waiting prohibitions are in effect if such loading and unloading activities would not create an unacceptable hazard or obstruction to other highway users.</p>	<p>Overrule objection and proceed to introduce the waiting prohibitions as proposed at Cambrian Place as no substantive reasons for objection have been made.</p>

County Councillors Representation Number	Representation	Objection or Support from highway officers	Officer Response	Recommendation/Action
CC1	The Gro car park. No need for double yellows on both sides, as is currently proposed. The roadway is plenty wide enough. If there are to be double yellows on one side of the road, then the side of the Monumental Mason's workshop makes most sense as to maximize the number of parking spaces on the other side - the side closest to the car park	Partial Support	Agreed to on site. Yellow lines to be maintained on the eastern side on Mason's side. Restrictions to be removed from the toilet block SE corner going north to the end of chapel St [towards Tyre garage]. I consider keeping the yellow lines on the western car park side across the car park entrances to the SE corner of the toilet block – this will keep access clear and provide an open visibility splay. Note Blue Badge holders can park on the yellow lines to use the toilets. For info I have enclosed the reason the restrictions these lines were proposed following issues raised by the owner of the tyre garage.	ACTION - Proposals to be modified to remove certain lengths of no waiting at any time prohibitions (double yellow lines) from alongside the Gro Car Park.
CC2	End of China Street-Mount lane - between the junction and the tree (adjacent to the Mount Inn). No need for double yellows here at all. Residents have parked here for generations and don't cause any obstruction to either the junction or the Health Centre. In a sense, one can think of parking here as an extension of the parking which already exists on the rest of China Street.	Not Supported	Ideally there should be no parking within the confines of the junction. The comments are noted and we will write the decision paper open here for the Portfolio Holder to decide either way.	RECOMMENDATION - Cabinet Member for A Greener Powys to make decision as to whether the prohibition of waiting at any time markings proposal should be retained at this location to enable wider vehicles and vehicles towing trailers to be able to swing wide and utilise the entire carriageway width at this location to turn left out of this acute angled junction from Mount Lane towards the Gro Car Park and Smithfield Street and vice versa.
CC3	Cambrian Place, on the side closest to Great Oak Street. No extension of double yellows in this area - there is no issue here for lorries or the fire engine/ambulance. Greg Jarman, watch Manager at Llanidloes Fire Station, agreed that when he saw us on our site visit.	Partial Support	Noted. Suggestion to keep section of yellow line going from the junction across the access to Maesyllan, the garage door to the fuel pump, allowing parking from the fuel pump to Great Oak St where the 2 cars can be seen parked on the Google StreetView image at https://goo.gl/maps/jKQhWTJEHF7GmZvV6	ACTION - Proposals to be modified to remove certain lengths of no waiting at any time prohibitions (double yellow lines) from alongside the fuel pump, whilst retaining the prohibitions across the garage access and the access road to Maesyllan.
CC4	Outside Kevin Jones Car Sales - No need for double yellows right outside of the show room. Kevin insists this restricts the ability of his garage to function as he needs cars to be parked outside the garage for short periods of time - as they have done for generations.	Not Supported	This was discussed on site, but my understanding these were to remain as shown. We note your comments and will keep this open for the Portfolio Holder to make a decision one way or the other	RECOMMENDATION - Cabinet Member for A Greener Powys to make decision as to whether the prohibition of waiting at any time markings proposal should be retained along Brook Street immediately in front of the car show room to enable all highway users in domestic vehicles or large vehicles to safely approach and negotiate the roundabout junction and to permit two vehicles to be able to safely pass each other along Brook Street in the immediate vicinity of the roundabout junction.
CC5	Victoria Avenue - We are broadly supportive of the double yellows on this stretch. However, we believe the proposals extending the double yellows beyond the Highways depot is far too restrictive. Cars need to be able to park here when major football matches take place. Cars entering Llanidloes may need to slow down when this is the case, but that is in the interests of road safety anyway. Please don't ruin the football for the residents of Llanidloes.	Partial Support	Agreed – it is suggested to curtail the yellow lines to cover the access into the Army Cadets and allow parking from there towards the roundabout. We could curtail the lines on the playground side a bit more. I suggest point that coincides with the eastern property boundary of 40 Victoria Avenue being the minimum extent of the yellow lines as this then secures visibility from the access to the football ground and also covers the bus stop on the Cadet's side.	ACTION - Proposals to be modified to remove certain lengths of no waiting at any time prohibitions (double yellow lines) from the north side of Victoria Avenue to the east of the access into the Army Cadets Centre, and from the south side of Victoria Avenue to the east of the property boundary of 40 Victoria Avenue.
CC6	Church Street - Double yellows from the new house adjacent to the launderette, through to the end of the boundary of the car park at the rear of the former post office (now, Llani Pop up.) A substantial number of cars are parked in the 'Pop up' car park, some with caravans, and their access is often restricted by park cars outside their car park.	Unable to Support	New restrictions cannot be added to this proposal. New restrictions will have to be added to a list to be undertaken the next time a review is conducted within Llanidloes or if external funding could be obtained. I understand there may be issues over whether the pop up has planning permission so that may provide an opportunity to fund changes here if planning permission is applied for and the developer could fund.	ACTION - No action can be taken.
CC7	Parking outside number 38 Garden Suburb. We discussed this at our site meeting. The residents of number 38 have no off-street parking at all, and presently park on the main highway which is restricted to 20mph and has traffic calming measures. The owner of 38 has recently submitted a planning application, in view of the double yellow lines, to extend the dropped curb outside his house and to take down part of the hedge and construct a parking area with a hard surface in his garden.	Noted	Noted. Planning application 22/2099/HH to widen the pedestrian access and create a vehicular parking area within the domestic curtilage of 38 Garden Suburb was validated on 8th December 2022 and refused planning consent on 22nd February 2023.	ACTION - Resident's own objection to proposal will be considered by the Cabinet Member for A Greener Powys alongside all other objections received from residents during the public consultation period.
CC8	Brook Street - Narrowing of the road outside Llysnant, as discussed on the site visit. This affects the ability of the Ambulance and the Fire Engine to travel down when cars are parked on both sides of the road. Solution: Double yellows extended on the left-hand side (when travelling towards Kevin Jones Car sales).	Unable to Support	Additional sections of double yellow lines cannot be added to a traffic order proposal following the public consultation period as the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 legislation does not permit such actions. The desire for additional double yellow lines at this location can only be noted and possibly included as part of a future traffic regulation order proposal	ACTION - No action can be taken.

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Page 37





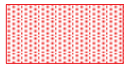
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Limited Waiting Mon-Fri 8am-6pm 1 hour No Return 1 hour. Sat Permit holders only 7am-4pm.



Aros Cyfyngedig Llun-Sad 8am-6pm 1 Awr Dim Dychwelyd 1 Awr
Limited Waiting Mon-Sat 8am-6pm 1 Hour No Return 1 Hour



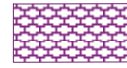
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Disabled Badge Holders Only Waiting Limited to 3 Hours



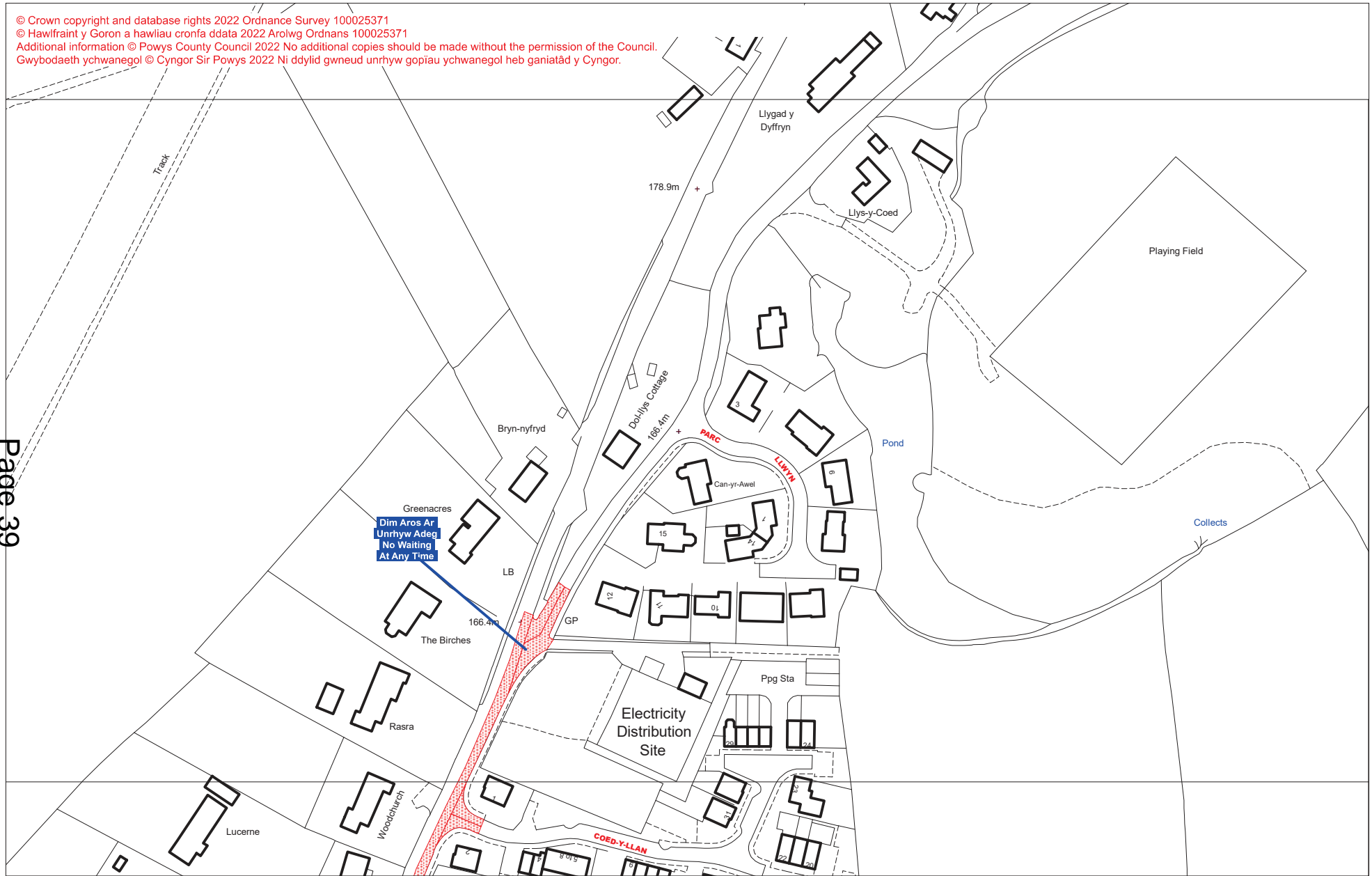
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No Waiting At Any Time



Dim Aros Llun-Gwe 8am-5pm
No Waiting Mon-Fri 8am-5pm



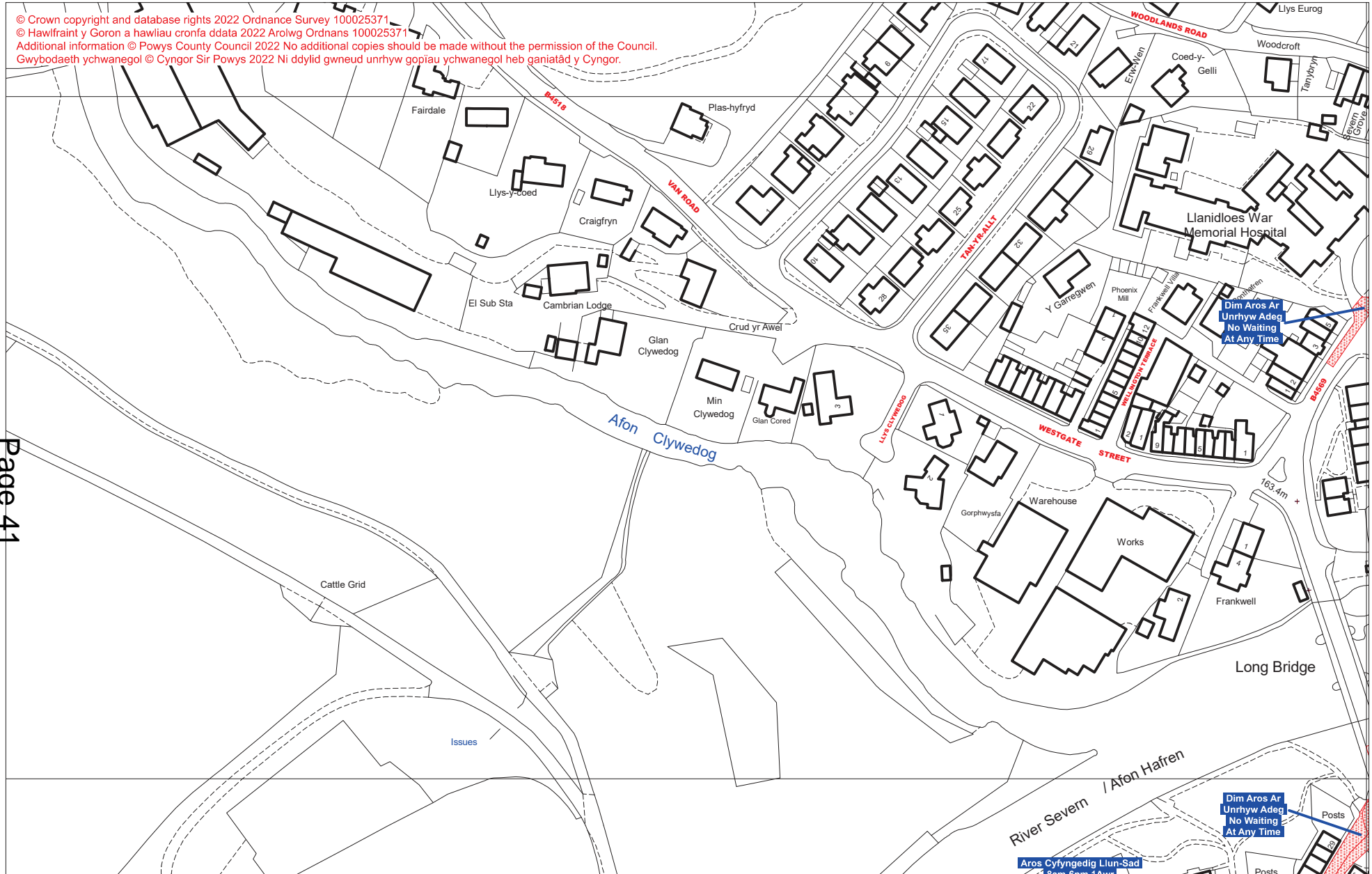
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No Waiting At Any Time/No Loading At Any Time



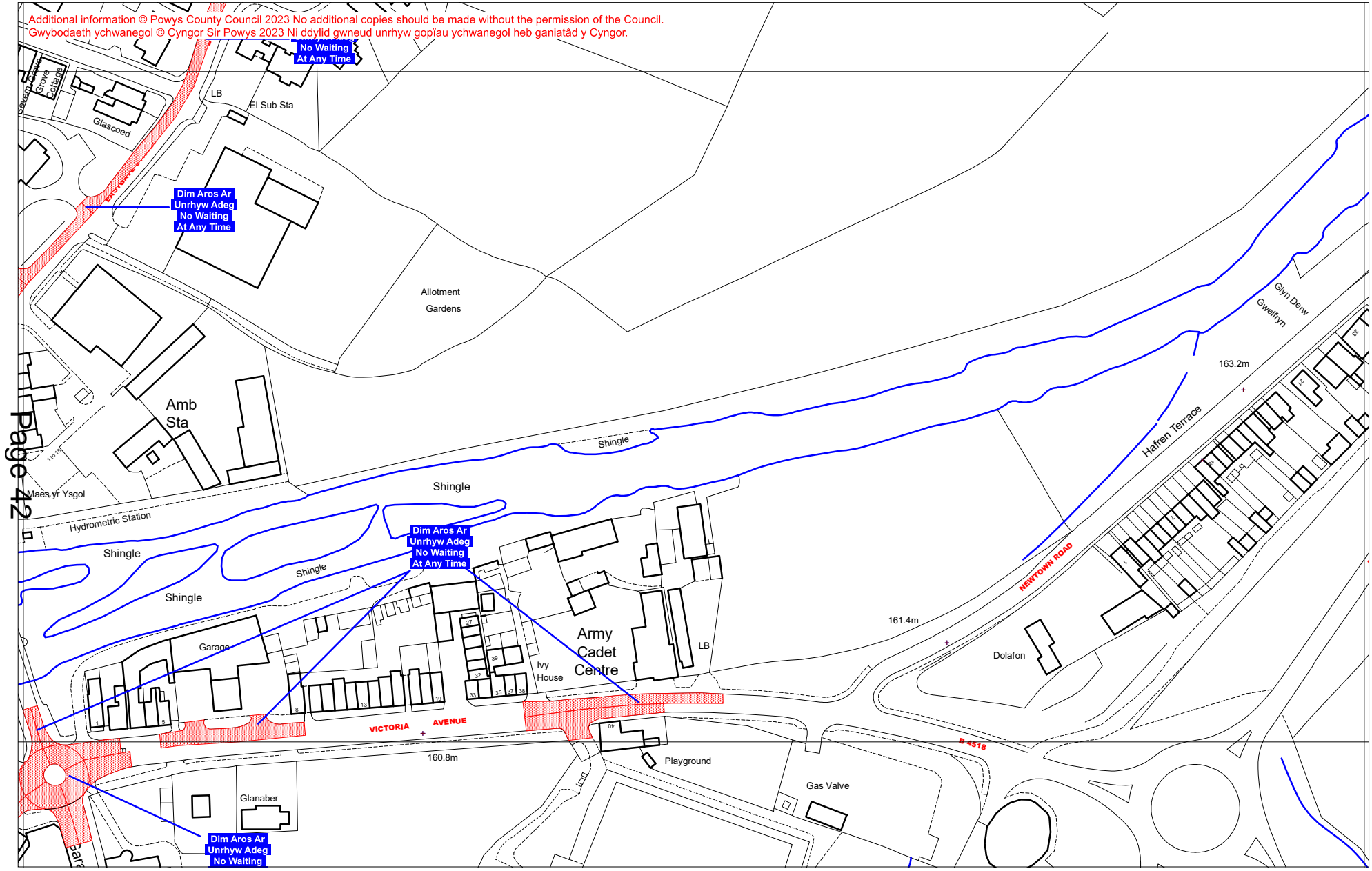


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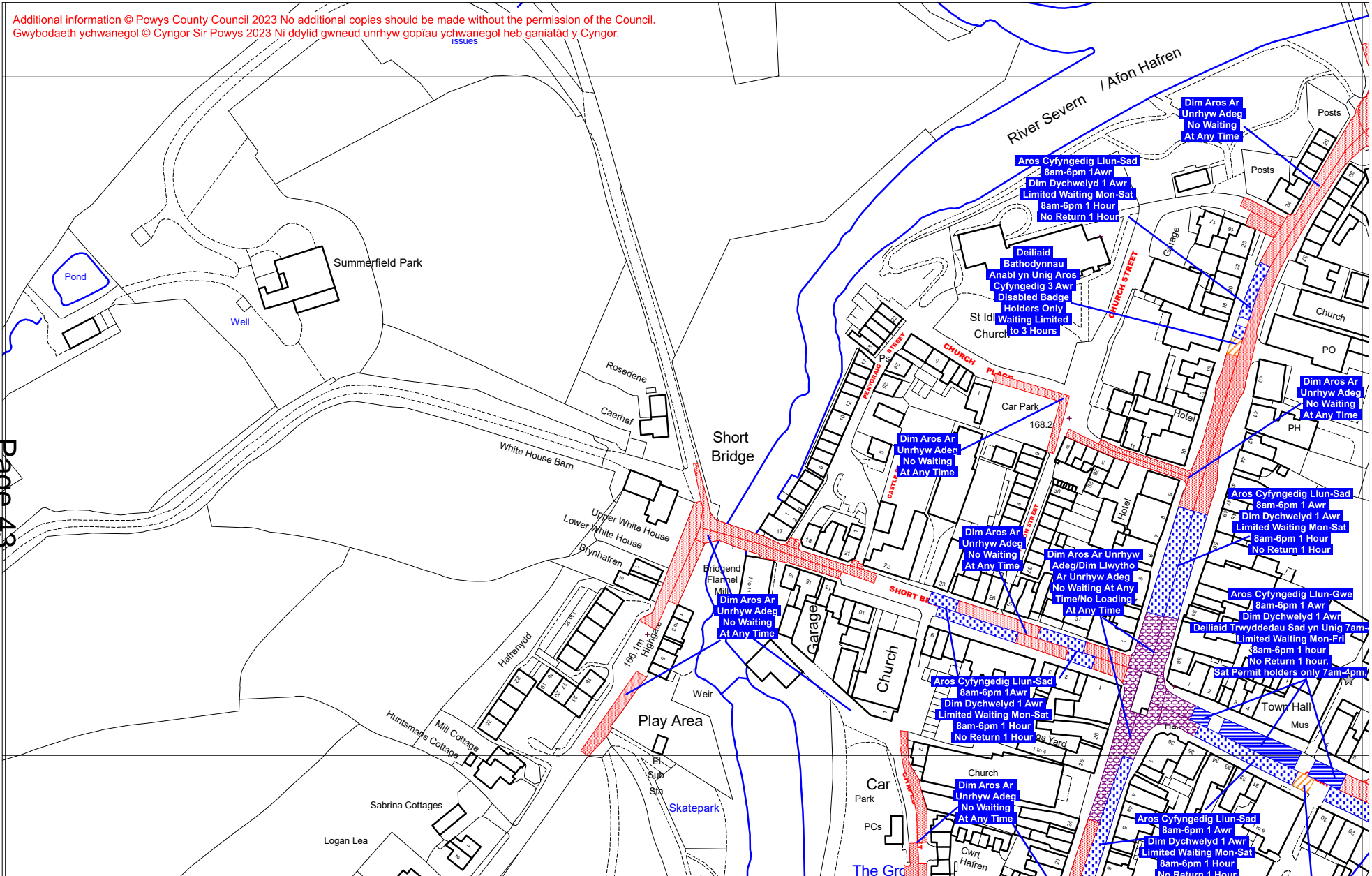
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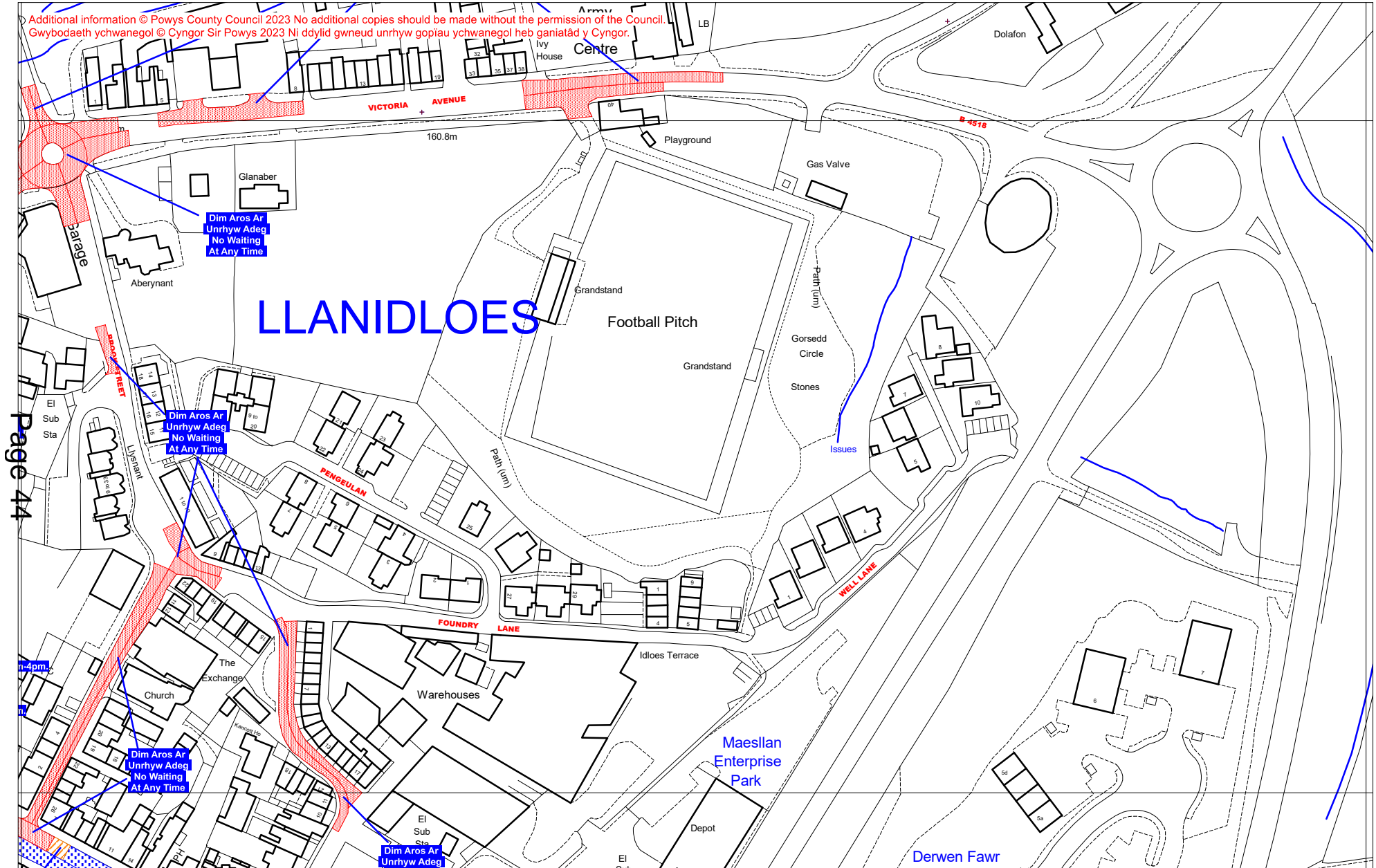


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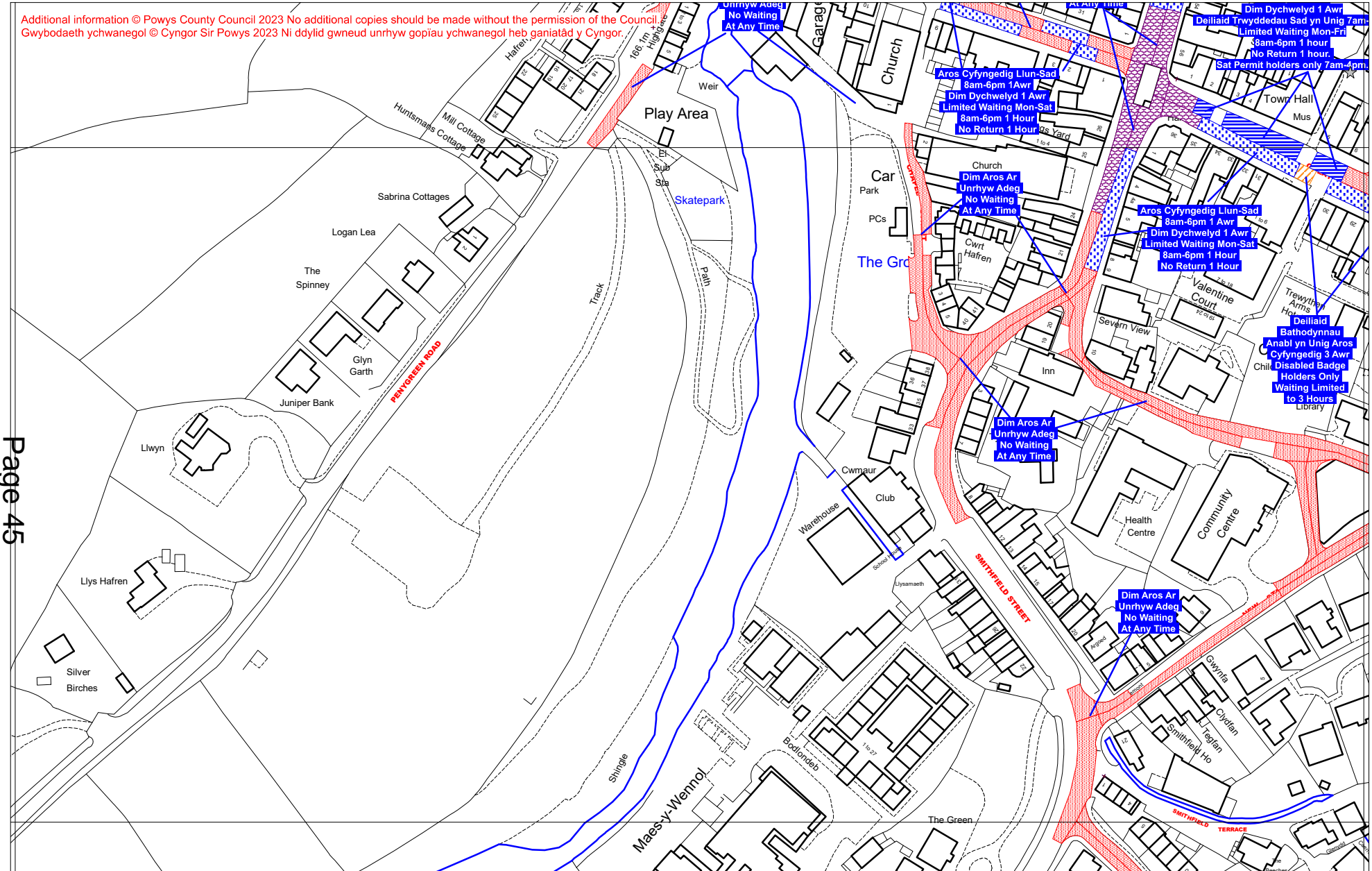


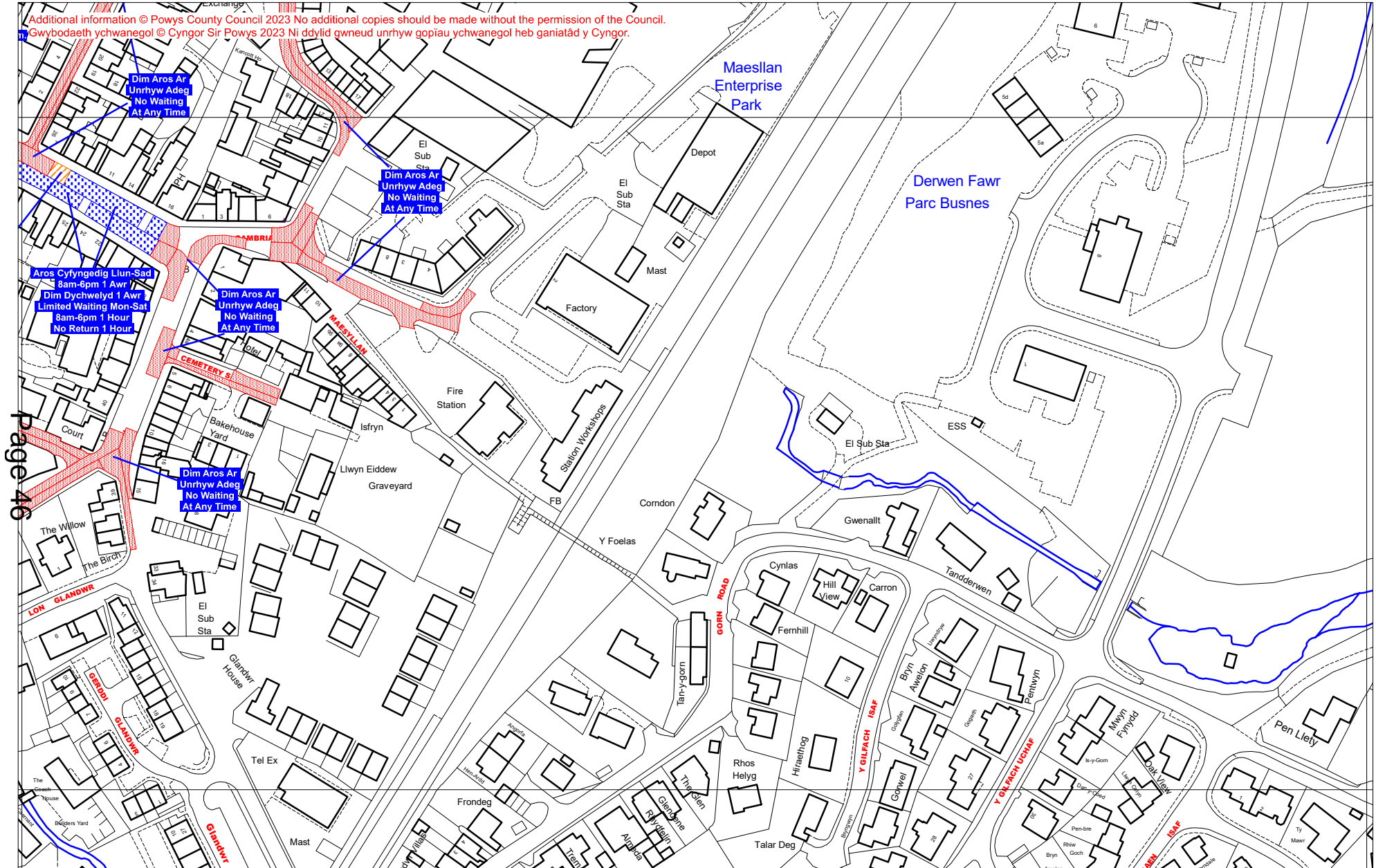
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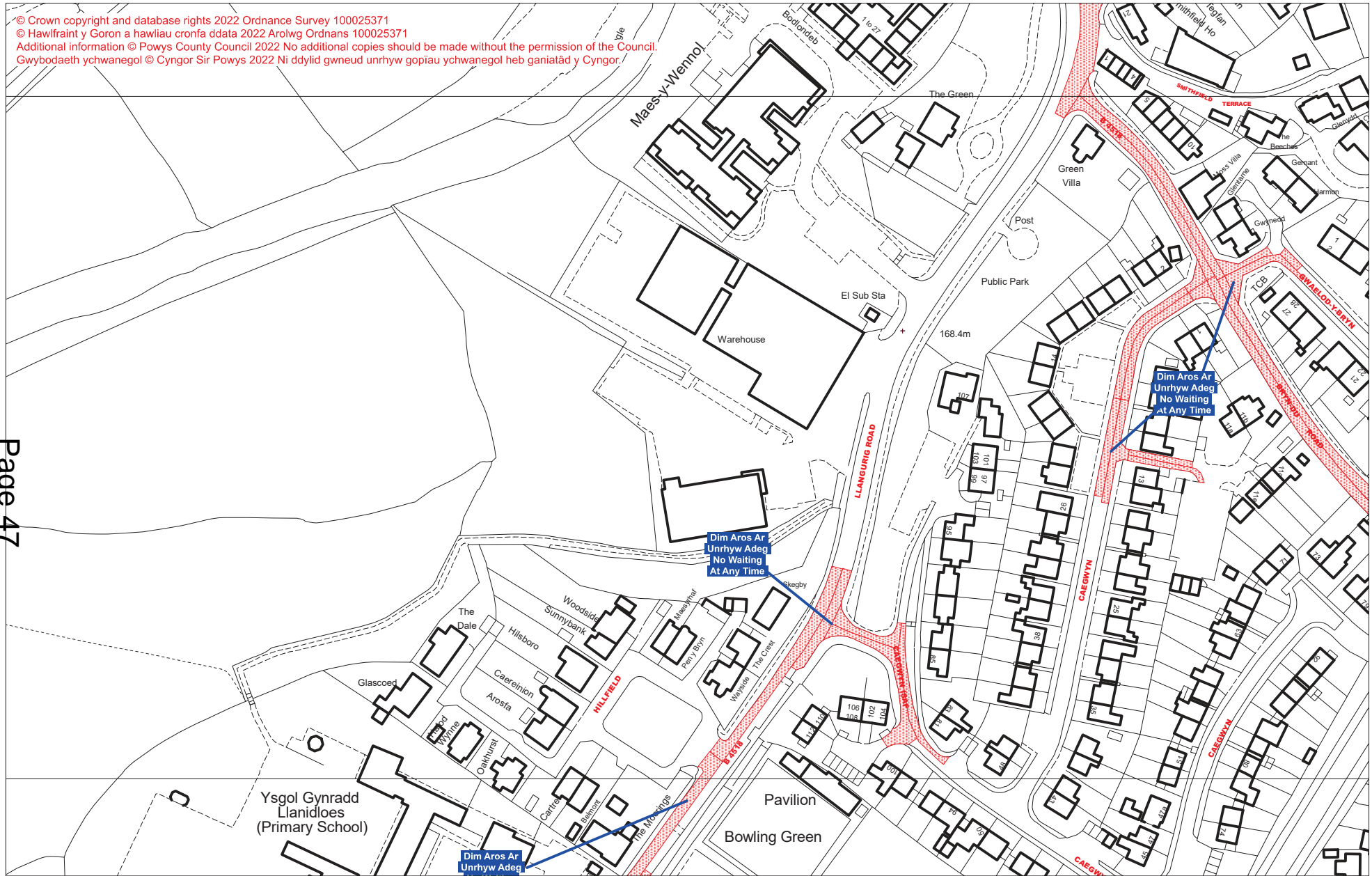


Page 44



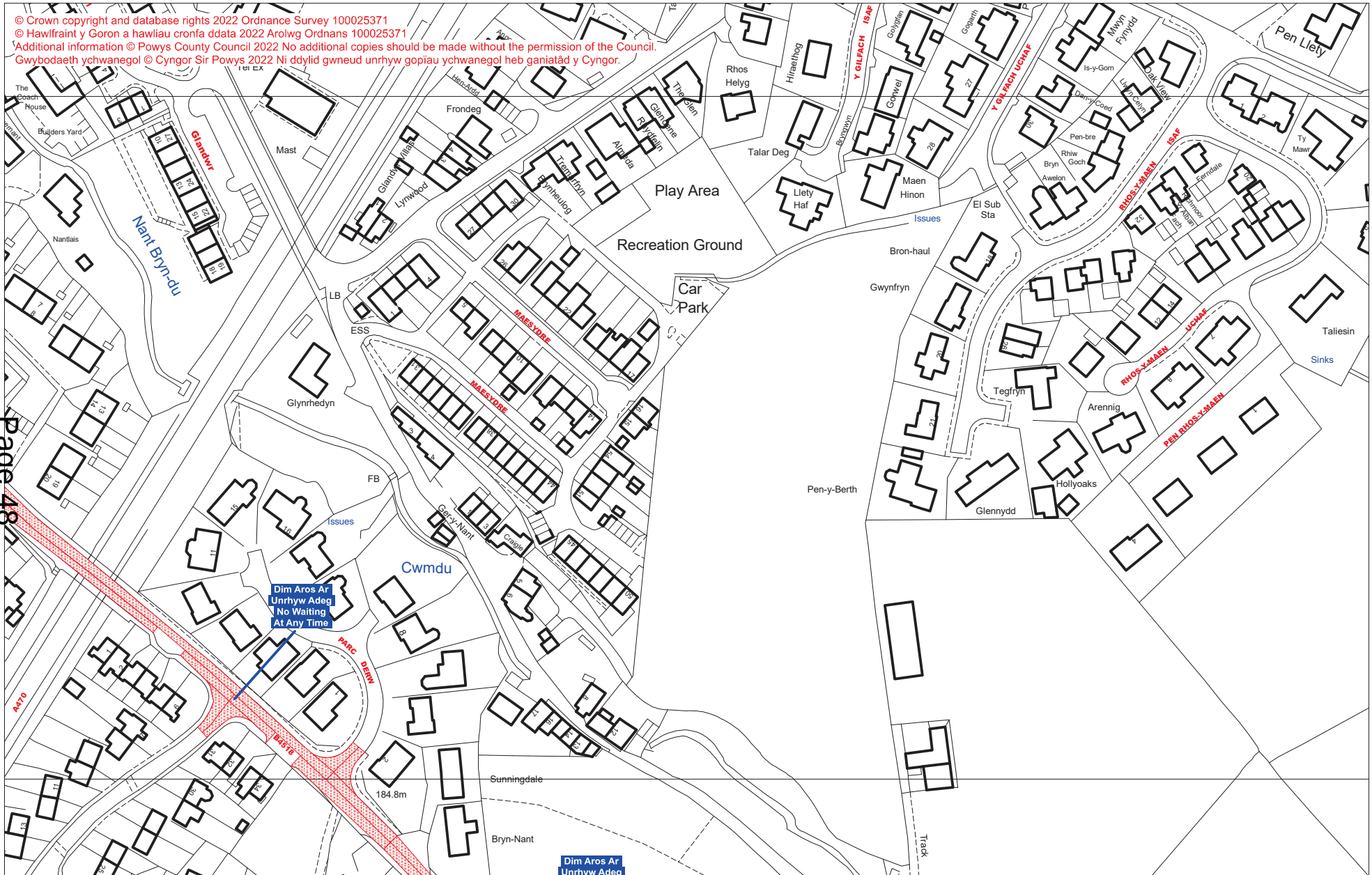


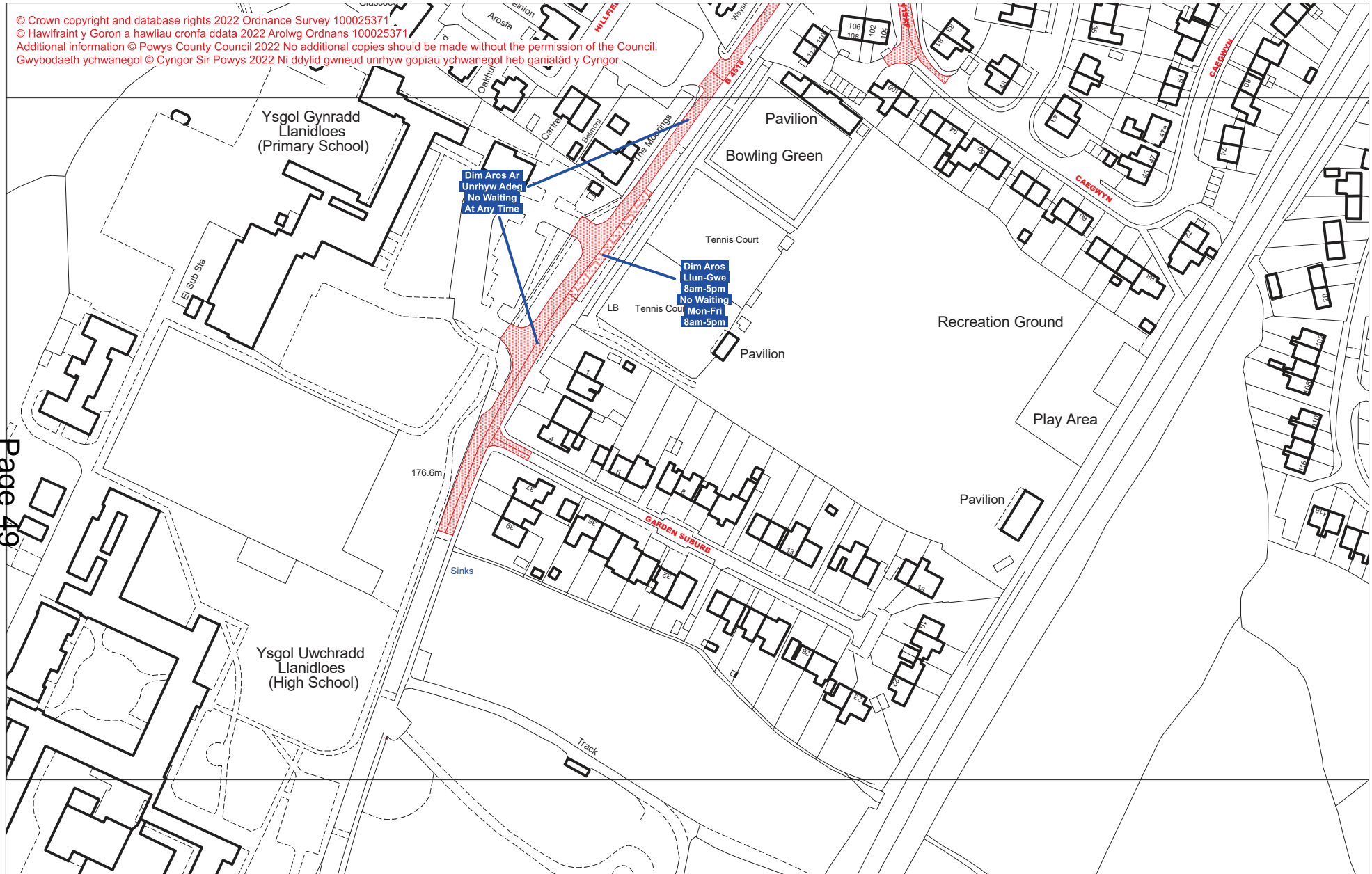
Page 46



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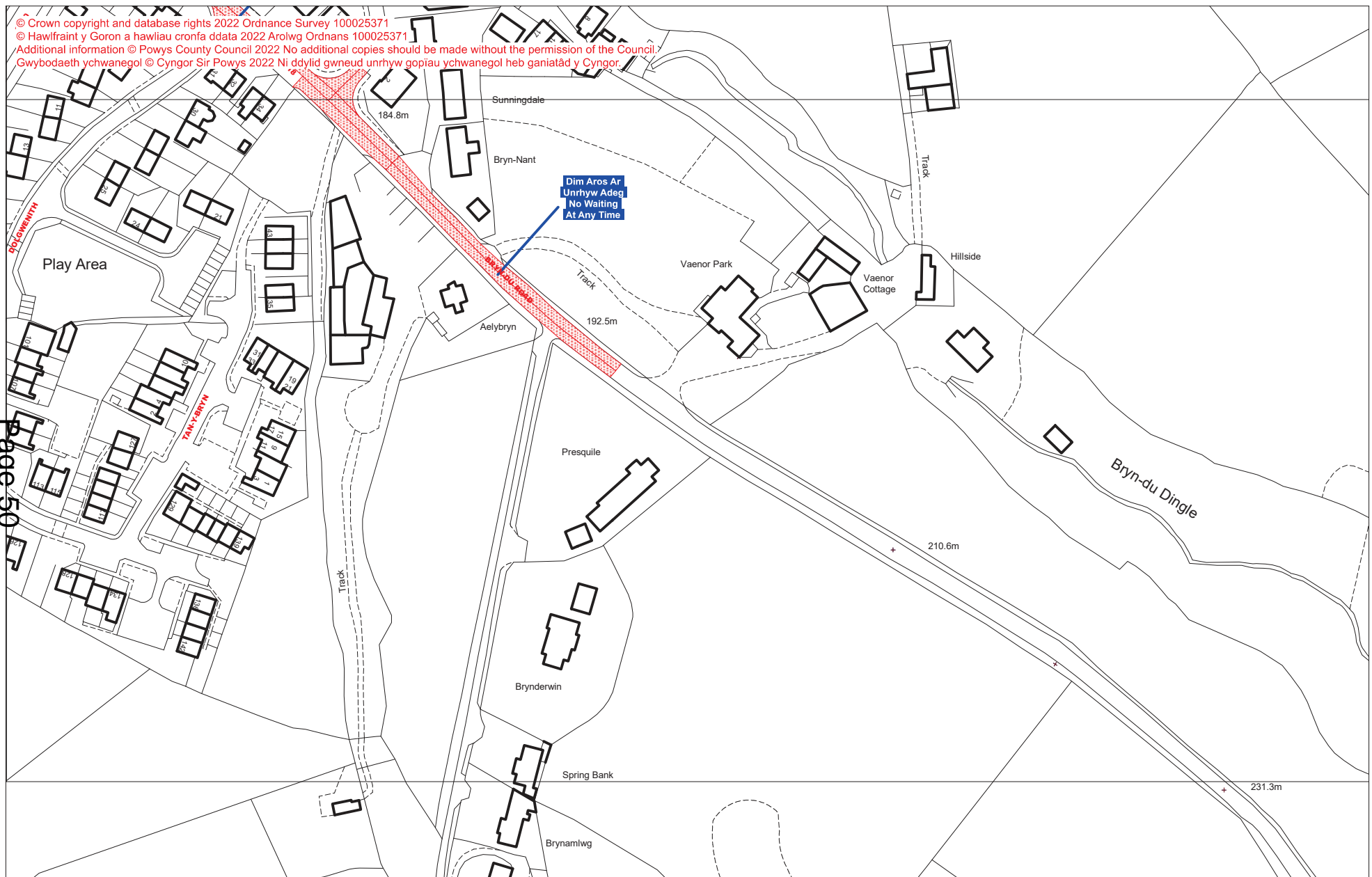
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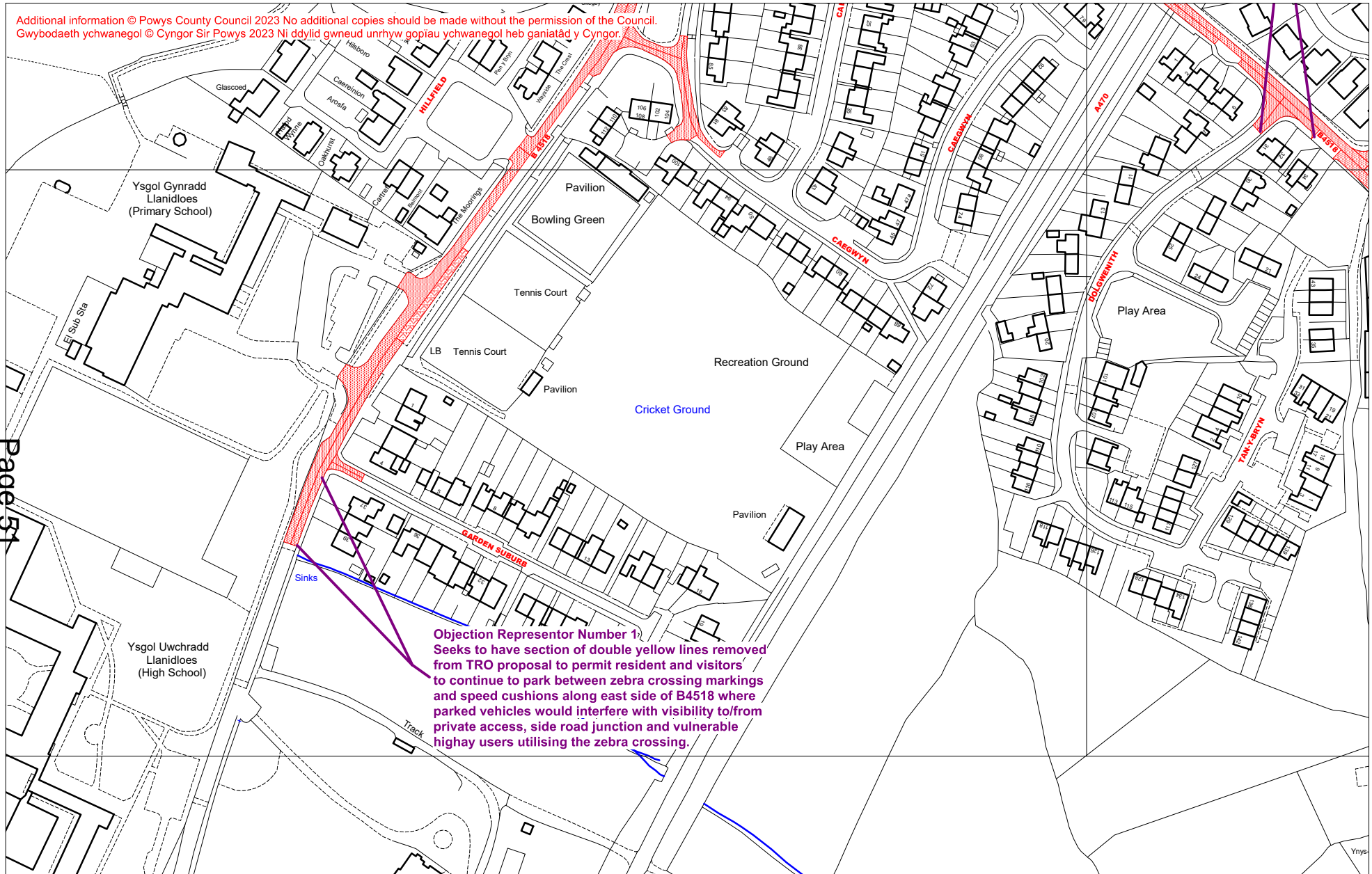




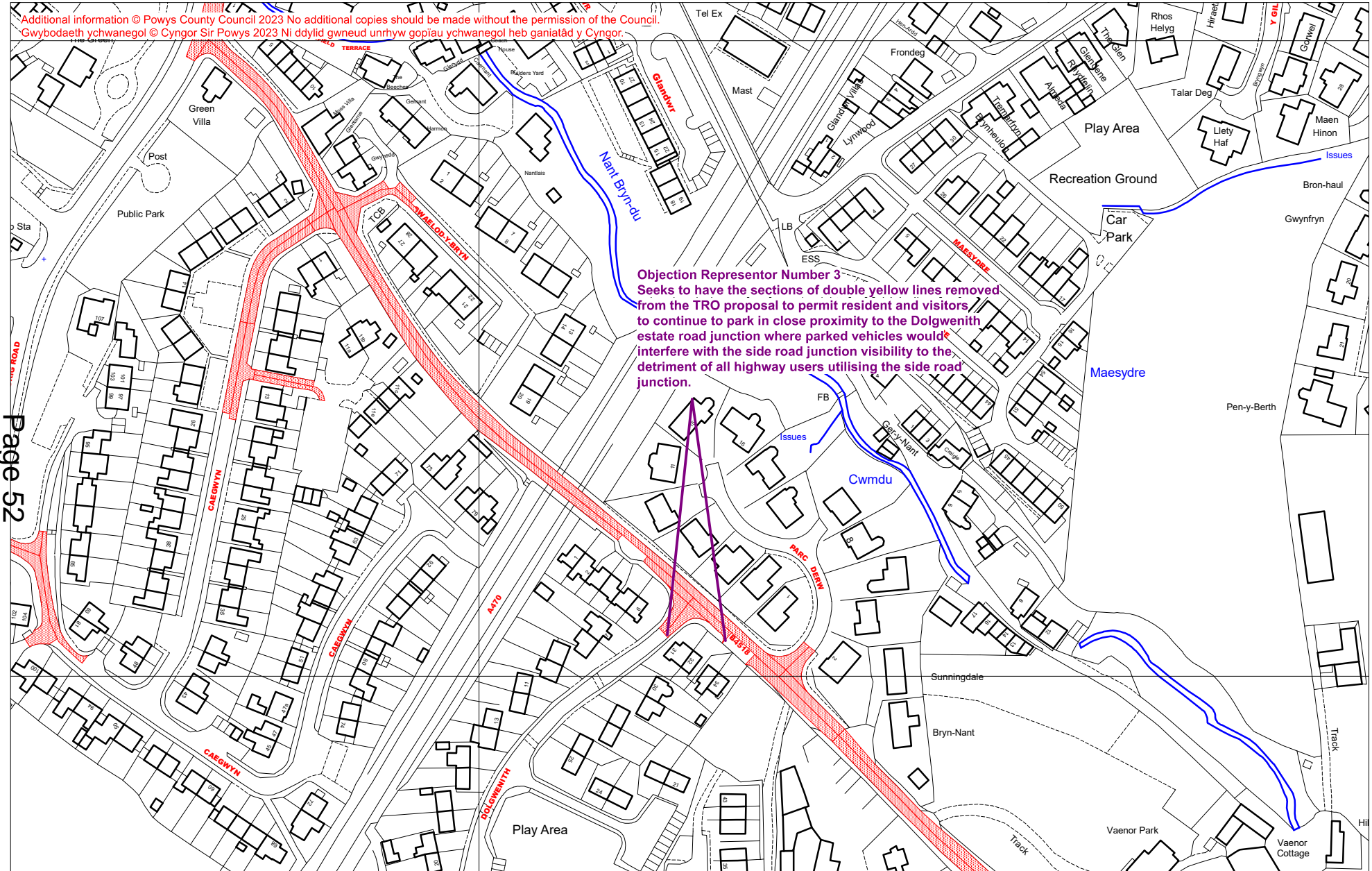
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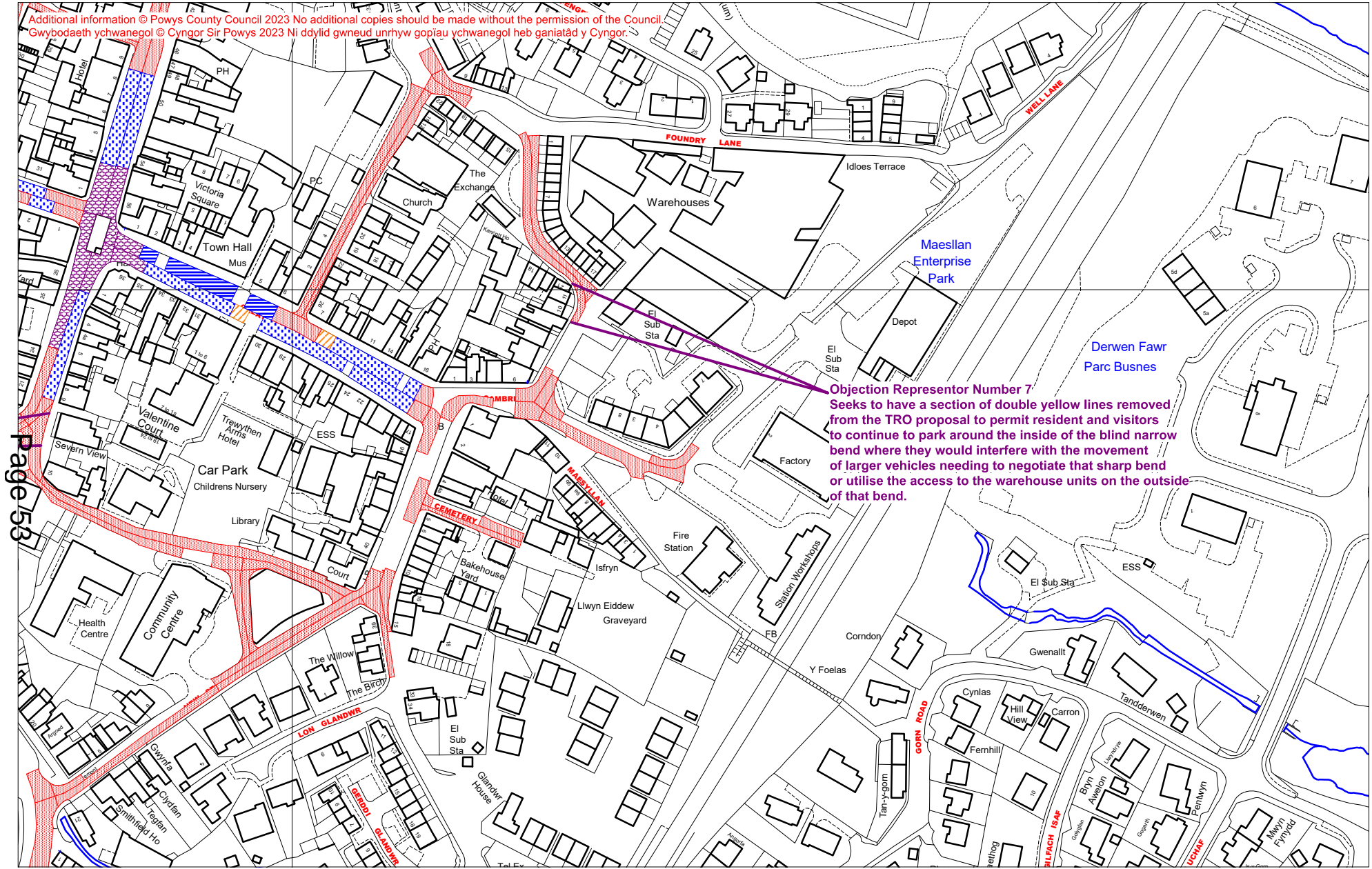
Page 50





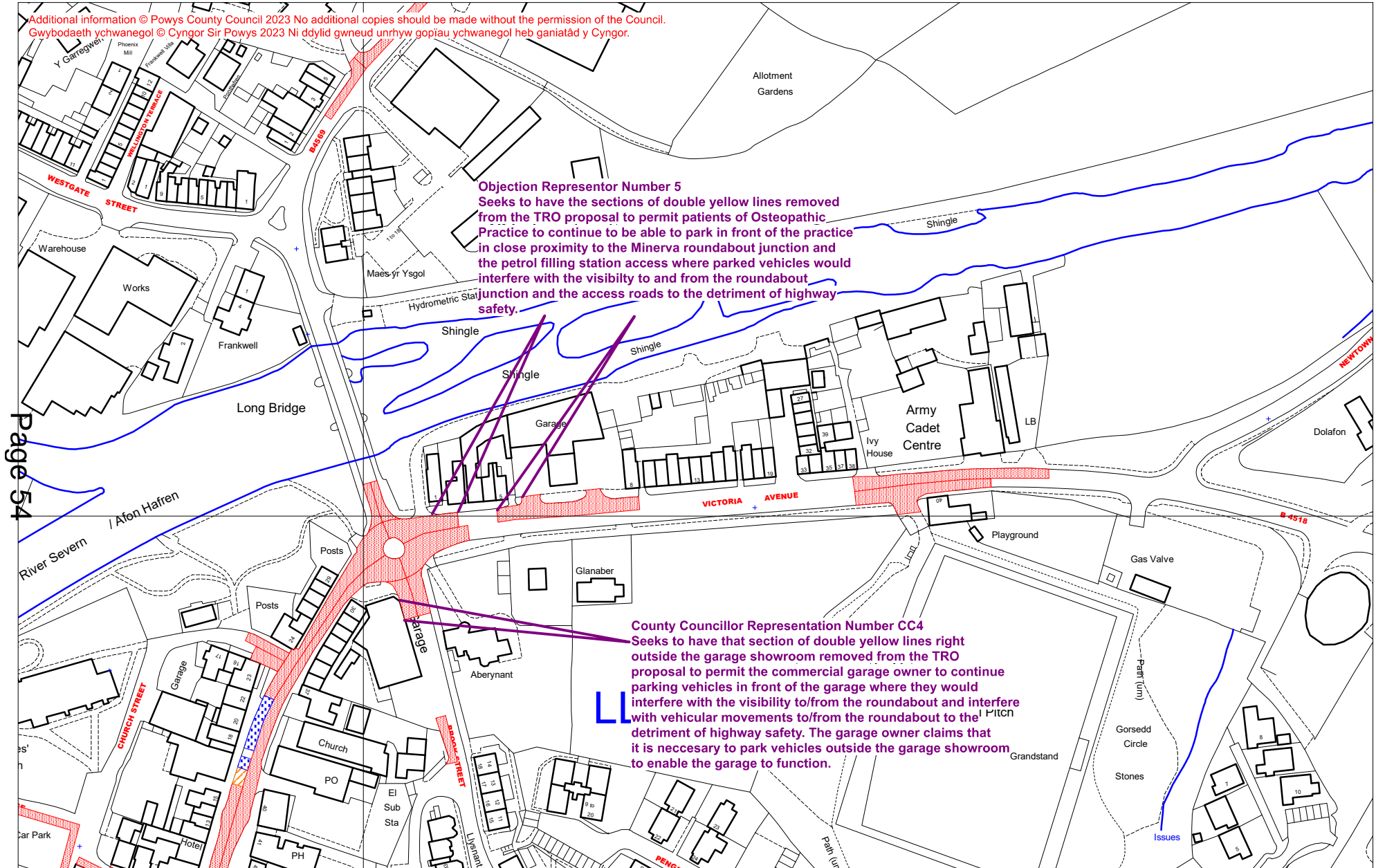
Objection Represor Number 1)
Seeks to have section of double yellow lines removed from TRO proposal to permit resident and visitors to continue to park between zebra crossing markings and speed cushions along east side of B4518 where parked vehicles would interfere with visibility to/from private access, side road junction and vulnerable highay users utilising the zebra crossing.





Page 53

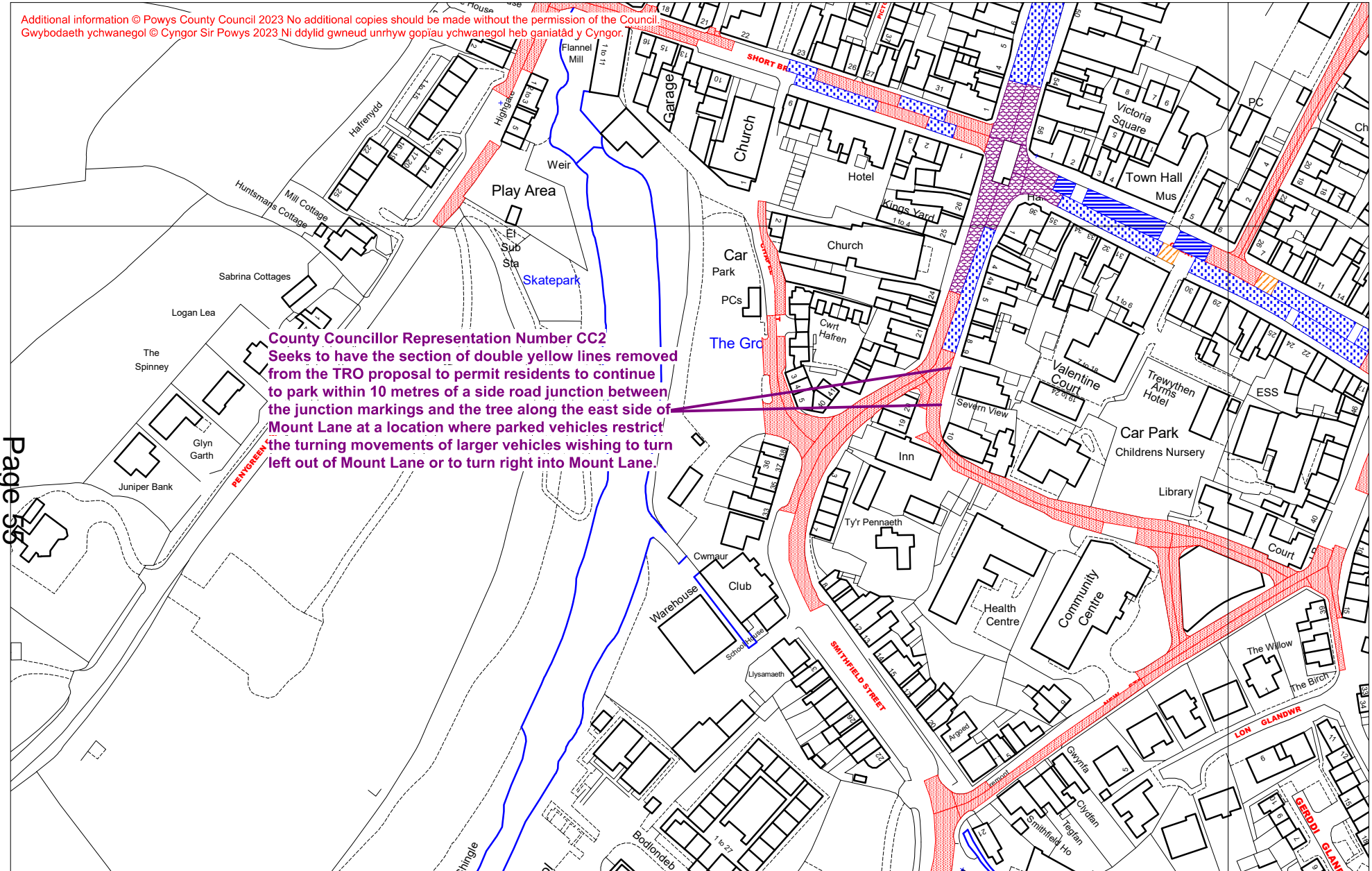
Objection Representer Number 7
Seeks to have a section of double yellow lines removed from the TRO proposal to permit resident and visitors to continue to park around the inside of the blind narrow bend where they would interfere with the movement of larger vehicles needing to negotiate that sharp bend or utilise the access to the warehouse units on the outside of that bend.



Objection Representor Number 5
Seeks to have the sections of double yellow lines removed from the TRO proposal to permit patients of Osteopathic Practice to continue to be able to park in front of the practice in close proximity to the Minerva roundabout junction and the petrol filling station access where parked vehicles would interfere with the visibility to and from the roundabout junction and the access roads to the detriment of highway safety.

County Councillor Representation Number CC4
Seeks to have that section of double yellow lines right outside the garage showroom removed from the TRO proposal to permit the commercial garage owner to continue parking vehicles in front of the garage where they would interfere with the visibility to/from the roundabout and interfere with vehicular movements to/from the roundabout to the detriment of highway safety. The garage owner claims that it is necessary to park vehicles outside the garage showroom to enable the garage to function.

Page 54



County Councillor Representation Number CC2
Seeks to have the section of double yellow lines removed from the TRO proposal to permit residents to continue to park within 10 metres of a side road junction between the junction markings and the tree along the east side of Mount Lane at a location where parked vehicles restrict the turning movements of larger vehicles wishing to turn left out of Mount Lane or to turn right into Mount Lane.

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