

Appendix I.1
NMU Context Report



Llywodraeth Cymru
Welsh Government



A483/A489 NEWTOWN BYPASS

NMU Context Report

February 2014



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Welsh Government

A483 / A489 Newtown Bypass

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CONTENTS

1.	Introduction	1
1.1.	Description of the Project	1
1.2.	Background	1
1.3.	The Project Objectives	2
1.4.	Outline of the proposed Scheme	3
1.5.	Purpose of Report	4
2.	Existing Traffic and NMU Flows	6
2.1.	Traffic Flows	6
2.2.	NMU Flows	6
2.3.	Public Transport	7
2.4.	Accident Data	7
3.	Public Rights of Way Network	8
3.1.	Public Footpaths	8
3.2.	Cycleways	8
3.3.	Bridleways	9
3.4.	General Use and Condition	9
4.	User Groups and Local Consultation	11
4.1.	Pedestrians	11
4.2.	Cyclists	12
4.3.	Equestrians	13
4.4.	Additional Organisations	14
5.	Trip Generators	16
6.	Future Land Use	18
7.	Desire Lines	19
8.	Conflict Points	20
9.	Strategic Objectives	21
9.1.	National Policy	21
9.2.	Regional Policy	22
9.3.	Local Policy	23
10.	Scheme Objectives for NMU's	24
10.1.	Audits	24
Appendix A.	Proposed Scheme and Contextual Information	25
Appendix B.	Local Consultation	26
B.1.	Walking Newtown – Walk 2, 6 and 13	26
B.2.	Route of Newtown Triathlon	26
B.3.	SUSTRANS Route User Survey for NCN81	26
B.4.	SUSTRANS Comments for Consideration	26
Appendix C.	PCC PRow Proposal	27
Appendix D.	Accident Data	28
D.1.	Accident Plot	28
D.2.	Accident Data	28
Appendix E.	AADT Flows	29



1. Introduction

1.1. Description of the Project

1.1.1. Why the Scheme is needed

The A483/A489 Trunk Roads at Newtown form part of the north-south and east-west transport corridors linking areas such as Mid Wales and the West Midlands in England. Newtown is a pinch point on the network and the junction of the A483(T) and A489(T) regularly suffers from traffic congestion. Further industrial development of Newtown is believed to be hampered by transport/ congestion issues.

Some of the main problems experienced in Newtown arise from low headroom/reduced width on the A483(T) Dolfor Road and A489(T) Nantoer Railway overbridges, congestion along A483(T) New Road and A483(T) Pool Road and conflicts between pedestrians and vehicles at the A483(T) Dolfor Road/ A489(T) Llanidloes Road junction.

To avoid the low headroom bridges high sided Heavy Goods Vehicles and high sided agricultural vehicles divert through the residential areas of Garth Owen and Treowen. This in turn compromises the safety of local residents, and in particular school children attending the Treowen and Cedewain Schools.

1.1.2. History of the Scheme

Historically, extensive work has been undertaken to identify traffic problems in Newtown, dating back to 1969 and a TR111 Preferred Route was announced in 1973. A study was commissioned by the Welsh Government to assess the transport issues associated with the A483(T) and A489(T) through Newtown in 2006. This resulted in a Preferred Route which was announced in 2010. Following further investigations a modified Preferred Route was announced in March 2014 which is the alignment referred to in the draft Orders and described in the ES.

1.2. Background

The Welsh Government commissioned Key Stage 2 (KS2) Study to investigate options to resolve the transport problems in Newtown in 2006. The study was conducted and options appraised in accordance with the Welsh Transport Planning and Appraisal Guidance (WelTAG), taking into account the numerous policies, plans and strategies including undertaking a Health Impact Assessment. The study placed specific emphasis on the social, economic and environmental impacts.

The Newtown Planning Objectives and Pre-Appraisal Report (February 2006) concluded it was unlikely that further traffic management measures, improvements in public transport or a combination of such measures, would have a significant impact on alleviating the problems. A road improvement or bypass option, which removes the low headroom restrictions and reduces congestion within the town, was likely to be the only acceptable solution.

In October 2010 the Deputy First Minister announced a TR111 Preferred Route which was protected for planning purposes. A revised TR111 was announced in March 2014, following design development work carried out by the AGC team.



1.3. The Project Objectives

1.3.1. Welsh Government Objective and Mission Statement

The Welsh Government's objective is to provide a bypass to the town of Newtown in accordance with the findings of the KS2 scheme, and to include the commitments made at the Public Consultation undertaken as part of this study. This is to be carried out through appointment of a design and build Contractor under an Early Contractor Involvement (ECI) contract to be managed following the principles of PRINCE2 project management system and to deliver the works to programme, budget, and with due regard to the Welsh Ministers policies. The Welsh Government's mission is to:

"Promote the vision and transport strategy described in the Welsh Government's 'One Wales: Connecting the Nation', the Wales Transport Strategy, and the National and Regional Transport Plans".

1.3.2. Scheme / Planning Objectives

Seven specific Transport Planning Objectives (TPOs) have been identified for the scheme. These will be achieved by the successful ECI Contractor and several other stakeholders, namely Powys County Council/TraCC (Objectives 1, 4 and 5) and Welsh Government (Objectives 2, 3, 6 and 7). The objectives are detailed below:

Objective 1 – Maintain economic base

- Maintain economic base of Newtown measured by levels of local employment by the date in the local development plan (2025).

Objective 2 – Meeting relevant environmental targets

- Within Newtown settlement boundary limit and within 200m of the scheme;
- Meet targets and comply with appropriate environmental legislation and policies by 2018;
- Reduce greenhouse gas emissions along Pool Road and New Road by 3% from 2008 levels, by 2018 (in accordance with Wales Transport Strategy).

Objective 3 – Removing through traffic from local roads

- Reduce through traffic on Heol Treowen, Plantation Lane and Milford Road by 50% over 2008 levels by 2018;
- Reduce HGVs on Heol Treowen, Plantation Lane by 90% from 2008 levels, by 2018.

Objective 4 – Increasing level of usage for non-car forms of transport

- For travel with origin and destination within Newtown, achieve modal shift of 10% from car to non-car forms of transport (cycling, walking and public transport), over 2008 levels, by 2018;
- For travel with origin or destination within Newtown, achieve modal shift of 2% from car to public transport, over 2008 levels, by 2018.

Objective 5 – Integration of public transport

- Within Newtown limit interchange penalty linking bus services and train services to 20 minutes, by 2018;
- Within Newtown, during morning and evening peak hours (0700-0900 and 1600-1800) limit interchange penalty between bus services to 10 minutes, by 2018.



Objective 6 – Improve journey time consistency (North-South, East-West)

- Reduce journey times during morning and evening peak hours (0800-0900 and 1615-1715) on A489/A483 between A470/A489 junction (Caersws) and A483/B4389 junction (Aberbechan junction) by 10% by 2018;
- Reduce journey times during morning and evening peak hours (0800-0900 and 1615-1715) on A489/A483 between A483/unnamed C class Road at 'The Dingle, and A483/B4389 junction (Aberbechan junction) by 10% by 2018;
- Reduce journey times during morning and evening peak hours (0800-0900 and 1615-1715) on A489/A483 between A483/unnamed C class Road at 'The Dingle', and A470/A489 junction (Caersws) by 10% by 2018.

Objective 7 – Reduction in accidents

- Within Newtown settlement boundary limit, reduce road traffic accidents on A483(T), A489(T), Heol Treowen, Plantation Lane and Milford Road by 25% by 2018.

1.4. Outline of the proposed Scheme

The Scheme would be 6.5km in length and would comprise 5.8km of Wide Single 2+1 Road. This would provide two lanes in one direction and one lane in the opposite direction, separated by double solid white lines, 1 metre apart, with cross hatching on red surfacing between the lines. In addition, the following single carriageway trunk roads would be provided: 0.3km at the western terminal; 0.1km at the eastern terminal; and 0.1km at Dolfor Road to connect the Scheme into the existing Trunk Road network.

Five at-grade roundabout junctions and 2.7km of single carriageway new and improved side roads would also be provided. Along the bypass only the roundabouts would be lit. New or diverted lengths of Public Rights of Way and Private Means of Access would replace those affected by the Scheme.

Road drainage would be provided through piped systems which would discharge into eight ponds along the Scheme. These ponds would attenuate and treat the collected surface water prior to discharging it into existing watercourses.

The Scheme would commence at its western connection with the A489(T) 0.3km west of the new three-arm A489 Llanidloes Road Roundabout. The eastern roundabout arm would link into the existing Llanidloes Road leading to Newtown. The Scheme would continue south eastwards and pass through the Glandulas Holiday Home Park. An overbridge would be provided to access the western section of the Park and to carry a diverted bridleway.

The Scheme would enter a section of cutting up to 15m deep before passing over the Mochdre Brook on a clear span bridge. This structure would also cross Mochdre Lane and Upper Mochdre Lane. Two underpasses would be provided to the east of the Mochdre Bridge to facilitate access south of the Scheme for Coleg Powys. The eastern underpass would also accommodate a diverted bridleway.

The Scheme would then cross agricultural fields on embankment up to 16m high and in cutting as it traverses the undulating landform.

At Castell y Dail Wood there would be a cutting up to 28m deep on the southern side. This would lie to the north of the Iron Age fort and to the south of Castell y Dail House (Listed Structure). An eastbound lay-by would be provided east of Castell y Dail Wood.

The Scheme would continue to the south of Mochdre Industrial Estate to the new four-arm A483 Dolfor Road Roundabout located near Black Hall Farm. The northern arm of this roundabout would link to the new four-arm Lower Dolfor Roundabout. Access would be provided from this



roundabout into the Mochdre Industrial Estate along Hoel Ashley, into Newtown along the existing Dolfor Road and into Middle Dolfor Road.

East of the A483 Dolfor Road Roundabout, the Scheme would cross through an area of high ground in a cutting up to 23m deep prior to going over Middle Dolfor Road on a three span bridge. It would then pass under Upper Dolfor Road which would cross over the Scheme via an overbridge.

The Scheme would continue north-eastwards in cutting up to 21m deep through agricultural land and then on embankment 21m high crossing over Brimmon Farm Underbridge and Brimmon Lane Underbridge. These structures would accommodate a diverted public footpath and a bridleway. East of these structures the Scheme would pass in slight cutting prior to the new four-arm Kerry Road Roundabout located near Lower Brimmon Farm.

The roundabout would connect to the existing Kerry Road leading to Newtown to the north and with the existing A489 Kerry Road south to Kerry. The Scheme would continue north-eastwards in cutting passing under Wern Ddu Lane Overbridge. A westbound lay-by would be provided east of Wern Ddu Overbridge.

An embankment up to 13m high would take the Scheme over the Cambrian Railway via the Railway Underbridge. It would then curve eastwards crossing over Pool Road Underbridge before connecting into the three-arm A483 Pool Road Roundabout. The southern arm of this roundabout would curve westwards and connect with the existing Pool Road leading to Newtown. The 0.1km long eastern arm would connect into the existing A483(T) leading to Welshpool at the Scheme's eastern termination.

A plan of the proposed bypass and contextual information is shown in Appendix A.

1.5. Purpose of Report

Non-motorised users (NMUs) are considered to be pedestrians, cyclists and equestrians. The purpose of this NMU Context Report is to address the first of two elements of the NMU Audit:

The collation of background information of relevance to NMUs, and the presentation of that information in an NMU Context Report, leading to agreement on the design stages for which an NMU Audit Report is required.

1.5.1. Methodology

The methodology for this NMU Context Report has been determined in accordance with the requirements of DMRB HD42/05 "Non-Motorised User Audits" and TA91/05 "Provision for Non-Motorised Users", and covers the following key elements:

- NMU flows
- Motorised traffic flows and speeds
- Road accident records
- Public Rights of Way network
- National Cycle Network routes
- Future land use
- Identification of key NMU trip generators
- Identification of relevant desire lines
- Views and information from user groups

1.5.2. Structure of Report

The report is structured as follows:

- Chapter 2 describes the proposed scheme



A483 / A489 Newtown Bypass

- Chapter 3 details existing flows and accident data
- Chapter 4 identifies the Public Rights of Way network
- Chapter 5 details the views of user groups
- Chapter 6 details trip generators
- Chapter 7 outlines the development proposals of relevance
- Chapter 8 identifies desire lines
- Chapter 9 identifies conflict points
- Chapter 10 outlines the strategic objectives
- Chapter 11 proposes scheme objectives for NMUs



2. Existing Traffic and NMU Flows

2.1. Traffic Flows

2.1.1. Existing flows

With reference to the “Traffic Survey Report” #RT403, various traffic surveys were conducted in July 2013:

- 14 manual classified turning counts;
- 6 bi-direction Automatic Traffic Counts (ATCs);
- 6 bi-directional manual classified link counts;
- Journey time surveys encompassing 13 timing points.

The identified peak hours are:

- Weekday AM: 0815-0915;
- Weekday PM: 1630-1730;
- Saturday: 1045-1145.

Junctions with the highest traffic volumes of both light and heavy vehicles are the A489 New Road / A483 Dolfor Road junction, and the A489 New Road / A489 Kerry Road junction. Motorised traffic on these junctions is approximately 1,900 vehicles per peak hour, with up to 8% being HGV traffic.

Approximate cruise speeds approaching Newtown are:

- A489 Llanidloes Road from the west: 40mph;
- A483 Dolfor Road from the south: 36mph;
- A489 Kerry Road from the east: 33mph;
- A483 Pool Road from the east: 40mph.

2.1.2. Predicted flows

Base annual average daily traffic (AADT) flows and predicted AADT flows for the ‘do-nothing’ and ‘do-something’ scenarios are shown in Appendix E.

In summary, the estimated flows show:

- large reduction of all traffic on roads through Newtown (Llanidloes Road, New Road and Pool Road)
- increase in light traffic on the roads with junctions to the bypass (Dolfor Road and Kerry Road)
- decrease in HGV traffic on the roads with junctions to the bypass (Dolfor Road and Kerry Road)

2.2. NMU Flows

NMU surveys were undertaken from 14th to 17th January 2014, from 0830 to 1630, to establish the movements of pedestrians, cyclists and equestrians within the proposed bypass corridor. Flows on all routes were found to be less than 5 users per day, as would be expected given the rural nature of the site area.

The survey found that many of the Public Rights of Way (PRoWs) were obstructed. It is considered that use would propagate if the routes were improved or opened up, and local consultation has identified groups of volunteers with a desire to do so.

In general it can be said that the existing footpaths and bridleways are used sporadically, usually by organised groups during periods of fine weather and at weekends.



2.3. Public Transport

There are no bus stops located along the route of the proposed bypass. The closest stops to the scheme are located on Heol Treowen, Plantation Lane, and Heol Ashley.

Private operators, including Tanat Valley, Owens, Celtic Travel, National Express and Stagecoach Wales, operate most of the bus routes in the Newtown area.

Newtown railway station is located in the centre of town. It has two platforms and is used as a passing point on the single track Cambrian Railway from Shrewsbury to Aberystwyth. It is operated by Arriva Trains Wales.

2.4. Accident Data

Personal Injury Accident (PIA) data has been obtained from Powys County Council covering the latest 5-year period. The study area encompasses the extent of Newtown and its environs, including the A483 and A489 trunk roads.

A total of 110 PIAs were recorded over the five-year period; the accident rate remained relatively constant with an average of 22 incidents per annum. The severities of the incidents were classified as 1 Fatal, 9 Serious and 110 Slight.

Clusters were identified at the A483, A489 Llanidloes Road and the town centre; which are the busiest areas of the network. The A483 incidents tended to occur in the centre of Newtown between the two junctions with the A489. Similarly the majority of incidents on the A489 occurred at junctions. As would be expected, a large proportion of the town centre incidents involved pedestrians. Driver, rider or pedestrian error was a contributory factor in the majority of cases.

Full data and locations are included in Appendix D.



3. Public Rights of Way Network

The following Public Rights of Way are present along the corridor of the proposed bypass. The locations are shown in Appendix A.

3.1. Public Footpaths

FP251/7 commences at the southern side of the A489 Llanidloes Road opposite the entrance to Glanhafren Hall. It heads in a southerly direction and crosses the caravan park west of the bowling green before continuing along the hedge line towards Lower Talwrn house near Stepside, Mochdre.

FP251/9 connects FP251/7 and FP251/8 along the southern side of the extension to the caravan park.

FP251/8 commences where FP251/9 exits the caravan park at the hedge line. It heads north-west towards the A489 Llanidloes Road before connecting onto BW251/16.

FP251/6 begins at the northern edge of Stepside and goes around Lower Talwrn house to the north, where it meets the end of FP251/7, and then continues to the farm building at the end of the track from Stepside.

FP251/4 continues from FP251/6, crossing the field in a south-easterly direction before heading down an embankment into a field beside Mochdre Lane and Mochdre Brook. FP251/3 starts at this point and follows the bottom of the slope in a north easterly direction, crossing into the caravan park through buildings where it meets BW251/2, BW251/5 and FP251/1.

FP251/1 exits the caravan park through fields in a direction parallel to the park driveway, heading towards the A489 Llanidloes Road before crossing the field and finishing at Dulais Bridge.

FP253/N7 heads south from Dulais Bridge, following the east bank of the Mochdre Brook until reaching Mochdre Lane, where it then continues along Mochdre Lane (as FP253/7A) towards Newtown.

The start of FP253/4 is accessed from Mochdre Lane at the entrance to Fronlas Farm. It follows the western edge of the farm buildings and heads east across fields towards Castell y Dail woods. The end of FP253/4 at Castell-y-Dail House is where BW253/N5 and BW253/N6 begin.

A permissive route has also been identified by the 'Walking Newtown' group that connects FP253/4 to the southern end of BW253/6.

FP253/N3 is a north-south footpath connecting the Dolfor Road to Heol Ashley along a hedge line.

FP253/N14 begins from Brimmon Lane and heads south through Great Brimmon and Upper Brimmon up the hill towards FP253/N10.

FP253/N22 connects the A489 Kerry Road to Wern Ddu Lane in a straight line route crossing two fields.

3.2. Cycleways

Lôn Cambria (NCN 81) is an existing, sign-posted cycle route which traverses the Cambrian Mountains between Aberystwyth and Shrewsbury.



It enters Newtown from the north east on the Montgomery Canal 'Greenway Route' before crossing over the River Severn, under the Cambrian Railway, and south out of Newtown on Mochdre Lane. It crosses the proposed bypass corridor on-road at Mochdre Brook.

3.3. Bridleways

BW251/16 commences from the south side of Llanidloes Road through the gate at Hafren View. The bridleway rises steeply up to the beginning of FP251/2, before the heading west away from Newtown towards Llettyderyn Farmhouse.

BW251/2 covers the length of the driveway of Glandulas Caravan Park and finishes near the park reception.

BW251/5 starts from the park reception and heads south west past The Beeches, along the field boundary towards Lower Talwrn and the track leading to Stepside.

BW251/15 begins at the junction of Mochdre Lane and Brook Terrace, and follows the Mochdre Brooke southwards until it reaches the south edge of Stepside.

BW253/N6 begins off the unclassified road between Mochdre Lane and Dolfor Road. It heads east across fields and joins a track on the north-side of a small wooded area, which leads to Castell-y-Dail House.

BW253/N5 starts from the Dolfor Road and heads north through a field, then east on a track on the south-side of the wooded area, before converging with BW6 at Castell-y-Dail house.

BW253/N30(A) connects Upper Dolfor Road with Middle Dolfor Road via a relatively steep, signposted track.

BW253/N15 connects the farm at Great Brimmon with Heol Treowen across fields.

3.4. General Use and Condition

Many of the Public Rights of Way in the vicinity of the proposed bypass are currently impassable due to a combination of barbed-wire fences, hedges, and infrequent use.

FP251/2, FP251/6, FP251/7 and FP251/9 are currently impassable due to a lack of crossing points over field boundaries; no users were encountered on these routes during surveys. From local consultation it is considered that the routes would be used more often if opened up.

BW251/5 is an amenable alternative to FP251/6, and there is reasonable connectivity with BW251/15 and FP251/4 to form a circular route that has been reported by landowners to be used widely in the summer months.

FP251/1, FP251/3, BW251/2 and BW251/5 all converge at Glandulas Caravan Park reception but there is poor onward connectivity from that point due to obstructions from buildings, fences and dense vegetation.

There is evidence and data to show that the 'on-road' cycleway NCN81 is used frequently throughout the year by cyclists, as well as BW125/15 which local landowners have reported to be widely used in the summer months as discussed previously.

FP253/N4 is an accessible route which avoids the Fronlas farmyard and connects with FP253/N2, BW253/N5 and BW253/N6. Less than 5 users were encountered during the survey, although in the summer months it is reported to be used by walkers.

BW253/N5 is unobstructed but is less desirable than BW253/N6 because of poor onward connectivity; there is no connection to Dolfor Road where the bridleway meets the highway. The



A483 / A489 Newtown Bypass

roads and junctions between BW253/6 and BW15 are not amenable to equestrians due to the poor visibility and gradients experienced by approaching vehicles. No equestrian users in this area were encountered during the survey.

FP253/N3 is an unpassable route that requires the user to navigate over a retaining wall, hedgerows and a highway embankment. Local consultation has shown that walking groups were not aware of the route, neither do residents of Ffrydd Vaughan, Dolfor Road use it to connect to the Mochdre Industrial Estate.

BW253/N30(A) is in good condition, well signposted and provides a safe option for NMUs to go between Upper and Middle Dolfor Road without walking along the A483 Dolfor Road.

BW253/N15 is obstructed where it meets Brimmon Lane, and is not considered to be an amenable route for equestrians in the winter due to wet ground conditions at the low land near Heol Treowen. Local user groups were unaware of its presence but feel an open route would encourage use.

FP253/N14 is an unobstructed route with good circular connectivity to other footpaths. Local groups Rail Rambles and Walking Newtown both have organised walks using FP253/N14, suggesting sporadic use by large groups of walkers.



4. User Groups and Local Consultation

4.1. Pedestrians

4.1.1. Ramblers Cymru

The Ramblers is a charity whose core work is to safeguard the places where people want to go walking and encourage them to do so. Ramblers Cymru is the Welsh section of the charity.

The Community Liaison for Ramblers Cymru provided the team with a contact for Powys Ramblers, which led to joint consultation with Walking Newtown. All of these groups organise walks in the Newtown area.

4.1.2. Powys Ramblers

The secretary of Powys Ramblers was contacted and commented that the organisation would not support any distinction between ROWs on the basis of current usage. They emphasised that, very often, paths are little used simply because they are obstructed or inaccessible. See below for their joint comments with Walking Newtown.

4.1.3. Walking Newtown

Walking Newtown are a group of people who have written a guide to a number of circular walks around Newtown. There are 8 walks currently listed in the guide, all of which start under the clock tower in the town centre. Three of their walks cross the proposed bypass corridor.

Walk 2 crosses the proposed bypass once at FP253/N14. Walk 6 crosses the proposed bypass at Mochdre Lane, BW253/N6 and a permissive route through Fronlas Farm. Walk 13 crosses on BW251/5 and Mochdre Lane. The routes are shown in Appendix B1.

Powys Ramblers and Walking Newtown submitted a joint set of comments in response to the proposed bypass plans:

- *Walk 6 is affected by the proposed bypass near Castell-y-Dail. A safe crossing is essential.*
- *Walk 2 is popular and well used; an underbridge at Brimmon Farm must be safe for walkers.*
- *Walk 13 is a popular new route, connectivity between Stepside and the caravan park is essential.*
- *If the bridge at the caravan park was made a permissive route, it would provide good connectivity to various routes.*
- *Safe passage is needed at the Mochdre Brook.*
- *FP251/4 and FP251/6 should be retained as they provide opportunities for circular routes between Mochdre Lane and the west of Newtown.*
- *Consider provision for walkers to cross from FP253/N16 to FP253/N22 in safety at the Kerry Road Junction.*
- *The bridge crossing at Wern Ddu Lane must be safe for pedestrians to use.*

A further meeting with Walking Newtown and Powys Ramblers was held in which additional comments were received:

- *Not in favour of shared bridleways/footpaths on grass or surfaced path because we find it too muddy and less amenable.*
- *Do not want any footpaths extinguished unless absolutely necessary.*
- *It is not acceptable to make a new network of bridleways at the cost of numerous footpaths far away from the bypass.*



- *Would prefer not to walk along footpaths next to the highway because of the noise, sight and emissions (although bunds and planting would mitigate)*
- *Consider if culverts can be made big enough to allow passage to pedestrians i.e. Culvert 3 would allow the permissive route on Fronlas Farm.*
- *Consider if the existing A489 Llanidloes Road can be retained as a cycleway / bridleway once bypass is in use.*

4.1.4. Newtown Triathlon

The Newtown Triathlon was a regular, annual event until 2009 when it stopped through lack of organisation. The current manager of Maldwyn Leisure Centre has since taken on the job to revive the event starting from 2014. The route is shown in Appendix B2.

The 14 mile cycling route begins at Maldwyn Leisure Centre and heads west on Plantation Lane, through Maesyrhandir estate, then on to the A489 Llanidloes Road out of Newtown. At Caersws the route goes over the Cambrian Railway level crossing and continues to Llandinam on the A470, which is the turn-around point.

The running route heads south from Maldwyn Leisure Centre on FP1 and FP3A to Heol Ashley. From there the runners cover the length of Heol Ashley before looping back to the Leisure Centre.

4.1.5. Rail Rambles

Rail rambles are walks organised from railway stations in Wales and the border counties of England. The walks are free to join, and membership is not required. Each walk is planned to be accessible by a day return rail journey from a number of main line and connecting stations.

It is reported by landowners that Rail Rambles come to Newtown station monthly and head south on FP253/N14, likely on a circular route to Kerry. The route leader was contacted but, at the time of issue, the team has not received a response.

4.1.6. River Severn Custodians (RSC)

The RSC was formed in 2012 by a group of enthusiastic Newtown locals. It is an organisation concerned with maintaining and improving the condition of the River Severn between Mochdre Brook and Penarth Weir.

The secretary of the organisation requested to be involved in the consultation but, at the time of issue, the team has not received a response.

4.1.7. Maldwyn Harriers

The Maldwyn Harriers are an athletics club that enter members into track and field events, as well as road, trail and cross country running races. They have members of ages 8+ and meet on various days at Newtown High School and Maldwyn Leisure Centre.

The General Secretary was contacted but, at the time of issue, the team has not received a response.

4.2. Cyclists

4.2.1. Sustrans

Sustrans, the cycling charity, creates public cycling access and provides information on cycle routes. They work directly with people to bring about behavioural change therefore influencing government policy.



A meeting was held with Sustrans and the PCC Cycling Officer in which the following comments were received:

- *The omission of NMU provision along the bypass is expected given the rural nature of the alignment.*
- *NCN81 is unaffected since the bypass would bridge over Mochdre Lane. A route user survey report for NCN81 was conducted in 2012 (see Appendix B3).*
- *NMU provision on the A489 Kerry Road and A483 Dolfor Road should be considered as part of the on-line scheme due to the increase in traffic volumes that will result from connection to the bypass.*

A list of ideas to improve cycling provision on the existing trunk roads through Newtown was offered for consideration (see Appendix B4).

4.2.2. Cyclists' Touring Club (CTC)

The Cyclists' Touring Club is an organisation that protects and promotes the rights of cyclists in the UK.

Through the CTC National Policy Coordinator, the team was put in touch with three CTC members local to Newtown with interests in on-road and off-road cycling. At the time of issue, the team has received one set of comments from an interested member, which are summarised below:

- *Often when cycle lanes are constructed they are too narrow, this becomes a particular issue at roundabouts and junctions, and in the past I have felt unsafe when towing my daughter in a trailer.*
- *When an off-road cycling route has two-way cycling traffic, the width must be sufficient.*
- *Regarding the two-plus-one lane design, I would hope that the single lane sections have appropriate 'no overtaking' markings. My concern is based on similar local schemes where drivers rely on oncoming traffic moving 'out of the way' during overtaking.*
- *As long as there are no 'lost' roads, footpaths or bridleways, the scheme looks good from my perspective as a road user and cyclist.*

4.2.3. Severn Velo

Severn Velo (7VC) is a local cycling club based in Newtown. Their website states their intention to provide and encourage accessible cycling for leisure. They meet on Saturdays and Sundays for intermediate and novice rides respectively.

7VC were contacted regarding the proposed bypass but, at the time of issue, the team has not received a response.

4.2.4. TTT Oswestry

TTT Oswestry is a group of MTB enthusiasts that organise regular off-road rides around the Oswestry, Welshpool and Newtown areas.

Members of the group were contacted through the club Facebook group but, at the time of issue, the team has not received a response.

4.3. Equestrians

4.3.1. British Horse Society (BHS)

BHS undertakes campaigning and lobbying on issues that affect equestrianism. The British Horse Society's Access Officer for Powys North was contacted and gave the following general comments:



A483 / A489 Newtown Bypass

- *Retaining connectivity for safe off-road riding is the main priority for the BHS*
- *After construction, access to RoW should be (and be perceived to be) safer and more usable*
- *Grassy, flat verges are preferable where it is necessary to ride alongside a road*
- *The existing bridleways around Newtown suffer obstructions. There is an ongoing desire to open up routes and install better latches.*

More specific comments were:

- *BW251/16: There needs to be a rideable verge on the Penstrowed-bound side of the A489 from the Llanidloes roundabout until opposite what will be the redundant portion of the existing route into Newtown. Turf is an adequate surface so long as it is free from open drains from the road. The bridleway could be at the top or bottom of the embankment. If at the bottom of the embankment there would need to be a flat strip adequate for a horse to pass. If barbed wire were employed it should be on the field side and behind a rail or plain wire on the road side. There should be a holding space for riders waiting to cross the road at key locations.*
- *BW251/2 and BW251/5: These should be taken together. BW2 could go over the caravan park bridge and join FP7 extended to re-join the original line at the sheep shed. Alternatively join FP3 both then being diverted to go under bypass at Mochdre Bridge S2, assuming there is sufficient height. (If less than 12ft and more than 10ft there should be a mounting block both sides.) Then join FP4 to return to the original line.*
- *BW253/N5 and BW253/N6: I understand that these will pass under the bypass on a lane required by Coleg Powys farm.*

4.3.2. Penhaligon Stud

Penhaligon Stud is a small private stud of approximately 20 warmblood horses for dressage and jumping. It is based near Glanhafren Hall off the A489 Llanidloes Road. The owner of the stud gave the following comments:

- *All horses at the stud are young therefore bridleways must be off-road for us to use them.*
- *BW251/16 has been used in the past but horse-friendly gate latches are needed along the bridleway.*
- *BW251/2 and BW251/5 would be used more if unobstructed. Currently the house (The Beeches) near the caravan park has a stile blocking the route.*

4.4. Additional Organisations

4.4.1. Powys County Council (PCC)

PCC published the 'Rights of Way Improvement Plan' in 2007 as required by the Countryside and Rights of Way Act 2000. The plan sought the needs and aspirations of all stakeholders through surveys, workshops and meetings.

The plan found that obstructions were the most common reason why people didn't use the network, closely followed by people not knowing the routes and the dislike of walking on someone else's land. Horse-riders were found to have similar issues with the network as other users, however the specific issue of cluttered road verges (signs and notices) was also raised.

Of the routes surveyed, just 35% of footpaths and 56% of bridleways were found to be in satisfactory condition i.e. open and easy to use. The data found that on average there is one problem every 238 metres. This information has been corroborated with NMU surveys relating to the proposed scheme as well as local consultation mentioned in this chapter.



Through consultations with PCC it has been found that a 'rationalisation' of the PRow network in Newtown is proposed for the western end of the scheme (around Glandulas Caravan Park) with the aim to provide fewer rights of way, but of a better quality. PCC's proposal for extinguishment / creation of routes is attached in Appendix C.

4.4.2. Transport Consortium for Mid Wales (TRaCC)

Trafnidiaeth Canolbarth Cymru (TraCC) is the local authority Regional Transport Consortium for Mid Wales and is a partnership between Ceredigion, Gwynedd and Powys local authorities. The Consortium assists the Welsh Government in delivering its national integrated transport policies on a regional basis.

TraCC were contacted regarding the proposed bypass but, at the time of issue, the team has not received a response. Upon receipt of their response, it will be recorded and reported.



5. Trip Generators

Trip generators encourage users to make trips, a proportion of which may be on foot or by cycle. These are varied and include places of employment, education, retail, recreation or community facilities. There are many key trip generators within Newtown, particularly in the town centre. Facilities that could act as key trip generators are:

Residential Areas

- Barnfields
- Garth Owen
- Glandulas Caravan Park
- Maesyrhandir
- Mochdre
- Stepside
- Treowen
- Trehafren
- Vaynor
- Middle and Upper Dolfor Road
- Other residential

Leisure and Recreational Facilities

- Maldwyn leisure centre
- Newtown FC
- Golf, tennis, rugby and cricket clubs on Pool Road
- uStrike

Commercial / Retail

- Town centre
- Retail units on Pool Road
- Various supermarkets
- Theatre Hafren
- Potters recycling

Education

- Cedewain School
- Coleg Powys
- Fronlas Farm (Coleg Powys)
- Hafren Junior School
- Ladywell Green Nursery and Infant School
- Maesyrhandir School
- Newtown High School
- Penygloddfa School
- Treowen Primary School
- Ysgol Dafydd Llwyd

Employment

- Dyffryn enterprise park
- Mochdre industrial estate
- St Giles business park
- Vastre industrial estate

Community facilities

- Montgomery county infirmary



A483 / A489 Newtown Bypass

- Newtown medical centre
- Park Street clinic
- Various places of worship
- Bethshan nursing home
- Newtown library
- Post office
- Treowen community hall
- Newtown cemetery

For locations of the key trip generators, see Appendix A.



6. Future Land Use

Future developments are important to consider when looking at NMU usage, as some may generate additional NMU demand.

The Powys UDP 2001-2016 was adopted in 2010. It identifies 19No sites allocated for housing development, and 2No large sites allocated for employment development. Four of these sites are in the vicinity of the proposed bypass corridor:

- M180 HA10: Black Hall, Garth Owen (1.36Ha)
- M180 HA11: Severn Heights, Brimmon Close (5.30Ha) with planning permission for 78 dwellings
- M180 HA17: Rear of the Pentecostal Church (1.05Ha) with planning permission for 33 dwellings
- M182 EA2: Land adjacent to Coleg Powys allocated as a Regional Employment Site (4.2Ha).

Powys County Council published their Deposit LDP in July 2014. Once full adopted (expected December 2015) it will replace the current Powys UDP. The following sites which are in the vicinity of the Scheme have been allocated within the Deposit LDP:

- P48 EA1: Llanidloes Road (4.14 Ha), Employment Allocation
- P48 MUA1: Land at St. Giles Golf Club (8.29 Ha) Mixed Use Allocation
- P48 HC1: Heol Pengwern (1.99 Ha) Residential Commitments
- P48 HC4: Land at Severn Hts, Brimmon Close (5.4 Ha) Residential Commitment
- P48 HC6: Rear of Pentecostal Church (1.04 Ha) Residential Commitment
- P48 HC3: Ffordd Croesawdy (0.46 Ha) Residential Commitment
- P48 HC7: South of Heol Treowen / Great Brimmon (6.84 Ha) Residential Commitment
- P48 HC2: Bryn Lane (3.39 Ha) Residential Commitment
- P48 HC5: Rock Farm (8.53 Ha) Residential Commitment

In addition, PCC submitted a planning application in August 2013 (Ref P/2013/1138) for the Dafydd Llwyd Welsh medium school, adjacent to Newtown High School with access from A483 Dolfor Road.



7. Desire Lines

Desire lines are considered to follow routes away from high-speed roads, with demand for use caused by key trip generators. A PRoW is only considered to be a desire line under these circumstances.

There are many desire lines in the Newtown area but relatively few that cross the proposed bypass corridor. Desire lines have been identified and are illustrated in Appendix A. They are:

- Glandulas Caravan Park towards Newtown via Mochdre Lane
- Stepside village towards Newtown via Mochdre Lane
- Fronlas Farm (Coleg Powys) towards Newtown via Heol Ashley
- Mochdre Industrial Estate towards Newtown via Garth Owen / Plantation Lane
- Upper and Middle Dolfor Road towards Newtown

It is not considered that the allocated sites identified in Chapter 7 will create additional desire lines across the proposed bypass corridor.



8. Conflict Points

All of the Public Rights of Way, permissive routes and desire lines identified as being within the proposed bypass corridor are potential conflict points for NMUs.

Consideration must also be given to the potential for NMU conflict off-road, where multi-use paths are combined. For example, where bridleways and cycle ways are diverted on to the same route.

In addition, cyclists and pedestrians may choose to use the proposed bypass itself, regardless of whether there is dedicated provision. Therefore all junctions and structures should be considered accordingly.

As mentioned in Chapter 3.1.2, daily traffic flows on Dolfor Road and Kerry Road are predicted to increase in terms of light vehicles, and decrease for HGVs. It should be considered if this is in conflict with any existing NMU provision on these roads.



9. Strategic Objectives

9.1. National Policy

9.1.1. Wales Transport Strategy – One Wales: Connecting the Nation 2008

The Wales Transport Strategy (WTS), One Wales: Connecting the Nation, was published in April 2008. The document outlines how the transport policy approach is more responsive than previous strategies in its delivery of the Welsh Assembly Government's wider policy agenda, and has attempted to be flexible to reflect different regional circumstances.

The four main regions in Wales are each represented by a regional transport consortium, which has been created through partnerships between neighbouring Local Authorities. The application site falls within Powys County Council, which is part of Trafnidiaeth Canolbarth Cymru (TraCC).

The stated goal of the document is for Wales to promote sustainable transport networks that safeguard the environment while strengthening Wales' economic and social life. The transport strategy identifies a series of high-level outcomes and sets out the steps to their delivery, including:

- achieving a more effective and efficient transport system;
- achieving greater use of the more sustainable and healthy forms of travel;
- minimising demands on the transport system; and
- to reduce the impact of transport on greenhouse gas emissions.

9.1.2. People, Places, Futures – The Wales Spatial Plan 2008

The Wales Spatial Plan (WSP) was originally adopted in 2004 as the 20 year plan for sustainable development in Wales. The 2008 update brings the WSP into line with One Wales, and provides the 'overarching framework and integration tool for Wales'. It underpins the future improvement of regional and national strategic planning for transport.

There are five guiding themes which set out the National Framework. The key themes are based on:

- building sustainable communities;
- promoting a sustainable economy;
- valuing our environment;
- achieving sustainable accessibility; and
- respecting distinctiveness.

Among the key challenges identified within the WSP is to integrate sustainable transport solutions with community and development planning to improve accessibility.

9.1.3. Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 completed its passage through the National Assembly for Wales on 1 October 2013. The Bill became an Act of the Assembly on 4 November 2013.

The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys.



The Act will come into force in mid-2014. Over winter 2013/14 there will be public consultations on the statutory guidance needed to implement the Act, and a Direction on the geographic coverage of the Act. The Act will be supported by the Active Travel Action Plan, and its implementation will be overseen by the Active Travel Board.

9.1.4. Road Safety Framework for Wales 2013

This supersedes the Road Safety Strategy, which successfully achieved and exceeded the targeted reductions in casualties for all road users in Wales in 2010.

The new framework sets out the Welsh Government's priorities for road safety and again focuses on casualty reduction targets. Compared to the average for 2004-08 the targets are:

- 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020
- 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020,
- 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020

9.2. Regional Policy

9.2.1. Regional Transport Plan (September 2009)

The Regional Transport Plan, prepared by TraCC, was approved by the Welsh Assembly Government in 2009. It is framed around 10 key priorities:

- Reduce the demand for travel
- Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites.
- Improve safety and security for all transport users.
- Improve travel accessibility to services, jobs and facilities for all sectors of society.
- Improve the quality and integration of the public transport system including the role of community transport.
- Provide, promote and improve sustainable forms of travel
- Maintain and improve the existing transport infrastructure (road and rail).
- Ensure travel and accessibility issues are properly integrated into land use decisions.
- Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

The strategy outlines the activities and interventions that would form part of a balanced approach to tackling the key priorities. Many of these are pertinent to residential developments and their travel modes in how they focus on walking, cycling, Smarter Choices and improved public transport.

9.2.2. Walking and Cycling Strategy for Mid-Wales (2012)

TraCC published the Walking and Cycling Strategy for Mid-Wales in 2012. The overarching aim is to invest in walking and cycling projects and initiatives in order to achieve the following:

- Improve the health and wellbeing of Mid Wales residents;
- Reduce car use and carbon and other environmental impacts of travel;
- Improve accessibility to and between key settlements, public transport interchanges, employment, education, and services and facilities;
- Encourage economic development through enhancing tourism, leisure and recreation infrastructure;



- Influence travel decisions of present and future transport users through land use planning and travel behaviour initiatives.

The evaluation of 46 walking and cycling infrastructure projects has led to a recommendation for high-scoring schemes to be included in the five year programme.

Two projects in Newtown have been put forward for preliminary development (Ref 68 - Newtown to Llanidloes Phases 1-3, and Ref 14 - Newtown River Crossing).

9.3. Local Policy

9.3.1. Rights of Way Improvement Plan 2007

Powys County Council (PCC) published its first Rights of Way Improvement Plan in 2007. As discussed in Chapter 5.4.1, the plan evaluates the needs of users, the current condition of the network, and the management and enforcement of access land. Furthermore, the plan states a series of 10-year objectives based on the following aims:

Condition of the Public Rights of Way Network

- To have an open, easy to use and well-signed public rights of way network.
- Effectively manage, monitor and maintain opened paths in a satisfactory condition.

Management and Enforcement of Public Rights of Way and Access Land

- Take all reasonable steps to improve access for all.
- Identify and develop local, circular routes around settlements.
- Improve and increase access onto and across Access Land.
- Ensure the long-term success of the recreational trails in Powys.

Definitive Map and Statement

- Achieve an accurate and up-to-date Definitive Map and Statement.
- Make the Definitive Map and Statement widely available in appropriate formats.

Publicity and Promotion

- Increase the range and quality of public information in a variety of formats.



10. Scheme Objectives for NMU's

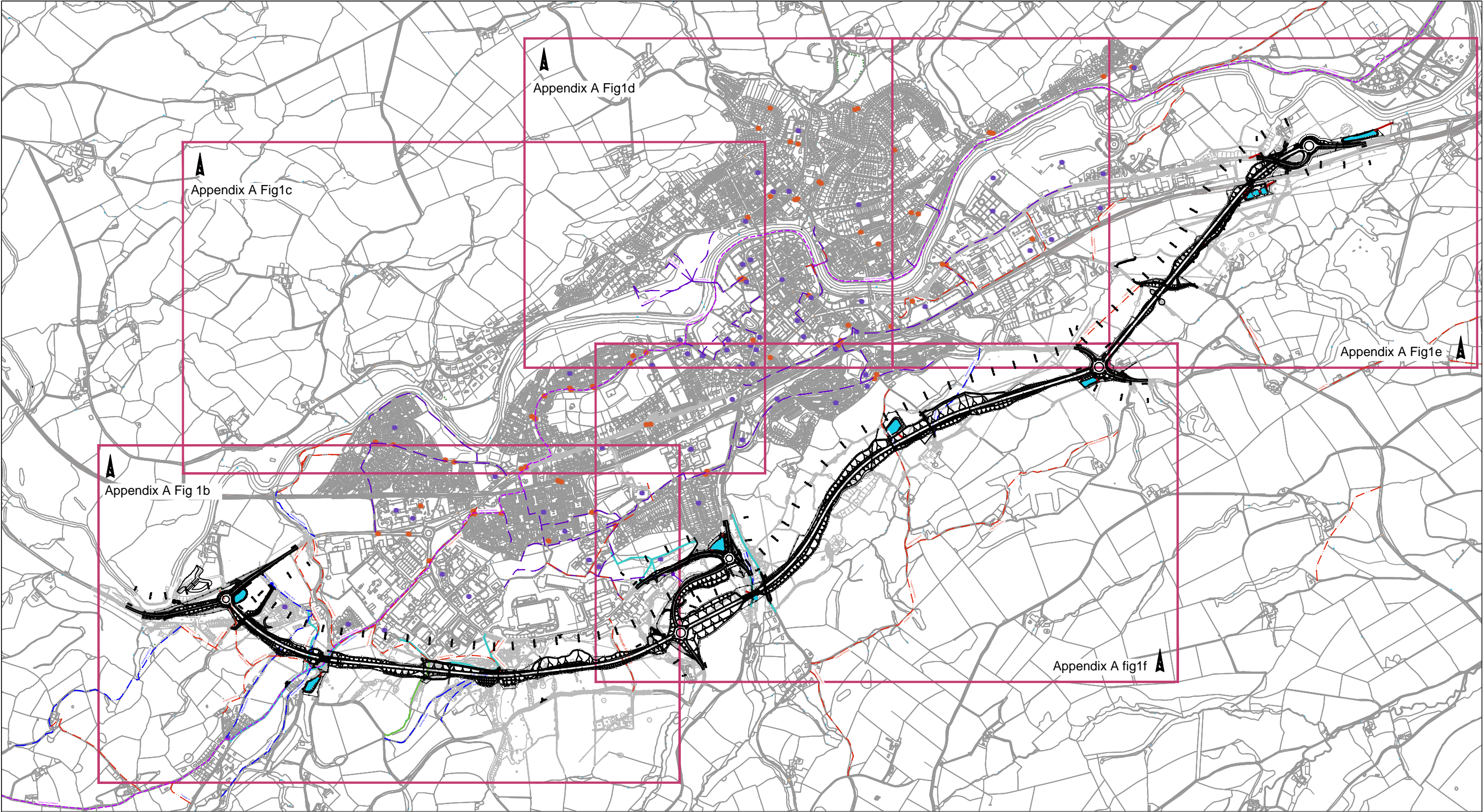
The following list summarises the A483/A489 Newtown Bypass NMU specific objectives:

1. To ensure that access to all identified trip generators is maintained for NMUs.
2. To maintain, where possible, connectivity to all PRowS, permissive routes and cycleways impacted by the proposed bypass.
3. To ensure that NMU provision is appropriate at junctions and structures where there is demand for use.
4. To ensure that NMU provision is comfortable and attractive for use whilst still being sympathetic to the rural environment.
5. To ensure that NMU provision on the detrunked sections of the A483 and A489 through Newtown is appropriate.


10.1. Audits


Following approval of the NMU Context Report and acceptance of the scheme objectives, a programme of audits against these objectives will be agreed with the Project Sponsor.


**Appendix A. Proposed Scheme and
Contextual Information**





KEY


 Trip Generators

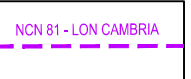
 Bus Stops


 Desire Lines


 Permissive Path

 Footpath FP253/N7a

 Existing Footpath

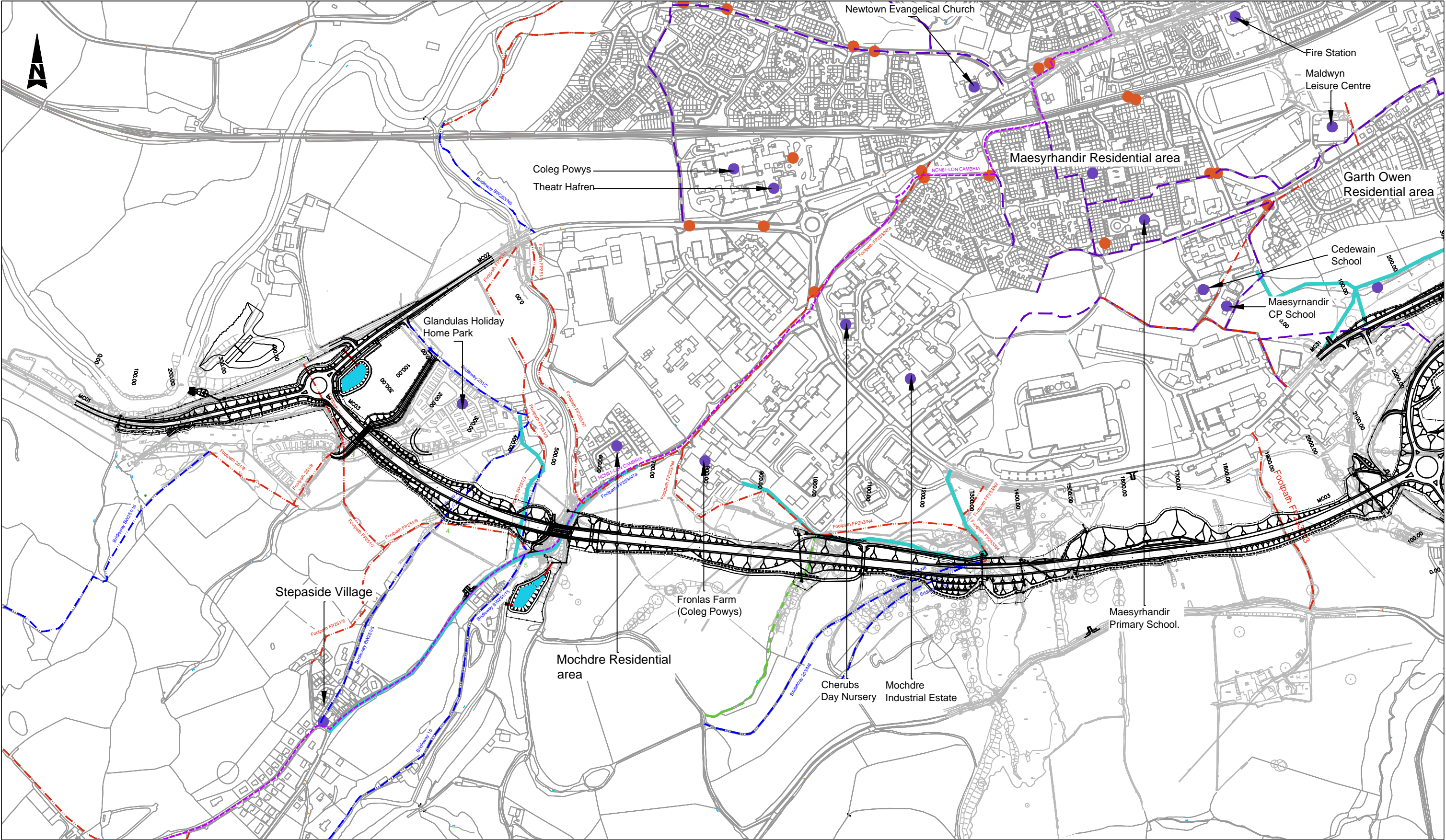
 Bridleway

 Existing Bridleway

 NCN 81 - LON CAMBRIA

 National Cycle Network Route 81

 Other Cycle routes



KEY

Trip Generators
 Bus Stops
 Desire Lines
 Permissive Path
 Existing Footpath
 Bridleway
 Existing Bridleway
 National Cycle Network Route 81
 Other Cycle routes

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Client/Team

 Llywodraeth Cymru
 Welsh Government

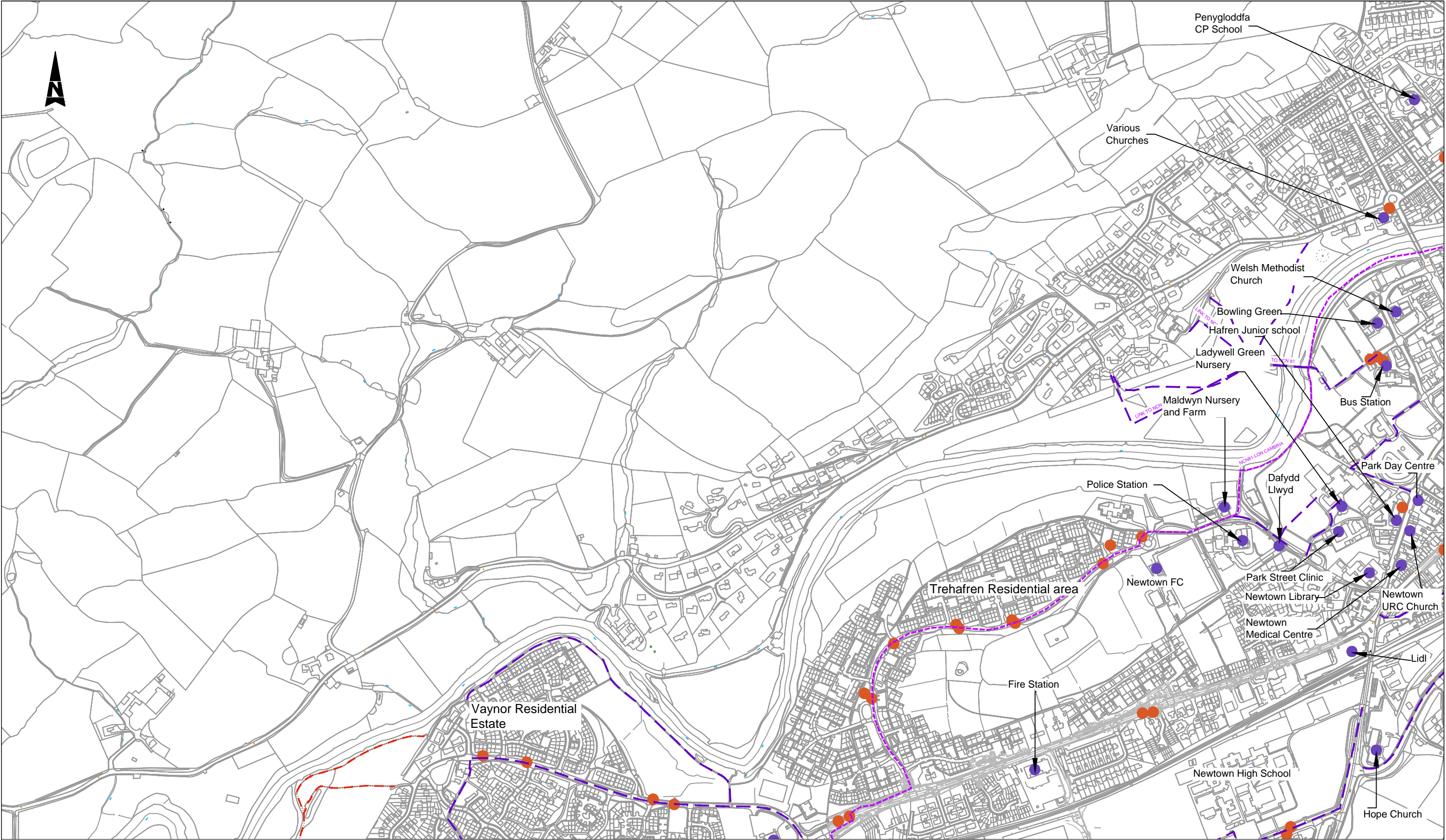
civil engineering and construction

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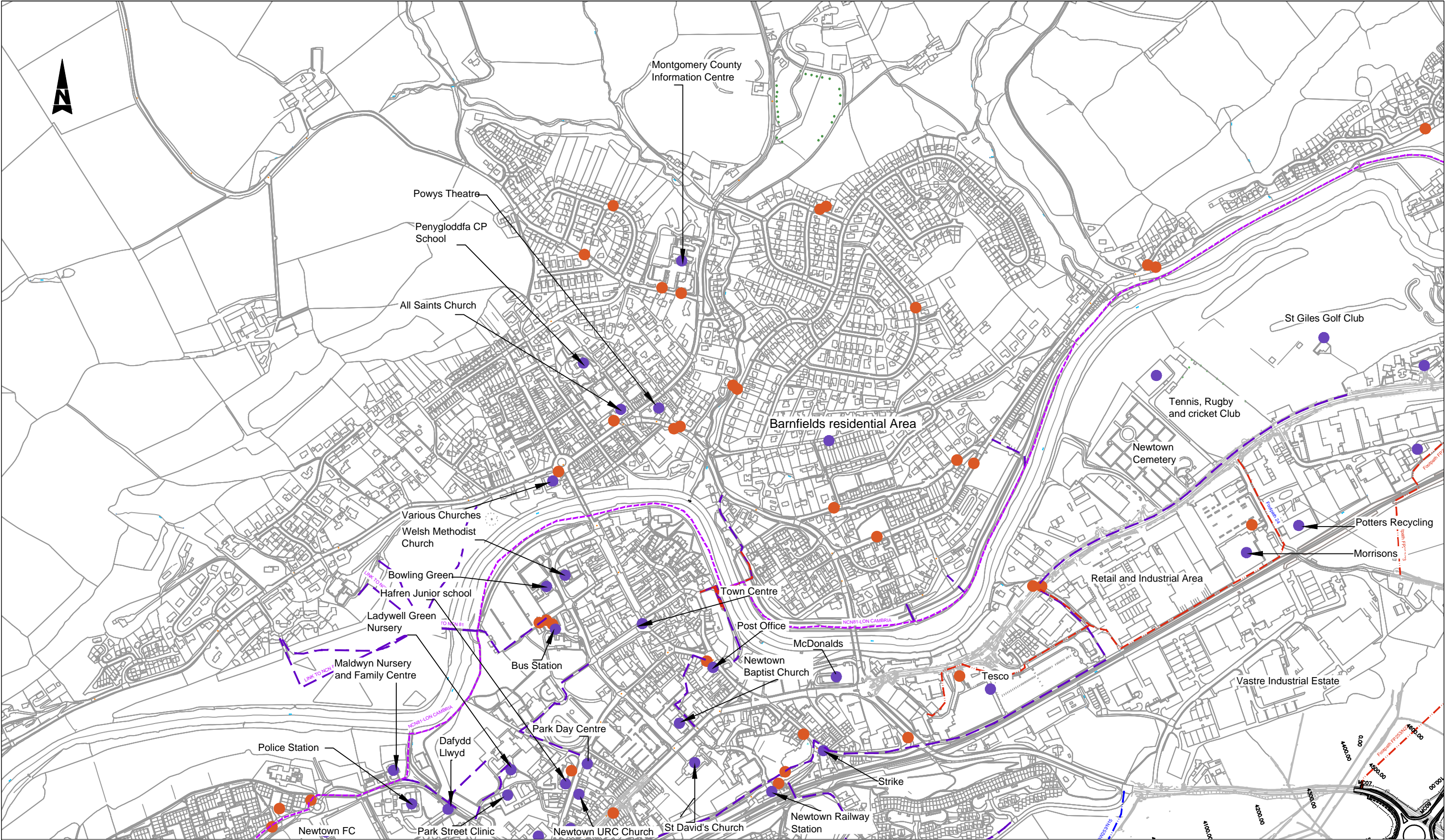
Job Title
 A483/A489
 Newtown Bypass

Drawing Title
 NMU Context Report
 Appendix A
 NMU Contextual Information
 Sheet 2 of 6


Date	Sept 2014	Drawn by	FS
Scale at A3	NTS	Checked	NM
Drawing Status	FINAL	Approved	JW
Job No	60597	Figure No	1b
		Issue	-





KEY									
	Trip Generators		Bus Stops		Desire Lines		Permissive Path		Footpath FP253/N7a
									Bridleway
									Existing Bridleway
									NCN 81 - LON CAMBRIA
									National Cycle Network Route 81
									Other Cycle routes





KEY


 Trip Generators


 Bus Stops


 Desire Lines

 Permissive Path

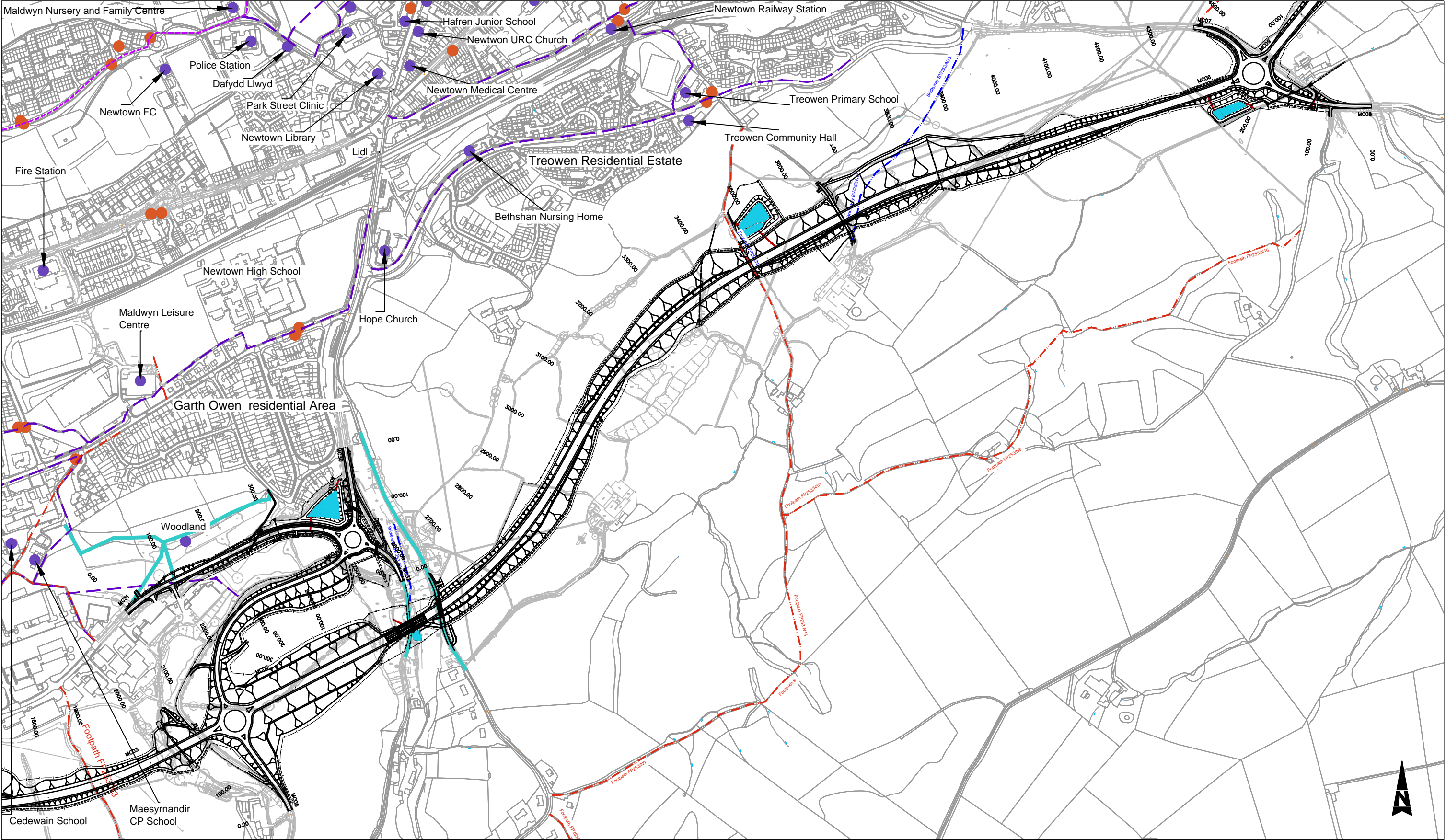
 Existing Footpath

 Existing Bridleway

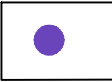
 National Cycle Network Route 81

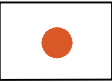
 Other Cycle routes


<p>© Crown Copyright and database right 2014. Ordnance Survey 100021874. Welsh Government. © Hawffraint a hawliau cronfa ddata'r Goron 2014. Rhif Trwydded yr Arolwg Ordnans 100021874.</p>		<p>Client/Team</p> <p> Llywodraeth Cymru Welsh Government</p> <p> GRIFFITHS civil engineering and construction</p> <p> ATKINS</p> <p> TACP</p> <p> CORDEROY</p> <p> CAPITA</p>		<p>Job Title</p> <p>A483/A489 Newtown Bypass</p>		<p>Drawing Title</p> <p>NMU Context Report Appendix A NMU Contextual Information Sheet 4 of 6</p>		<p>Date</p> <p>Sept 2014</p> <p>Scale at A3</p> <p>NTS</p> <p>Drawing Status</p> <p>FINAL</p> <p>Job No</p> <p>60597</p>		<p>Drawn by</p> <p>FS</p> <p>Checked</p> <p>NM</p> <p>Approved</p> <p>JW</p> <p>Figure No</p> <p>1d</p>		<p>Issue</p> <p>-</p>
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KEY


 Trip Generators

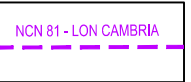
 Bus Stops


 Desire Lines

 Permissive Path

 Existing Footpath

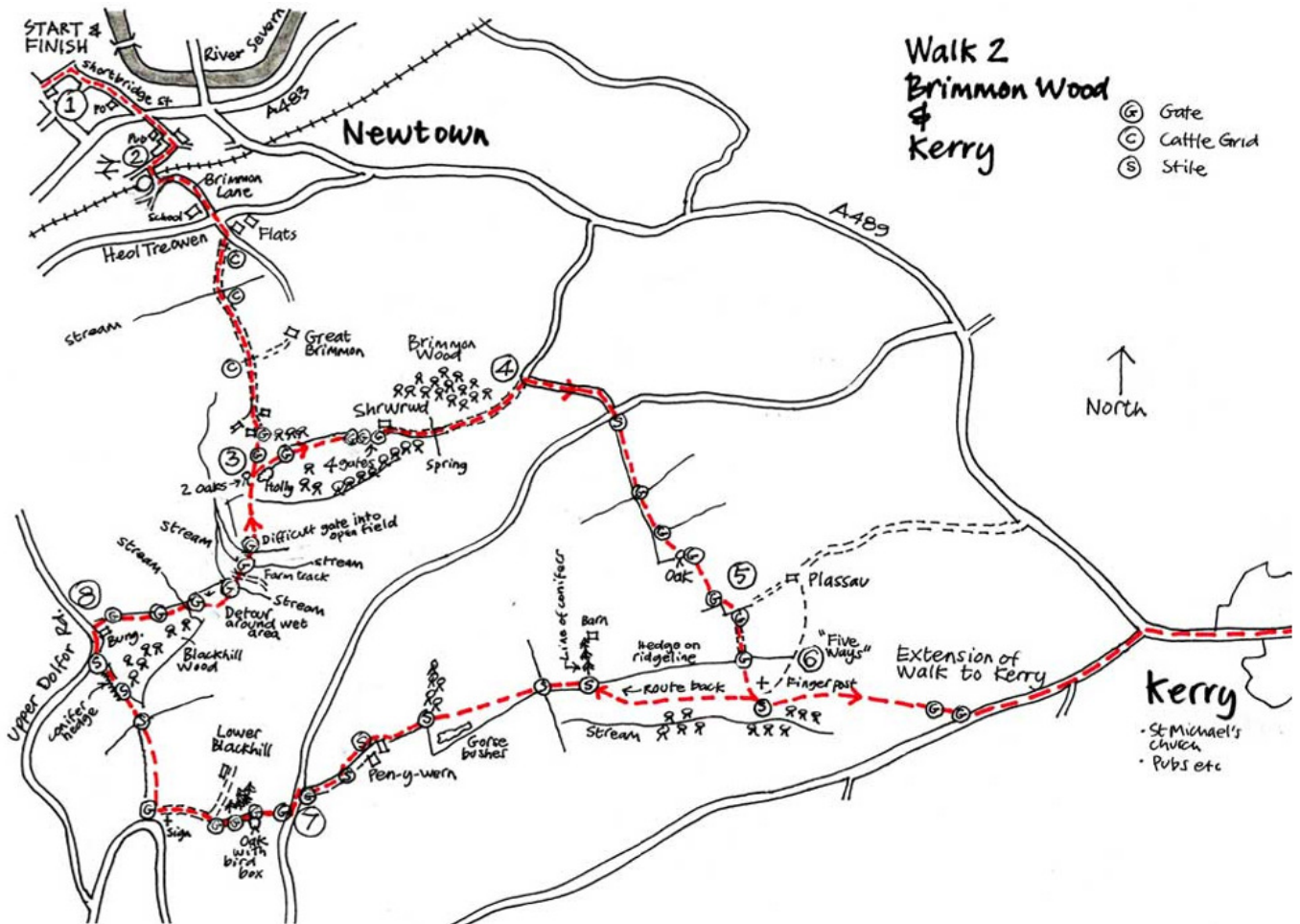
 Existing Bridleway

 National Cycle Network Route 81

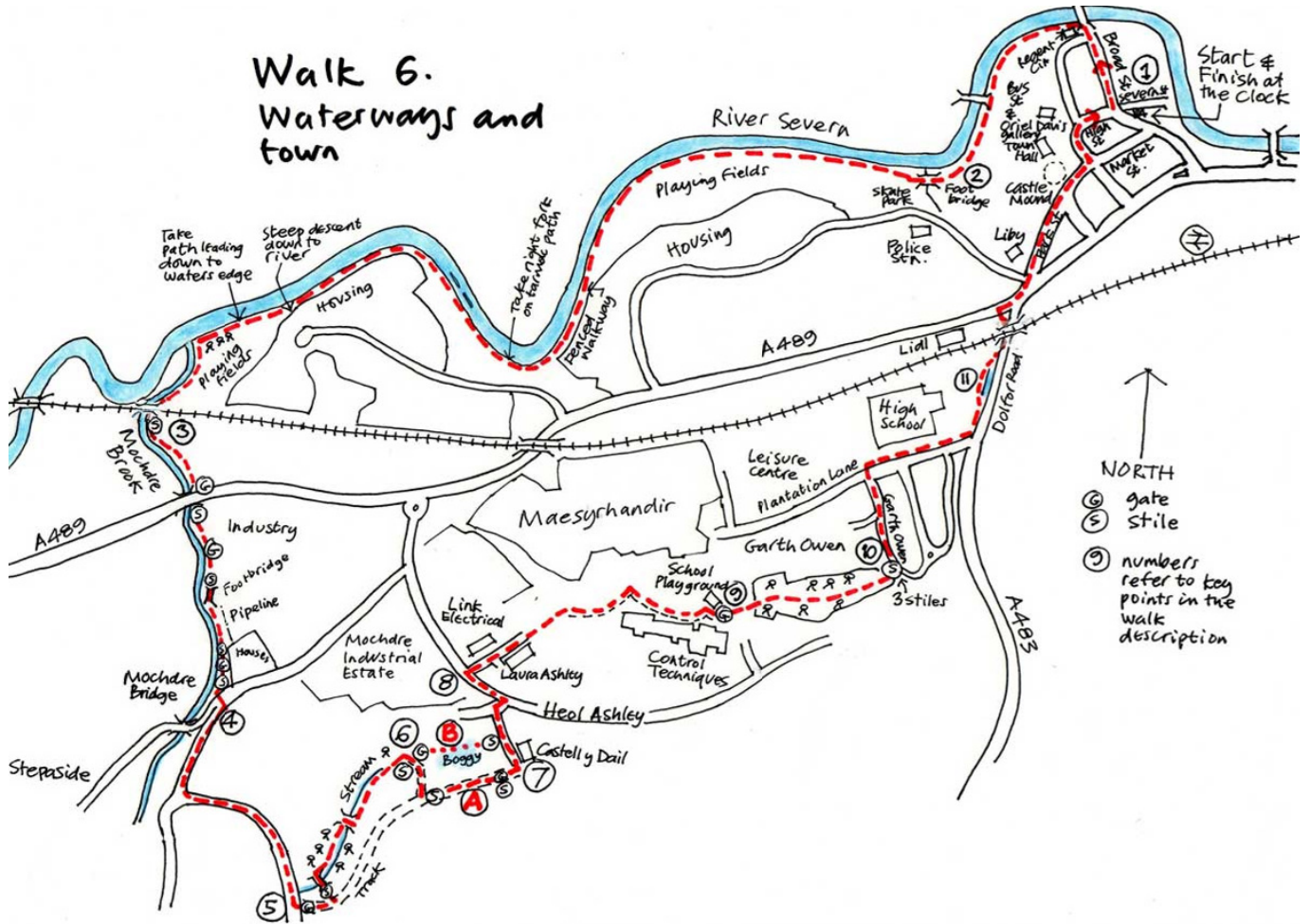
 Other Cycle routes

Appendix B. Local Consultation

- B.1. Walking Newtown – Walk 2, 6 and 13**
- B.2. Route of Newtown Triathlon**
- B.3. Sustrans Route User Survey for NCN81**
- B.4. Sustrans Comments for Consideration**



Walk 6. Waterways and town



FIRST STAGE BIKE ROUTE

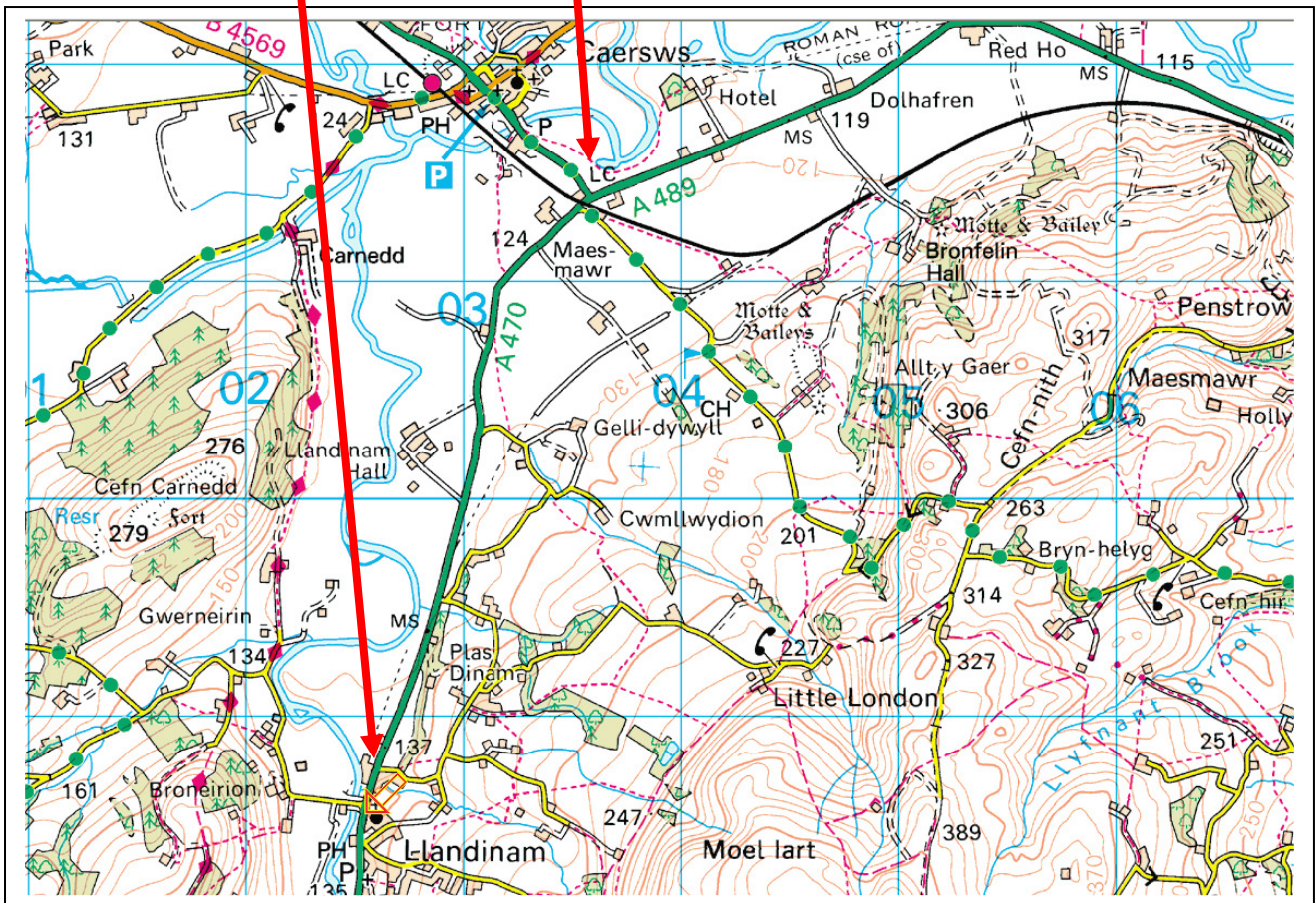


SECOND STAGE BIKE ROUTE

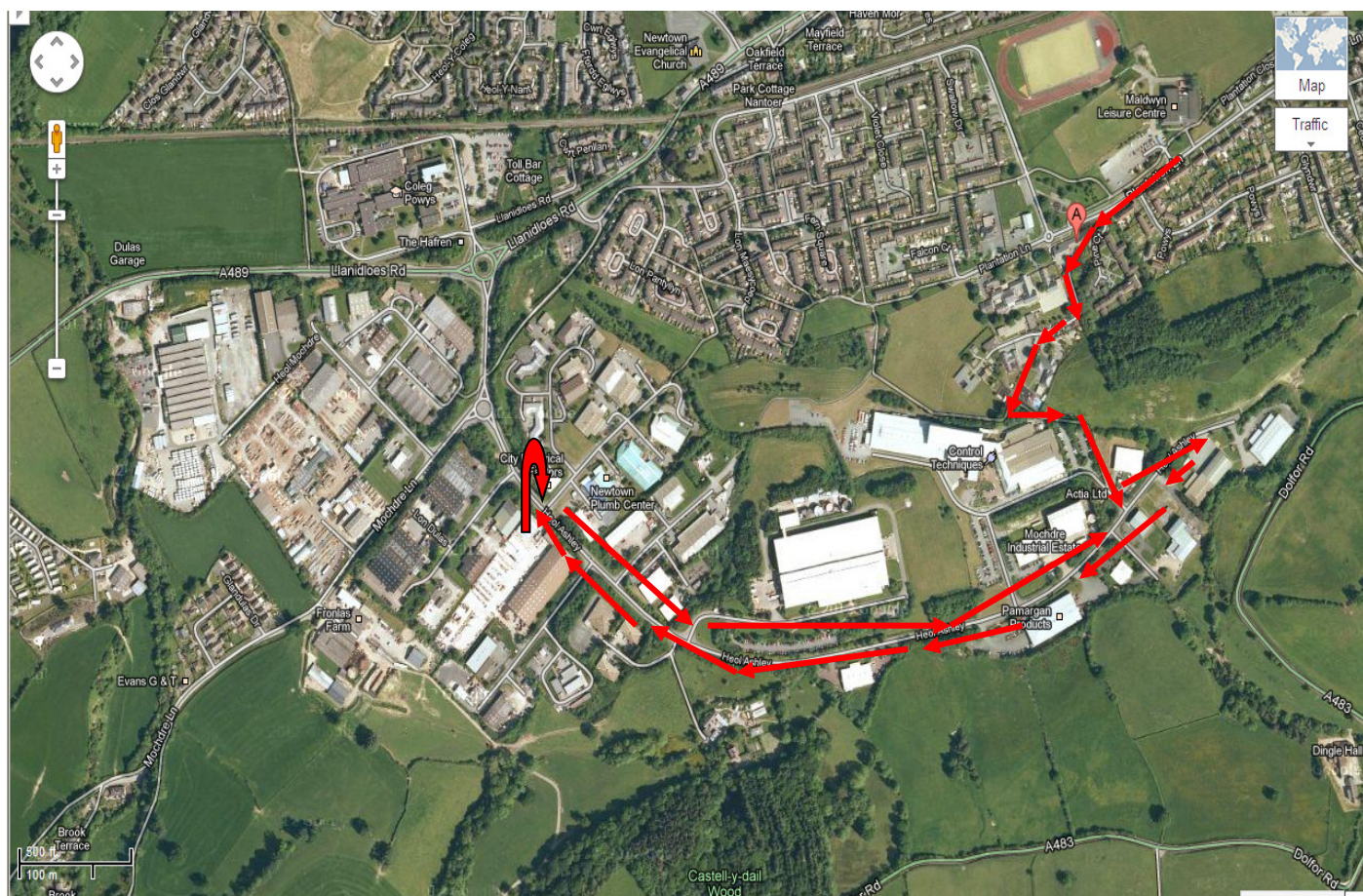


Railway Crossing

TURN ROUND POINT 7 Miles



RUNNING ROUTE



Route User Intercept Survey Report

Montgomery Canal Greenway, Powys, Wales—National Cycle Network

Fieldwork: April 2012

Report published: June 2012



About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today.

www.sustrans.org.uk

About Sustrans' Research and Monitoring Unit

Sustrans' Research and Monitoring Unit has pioneered the development of monitoring and evaluation of sustainable travel interventions. We measure the impacts of our own work, and that of partners and clients across the UK. We also undertake research collaborations with consultants and academic groups.

Our aim is to establish effective, valid and rigorous ways of measuring a wide range of interventions. With others, we have developed a robust body of evidence assessing the value of sustainable travel.

Research and Monitoring Unit

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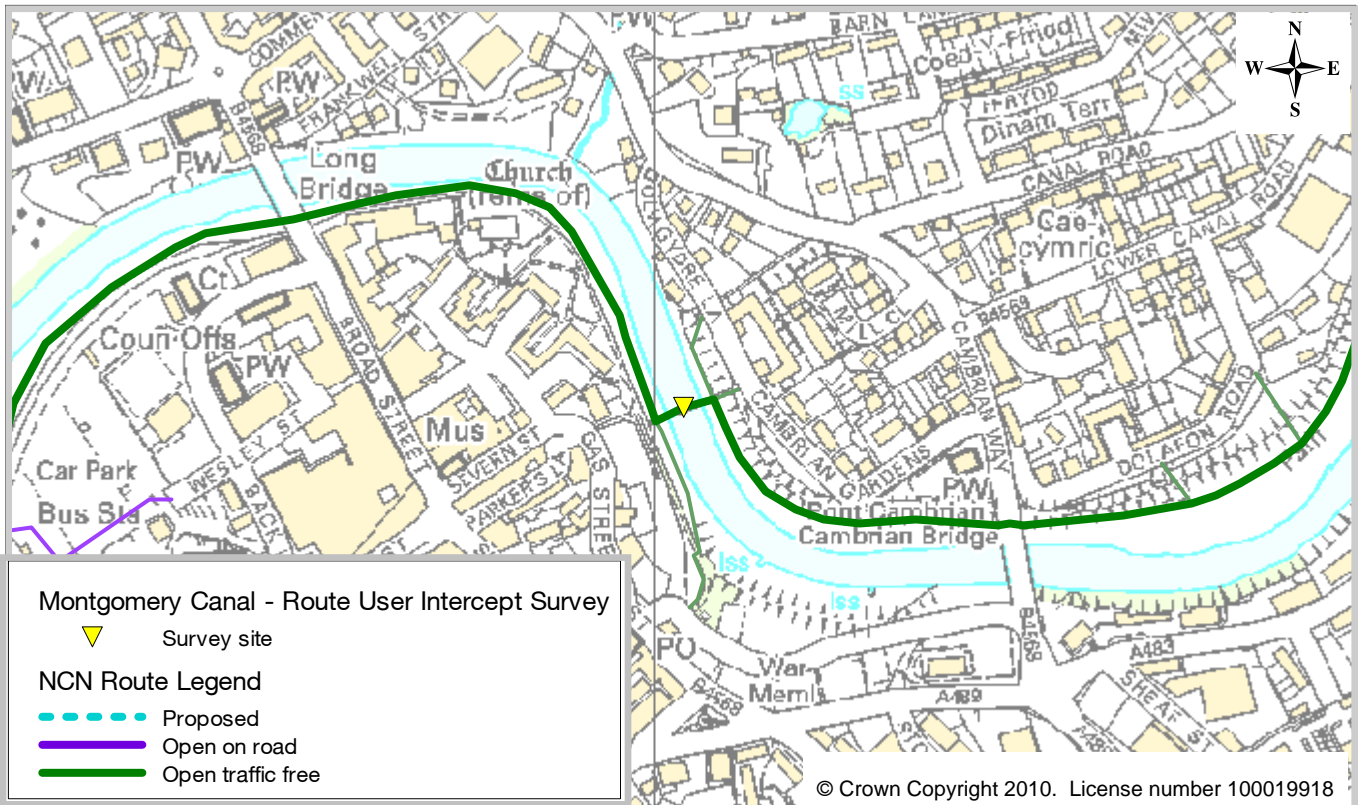
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Introduction

This is a report of data collected at a single point on the route during April 2012. Route users were interviewed during four 12-hour survey periods, a school-holiday weekday, a school-holiday weekend day, a term-time weekday and a term-time weekend day. Manual count data was collected during the same four 12-hour periods.

1. Survey site

The survey site is located on the walking and cycling bridge over the River Severn that connects the Newtown Riverside Path to the Montgomery Canal Greenway. The route is part of National Cycle Network Route 81, also known as Lôn Cambria, as well as a local link between the residential areas in north-east Newtown and the town centre.



The total number of route users counted over the four day survey period was 2,307. 173 interviews were conducted over the same period. Of these interviews 11 were with cyclists, 158 with pedestrians and 4 other users. During this period a total of 404 potential interviews were declined. The reasons given for declining interviews were: 107 cited bad weather, 81 decided not to participate, 71 were too busy, 44 were already interviewed, 32 did not stop, 31 were preoccupied, 14 were on a timed route, 9 were commuting, 5 cited other reasons, 4 were catching a bus, 3 had communication difficulties, and 3 were in the course of work.

2. Key findings

- The current annual usage estimate at the Newtown Riverside Path/Montgomery Canal Greenway is 265,091. It is estimated that 14,925 users will be cyclists, 244,336 pedestrians and 5,830 other types of route users
- 48.6% of trips are for leisure, 31.3% for shopping and 13.4% for commuting
- 27.9% of route users make this journey daily

3. Manual Count Data

A breakdown of the characteristics of all users counted at the site during the survey period

	Cyclists	Cyclists %	Pedestrians	Pedestrians %	Other	Other %	All
Weekday term-time	15	3.3	436	95.8	4	0.9	455
Weekend term-time	38	5.5	615	89.7	33	4.8	686
Weekday school holidays	57	7.4	672	87.5	39	5.1	768
Weekend school holidays	75	18.8	303	76.1	20	5.0	398
Total	185	8.0	2,026	87.8	96	4.2	2,307

	All	All %	Cyclists	Cyclists %
Child	525	22.8	55	29.7
Adult Male	804	34.9	94	50.8
Adult Female	587	25.4	19	10.3
Older Male	201	8.7	14	7.6
Older Female	190	8.2	3	1.6
Total	2,307	100.0	185	100.0

3.1 Commuting

The following tables illustrate the number of route users counted during commuting periods of between 0700h-0900h and 1600h -1800h.

	0700-0900		1600-1800		Total within commuting periods		
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	All
Weekday 1	3	63	5	82	8	145	
Weekday 2	9	95	9	104	18	199	
All weekdays	12	158	14	186	26	344	370
Average weekday	6.0	79.0	7.0	93.0	13.0	172.0	185.0

4. Annual Usage Estimates

Annual usage is calculated using established patterns of movement based on this particular route type and location. The total annual usage estimate is 265,091. The following tables illustrate the probable breakdown of user types based on the estimated annual usage figure.

	%	Annual usage		%	Annual usage
Cyclists	5.6	14,925	Children	22.5	59,745
Pedestrians	92.2	244,336	16-64 years	64.5	171,002
Other users	2.2	5,830	65+ years	13.0	34,344
	%	Annual usage		%	Annual usage
Male	58.4	154,884	Term time	76.3	202,396
Female	41.6	110,207	School holiday	23.7	62,695

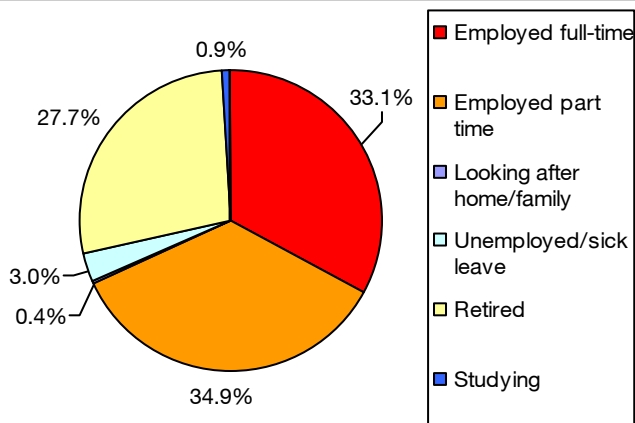
5. Survey data - All

The following section of the report outlines data collected during four day survey period with respondents aged 16 or over. Each respondent has consented to their data being processed by Sustrans and included in the following summary.

5.1 Gender

- 55.5% Male
- 44.5% Female

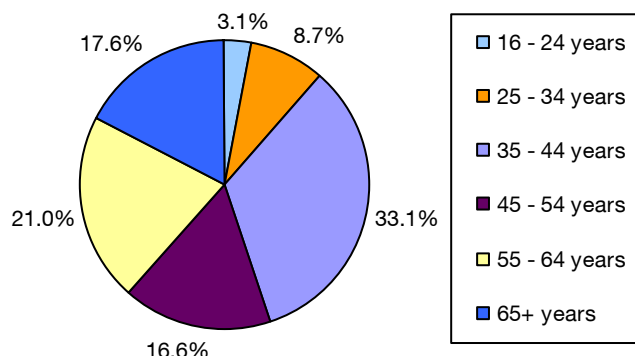
5.2 Employment



5.3 Ethnicity

- 98.9% White
- 1.1% Indian

5.4 Age

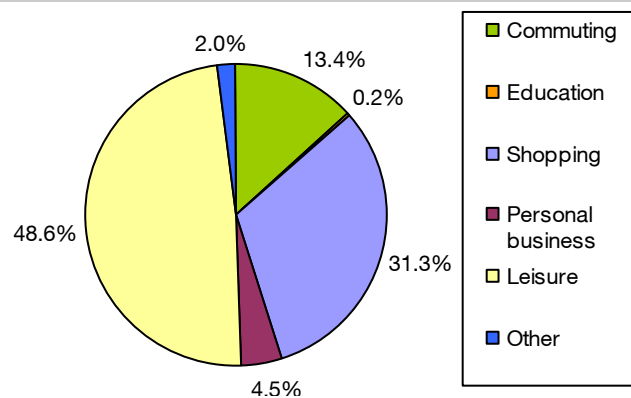


5.5 Sustrans routes, programmes, projects and schemes

Respondents were asked if they had heard of Sustrans routes, programmes, projects or schemes

- 17.9% yes
- 82.1% no

5.6 Journey purpose



5.7 Travel behaviour

Respondents were asked if they used or will use any other form of transport during their journey

- 96.9% have not/will not
- 2.7% have/will use a car or van
- 0.4% have/will ride a horse

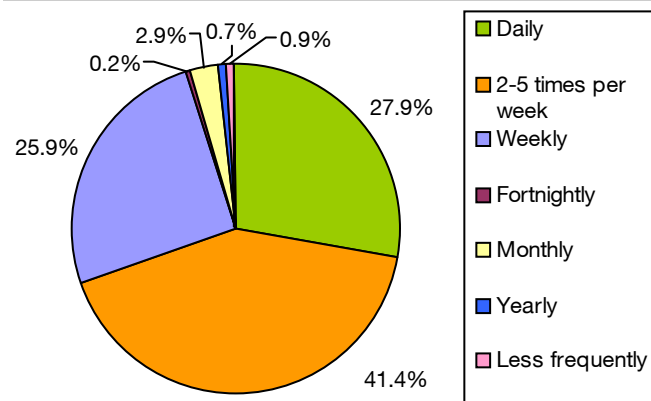
Respondents were asked what other modes of transport they could have used to complete this section of their journey

- 52.5% car/van
- 44.4% bus
- 10.1% taxi
- 2.9% don't know
- 2.8% wouldn't have made the journey

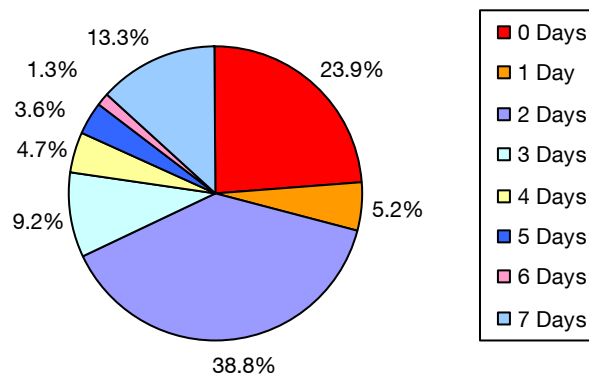
Respondents were asked if they were unable to access the route would they still have wanted/needed to make their current journey

- 61.8% yes
- 37.4% no
- 0.8% don't know

5.8 Journey frequency



5.9 Physical activity - Last 7 days



5.10 Health

Respondents were asked how they would rate their general health

- 46.4% excellent
- 32.7% very good
- 16.6% good
- 3.9% fair
- 0.4% poor

Respondents were asked if they had any long term illness, health problem or disability which limited their daily activities or work they do

- 9.4% yes
- 90.0% no
- 0.6% prefer not to say

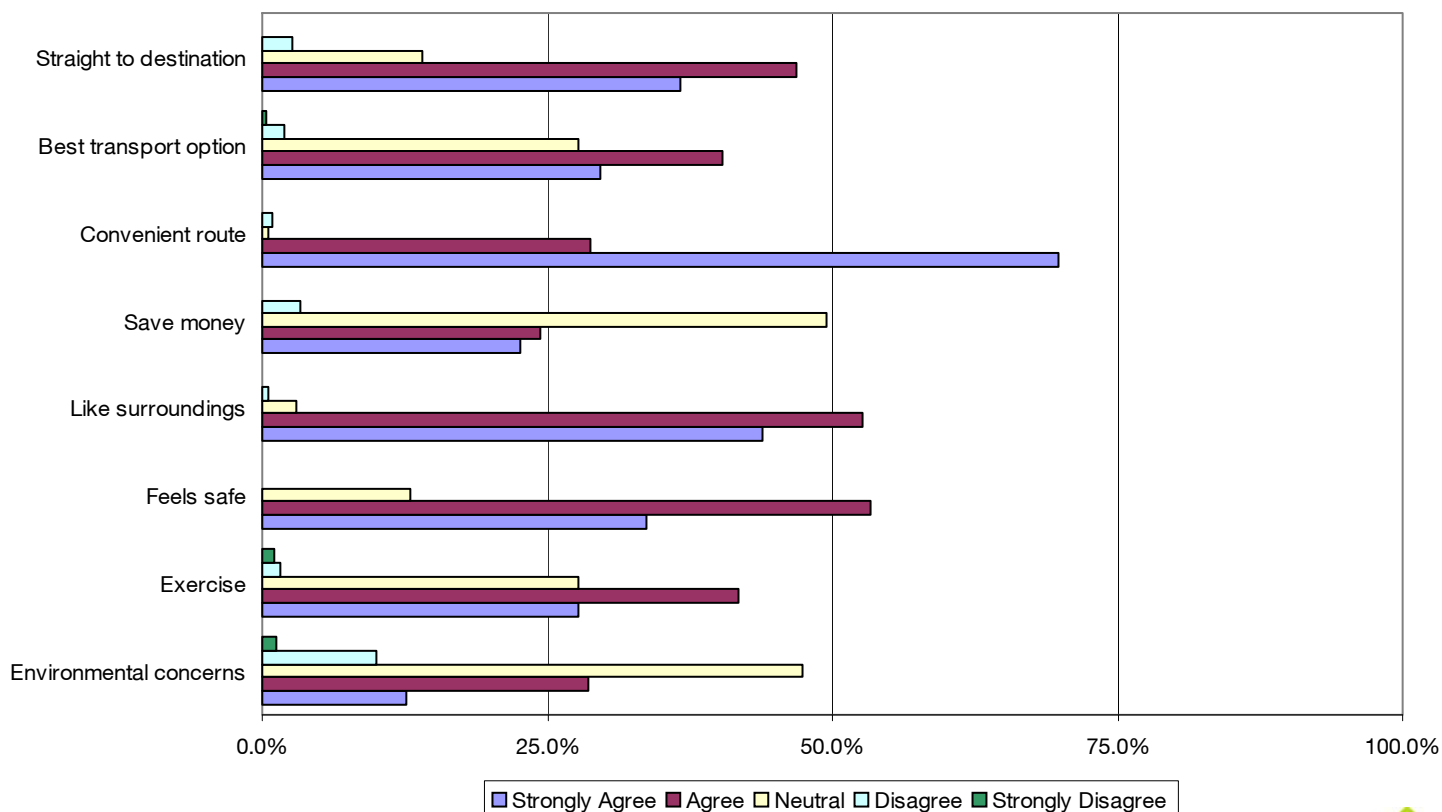
5.11 Cycling status

Respondents were asked what type of cyclist they were

- 92.9% experienced, regular cyclist
- 7.1% starting to cycle again

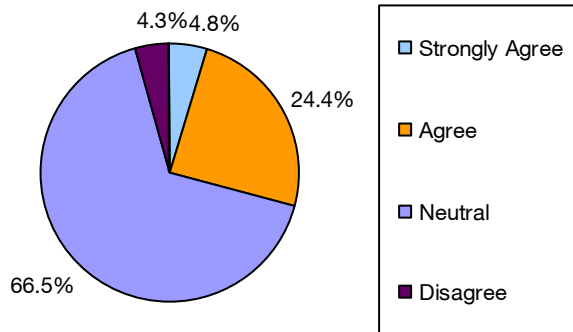
5.12 Factors influencing route usage

Respondents were asked to rate how strongly they would agree or disagree with the following factors when considering what influenced their decision to use the route

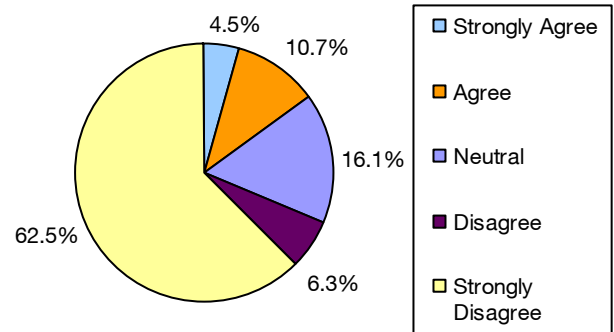


5.13 Future levels of walking and cycling

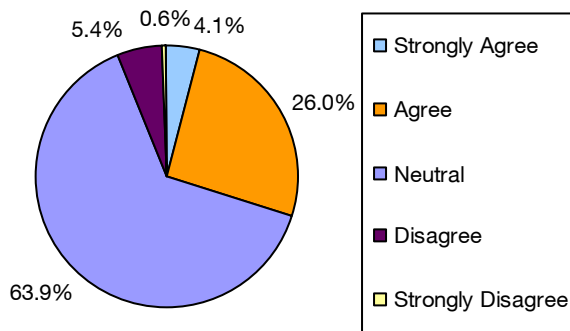
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to walk more in the next 12 months.**



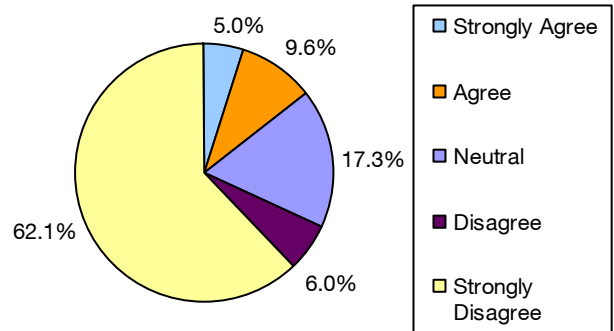
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to cycle more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will walk more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will cycle more in the next 12 months.**



5.14 Route spend

Respondents were asked if they had or would be spending any money on their trip

- 60.5% no
- 15.9% yes, before joining the path
- 17.7% yes, at the end
- 5.9% yes, along the path

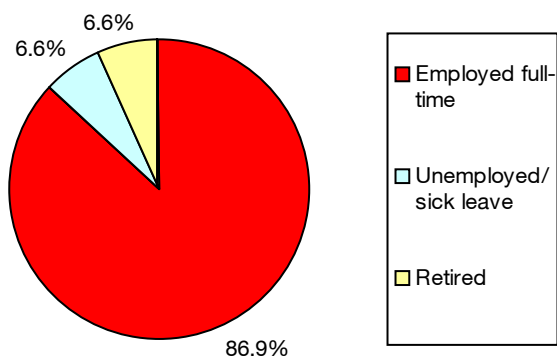
6. Survey data - Cyclists

The following section of the report outlines data collected during four day survey period with respondents aged 16 or over. Each respondent has consented to their data being processed by Sustrans and included in the following summary.

6.1 Gender

- 100.0% Male

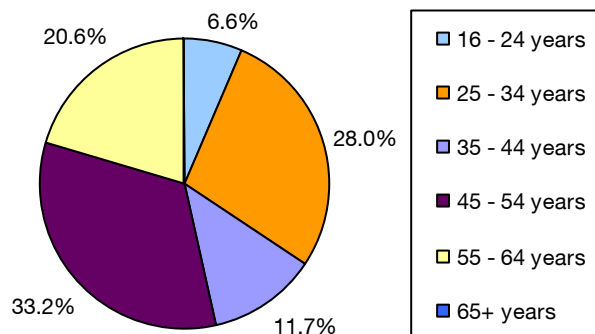
6.2 Employment



6.3 Ethnicity

- 100.0% White

6.4 Age

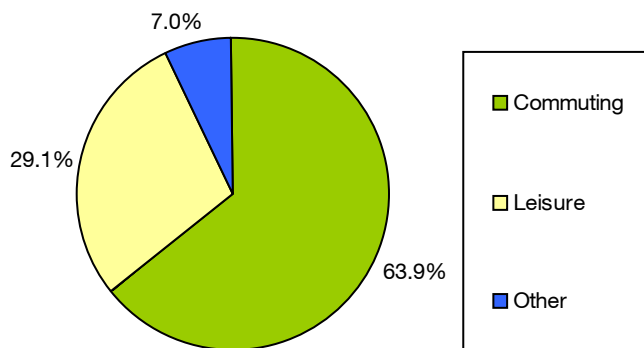


6.5 Sustrans routes, programmes, projects and schemes

Respondents were asked if they had heard of Sustrans routes, programmes, projects or schemes

- 48.1% yes
- 51.9% no

6.6 Journey purpose



6.7 Travel behaviour

Respondents were asked if they used or will use any other form of transport during their journey

- 100.0% have not/will not

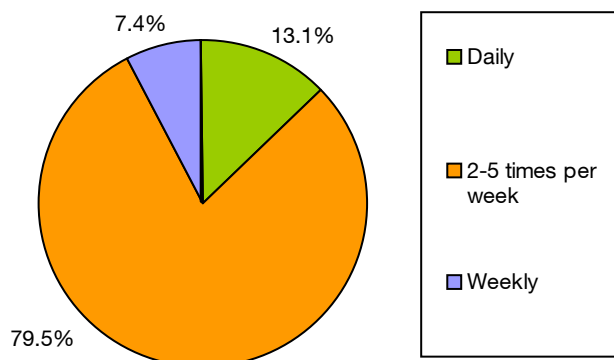
Respondents were asked what other modes of transport they could have used to complete this section of their journey

- 69.6% car/van
- 26.9% bus
- 20.7% wouldn't have made the journey

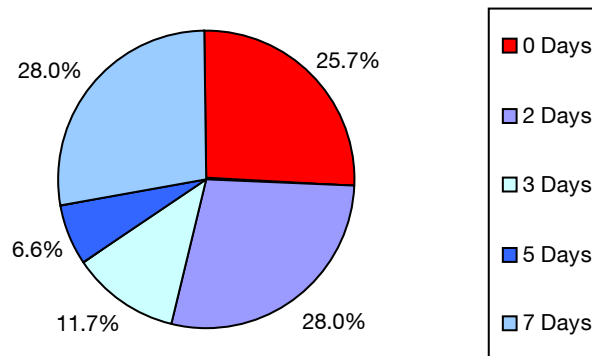
Respondents were asked if they were unable to access the route would they still have wanted/needed to make their current journey

- 85.9% yes
- 14.1% no

6.8 Journey frequency



6.9 Physical activity - Last 7 days



6.10 Health

Respondents were asked how they would rate their general health

- 47.2% excellent
- 39.7% very good
- 13.1% good

Respondents were asked if they had any long term illness, health problem or disability which limited their daily activities or work they do

- 6.6% yes
- 93.4% no

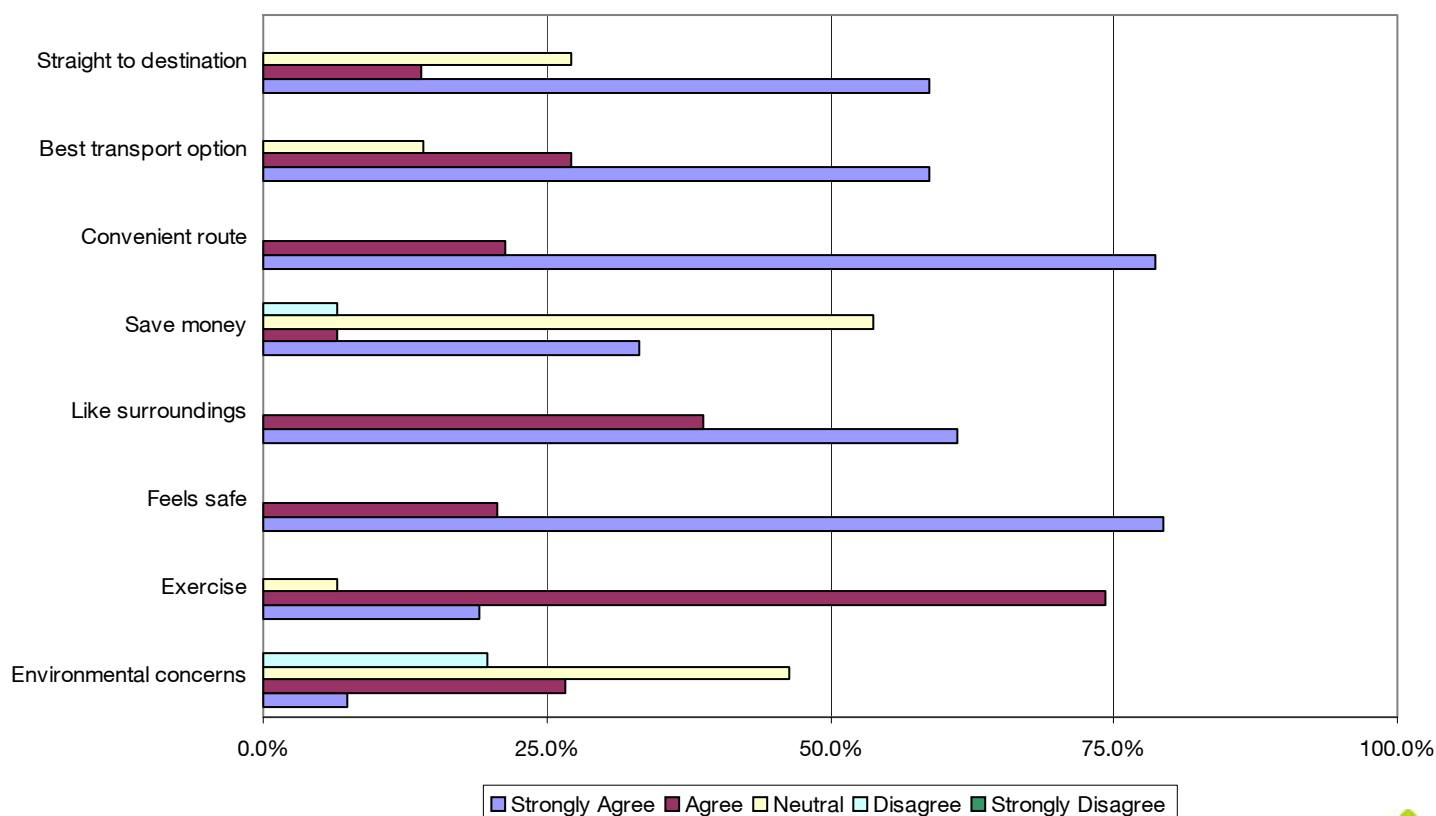
6.11 Cycling status

Respondents were asked what type of cyclist they were

- 7.1% starting to cycle again
- 92.9% experienced, regular cyclist

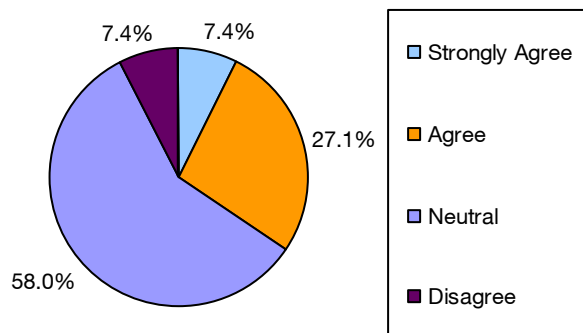
6.12 Factors influencing route usage

Respondents were asked to rate how strongly they would agree or disagree with the following factors when considering what influenced their decision to use the route

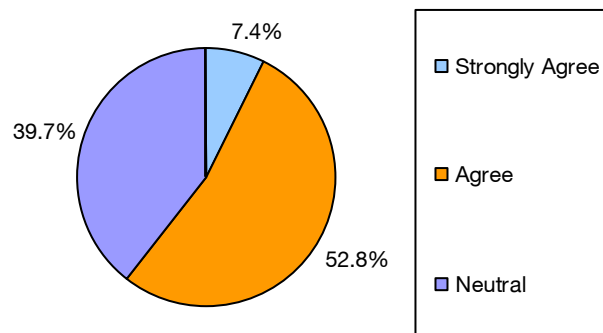


6.13 Future levels of walking and cycling

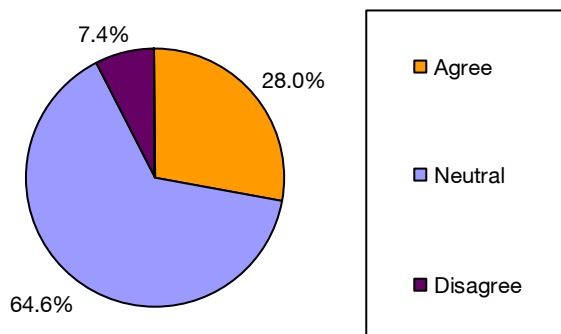
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to walk more in the next 12 months.**



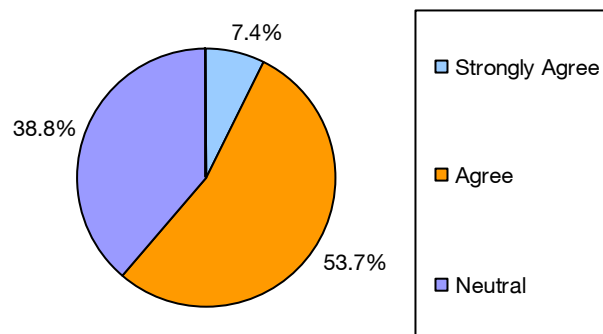
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to cycle more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will walk more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will cycle more in the next 12 months.**



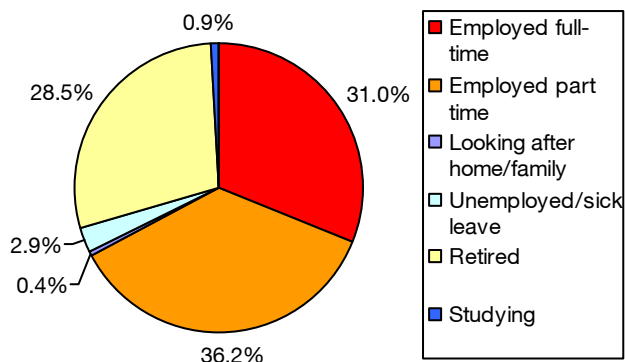
7. Survey data - Pedestrians

The following section of the report outlines data collected during four day survey period with respondents aged 16 or over. Each respondent has consented to their data being processed by Sustrans and included in the following summary.

7.1 Gender

- 54.1% Male
- 45.9% Female

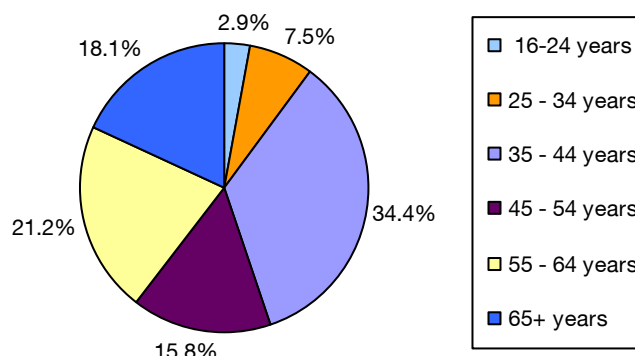
7.2 Employment



7.3 Ethnicity

- 98.8% White
- 1.2% Indian

7.4 Age

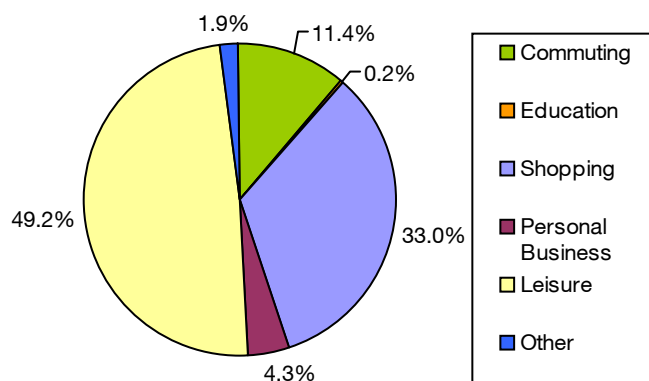


7.5 Sustrans routes, programmes, projects and schemes

Respondents were asked if they had heard of Sustrans routes, programmes, projects or schemes

- 16.8% yes
- 83.2% no

7.6 Journey purpose



7.7 Travel behaviour

Respondents were asked if they used or will use any other form of transport during their journey

- 96.8% have not/will not
- 2.8% have/will use a car or van
- 0.4% have./will be a horse riding

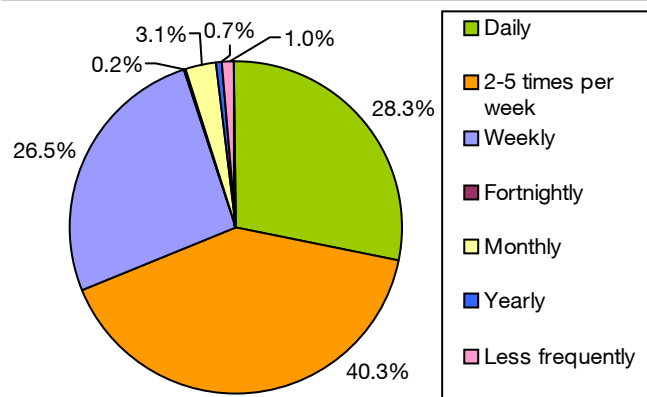
Respondents were asked what other modes of transport they could have used to complete this section of their journey

- 51.5% car/van
- 45.4% bus
- 10.6% taxi
- 3.0% don't know
- 2.2% wouldn't have made the journey

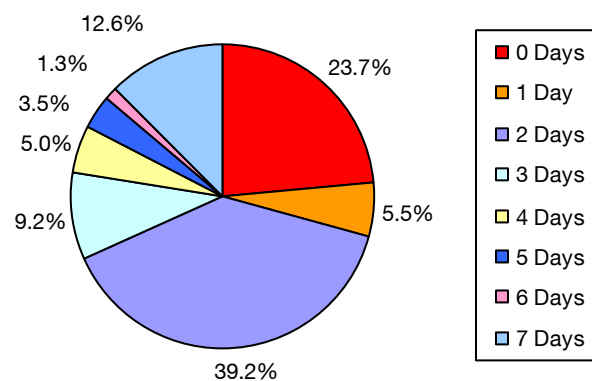
Respondents were asked if they were unable to access the route would they still have wanted/needed to make their current journey

- 61.1% yes
- 38.1% no
- 0.8% don't know

7.8 Journey frequency



7.9 Physical activity - Last 7 days



7.10 Health

Respondents were asked how they would rate their general health

- 46.7% excellent
- 32.7% very good
- 16.9% good
- 3.6% fair

Respondents were asked if they had any long term illness, health problem or disability which limited their daily activities or work they do

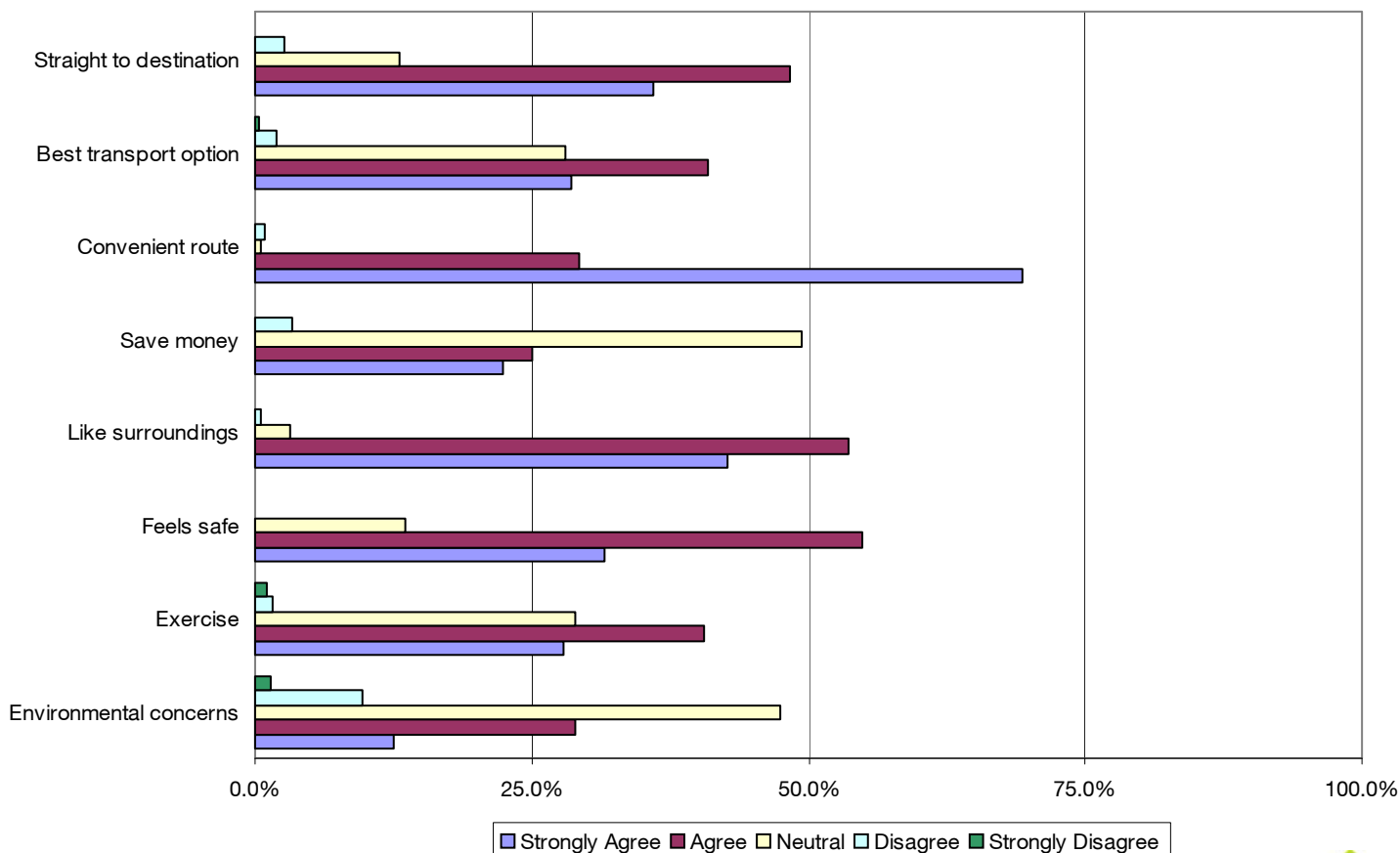
- 8.8% yes
- 90.6% no
- 0.6% prefer not to say

7.11 Cycling status

Pedestrians were not asked about what type of cyclists they were

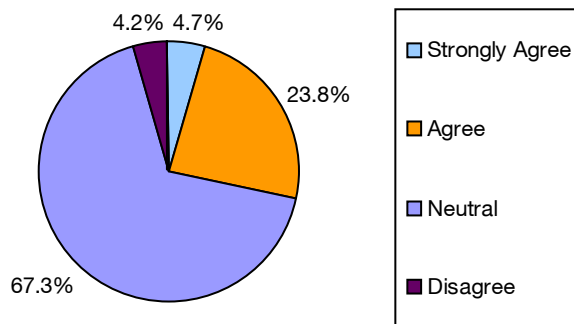
7.12 Factors influencing route usage

Respondents were asked to rate how strongly they would agree or disagree with the following factors when considering what influenced their decision to use the route

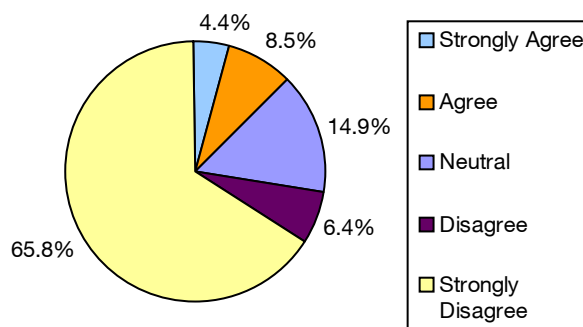


7.13 Future levels of walking and cycling

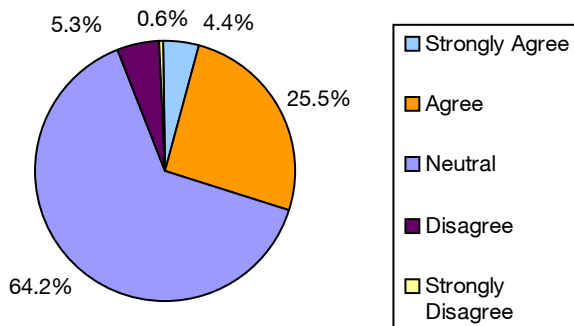
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to walk more in the next 12 months.**



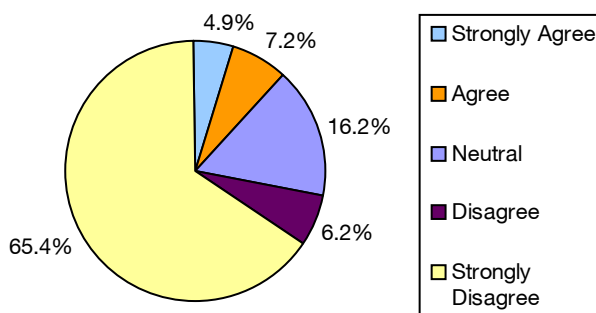
Respondents were asked how strongly they would agree or disagree with the statement: **I intend to cycle more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will walk more in the next 12 months.**



Respondents were also asked how strongly they would agree or disagree with the statement: **It is likely I will cycle more in the next 12 months.**



8. Methodology

This study used Sustrans' Route User Survey monitoring procedure. The Route User Survey has been widely applied around the UK, making this exercise directly comparable with surveys conducted on many other routes. This current survey form has been designed in partnership with the iConnect (Impact of Constructing Non-motorised Networks and Evaluating Changes in Travel) study. The survey took place at the survey site on one weekday during term time, and one weekend during term time, one weekday during the school holiday period and one weekend day during the school holiday period. In each case, the surveys were conducted between the hours of 0700h and 1900h. A total of 48-hours of survey coverage was achieved at the site.

Estimates of total annual usage are generated by comparing the manual counts conducted over four days with observed distributions of use from continuous counts at sites of a comparable nature. The proportion of total annual use that is comprised by four days from months commensurate with the months when the route user survey is undertaken is calculated for a site with continuous usage count data and an annual usage estimate. The proportion generated is assumed to be equivalent to the proportion of annual usage represented by the four day manual count. The total annual usage estimate is calculated on the basis of this proportion. The continuous count data includes cycles only. However, the same distributions are assumed for pedestrians.

A weighting mechanism is applied to the survey data. This is based on the estimated total annual usage derived from the manual count conducted as part of the Route User Survey. The representative value of responses recorded on the four different day types, and of responses by gender, by age category, and by activity are adjusted using the manual count record to reflect usage throughout the whole of the year.

Mapping contains Ordnance Survey data supplied by Welsh Assembly, HMSO, DEFRA and Dotted Eyes (c) Crown Copyright licence nos 100017916, 100020540 and 100019918. Also data from OpenStreetMap (c) www.openstreetmap.org (and) contributors licence CC-BY-SA (www.creativecommons.org)

Comments from Glyn Evans, Sustrans Area Manager for Mid Wales

Received by email on Monday 10th February 2014

In terms of potential on line improvements then Sustrans would like the following to be considered:

- Control Techniques to proposed new roundabout (bypass roundabout on Welshpool side) – new 2.5m path should be added – this will help to future proof any new path on the proposed bridge link (to Llanllwchaearn) that PCC are looking into at the moment.
- Eastern end of Dyffryn Industrial Estate access – provide section of shared use path to a suitable (uncontrolled) crossing point to the north side. Crossing point may require central refuge which will also help to slow traffic approaching Newtown.
- Existing shared use path from Control Techniques towards town centre – improve dropped crossings (a large number are far from flush) and resurface the path.
- Existing and new shared use path – retain grass median strip where possible to provide barrier between path and road edge.
- Tesco junction – all crossings should be upgraded to Toucans.
- Tesco Junction to Kerry Road junction (south side) and Little Chief to Kerry Road (north side) – carry out improvements to existing footways for pedestrians (flush kerbs and surfacing, remove excess street furniture) and investigate what on carriageway cycle provision can be provided – potential to add cycle lanes and advanced stop lines at junctions.
- Kerry Road / A489 pedestrian crossing – upgrade to a Toucan and improve cycle links to the crossing (A489 and A483 Dolfor Road should be considered as part of the on line scheme due to the increase in traffic volumes that will result as these routes provide links to the new bypass).
- Kerry Road junction to Dolfor Road junction – no works seem to be planned - carry out improvements to existing footways for pedestrians (flush kerbs and surfacing, remove excess street furniture) and investigate what on carriageway cycle provision can be provided – potential to add cycle lanes and advanced stop lines at junctions.
- New Road / New Church Street junction – improve severance at this location by narrowing all the carriageways, widening to shared footways and upgrading crossings to pedestrians (and cycle where required) priority.
- Dolfor Road / Llanidloes Road / New Road junction – investigate potential improvements to crossing facilities in this area. Include improved tie ins to Ffordd Croesawdy and Park Street. On carriageway cycle provision as above.
- A483 Dolfor Road / Plantation Lane new toucan crossing required – suitable crossing and links between Heol Treowen and Plantation Lane. (A489 and A483 Dolfor Road should be considered as part of the on line scheme due to the increase in traffic volumes that will result as these routes provide links to the new bypass).
- Consideration of new school planned for the Plantation Lane / A483 Dolfor Road area and its access point.
- Lon Helyg to Park Lane - include improved route past allotments to by-pass Dolfor Road junction where possible.
- Fire station area – provide a section of shared use path and an (uncontrolled) crossing to provide link access to the north side shared use path from the residential areas (Dolfach / Wynfields etc).

- West of drawing D-0003 – no works seem to be planned here? Potential improvements would include:
 - Improved shared use footway from existing toucan (near subway) to Heol Vaynor.
 - Improved (shared use where possible) footways between rail bridge and college.
 - Improved shared use facilities around Mochdre Roundabout to link to college etc.
 - Carry out improvements to existing footways for pedestrians (flush kerbs and surfacing, remove excess street furniture) and investigate what on carriageway cycle provision can be provided – potential to add cycle lanes and advanced stop lines at junctions.
- **All existing routes** – investigate potential to **reduce traffic capacity to lock in the benefits of the bypass** – if the existing capacity is left as it is then this is very likely to fill up with local traffic and the full benefits of the by-pass will not be realised.

Appendix C. PCC PRow Proposal

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Gwybodaeth ychwanegol © Cyngor Sir Powys 2014 Additional Information © Powys County Council 2014

KEY:

PATH TO BE EXTINGUISHED

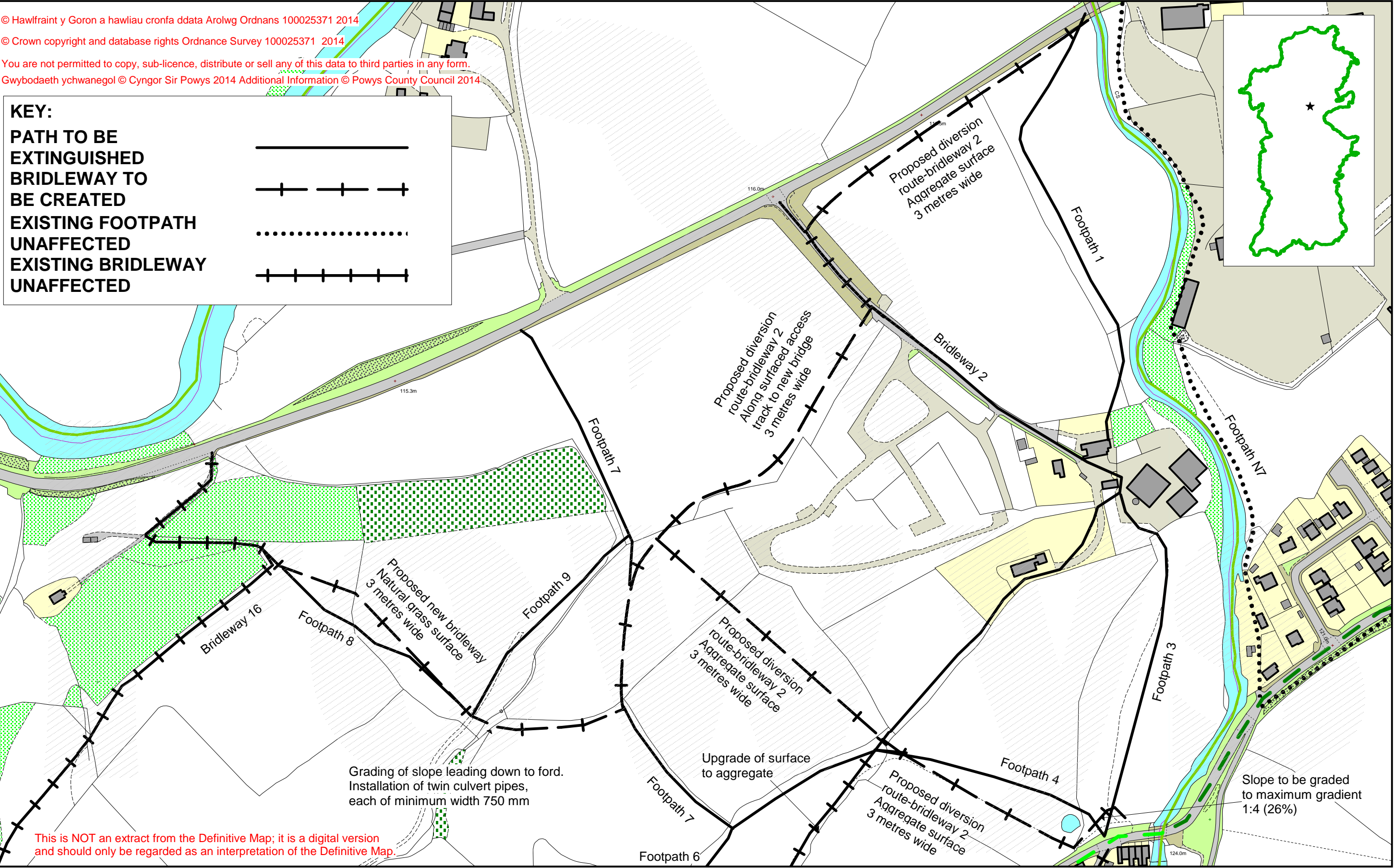
BRIDLEWAY TO BE CREATED

EXISTING FOOTPATH

UNAFFECTED

EXISTING BRIDLEWAY

UNAFFECTED



This is NOT an extract from the Definitive Map; it is a digital version and should only be regarded as an interpretation of the Definitive Map.

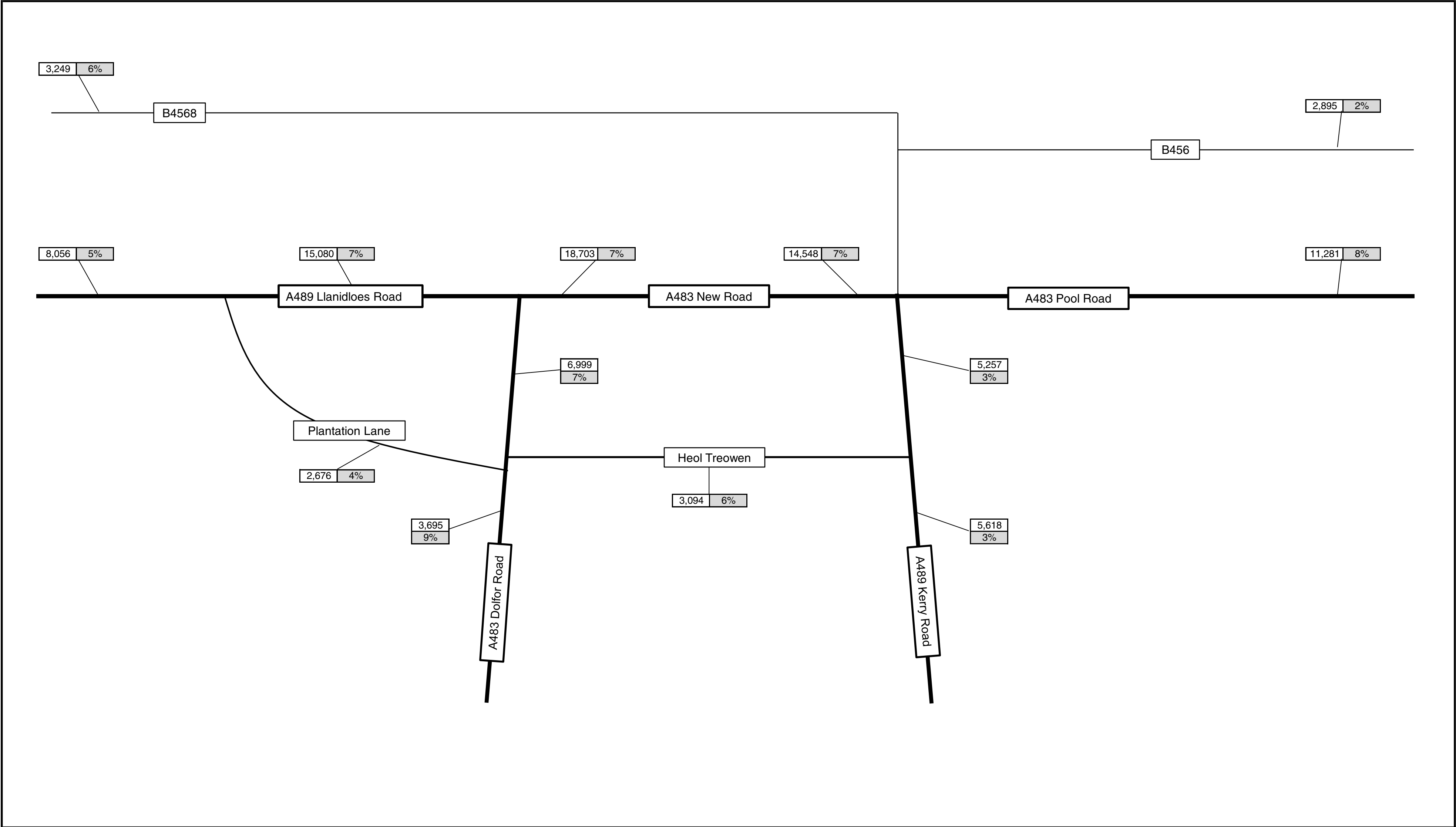
Appendix D. Accident Data

D.1. Accident Plot

D.2. Accident Data

Reference	Severity	Date	Co-ordinates	Day	Location 1	Location 2	Casualties	No. Casualties	Description	Contributory Factors			
DP0808	Slight	18/01/2008	310646/290857	Friday	Dorfor Road	Treowen Hill	1st Rd: A483 2nd Rd: U4216	2	1st Dn/Rider Female 31 Slight	2 2 Passenger Female 60 Slight			
DP01009	Slight	18/01/2009	310232/292020	Friday	Canal Road	Canal Road	1st Rd: A483 2nd Rd: U4216	2	1st Dn/Rider Female 31 Slight	2 2 Passenger Female 60 Slight			
DP01809	Slight	19/01/2009	310478/291950	Monday	Landlides Road	Bradleys Garage	1st Rd: A489 2nd Rd: U4242	1	2 Dn/Rider Male 35 Slight				
DP02211	Slight	10/01/2011	310765/291571	Monday	High Street	The Buck Public Hse	1st Rd: C2087 2nd Rd: U4216	1	1 Pedestrian Male 69 Slight				
DP02608	Slight	03/03/2008	310704/295912	Monday	Back Lane	Hubert/Winced Street	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Male 21 Slight				
DP02910	Slight	16/02/2010	310782/291515	Tuesday	Back Lane	By Charlie Stores	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Male 36 Slight				
DP03011	Slight	10/02/2011	310721/290919	Thursday	Car Park	At Pentecostal Church Cnct	Treowen Road Newton	1st Rd: U 2nd Rd: U4216	1	1 Dn/Rider Female 32 Slight			
DP03711	Slight	20/03/2011	310807/291608	Monday	Boxer Street	Between Bank Barclays Bank	1st Rd: B4568 2nd Rd: U4250	1	1 Dn/Rider Male 41 Slight				
DP05410	Slight	03/03/2010	310585/292424	Wednesday	Bryn Lane	Brynmore Avenue	1st Rd: U2604 2nd Rd: U4216	1	1 Dn/Rider Male 33 Slight	2 1 Passenger Male 23 Slight			
DP05411	Slight	14/03/2011	310680/291170	Monday	Park Street	Landlides Road	1st Rd: C2087 2nd Rd: A483	1	1 Dn/Rider Male 16 Slight				
DP05610	Slight	11/03/2010	311092/291810	Thursday	Landlides Road	Between Church	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Female 34 Slight				
DP05611	Slight	12/03/2011	310910/291390	Saturday	New Road	By St Davids Church	Enew Church Street	1st Rd: A483 2nd Rd: B4568	1	1 Dn/Rider Male 42 Slight	2 2 Dn/Rider Female 40 Slight		
DP05812	Slight	11/04/2012	310765/291547	Wednesday	Back Lane	By Island High Street	1st Rd: B4568 2nd Rd: C2087	1	1 Dn/Rider Female 44 Slight				
DP06208	Slight	03/03/2008	309831/291152	Monday	Newtown	To Aberllefog	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Male 17 Slight				
DP06308	Serious	2008	311591/291283	Friday	Treowen Road		1st Rd: U4216 2nd Rd: U4216	1	1 Dn/Rider Female 22 Serious				
DP06911	Slight	17/03/2011	310760/291550	Thursday	High Street	Islands Back Lane	1st Rd: B4568 2nd Rd: C2087	1	2 Dn/Rider Female 30 Slight				
DP07212	Slight	24/03/2012	311108/291608	Monday	Canterway Way	0003/Slower Canal Road	Approx	1st Rd: B4568 2nd Rd: U4216	1	1 Passenger Female 21 Slight	2 1 Passenger Male 2 Slight		
DP07511	Slight	17/03/2011	310769/291553	Thursday	Back Lane	Between Snow High Street	1st Rd: C2087 2nd Rd: B4568	1	1 Pedestrian Female 59 Slight				
DP07912	Slight	10/04/2012	309415/290528	Tuesday	Maesdyal Housing Estate		1st Rd: U4202 2nd Rd: U4216	1	2 Dn/Rider Male 23 Slight	2 1 Dn/Rider Male 25 Slight			
DP08108	Slight	03/03/2008	310745/291635	Monday	Long Bridge	Broad St	1st Rd: B4568 2nd Rd: U4216	1	1 Pedestrian Male 43 Slight				
DP08610	Slight	09/04/2010	310681/291644	Friday	Seven Street	By Sportsman P House	Unclassified Road	1st Rd: U4250 2nd Rd: U4216	1	1 Pedestrian Female 74 Slight			
DP08911	Slight	08/04/2011	310666/291931	Friday	Canal Road	Unclassified Road	1st Rd: B4568 2nd Rd: U4250	1	1 Dn/Rider Male 73 Slight				
DP09711	Slight	04/04/2011	310480/291053	Monday	Landlides Road	Pavilion Court Junction	1st Rd: A489 2nd Rd: U4242	1	1 Pedestrian Female 19 Slight				
DP09812	Slight	26/04/2012	309799/290806	Thursday	Landlides Road	Havenmore Treahen	1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Female 40 Slight				
DP09212	Slight	01/05/2012	310679/291195	Tuesday	Park Street	The Library New Road	1st Rd: U4244 2nd Rd: C2087	1	1 Pedestrian Female 12 Slight				
DP10910	Slight	10/03/2010	311263/291498	Wednesday	Kerry Road	By Mc Donnells Pool Road	1st Rd: A483 2nd Rd: A489	1	1 Passenger Female 34 Slight				
DP10910	Slight	26/03/2010	310813/291701	Friday	Broad Street		1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Female 42 Slight				
DP11308	Slight	1/04/2008	311166/291490	Thursday	Pole Road	Stove Street	1st Rd: A483 2nd Rd: U4221	1	2 Dn/Rider Male 26 Slight				
DP11810	Slight	05/05/2010	310395/292819	Wednesday	Landliff Road	C.H.Bennetts, Plot Heulwen	1st Rd: C2011 2nd Rd: U4216	1	2 Dn/Rider Male 17 Slight				
DP12008	Slight	20/04/2008	310907/291963	Sunday	Canal Road	0010/Eycamore Drive	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Male 21 Slight				
DP12108	Slight	23/04/2008	309760/290472	Wednesday	Newtown	To Landlides	1st Rd: A489 2nd Rd: U4216	1	1 Passenger Female 56 Slight				
DP12208	Slight	24/04/2008	310779/290905	Thursday	Landlides Road	Fire Station Fire Station	1st Rd: A489 2nd Rd: U4216	2	1 Passenger Male 11 Slight				
DP13412	Slight	06/06/2012	312031/291983	Wednesday	Pole Road	Nr Dyffryn Ind. Est. Unclassified Road	1st Rd: A483 2nd Rd: U4227	1	1 Dn/Rider Male 39 Slight				
DP14410	Slight	01/04/2010	310870/291438	Monday	Back Lane	Between Church	1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Female 34 Slight				
DP14612	Slight	04/06/2012	310763/291798	Monday	Newtown	Landlides Road	1st Rd: B4568 2nd Rd: B4568	1	1 Pedestrian Male 20 Slight				
DP15011	Slight	31/05/2011	311270/291504	Tuesday	Newtown	McDonnell Cambrin Bridge	1st Rd: A483 2nd Rd: B4568	1	1 Dn/Rider Female 85 Slight				
DP15111	Slight	09/06/2011	309870/290700	Monday	Canterway Way	Between U4228 2nd Rd: U4216	1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Male 13 Slight				
DP15611	Serious	2011	310253/290072	Saturday	Lower Dorfor Road		1st Rd: A483 2nd Rd: U4216	1	1 Dn/Rider Male 40 Serious	2 2 Dn/Rider Female 72 Slight			
DP15709	Slight	12/05/2009	310519/291264	Tuesday	Park Lane	Unclassified Road	1st Rd: U4244 2nd Rd: U4243	1	1 Pedestrian Female 3 Slight				
DP15810	Serious	2010	310644/290866	Friday	Canterway Way	Between Pentecostal Church	1st Rd: A483 2nd Rd: U4216	1	1 Dn/Rider Male 47 Serious	A483 2nd Rd: U4216			
DP16212	Serious	2012	310323/291232	N/A	1st Rd: N Newtown	(Location Not Known Therefore Located In Football Field)	N/A	1	1 Dn/Rider Male 45 Serious				
DP16912	Slight	30/07/2012	310901/291376	Monday	New Road	New Church Street	1st Rd: A483 2nd Rd: B4568	2	2 Passenger Male 17 Slight				
DP17110	Slight	22/06/2010	311807/291310	Monday	Back Lane	High Street	Vestre Industrial Estate	1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Male 38 Slight			
DP17412	Serious	2012	310410/290726	Sunday	Landlides Road		1st Rd: A483 2nd Rd: U4216	1	1 Dn/Rider Male 21 Serious				
DP17508	Slight	03/06/2008	310840/291551	Tuesday	Shorthridge Street		1st Rd: U4205 2nd Rd: U4250	1	1 Pedestrian Male 58 Slight				
DP17609	Slight	03/07/2009	310641/291920	Friday	Back Lane	Between Road	Landliff Road	1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Female 21 Slight			
DP18208	Slight	24/06/2008	310727/291631	Tuesday	Back Lane	Between Lines Shopping		3 1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Male 21 Slight			
DP18811	Slight	09/06/2011	310010/290490	Thursday	Plantation Lane	Oldswan School School Entrance		1st Rd: C2087 2nd Rd: B4568	1	1 Pedestrian Female 36 Slight			
DP19308	Slight	27/06/2008	310762/291550	Friday	Newtown	Between U4228 2nd Rd: U4216	1st Rd: C2087 2nd Rd: B4568	1	1 Pedestrian Female 74 Slight				
DP20208	Slight	22/06/2008	310486/290731	Sunday	Garthorn	Garthorn Stores Newtown To Dorfor Road Powys	1st Rd: U4206 2nd Rd: U4216	1	1 Dn/Rider Male 21 Slight	2 1 Passenger Female 31 Slight			
DP20811	Slight	05/04/2011	310500/291840	Tuesday	Newtown		1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Male 19 Slight				
DP21309	Slight	03/07/2009	311777/291807	Thursday	Canterway Way	Between Road	Do A/R Unclassified Road	1st Rd: A483 2nd Rd: U4216	1	1 Pedestrian Female 15 Slight			
DP21409	Slight	12/06/2009	310742/291495	Friday	New Road	McDonnells Roundabout	1st Rd: A489 2nd Rd: A483	1	1 Dn/Rider Male 62 Slight				
DP21411	Slight	07/07/2011	311205/291739	Thursday	Canterway Way	Lower Canal Road	1st Rd: B4568 2nd Rd: B4568	1	1 Passenger Female 31 Slight	2 2 Passenger Female 2 Slight	3 2 Passenger Female 0 Slight		
DP21509	Slight	23/06/2009	310946/291562	Friday	Shorthridge Street	Ladywell Precinct	Ladywell Shopping Precinct	1st Rd: B4568 2nd Rd: U4216	1	1 Pedestrian Female 18 Slight			
DP21710	Slight	07/08/2010	309031/291231	Saturday	Milford Road	Unclassified Road	1st Rd: B4568 2nd Rd: U4216	2	2 Passenger Female 1 Slight	2 2 Passenger Female 2 Slight			
DP21812	Slight	10/08/2012	311086/291469	Friday	Old Kerry Road	Queens Head P House	Unclassified Road	1st Rd: A483 2nd Rd: U4216	1	2 Passenger Female 46 Slight			
DP21908	Slight	04/07/2009	309685/290765	Friday	Canterway Way	Between Pine Street	Shuttle Pk	1st Rd: A489 2nd Rd: U4216	1	1 Pedestrian Male 13 Slight			
DP21912	Slight	11/09/2012	309686/291016	Tuesday	Land Affallen, Treahen		1st Rd: U4235 2nd Rd: U4216	1	2 Dn/Rider Male 16 Slight				
DP22110	Serious	2010	310520/290590	Monday	Plantation Lane	1777 Graft Owen	1st Rd: U4206 2nd Rd: U4216	1	1 Pedestrian Male 8 Serious				
DP22311	Slight	13/08/2011	311941/291918	Monday	Canterway Way	Between U4228 2nd Rd: U4216	1st Rd: A483 2nd Rd: U4226	1	2 Dn/Rider Male 42 Slight	2 2 Passenger Male 6 Slight	3 2 Passenger Male 11 Slight		
DP24308	Slight	09/05/2008	310753/291824	Friday	Long Bridge	Street On Bridge	1st Rd: B4568 2nd Rd: U4216	1	1 Dn/Rider Female 14 Slight				
DP24310	Slight	25/07/2010	309633/290441	Sunday	Land Maes Y Coed		1st Rd: U4203 2nd Rd: U4216	1	1 Dn/Rider Male 12 Slight				
DP24609	Slight	15/06/2009	311941/291920	Monday	Canterway Way	Between Wern Ddu Lane	Unclassified Road	1st Rd: A483 2nd Rd: U4226	1	1 Pedestrian Female 19 Slight			
DP25408	Slight	05/08/2008	310825/291593	Tuesday	High Street		1st Rd: C2087 2nd Rd: U4216	1	1 Pedestrian Male 29 Slight				
DP25512	Slight	07/06/2012	311510/291230	Thursday	Treowen N Caden Turning		1st Rd: U4216 2nd Rd: U4216	1	1 Dn/Rider Female 69 Slight	2 2 Dn/Rider Male 22 Slight	3 1 Passenger Female 40 Slight		
DP26012	Slight	02/08/2012	309449/290091	Thursday	Head Ashley	Treahen Premises	1st Rd: U4201 2nd Rd: U4201	1	2 Dn/Rider Female 31 Slight				
DP26212	Slight	22/08/2012	311212/291718	Wednesday	Canterway Way		1st Rd: B4568 2nd Rd: U4216	1	1 Pedestrian Female 20 Slight				
DP27012	Serious	2012	310643/290930	Saturday	Dorfor Road		1st Rd: A483 2nd Rd: U4216	1	1 Dn/Rider Female 76 Serious				
DP27810	Slight	13/08/2010	309202/291230	Friday	Milford Road		1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Female 49 Slight	2 2 Passenger Female 8 Slight	3 2 Passenger Female 5 Slight	4 2 Passenger Female 8 Slight	
DP27908	Slight	31/08/2008	309157/290478	Sunday	Landlides Road		1st Rd: A489 2nd Rd: U4216	1	2 Dn/Rider Female 54 Slight				
DP27910	Slight	07/09/2010	309530/290650	Tuesday	Landlides Road	Nansen Rail Bridge	1st Rd: A470 2nd Rd: U4216	1	1 Passenger Male 19 Slight				
DP28010	Slight	10/09/2010	311741/291318	Friday	Se Of Newtown	Head Treowen	1st Rd: A489 2nd Rd: U4216	1	2 Dn/Rider Female 38 Slight				
DP28110	Slight	31/08/2010	310476/291049	Thursday	Landlides Road	Bradleys Garage	0100/Sprague Forecourt	1st Rd: A489 2nd Rd: U4216	1	2 Dn/Rider Male 50 Slight			
DP28211	Slight	16/07/2011	310873/291434	Wednesday	Back Lane	New Church Street	C.K. Car Park (Private Car PARK PRIVATE ACCESS ROAD)	1st Rd: A489 2nd Rd: U4202	1	1 Dn/Rider Female 19 Slight			
DP28909	Slight	17/09/2009	310290/291750	Thursday	Milford Road	Orchard Close	1st Rd: B4568 2nd Rd: U4216	1	2 Passenger Female 46 Slight				
DP29011	Slight	22/09/2011	309821/290819	Thursday	Landlides Road	Lon Cerdyn	1st Rd: A489 2nd Rd: U4231	1	2 Dn/Rider Female 24 Slight				
DP29109	Slight	11/10/2009	310991/291544	Sunday	Shorthridge Street	Gravel Car Park Junction	1st Rd: A489 2nd Rd: U4202	1	1 Dn/Rider Female 75 Slight	2 1 Passenger Female 78 Slight	3 2 Dn/Rider Female 29 Slight		
DP30112	Slight	08/10/2012	310500/298662	Monday	Dorfor Road	Outside Black Hall	1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Female 50 Slight				
DP31011	Slight	07/01/2011	311255/291499	Friday	Pool Road	Kerry Road	1st Rd: A483 2nd Rd: A489	1	2 Dn/Rider Female 43 Slight				
DP32109	Slight	19/10/2009	310961/291544	Sunday	Shorthridge Street	Gravel Car Park Junction	1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Female 31 Slight				
DP32308	Slight	28/04/2008	310729/291627	Monday	Back Lane	Between Lines Shopping	1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Female 20 Slight	2 2 Passenger Female 8 Slight	3 2 Passenger Male 5 Slight		
DP32712	Slight	13/07/2012	310213/291266	Friday	Treahen Housing Estate		1st Rd: U4231 2nd Rd: U4216	1	1 Dn/Rider Male 40 Slight				
DP32808	Slight	09/10/2008	311343/291324	Thursday	Pool Road		1st Rd: A483 2nd Rd: U4216	1	2 Dn/Rider Female 36 Slight				
DP33211	Slight	22/09/2011	311290/291770	Thursday	Lower Canal Road	0050E	1st Rd: B4568 2nd Rd: U4216	1	2 Dn/Rider Male 10 Slight				
DP33408	Slight	11/10/2008	310658/291127	Saturday	Landlides Road	Dorfor Road	1st Rd: A489 2nd Rd: A483	1	1 Dn/Rider Female 46 Slight				
DP33610	Slight	29/10/2010	309745/291004	Friday	Lon Cerdyn, Treahen		1st Rd: U4231 2nd Rd: U4216	1	2 Dn/Rider Male 14 Slight				
DP33809	Slight	30/10/2009	310768/291551	Friday	Back Lane	Nr Iceland High Street	1st Rd: B4568 2nd Rd: C2087	1	2 Dn/Rider Male 69 Slight				
DP34311	Slight	31/10/2011	311050/291467	Monday	New Road	Shorthridge Street	1st Rd: A483 2nd Rd: B4568	1	2 Dn/Rider Male 57 Slight	1	1 Pedestrian Female 57 Slight		
DP34712	Slight	28/11/2012	309684/290668	Wednesday	Maesdyal		1st Rd: U4204 2nd Rd: U4216	1	1 Pedestrian Female 27 Slight				
DP34912	Slight	31/10/2012	311076/291476	Wednesday	Pool Road	Queens Head P.H.	1st Rd: A483 2nd Rd: U4216	2	2 Passenger Female 55 Slight				
DP35210	Slight	05/11/2010	310626/291395	Friday	New Road	0012/Eback Lane	1st Rd: A483 2nd Rd: B4568						

Appendix E. AADT Flows



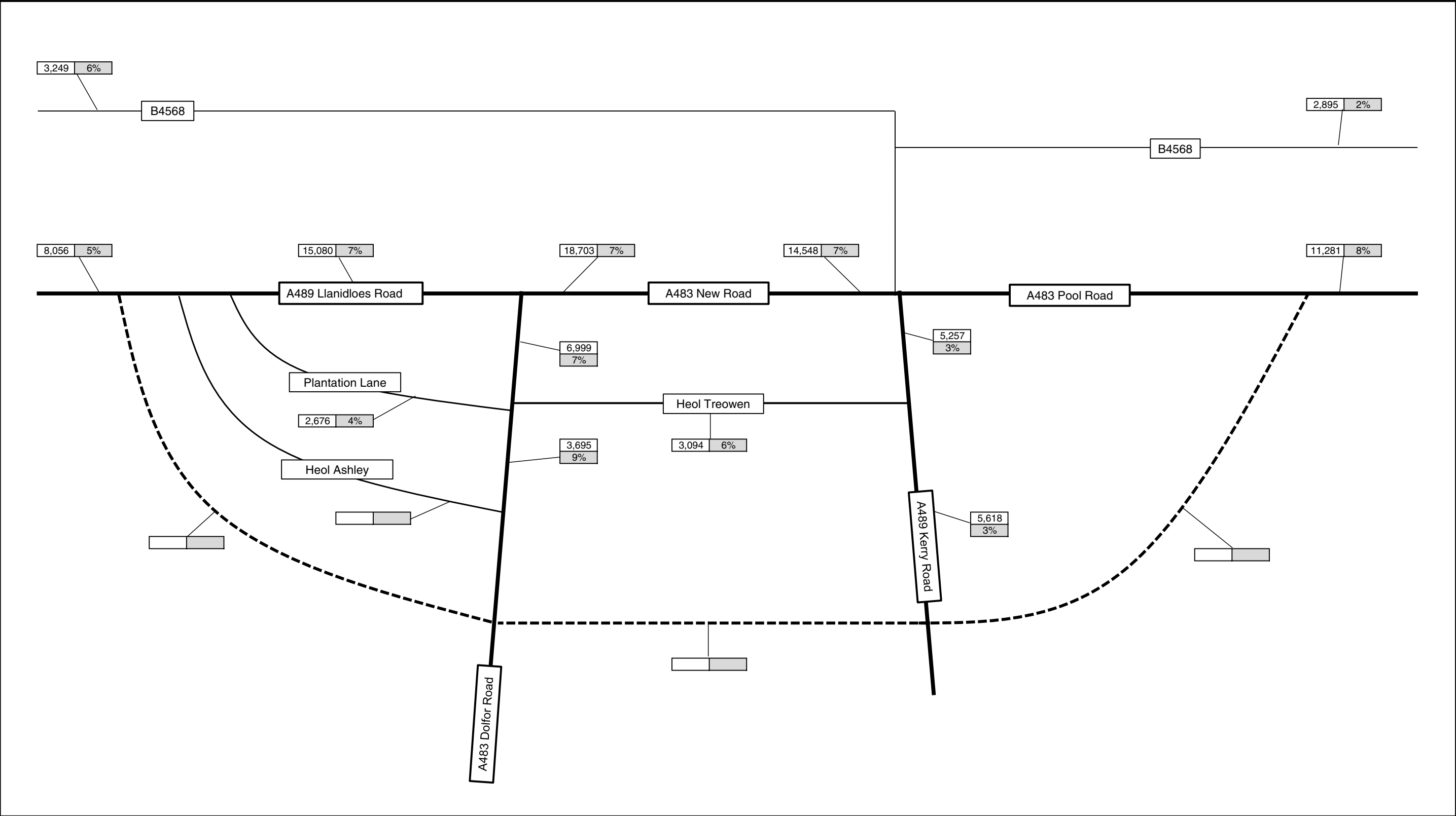
Notes:

- AADT flow
- % HGVs
- Existing Road

A483/A489 Newtown Bypass

Llywodraeth Cymru
Welsh Government

2013 'Do-Minimum' AADT Flows			
Original Scale	Drawn	Checked	Authorised
NTS	SL	PK	TD
Date:	05/06/2014	Date:	05/06/2014
Status	Drawing Number		Rev
For Information	Figure A1		A



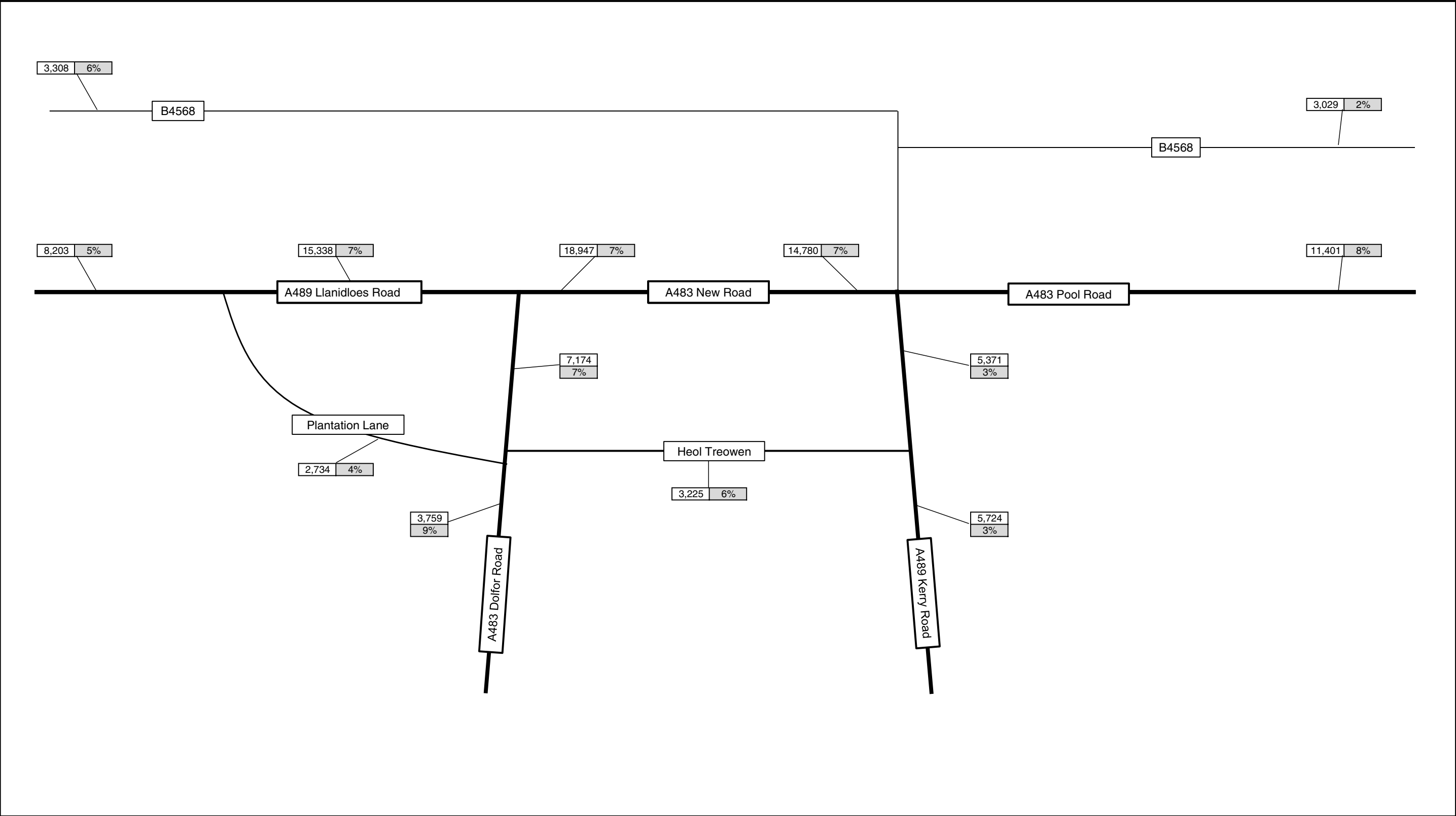
Notes:


- AADT flow
- % HGVs
- Existing Road
- Proposed bypass

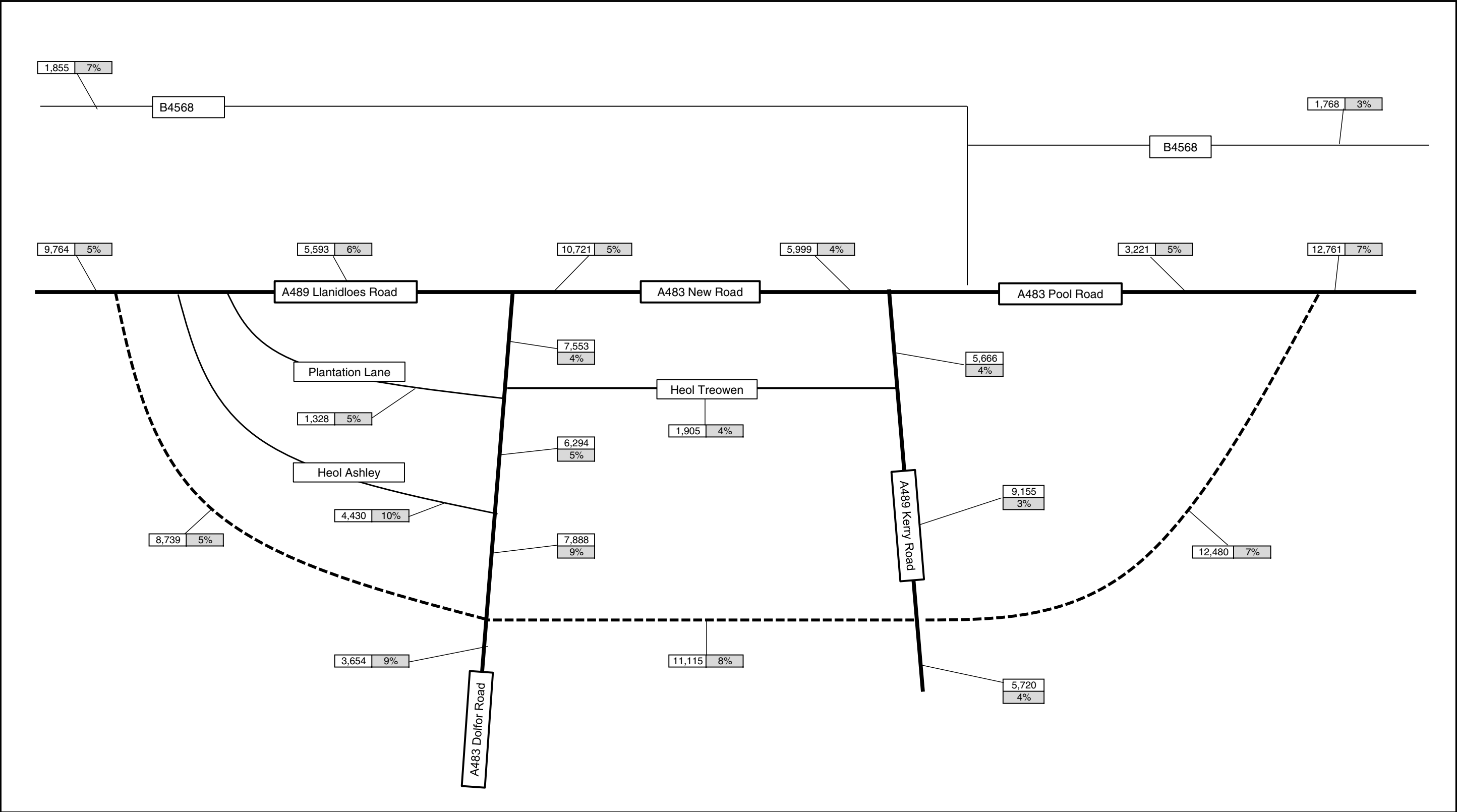
A483/A489 Newtown Bypass

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Welsh Government

2013 Base AADT Flows			
Original Scale	Drawn	Checked	Authorised
NTS	SL	PK	TD
Status	Drawing Number		Rev
For Information	Figure B1		A



<div>Notes:</div> <div><div></div> - AADT flow</div> <div><div></div> - % HGVs</div> <div><div></div> - Existing Road</div>	<div>ATKINS</div>	<div></div> <div>Llywodraeth Cymru Welsh Government</div>	2017 'Do-Minimum' Opening Year AADT Flows						
	Original Scale		Drawn		Checked		Authorised		
	NTS		SL		PK		TD		
	Date:		05/06/2014		Date:		05/06/2014		
	Status		Drawing Number				Rev		
	For Information		Figure A2				A		



Notes:

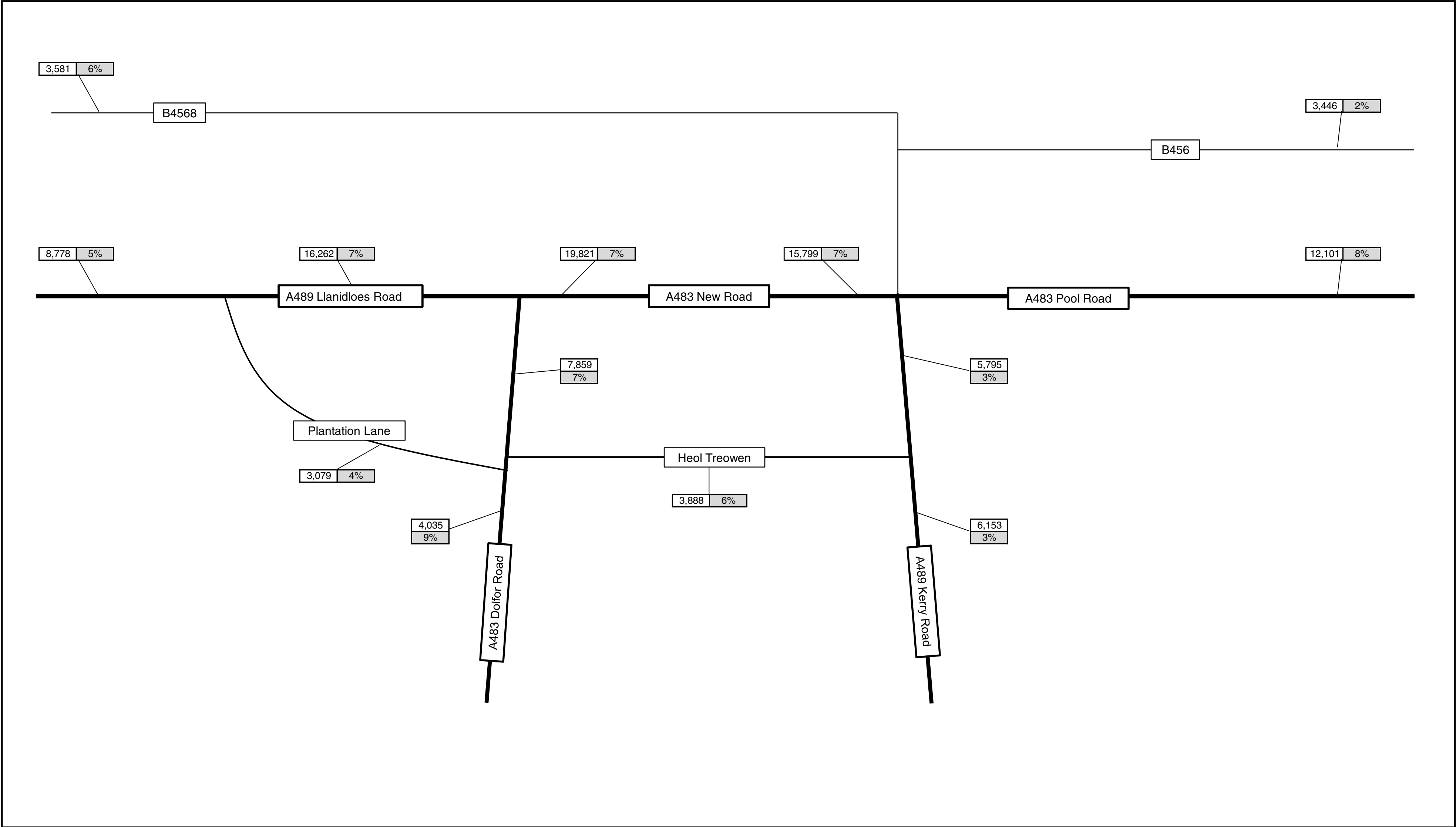
- AADT flow
- % HGVs
- Existing Road
- Proposed bypass

A483/A489 Newtown Bypass

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Welsh Government

2017 'Do-Something' Opening Year AADT Flows

Original Scale	Drawn	Checked	Authorised
NTS	SL	PK	TD
Status	Drawing Number		Rev
For Information	Figure B2		A



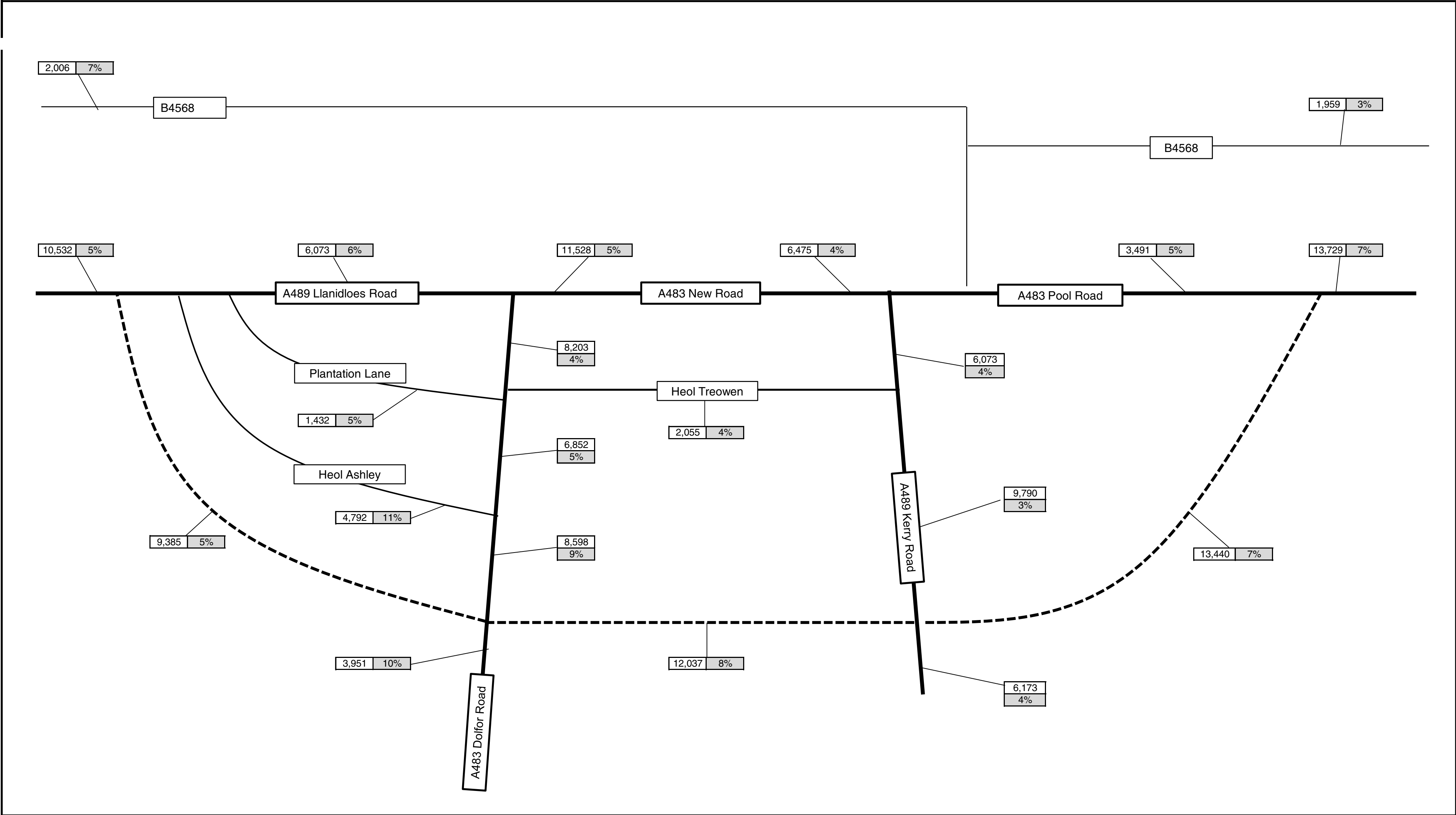
Notes:

- AADT flow
- % HGVs
- Existing Road

A483/A489 Newtown Bypass

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2032 'Do-Minimum' Design Year AADT Flows			
Original Scale	Drawn	Checked	Authorised
NTS	SL	PK	TD
Date:	05/06/2014	Date:	05/06/2014
Status	Drawing Number		Rev
For Information	Figure A3		A



Notes:

- AADT flow
- % HGVs
- Existing Road
- Proposed bypass

A483/A489 Newtown Bypass

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2032 'Do-Something' Design Year AADT Flows			
Original Scale NTS	Drawn SL	Checked PK	Authorised TD
	Date: 05/06/2014	Date: 05/06/2014	Date: 05/06/2014
Status For Information	Drawing Number Figure B3		Rev A

Appendix I.2
Consultation with PCC-
PRoW Officer

Project number: 5105742-115/PCC/002	Page 1 of 3
Project title: A483/A489 Newtown Bypass	Location: Powys County Council, The Gwalia, Llandrindod Wells
Date of meeting: 3 rd December 2013	
Purpose of meeting: To discuss proposed diversions and stopping up of Public Rights of Way affected by the Scheme.	
Prepared by: MB	Date of Circulation: 06.12.13
Approved by: JW	Date of Approval: 06.12.13
Present: Calum Carr (CC) – Powys County Council (Public Rights of Way Officer) Sian Barns (SB) – Powys County Council (Definitive Map Officer) James Healey (JH) – Welsh Government (Project Engineer) Richard Bruten (RB) – AGC (Buildability Manager) Jo Wall (JW) – TACP (Env. Coordinator) Max Burrell (MB) – TACP (ES Coordinator)	Circulation: All present Peris Jones – Welsh Government Dewi Bressington – Corderoy Jon Stoddard - Capita David Rowlands – AGC Terry Davies – Atkins Steve Clifton - Atkins

Item	Action
1.0 Welcomes and Introductions	
1.1 JW welcomed all to the meeting to discuss proposed diversions of Public Rights of Way (PRoW) affected by the A483/A489 Newtown Bypass Scheme.	
1.2 All attendees introduced themselves and their role within the project.	
1.3 The AGC Team produced a draft plan showing the proposed diversions and stopping up of Public Rights of Way affected by the latest scheme design. It was noted that the scheme as shown has not yet been approved and the plans were confidential and for discussion only. These were sent to CC of PCC on 12 th November 2013. CC responded with PCC's initial thoughts on the proposals on 15 th November 2013. The purpose of the meeting was to discuss the proposals and establish what can be achieved.	
2.0 Summary of Scheme progress	
2.1 JW summarised the progress of the Scheme: The AGC Team has considered a number of options to change certain junction arrangements along the conceptual design of the Scheme at: <ul style="list-style-type: none"> • Llanidloes Roundabout • Dolfor Road • Kerry Road • Railway Crossing A preferred route has now been proposed and is awaiting approval from the Minister, which is hoped to be received imminently. The Proposed Rights of Way diversions to be discussed at today's meeting are based on these proposals. Until the route is approved by the Minister and the TR111 (road alignment currently protected for planning purposes) is revised, the plans were confidential and for discussion only.	
2.2 A Public Exhibition is proposed for the first week of February 2014, which will show the new Scheme alignment.	
2.3 A submission will be made to the Design Commission for Wales in late January 2014.	
2.4 The Draft Orders for the Scheme are due to be published on 20 th June 2013.	

3.0 Discussion of PRoW stopping up and diversions

- 3.1 MB stated that the Team had yet to consult with other user groups, such as the British Horse Society and Sustrans, but intended to do so once the revised scheme had received Ministerial approval.
- 3.2 CC agreed to send MB a list of user group names and contacts. **CC**
- 3.3 CC confirmed that PCC do not have user count information for the Rights of Way network around Newtown, but advised that information may be available from some user groups.
- 3.4 CC noted that the Rights of Way network around the Caravan Park was not well used and that they had some issues with obstructions along some of the paths. There was also an anomaly with FP1 in this area.
- 3.5 SB noted that PCC had a Public Rights of Way Improvement Plan 2007 which set out the Council's vision for the Rights of Way network at a strategic level. The need for more local circular routes has been highlighted.
- 3.6 In their response to the AGC Team's initial proposals for the stopping up and diversions of PRoW, PCC provided a plan showing their preferred approach which showed the stopping up of a number of rights of way, towards the west of the scheme that were not affected. It also involved the upgrading of a number of paths to bridleways/multi user routes.
- 3.7 SB advised that this approach was to rationalise the rights of way network in this area and provide a mixture of routes, of a higher standard but fewer of them. The approach in part was to help fulfil obligations under the recently published Active Travel (Wales) Bill 2013.
- 3.8 The Active Travel Bill has an obligation '*Requiring Welsh Ministers and local authorities in constructing and improving highways to have regards to the desirability of enhancing the provision made for walking and cycling*'.
- 3.9 CC confirmed that no guidance had been published yet in relation to implementing the Bill. However, there is a requirement for multi-user routes and therefore it was recommended that any proposed diversions should be to an appropriate specification to meet the requirements of the Bill.
- 3.10 CC and SB confirmed the preferred specification for any bridleways provided as part of the scheme: 3m width with a hard compacted aggregate surface, rather than tarmac. It should also be suitable for use by cyclists.
- 3.11 Discussion took place regarding the PCC proposed provision of a bridleway alongside the southern edge of the bypass at its western end. Issues were raised regarding whether it should be on WG highway land or the current landowners land and who should maintain it.
- 3.12 The feasibility of this proposal was also discussed in terms of what the gradient of the path would be and whether it would conform to DDA requirements. The AGC Team agreed to provide a cross section to show the gradient of the proposal and to assess the buildability. **TACP**
- 3.13 RB confirmed that the small section of existing road that would be left following the construction of the roundabout at the western end of the scheme would be for service providers. Access to Glanhafren Hall may also be provided off this roundabout.
- 3.14 The stopping up of PRoW was discussed. SB stated that it would be beneficial to the Council if the stopping up of Rights of Way was done as part of the scheme.
- 3.15 JW & JH advised that the team are limited to what can be achieved under the Highways Act, which only allows the stopping up of PRoW that are directly affected by the scheme. AGC Team to seek further clarity from the WG on this issue. **MB**
- 3.16 It was noted that discussions with landowners would be required to see if PRoW proposals were acceptable. The AGC Team would undertake consultation for the diversions required by the Scheme but would require PCC to undertake consultations with regards the rationalising of the network.
- 3.17 JW stated that it was important that PCC provide the AGC Team feedback if certain PRoW proposals are not acceptable. **CC & SB**
- 3.18 The upgrading of FP2 to a bridleway was discussed.

- 3.19 In relation to the PRow near to Coleg Powys the possibility of stopping up some footpaths was again discussed. As stated previously the AGC Team need to liaise with the WG to see what can be achieved under the Highways Act, whilst taking account of the Active Travel (Wales) Bill 2013. **MB**
- 3.20 If the paths were extinguished by PCC it might provide the AGC Team the opportunity to realign the footpath as proposed by PCC.
- 3.21 JH noted that it would be beneficial if there was a PCC representative who managed all PCC issues in relation to the Scheme.
- 3.22 It was noted that there was a Local Authority Liaison Group which met quarterly and was a forum to discuss PCC issues in relation to the scheme. The last of these meetings was in September 2013 and RB confirmed that another meeting was due to be held soon.
- 3.23 RB explained that the proposed accommodation bridge to be provided at Coleg Powys was a full box culvert (5.3m). This has not been approved as yet.
- 3.24 PCC stated that they were not concerned regarding the proposed stopping up of FP3 and were content with the AGC Team's proposals for stopping up and diverting the PRow near Brimmon Farm.

From: MBurrell@tacp.co.uk [<mailto:MBurrell@tacp.co.uk>]
Sent: 12 November 2013 17:02
To: Calum Carr (CSP - Countryside Services)
Cc: JWall@tacp.co.uk; terry.davies@atkinsglobal.com; steve.clifton@atkinsglobal.com; david.rowlands@alungriffiths.co.uk; richard.bruten@alungriffiths.co.uk
Subject: A483/A489 Newtown Bypass - proposed PRow diversions

Dear Calum,

Following my email last week, please find attached the plans showing proposed diversions to the public rights of way affected by the Newtown Scheme. We'd be interested to have your comments on these proposals and would be happy to meet to discuss.

Should you have any queries, please do not hesitate to contact us.

Kind regards, Max.

Max Burrell
For TACP

Please note my new direct email address (mburrell@tacp.co.uk)

10 Park Grove
Cardiff CF10 3BN
T: 029 2022 8966 / 01646 683762
F: 029 2039 4776
www.tacp.co.uk

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From: Calum Carr (CSP - Countryside Services) [<mailto:calum.carr@powys.gov.uk>]
Sent: 15 November 2013 17:07
To: Max Burrell
Subject: RE: A483/A489 Newtown Bypass - proposed PRow diversions

Hi Max,

As requested some initial thoughts from us. I've had a go at pasting into word – its not great but I've annotated what changes we would like to see. The two main areas of concern are the Glandulas Caravan Park and the Coleg Powys land on the western edge of the bypass project.

We have thought about our suggestion with one eye on the Active Travel Bill and so we have suggested a bridleway as minimum status for any prospective diversion route.

Glandulas Caravan Park – As we have discussed with you already the network in and around the caravan park is not ideal. We therefore propose some significant changes to the network here. We would like to see some surface works from the bridgehead to the public road at Brook. We would

also like to see a connection made to BW16 and an extension of BW2 adjacent to the A470 to Dulas bridge.

Coleg Powys – We are generally happy with proposals here. Would like to see a multi use route between public road and Castell y Dial.

Public footpath 3 – In principle, we do not have a problem with the extinguishment of this footpath as it is not used does not serve other parts of the network.

Great Brimmon Farm – We are happy with the proposal to divert the bridleway at this point in principle.

Chat to you next week, regards

Calum

Calum Carr
Swyddog Hawliau Tramwy a Mynediad / Rights of Way & Access Officer
Gwasanaethau Cefn Gwlad / Countryside Services
Cyngor Sir Powys County Council

01597 827680
08708 510550

From: MBurrell@tacp.co.uk [<mailto:MBurrell@tacp.co.uk>]
Sent: 18 November 2013 16:54
To: Calum Carr (CSP - Countryside Services)
Cc: JWall@tacp.co.uk; terry.davies@atkinsglobal.com; richard.bruten@alungriffiths.co.uk
Subject: RE: A483/A489 Newtown Bypass - proposed PRow diversions

Hi Calum,

A couple of quick queries on your response to the proposed rights of way diversions, could you please advise on when the Active Travel Bill is due? Also is there any standard specification for providing a Bridleway?

Thanks, Max.

Max Burrell
For TACP

Please note my new direct email address (mburrell@tacp.co.uk)

10 Park Grove
Cardiff CF10 3BN
T: 029 2022 8966 / 01646 683762
F: 029 2039 4776
www.tacp.uk.com

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From: Calum Carr (CSP - Countryside Services) [<mailto:calum.carr@powys.gov.uk>]

Sent: 18 November 2013 17:53

To: Max Burrell

Subject: RE: A483/A489 Newtown Bypass - proposed PRow diversions

Hi Max

The Active Travel Bill became law on 4th November 2013.

With regards to bridleway specifications for a new route I think that would probably depend on what expectations we had of them and where they were (i.e. urban/ rural). We can discuss this in more detail when we meet.

Regards

Calum

Calum Carr

Swyddog Hawliau Tramwy a Mynediad / Rights of Way & Access Officer

Gwasanaethau Cefn Gwlad / Countryside Services

Cyngor Sir Powys County Council

01597 827680

08708 510550

From: MBurrell@tacz.co.uk [<mailto:MBurrell@tacz.co.uk>]

Sent: 21 November 2013 10:21

To: Calum Carr (CSP - Countryside Services)

Cc: JWall@tacz.co.uk; terry.davies@atkinsglobal.com; richard.bruten@alungriffiths.co.uk

Subject: RE: A483/A489 Newtown Bypass - proposed PRow diversions

Thanks for this Calum,

On another point, we were wondering if you had data on usage of the public rights of way that may be affected by the scheme. E.g. counts of people using the rights of way.

If you have any such information, would you be able to make it available to us as it would be useful for our assessment work?

Many thanks, Max.

Max Burrell

For TACP

Please note my new direct email address (mburrell@tacz.co.uk)

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From: Calum Carr (CSP - Countryside Services) [mailto:calum.carr@powys.gov.uk]
Sent: 21 November 2013 10:30
To: Max Burrell
Subject: RE: A483/A489 Newtown Bypass - proposed PRoW diversions [Filed 28 Nov 2013 10:05]

Hi Max

I'm sorry we don't really have that kind of information on our public rights of way network. Issues reported on rights of way could be indicative of usage (or lack of) but it is no real measure as people often do not contact us when they come across something .

Regards

Calum

Calum Carr
Swyddog Hawliau Tramwy a Mynediad / Rights of Way & Access Officer
Gwasanaethau Cefn Gwlad / Countryside Services
Cyngor Sir Powys County Council

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