

Questions and answers from meeting at the Little Hall in Llan on the 6th of January 2025 regarding the closure of the A470 for 12 weeks for repairs with residents of Bont and Llan and Cllr. Gary Mitchell.

- 1. As we live on a single-track road with passing places that is neither swept nor gritted, will the council be treating this road daily? The inevitable car skids and crashes in these winter conditions, as people use Talerddig to Bont Dolgadfan and Llan, will bring this road to a standstill. Are they going to amend the gritting schedule and quantity to account for the runoff on the road?**

The Council undertake to grit the small road as often as it is needed according to their usual assessment and prioritising processes. The piles and bins will be replenished but if residents need more they can request it on:

<https://en.powys.gov.uk/article/9901/Report-a-Problem-with-Salt-bins-Gritting-or-Footways?ccp=true#cookie-consent-prompt>

- 2. What control measures (if any) are planned to manage the increased volume of traffic?**

Warning signs have gone up on all A road approaches (eg. Cemmaes Road, Caersws, Llanidloes). There will be a manned presence at Talerddig and Cemmaes Road for the first few days of the closure, exact duration and hours to be confirmed. A weight restriction for HGVs is being imposed but forestry and farm traffic operating in the immediate vicinity is allowed to continue as normal. The restrictions cannot be realistically policed although it is hoped that it will act as a deterrent to some degree. It was noted that clear access needs to be maintained for the turning to the Llanerfyl road which will be a little lower down from the main barriers and signs. The Community Council have undertaken to produce a load of temporary signs (spray painted on feed bin lids mainly to highlight proximity of laybys and warn about soft verges) and Gary Mitchell is going to request any additional Council signs from the depot (Slow, Soft Verges, Concealed entrance etc).

- 3. Speed is a concern. Are any control measures planned to address this?**

As above, there will be temporary speed signs. It was suggested that 'scarecrows' in high-vis jackets could act as a bit of a checking effect. Residents can report offenders via <https://gosafesnap.wales>. It was suggested that the police could be asked to occasionally attend in vans and their presence alone would act as a checking effect.

- 4. What measures are planned to prevent unsuitable and unnecessary traffic from using the road?**

Please see #2

- 5. Can measures be implemented to ensure drivers use passing places (of which there are sufficient) rather than climbing up the verge and destroying them (and the many planted daffodil bulbs)?**

Please see #2 on temporary signs

6. What signage will be made available for our use, e.g. "Concealed Entrance" (primarily for the Wern), "Passing Place – Don't Park", "Narrow Bridge – Go Slow", etc.?

Please see #2 on temporary signs

7. Will weight limit signs be installed at each end of the road? (Elwyn said they would be, but there has been no further update.)

Please see #2

8. Are advance notice signs going to be put up? (Although it seems a bit late, Elwyn mentioned this too.)

Please see #2

9. Will there be personnel manning the junction during the closure?

Please see #2

10. Are there any plans to restrict access to Pandy Lane, a single-track road with virtually no passing places and elderly residents?

Not officially as it is a public road. It was suggested that residents might put some informal signage in place

11. Why has the duration of the works been extended? Initially, it was expected to last 7 weeks plus an additional 7 with lights, but it now seems to be at least 12 weeks.

There is now an additional job to re-direct a water main which was hitherto not an issue. They are also having to allow for winter conditions affecting the speed of concrete curing

12. Is there a way to restrict lorries that are neither delivering nor working adjacent to the road? Additionally, can measures be put in place to prevent more than one lorry travelling together? (During the last closure, log lorries travelling in pairs caused significant disruption.)

Please see #2

13. When the A470 was closed in the same places following the rail collision in October, the council staffed the roadblock at Carno to stop traffic and advise alternate routes for vehicles without access needs. Are they planning to do this again?

Manned and signage presence in Carno to be confirmed

14. What risk assessment has the council carried out regarding the safety of road users and residents on the 3.5-mile single-track road through Bont Dolgadfan, given the 3-month closure of the A470? What mitigating actions have been identified?

The Council will have assessed the road to determine that it is fit for purpose as a B road. They cannot assess it as a replacement for an A road as clearly it has none of the features of an A road and the official detours have to match an A road status. Drivers have to 'drive to the conditions'. A request was made for sight of an Impact Assessment Report – Gary Mitchell to look into it.

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