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Petitions Committee

Meeting Venue:
Committee Room 1 - Senedd

Meeting date:
19 June 2012

Meeting time:
09:00

Cynulliad Cenedlaethol Cymru
National Assembly for Wales

For further information please contact:

Abigail Phillips
Committee Clerk
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Agenda

1. Introduction, apologies and substitutions 09:00

2. P-04-334 Petition for a new renal unit at Prince Charles Hospital - Discussion of Visit to Pentwyn Unit 09:00 - 09:10
(Pages 1 - 5)

3. P-04-366 Closure of Aberystwyth Day Centre - Discussion of Visit 09:10 - 09:20 (Pages 6 - 13)

4. New petitions 09:20 - 09:35

4.1 P-04-395 Wales Air Ambulance should receive government funding (Page 14)

4.2 P-04-396 Emergency Life Support Skills (ELS) for Wales Schoolchildren (Pages 15 - 18)

4.3 P-04-397 Living Wage (Page 19)

4.4 P-04-398 Campaign for a Welsh Animal Offenders Register (Page 20)

4.5 P-04-399 Slaughter Practices (Page 21)

4.6 P-04-400 NICE Quality Standard in Mental Health (Pages 22 - 23)

4.7 P-04-401 The Welsh Language in our Assembly (Page 24)

5. Updates to previous petitions 09:35 - 10:45

Assembly Commission

5.1 P-04-330 A Welsh-language Record in our Assembly (Pages 25 - 28)

5.2 P-04-389 Arts, Agriculture and the Assembly Sheep (Pages 29 - 30)

Housing, Heritage & Regeneration

5.3 P-03-197 Save the Vulcan (Pages 31 - 35)

Local Government & Communities

5.4 P-03-162 Road Safety in Llanspyddid (Pages 36 - 71)

5.5 P-04-370 Petition for the improvement of Psychic and Intuitive services in Wales (Pages 72 - 74)

The following two items will be considered together

5.6 P-03-261 Local Solutions to Newtown Traffic Congestion (Page 75)

5.7 P-04-319 Newtown traffic petition (Pages 76 - 141)

5.8 P-04-384 Link to M48 off B4245 Caldicot/Rogiet (Pages 142 - 144)

5.9 P-04-387 Signage and Drainage on A467 (Pages 145 - 147)

Education & Skills

5.10 P-04-388 Protect collective worship as a legal requirement (Pages 148 - 149)

Equality

5.11 P-03-303 Against Homophobic Bullying (Page 150)

Health & Social Services

Environment & Sustainable Development

5.12 P-04-372 More Ladies Toilets at Entertainment Venues (Pages 151 - 152)

5.13 P-04-373 School Exclusion Zones for Mobile Hot Food (Pages 153 - 154)

5.14 P-04-385 Petition regarding balloon and lantern releases (Pages 155 - 159)

Business, Enterprise, Technology & Science

5.15 P-04-360 Penylan Not Spot Petition (Pages 160 - 165)

6. Papers to Note

6.1 P-04-329 Control of Noise Nuisance from Wind Turbines (Page 166)

6.2 P-04-368 Promote Physical Activity and Health in Further Education (Page 167)

7. Motion under Standing Order 17.42 to resolve to exclude the public from the meeting for the following business: 10:45

7.1 P-03-238 Pollution of the Burry Inlet - Draft Report **10:45 - 11:00**

P-04-334 Petition for a new renal unit at Prince Charles Hospital

Petition wording

We call upon the National Assembly to urge the Welsh Government to build a new Renal Unit at Prince Charles Hospital, Merthyr Tydfil.

The current unit was built in 1989 to treat up to 16 patients per week but that number has now grown to 52. With the number of renal patients rising annually we feel it is very important that a new unit is built now to cater for the increase. Also with a new upgraded unit it would mean that renal patients requiring minor surgical procedures could be dealt within the unit rather being transferred to other hospitals and taking up much needed bed space.

The following are just a few problems that we have at present unit:

1. No Isolation area (which could lead to cross infection);
2. Only one toilet for male and female patients;
3. Cramped waiting area;
4. Poor air conditioning;
5. Unit has been flooded on a number of occasions

Petition first considered: November 2011

Petition raised by: Robert Kendrick

Number of signatures: 56

Lesley Griffiths AC / AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-334
Ein cyf/Our ref LG/05871/12

William Powell AM
Chair
Petitions Committee

Committeebusiness@wales.gsi.gov.uk

27th February 2012

Dear Bill,

Thank you for your letter of 21 February regarding a new renal unit at Prince Charles Hospital.

My officials are working closely with the Health Board and the Renal Network to find a cost effective solution for the replacement of the Renal Dialysis facility at Prince Charles Hospital, which can be operational as soon as possible.

The situation at Prince Charles Hospital is, as you may be aware, rather complex, due to the significant capital investment and consequential construction activity already taking place at that site. The Health Board is also developing proposals for a further £100 million investment in the main hospital.

We have to be mindful of these issues in finding a solution for the Renal Unit. Consequently, a number of different site options and procurement routes have to be explored.

Regards
Lesley

Lesley Griffiths AC / AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Bae Caerdydd • Cardiff Bay
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Llinell Ymholiadau Cymraeg 0845 010 4400
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Petitions Committee Rapporteur Visit to Cardiff North Renal Dialysis Unit

24 May 2012

Present:

- Bethan Jenkins AM
- Russell George AM
- Julie Morgan AM
- Robert Kendrick, lead petitioner
- Andrea Richards, Cardiff and Vale University Health Board
- Richard Parry, B Braun
- Deana Webber, B Braun
- Abigail Phillips, Clerk to the Petitions Committee
- Sarita Marshall, Deputy Clerk to the Petitions Committee
- Annette Millett, Petitions Committee Support Officer

Background:
The Committee received a petition calling for a new renal unit at Prince Charles Hospital in November 2011. The petition was submitted by a renal patient and collected in the region of 1,150 signatures. The wording is as follows:

> ***Petition for a new renal unit at Prince Charles Hospital, Merthyr Tydfil***
> *The current unit was built in 1989 to treat up to 16 patients per week that number has now grown to 52. So with the rising number of renal patients rising annually it is really important that we have a new renal unit.*
> *The following are just a few of the problems that we have to put up with:*
> 1. *No Isolation Area (which could lead to cross infection)*
> 2. *Only one toilet for all patients both male and female*
> 3. *Cramped waiting room*
> 4. *Poor airconditioning*
> 5. *Unit has been flooded on a number of occasions*

Members undertook a visit to the Prince Charles Hospital renal unit in January 2012 and chatted to staff and patients about the conditions there. Patients described some of the problems experienced in the unit, which has been located in a portocabin with a 'life expectancy' of seven years since 1989. The problems included the lack of an isolation area; flooding; damp; inconsistent air conditioning, leaving patients cold; and the fact that there is only one toilet for all patients and staff.

Patients and staff told Members that they would like to see a state-of-the-art unit, such as the one in Pentwyn, Cardiff, replicated in Merthyr. The Cardiff unit is located in an industrial park, away from the University Hospital of Wales site. The Committee therefore resolved to

visit that unit to discuss the advantages and disadvantages of the off-site model with patients and staff.

The Renal Dialysis Unit in Cardiff:
The treatment area in the Cardiff unit was spacious compared with the unit in Merthyr, with plenty of space between the beds for the nursing staff to treat the patients. The waiting area in the Cardiff unit was roughly the same size as the whole of the Merthyr unit. There were also two consulting rooms; in Merthyr, consultations take place in a space also used for storage. The treatment area was light and airy. It had a clean area for the preparation of medicines, as well as an isolation area for those with infectious illnesses such as 'flu. However, Members were told that there was no consultant based at the unit and that, in an emergency, staff have to call 999 for an ambulance to take the patient to the University Hospital of Wales.

As patients undergo dialysis for between 3.5 and 5 hours at a time, several times a week, sometimes for the rest of their lives, comfort and practicality are key concerns. In the Cardiff unit, each patient has their own television, which they can choose to watch or switch off if they want to sleep. Members were told that patients may prefer to watch television as it can be difficult to read due to fluctuations in their blood pressure whilst they are receiving dialysis

Mrs Maureen O'Brian, a member of the patients' forum, praised the facilities at the unit as excellent but said that, even with excellent facilities, attending the unit for dialysis several times a week is burdensome. The only criticism Mrs O'Brian had was of the transport service, which often runs late, adding to the time taken for patients to be treated.

Richard Parry of B Braun told Members about the state-of-the-art water treatment equipment at the unit, which creates clean water used to flush patients' blood. Members were told that using water of poor quality can be fatal. We were told that the water treatment equipment in the Merthyr unit is not as advanced as that in the Cardiff unit, as the cost of installation is prohibitive for a temporary setting.

Prince Charles Hospital Renal Unit
B Braun manage both the Merthyr and Cardiff unit, but refurbishment of the Merthyr unit has not been included in their seven-year contracts as there had always been an intention to build a new unit. However, the new build originally planned is now not possible due to a cut in NHS funding.

Members were told during their visit to the Merthyr unit in January that space in the existing hospital buildings would not become available until 2018 and that, therefore, options for a third party to develop an off-site unit had been identified. However, Andrea Richards told

Members that this is no longer an option and that another business case for a unit on the hospital site is to be submitted shortly.

The petitioner, Robert Kendrick, told us that the patients of the Merthyr unit had not been informed of any of these developments. Neither had the Chief Executive of Cwm Taf Health Board arranged a meeting with patients to discuss proposals, as she had committed to do at the January meeting.

Committee Service
May 2012

P-04-366 Closure of Aberystwyth Day Centre

Petition wording:
We the undersigned call on the Welsh Government to consider if proposals for day care for the vulnerable elderly, to be moved from a purpose built, thirty year old Day Centre, to an unsuitable basement in an old building, previously used as the Town Hall Aberystwyth, are compliant with statutory requirements, and any relevant guidance. The County Council are planning to demolish the Centre as part of a development to build a car park, a supermarket and a retail outlet.

Petition raised by: Pamela Ellis

Date petition first considered by Committee: 28 February 2012

Number of signatures: 10 (An associated petition collected approximately 6,000 signatures)

Supporting information: The present Day Centre is a purpose built facility, about thirty years old. It is in a convenient situation in the town centre, with easy access, a large drop off point and is near a road safety crossing. It is light and sunny, and can accommodate about 90 clients of mixed dependency, in several spacious rooms. The envisaged centre is not quite half the size and will only be able to cater for 32 clients in one main room. At present those carers of disabled clients or those caring for victims of a stroke, can have access to respite care on 2 or 3 days of the week. We feel the move will discriminate against this group as already fewer people are being assesses and referred by Social Services for this respite care. The council have admitted there will be rationing. Because of difficulties of access to the basement area, an outdoor, steep ramp with a 180 angle turning point half way down has been built. We feel strongly that carers or mobile chair users will have huge problems, particularly in stormy or icy weather. The ceilings in the basement are low; there is a large pillar in the centre of the room making it difficult to move wheelchairs or trolleys, natural light levels are low as it is partially below ground and several doors have to be navigated to access toilets. The old centre has a superb new kitchen providing good meals, the weekly luncheon club, a valuable socially inclusive option, has been closed already. In future, meals will be prepared elsewhere and brought in. There will only be one area available for meals and all other activities; thus space will be extremely limited. The local WVS presently provides drinks and snacks; that will no longer exist. The present centre has a large bathroom with a hoist, also laundry facilities, which were invaluable. The new centre will have a shower built into a toilet for assisted bathing, which opens directly onto a communal area. As this is the only disabled

toilet, it will be difficult for a disabled client to access a toilet if another client is having a shower. If the only new facility will only be able to cater for 32 clients, these will almost certainly have to be those needing respite cares, so those older citizens who value the opportunity to enjoy time at the centre to socialise, take part in activities, have a bath and enjoy a good meal will not be able to do so. The present centre has a very pleasant garden with seats, ample parking, a bay for dropping off people and is completely accessible to all. The present centre is made available in the evenings to groups of elderly, for example the Arthritis Care group fear that they will not be able to cope with the ram, in the dark, for their evening meetings. The new centre is on a dangerous main road turning, with heavy traffic use. Former users of the basement when it was the Town Hall have complained that it is too hot in the summer and cold and damp in the winter. The heating system has been improved, but the present sash window are not being replaced and there will be no air-conditioning installed. Whilst the County Council have made efforts to meet our concerns, we strongly believe that the proposed new centre is absolutely unsuitable and is vastly inferior in the present centre. We would add that the Council have admitted that they did not carry out a proper consultation. Hence the formation of this pressure group.

Cyngor Sir CEREDIGION
ADRAN GWASANAETHAU CYMDEITHASOL

… yn gofalu i wneud gwahaniaeth

A Parry Davies
Cyfarwyddwr
Director

CEREDIGION County Council
SOCIAL SERVICES DEPARTMENT
…taking care to make a difference

Min Aeron, Rhiwgoch, Aberaeron, SA46 0DY
☎ 01545 572616
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William Powell AM
Petitions Committee Chair,
Petitions Committee,
Welsh Government,
Cardiff Bay,
Cardiff.
CF99 1NA

Dyddiad / Date 30 April 2012

Gofynnwch am / Please ask for

Llinell Uniongyrchol / Direct line

FY nghyf / My ref AJ/BD/ED

Eich cyf / Your ref P-04-366

Dear Mr Powell,

Re: Petition P-04-366 Closure of Aberystwyth Day Centre.

With reference to your letter dated 19th April 2012 please find below the information that you have requested regarding meeting the needs of vulnerable people and meeting statutory requirements.

The Departmental Aims and Expected Outcomes for service users are laid out in the Department's **Business Plan (2012-2013)** as follows:

Ceredigion Social Services is committed to improve continuously in the following areas:

- ***Promoting and supporting independence and inclusion***
  People are supported in the community or in a family setting rather than in institutional care, wherever possible.
  Effective support for carers (numbers of carers assessments, outcomes, use of carer's grant)
  Services in place to support independence and develop life skills (e.g. health services, education, training and employment opportunities, progress with person centred planning)
  Equality and diversity promoted effectively (including hard to reach groups)
  Direct payments used appropriately

- ***Safeguarding/Protecting vulnerable people***
  Effective response to allegations of abuse or neglect, in terms of good quality risk assessment and risk management processes (including out of hours).
  Services needed in place to safeguard vulnerable people.
  Multi-agency procedures and safeguarding bodies that work well.
  Effective working arrangements for safeguarding vulnerable groups from abuse by staff and others in positions of trust.

- ***Access to services***
  Comprehensive and accessible information available to the public, about all services, in relevant languages and formats.
  Effective arrangements for members of the public to make contact with social services (prompt and effective response to enquirers and referrers, during the working day and out of office hours).
  Effective arrangements for receiving and managing referrals.

Well managed Waiting Lists.
Systems in place for monitoring and assessing the effectiveness of access arrangements.

- ***Assessing people's needs, managing people's care and ensuring regular review.***
  Effective systems for deciding eligibility and prioritising assessments.
  Compliance of Assessments with guidance/standards in respect of timeliness, quality, content and updating.
  Service users and carers involvement in assessments and sharing of assessments.
  Progress and monitoring with the provision of carers' assessments.
  Availability of specialist expertise to contribute to assessments as necessary.
  Social Services appropriately allocate, transfer and close cases.
  Views of users and carers considered in developing and agreeing care plans.
  Care Plans specify the services to be provided, the intended outcomes and how risks will be managed.
  Service elements of plans properly costed.
  Arrangements for undertaking effective reviews timeliness, quality of reviews, delivering agreed changes.

- ***Developing an appropriate range of good quality services.***
  Social services ability to identify gaps and what needs improvement (e.g. delays, unmet need, excessive costs).
  Partnership arrangements that works well for delivering services.
  Arrangements in place for consulting about the range of services provided or the development/design of future service provision.
  Services provide reliable standards of care.
  Quality consistent across services, sectors and communities.
  Views and circumstances of service users and carers (including ethnicity) sought and reflected in the services provided.
  Services responsive to problems and emergencies.
  Complaints, representations and compliments used to improve the quality of services.

Services are provided to adults experiencing difficulties in the following areas:

- Adult in need of protection
- Adults with physical disabilities, visual and sensory impairment
- Adults with learning disabilities
- Adults living with autism
- Adults living with mental health issues
- Adults who misuse substances
- Older People in need of support

The Department also has a specific Carers Strategy but the Joint Carers Strategy effectively came to an end in 2011/12 as is the case in many parts of Wales. There will not be a full replacement of the Strategy but there will be a move towards a Business Plan model with Action Plans. The principles will carry forward linked to the on-going Business Plan (as quoted above) whilst we await the development of the Carers Measure Strategy and the Welsh Government's Carers Strategy Review during 2012/2013.

Services for Older People are also underpinned by the Ceredigion Strategy for Older People 2004. It has not been a requirement to provide a strategy since then and following Welsh Government's rationalisation of plans, the Strategy for Older People objectives have formed part of the Health, Social Care and Well Being Strategy. The Strategy content is still valid given its emphasis on accommodation and independence for older people and given the prevention

agenda. The Health, Social Care and Well Being Strategy can be viewed on the Ceredigion County Council web-site by following the Health and Well Being link or by using the following web-address.
http://www.ceredigion.gov.uk/utilities/action/act_download.cfm?mediaid=31782&langtoken=eng

There is no specific Policy for the non-statutory provision of Day Centres in the County therefore there isn't a separate Policy for Park Avenue Day Centre. However, Park Avenue Day Centre does have its own Information Leaflet (updated January 2010) for its service users and is copied below:

This brochure is designed to give you an idea as to what happens at the Day Centre should you decide to attend. It will also tell you how attendance can be arranged.

We try to ensure that the Centre is a warm, friendly, welcoming place and encourage our service users to help us achieve this.

Uniquely, for residents of Ceredigion over 50 we now operate an Open Access Day every Wednesday. You will be required to complete a simple registration form on your first attendance, purchase a lunch ticket and serve yourself.

How is the Centre staffed?

The Centre is run by a Manager, supported by a Clerical Assistants, Care Assistants, Catering and Domestic staff. All care staff are trained to NVQ Standards and are expected to follow the Codes of Practice, thereby ensuring a high quality service.

How is attendance arranged?

Day Centre attendance can only be provided to service users once they have received a Community Care Assessment which is in accordance with various statutory regulations. To arrange a Community Care Assessment you need to contact the Social Services Contact Centre on 01545 574000. This assessment will be completed by a Health or Social Care Professional and a Care Plan will be drawn up indicating that attendance at the Day Centre is required. On receipt of this referral the Manager will visit you to discuss your proposed attendance. If appropriate, arrangements will be made for your attendance, including transport if this is required. There is an additional fee for this service.

What happens on the first visit?

You will be allocated a Keyworker, who will help you to settle into the Centre and will work with you to draw up a plan of the service you will receive whilst at the Centre. The support you require will be established and how this will be achieved will be discussed with you. At all times our aim will be to ensure you maintain your independence. This care plan will be regularly monitored, reviewed and changed, as your needs change, working together to achieve the desired outcome.

What if I need help to move about?

The Health and Safety of both service users and staff is of paramount importance to us and, as part of this, we have to conform with the EEC Regulations on Manual Handling, aimed at

minimising risk to you and to our staff. We will undertake a manual handling assessment when you first attend, at all times encouraging you to be as independent as possible. However, should you require the assistance of our staff to physically support you e.g., to access toilet facilities, this will be included in the assessment. This may involve the assistance of two staff, the use of simple aids or more specialist equipment. Two of our staff are trained as Manual Handling Coordinators and they will carry out this assessment

What activities are provided?

The Centre offers a wide range of activities in which you can choose to participate. These include, bingo, gentle exercise with a trained member of staff, basic toe nail cutting by trained staff, knitting, board games, art classes, jigsaws, word games, dominoes, music quizzes, Holy Communion, internet access and basic computer skills etc. We also try to arrange additional activities and entertainments e.g., music sessions, craft work, talks and discussions. We also have regular visits by a hairdresser for the benefit of service users.

A bathing or showering service is available for users who are either experiencing difficulties in accessing their own facilities or waiting for adaptations to their homes. Our aim is to support you to be as independent as possible at all times encouraging you to do as much as you can for yourself. The centre also provides a laundry service for a nominal fee.

What meals are provided?

All lunches, for a nominal fee, are freshly prepared on the premises with a varied choice of menu daily, catering for all special dietary needs. Mid-morning and afternoon snacks and drinks are available for a small charge from the tea bar which is run by WRVS volunteers.

Ceredigion County Council wholeheartedly supports the principle of equality and recognises the importance of fair access and actively promotes equality of opportunity for all service users and Carers.

We are in the process of developing Advocacy Services and if possible, we will arrange for someone to help you put your point across in your dealings with us if you are not able to do this yourself and don't have family or friends to help you.

In relation to Adult Services, "Eich Dewis Chi" offers an Advocacy service for people who suffer with:

- *Mental Health problems*
- *Have a Learning Disability*
- *For people who are Elderly and Mentally Infirm*
- *For Vulnerable Adults.*

Information Sharing and Confidentiality

Any information that you give us will be kept safe and confidential. We will not disclose your information to anyone not involved in your care without your consent, unless we are obliged to do so by law or there are exceptional circumstances, such as your safety and/or the safety of others.

Representations/Complaints/Comments

If at any time you are unhappy with the service you receive, please discuss your concerns immediately with the Manager. We sincerely hope that the problem can be resolved at this stage. However, if your concerns have not been resolved, then you are able to make a formal complaint via the Complaints Officer, Social Services at Min-Aeron, Rhiw Goch, Aberaeron, SA46 0DY

……

I can confirm that the Day Centre has always operated on a referred basis for four days a week with one day, Wednesdays, being classed as "open access day" for non-referred individuals who can drop in to the Centre.

The referred service users have all undergone a Unified Assessment by Care Assessors or Social Workers in line with Welsh Government legislation and will have been deemed eligible for the service based on either a Critical or Substantial risk to their independence. There are four eligibility criteria defined by Welsh Government – Critical, Substantial, Moderate, Low. Local Authorities have discretion to operate at their chosen level and Ceredigion is currently operating on meeting the needs of individuals assessed as Critical or Substantial. This applies for all services provided in Adult Services.

Wednesdays at Park Avenue Day Centre were defined as "open access days" which allowed non-referred older people to attend and utilise the facilities. The intention of this arrangement was to promote the Day Centre as a resource for people and to encourage people to partake in activities with the support of staff at the Centre. However, the reality has been that the individuals that visited the Day Centre on a Wednesday arrived just before lunch and left shortly after. It was essentially, therefore, a Luncheon Club for people. Given that the Town Hall will not have a producing kitchen this arrangement was no longer feasible and a Social Services employee was tasked with consulting specifically with the Wednesday attendees and has been exploring options, one of which is using the Town Hall as a "drop-in" facility outside of referred service users' core hours.

The Football Club is now providing an appropriate substitute for lunches – it is in the same area and close to the services which are convenient for Park Avenue Day Centre and it was therefore considered a suitable venue for the sole provision of a Luncheon Club.

There are two Cabinet Reports that considered Park Avenue Day Centre and then concluded that Park Avenue Day Centre should be demolished as part of the Mill Street development and the Town Hall used as a replacement. These are dated 9th November 2010 and 1st March 2011.

The November 2010 report included a **detailed analysis of the day service functions, the numbers of attendees at Park Avenue Day Centre and the overall needs of those attending**. This illustrates that the needs of the service users were well considered and informed the decision-making process.

An Equality Impact Assessment (EIA) also commenced in November 2010 and as part of this process the Council carried out a Service User Needs Analysis which considered both the current and future needs of service users. When carrying out the EIA, officers considered all 5 criteria but were of the view that there was no impact in 4 of those categories.

Combining the Day Centre facilities with the Library and County Archives opens new possibilities for service users. Day Centre users will have access to excellent computer resources and experience taster sessions in using the internet and more advanced IT classes that suit them. The co-located Library and Archive's other resources will provide additional access to materials that will entertain and enthuse. The presence of all these services will result in a community-focused centre that will promote inter-generational activities.

The option of re-providing day services at the Town Hall was, therefore, made on the basis of enhanced provision and opportunities for older people who need day care and need to be supported to live ordinary lives. In this respect the relocation demonstrates a corporate, forward thinking and innovative vision which retains the Authority's commitment to the provision of day services in Aberystwyth rather than close a Day Centre because of budgetary pressures - as is the case in some other Authorities.

I hope that this response serves to answer your questions and alleviate your concerns.

Yours sincerely,

Mr Allan Jones
Assistant Director
Commissioning & Business Support

P-04-395 Wales Air Ambulance should receive government funding

Petition wording:

For more than 10 years, Wales Air Ambulance has responded to over 15,000 calls, providing an essential service to the people of Wales, and often probably saved lives that would have been lost if road-based ambulances had been relied upon. The Air Ambulance has been entirely funded by donations from the generous people of Wales, but the service is now such an essential part of our emergency services that it should be funded by the Welsh Assembly. This will be even more important if some of the proposed changes to A & E services at some hospitals are carried out, causing some of the people of Wales, particularly in mid Wales, having to travel up to 1½ hours by road to their nearest A&E department, a situation which would be life-threatening and unacceptable. We call on the Welsh Assembly to provide the necessary funding to ensure that the Wales Air Ambulance can continue providing its first-rate and essential service to the people of Wales and the many visitors to the country

Petition raised by: Leslie Mark Wilkins

Date petition first considered by Committee: 19 June 2012

Number of signatures: 63

P-04-396 Emergency Life Support Skills (ELS) for Wales Schoolchildren

Petition wording:

We call upon the National Assembly to urge the Welsh Government to make ELS skills training, including vital cardiopulmonary resuscitation (CPR) a compulsory part of the curriculum at secondary schools in Wales, forming part of the core knowledge and understanding that children acquire at school. This would create a new generation of lifesavers across Wales.

Petition raised by: British Heart Foundation

Date petition first considered by Committee: 19 June 2012

Number of signatures: Petition brought by the British Heart Foundation. An associated petition collected approximately 4,000 signatures.

22 May 2012

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CYMRU

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William Powell AM
Chair of the Petitions Committee
National Assembly for Wales
CAERDYDD

Dear Mr Powell

Petition: Emergency Life Support (ELS) Skills for Wales' schoolchildren

On behalf of British Heart Foundation (BHF) Cymru I would like to present you with the following petition as Chair of the petition Committee of the National Assembly for Wales:

> ***"We call upon the National Assembly to urge the Welsh Government to make ELS skills training, including vital cardiopulmonary resuscitation (CPR) a compulsory part of the curriculum at secondary schools in Wales, forming part of the core knowledge and understanding that children acquire at school. This would create a new generation of lifesavers across Wales."***

I understand that this petition is admissible for consideration by the Petitions Committee under Standing Orders.

Part of the BHF Cymru's manifesto for the Welsh Elections in May was a call for Emergency Life Support (ELS) skills to be taught in all schools in Wales as part of the National Curriculum. This forms part of a UK wide campaign by the organisation which includes an online petition for which there has been over 100,000 signatures of support, with over 4,000 signed in Wales.

ELS is the set of actions needed to keep someone alive until professional help arrives. ELS can be performed without any special medical knowledge. It includes performing CPR, putting an unconscious person in the recovery position, dealing with choking, serious bleeding and helping someone that may be having a heart attack. Children are often present at emergencies and we believe they are well-placed to help save lives. BHF research has also shown that skill retention among those children taught ELS is good and when surveyed, 88% of parents in Wales believed that their children should be taught ELS in school.

A number of organisations already successfully provide training and support for teachers so that they can deliver these skills and the BHF operates a successful Heartstart Schools Programme, teaching children ELS. Currently, around 200 schools in Wales are teaching ELS through Heartstart – around a quarter of these are secondary schools. ELS training fits flexibly into the curriculum and in the schools

…/…

already teaching ELS teachers have incorporated it into subjects including Personal and Social Education (PSE), Physical Education, and Science and takes as little as 2 hours to teach.

ELS is currently a non-mandatory component of PSE, with many children therefore not receiving this training at schools that have chosen not to include it in their curricula. BHF Cymru would therefore like to see it made a compulsory part of all children's secondary education to create a new generation of lifesavers across Wales. In recent discussions with the Welsh Government, they have made their position clear in that the delivery of the curriculum is delegated to schools and decisions over content lie with head teachers and their governing bodies. The Welsh Government have also indicated that there are no plans to make changes to the current PSE framework yet our survey[i] of teachers across the UK found overwhelming support for ELS to be taught in schools.

We would therefore like to work with the Petitions Committee and the National Assembly in considering this as part of the wider public health agenda and we're willing to provide further evidence as to how the Heartstart School Programme in particular is delivering real benefits in terms of providing essential life skills to our young people and significantly contributing to the health and wellbeing agenda.

I look forward to hearing back from you at your earliest convenience

Yours sincerely,

Delyth Lloyd
Public Affairs Manager
British Heart Foundation (BHF) Cymru

[i] Research was carried out online by OnePoll in February 2011. Total sample size was 2,072 parents, 1,000 children aged 11-15 years old, and 500 teachers across the UK.

P-04-397 Living Wage

Petition wording:

We call on the Welsh Government to stand by their promise to work towards a living wage for every worker in Wales and tell us when and how they will make it happen.

No matter how hard they try the minimum wage simply is not enough for some parents to make ends meet and give children like us the best chance in life. The living wage means that parents who work would earn at least £7.20 an hour.

We are young campaigners working with Save the Children across the UK for change. We are campaigning for a living wage, representing the views of young people, families and communities in Wales.

Petition raised by: Save the Children

Date petition first considered by Committee: 19 June 2012

Number of signatures: 483

P-04-398 Campaign for a Welsh Animal Offenders Register

Petition wording:

Please sign in support of a 'Animal Offenders Register', a central Welsh database which will consist of name, address and convictions of people who have been convicted of any form of animal cruelty and abuse within Wales. Breeders / sellers of animals will be required to check this central database before allowing any animal they own / bred to go to a prospective owner / new home; if it is found that someone who has been convicted of animal cruelty or abuse has an animal the supplier / breeder will be held liable and prosecuted. At the moment there is no law to stop anyone who has been convicted of animal cruelty from moving a few miles up the road and then obtaining another animal to inflict further abuse on. Stricter laws need to be implemented to help protect animals, heavier fines and longer prison sentences as well as a Animal Offenders Register.

New York City and various states in the USA have already implemented this law, what is there to stop Wales taking the lead in the United Kingdom? You've heard of Sarah's Law, designed to keep sex offenders from striking again. Now we hope for a law created in the hope of preventing animal abusers from inflicting more cruelty, or moving on to human victims. Research has shown that there is a very strong correlation between animal abuse and domestic violence. Many murderers start out by torturing animals, and we could end up also protecting the lives of people.

Petition raised by: Mari Roberts & Sara Roberts

Date petition first considered by Committee: 19 June 2012

Number of signatures: 69

P-04-399 Slaughter Practices

Petition wording:

We call upon the National Assembly to urge the Welsh Government to ban the practise of slaughtering animals without pre-stunning them.

Petition raised by: Royce Clifford

Date petition first considered by Committee: 19 June 2012

Number of signatures: 400

P-04-400 NICE Quality Standard in Mental Health

Petition wording:

We urge the National Assembly for Wales to urge the Welsh Government to adopt and implement the NICE quality standard for service user experience in adult mental health in its entirety.

We hope with this petition to put the humanity of the person as the focus of mental health. This requires changes in the services, treatment and interventions currently used in Wales. Following two training sessions organised by Sefyll at the Senedd to inform mental health service users of the scope and powers of the Welsh Assembly and Government, a group of us attended a further meeting with the Petitions Clerk to word this petition. As the Welsh Government is currently reviewing the ADULT MENTAL HEALTH ACTION PLAN FOR WALES, this is an opportunity to make a difference by influencing and raising awareness of mental health issues to Assembly Members and Ministers. The NICE Standards (2011-2013) www.nice.org.uk/guidance have been developed for the NHS and social care sectors in England – they are not applicable in Wales – but are illustrations of best practice: Putting the service user experience at the centre of all treatment and interventions. Making staff in mental health services accountable for their actions. The NICE guidelines are already in practice in England. In total there are 15 Quality Statements. The following two are illustrations of the overall ethos and approach: "People using mental health services, and their families and carers feel they are treated with empathy, dignity and respect". Quality Statement 2 "People in hospital for mental health care, including service users formally detained under the Mental Health Act, are routinely involved in shared decision making". Quality Statement 11. In addition to this e-petition, a paper version is available on request. Please contact us at the following e-mail address: MHPetition2012@gmail.com. If you can help in any way with this campaign, please also contact us at the above email address. To view all 15 quality standards go to: http://publications.nice.org.uk/service-user-experience-in-adult-mental-health-improving-the-experience-of-care-for-people-using-cg136/quality-statements.

Petition raised by: Action for Mental Health

Date petition first considered by Committee: 19 June 2012

Number of signatures: 80 +

P-04-401 The Welsh Language in our Assembly

Petition wording:

We call upon the Assembly Commission to accept the recommendation of the Official Languages Bill scrutiny committee to include an assurance on the face of the Bill that a fully bilingual Record of all Assembly proceedings be published. Its recommendations reflect the wishes of the people of Wales to see the Welsh language being treated equally and to prevent discrimination against the Welsh language and its use.

Petition raised by: Ceri Phillips

Date petition first considered by Committee: 19 June 2012

Number of signatures: 748

P-04-330 A Welsh-language Record in our Assembly

Petition wording

We are concerned about the status and use of the Welsh language in the National Assembly. Welsh is now an official language in Wales, and we are very proud of this development. Nevertheless, the decision to allow the Record—a document of the highest symbolic importance—to become, essentially, a monolingual English document, after having been entirely bilingual since 1999, runs counter to this development and denigrates the official status of the Welsh language.

We therefore call on the National Assembly for Wales to return to a policy of providing a fully bilingual Record, so that the people of Wales can read the Assembly's proceedings in their own language, be that Welsh or English. This is a matter of principle and of respecting the fundamental linguistic rights of the people of Wales.

Petition raised by: Catrin Dafydd

Petition first considered by Committee: September 2011

Number of signatures: 1,334

Supporting information:

As an Assembly member you will be aware of the decision made during the third Assembly to cease the production of a fully bilingual version of the Record of Proceedings (Cofnod), and of the fact that the decision was unpopular among the public in Wales as well as with Assembly Members from all parties. I'm writing to you as a member of Cymdeithas yr Iaith Gymraeg, to ask you to support the return to a policy of providing a fully bilingual Cofnod so that the people of Wales can choose to read the Assembly proceedings in their own language, whether it is English or Welsh. We have written to the Commission and the Llywydd on this matter and we would be grateful if you could add some extra pressure.

Welsh has now been confirmed as an official language in Wales through the Welsh Language Measure 2011, something we welcome most warmly, as do you I'm sure. The decision to let the Cofnod – a document of huge symbolic importance – to now become a mostly English-only document after it has been thoroughly bilingual since 1999 goes against this development and tramples the official status of Welsh in Wales.

We all heard recently that the level of Welsh spoken in the Assembly has deteriorated significantly, and I'm sure you would wish to address this problem. We have no doubt that the lack of a bilingual Cofnod contributes towards this problem, since a bilingual context is needed in order for the use

of Welsh to feel natural in the Chamber and elsewhere. There is a risk that the Welsh language will become no more than an ornament and a tokenism in the Assembly. This would undermine the language throughout Wales.

The lack of a bilingual record is a matter of concern to us and other people from all over Wales have said they wish to campaign on this matter. We understand also that the Welsh Language Board is investigating the matter under the Welsh Language Act 1993. If the Assembly itself cannot comply with its Welsh Language Scheme, what hope is there for other organizations throughout Wales?

We understand there is an intention to present a Bill to protect the Welsh language in the Assembly. This is a much-needed step and we will be keeping a keen eye on those developments. However, ensuring a fully bilingual Cofnod will be a basic requirement of the rhetoric of a 'truly bilingual organization' that is so often used with no consideration for what this means. A bilingual record is needed as a starting block, and other developments built upon that. This is a matter of principle, respecting the linguistic rights of the people of Wales at the most basic of levels.

Lastly, I would like to remind you: when the Assembly first stopped producing a bilingual Cofnod, members of all parties came together to voice their concerns and sought to ensure it would continue in a fully bilingual format. I therefore urge you to reverse the decision taken by the previous Assembly regarding this crucial matter.

PET(4)-10-12 : Tuesday 19 June 2012
P-04-330 : A Welsh-language Record in our Assembly

Sarita

The Committee acknowledged the petition in its report, which it published on 4 May. The actual issue of a bilingual record of plenary was considered by the Committee and it recommended that the Commissioner should bring forward an amendment to the Bill to ensure that the Official Languages Scheme makes provision for a bilingual record all Assembly proceedings, including a bilingual record of plenary proceedings.

Following a debate, the Assembly agreed the general principles of the Bill on 16 May.

Stage 2 scrutiny will take place on 21 June, with a deadline for tabling amendments of 14 June.

Regards

Gareth

From: Marshall, Sarita (Assembly - Committee Service)
Sent: 18 May 2012 16:27
To: Williams, Gareth (Assembly - Legislation Office)
Cc: Phillips, Abigail (Assembly - Committee Service); Millett, Annette (Assembly - Committee Service)
Subject: RE: Petition: A Welsh-language Record

Gareth

Could you give us an update on the progress of this legislation and any consideration that has been given to the subject of the petition please?

Many thanks

Sarita

Sarita Marshall

Dirprwy Glerc y Pwyllgor – Y Pwyllgor Deisebau
Deputy Committee Clerk – Petitions Committee

From: Marshall, Sarita (Assembly - Committee Service)
Sent: 23 March 2012 12:52
To: Williams, Gareth (Assembly - Legislation Office)
Cc: Phillips, Abigail (Assembly - Committee Service); Millett, Annette (Assembly - Committee Service)
Subject: Petition: A Welsh-language Record
Importance: High

Dear Gareth

The Petitions Committee have requested that the petition below be referred to the Committee scrutinising the official languages Bill.

'We are concerned about the status and use of the Welsh language in the National Assembly. Welsh is now an official language in Wales, and we are very proud of this development. Nevertheless, the decision to allow the Record—a document of the highest symbolic importance—to become, essentially, a monolingual English document, after having been entirely bilingual since 1999, runs counter to this development and denigrates the official status of the Welsh language.

We therefore call on the National Assembly for Wales to return to a policy of providing a fully bilingual Record, so that the people of Wales can read the Assembly's proceedings in their own language, be that Welsh or English. This is a matter of principle and of respecting the fundamental linguistic rights of the people of Wales.'

Although the Assembly Commission has now announced its decision to maintain a fully bilingual Cofnod, the petitioners (Cymdeithas yr Iaith) remain concerned that the fully bilingual version of the Record will not be available until five days after a meeting. The petitioners are also unhappy that the Assembly Commission has not taken on board the Welsh Langauge Board's recommendation to make the production of a Welsh-language Record a statutory requirement. I attach the petitioner's correspondence for your information.

Additional information and documents relating to this petition can be found in the link below:
http://www.senedd.assemblywales.org/mgIssueHistoryHome.aspx?IId=1739&Opt=0

Grateful if these concerns could be brought to the CELG Committee's attention.

Thank you for your consideration of this matter. Please don't hesitate to get in touch if you need any further information.

Sarita

Sarita Marshall

Dirprwy Glerc y Pwyllgor - Y Pwyllgor Deisebau
Deputy Committee Clerk - Petitions Committee

Gwasanaeth y Pwyllgorau
Committee Service

P-04-389 Arts, Agriculture and the Assembly Sheep

Petition wording:

We, the undersigned, call upon the National Assembly to make a statement of support for Welsh agriculture by the commissioning and erection in the Senedd of a permanent statue of a sheep.

Supporting information: We believe that the major role of farmers and rural life in Wales should be honoured in Wales' highest democratic forum. By calling for a statue memorial we seek to promote the aim of the Arts Council in Wales, namely, improving the economic arts sector in Wales and access to the arts. The Welsh Sheep Appreciation Society brings together both sheep farmers and others with a concern for the traditional agricultural methods. We would point out that former drover's road town already have such statues.

Petition raised by: Rev Christopher Trefor Davies

Date petition first considered by Committee: 15 May 2012

Number of signatures: 17

Cynulliad Cenedlaethol Cymru
National Assembly for Wales

William Powell AM
Chair, Petitions Committee
National Assembly for Wales
Cardiff Bay
CF99 1NA

Our ref: RB/DB/PO244

29 May 2012

Dear William

P-04-389: Arts, Agriculture and the Assembly Sheep

Thank you for your letter dated 21 May. The Senedd has not been seen as an appropriate location for permanent works of art as its design incorporates artistic features and is best appreciated by the avoidance of ad-hoc additions. However, we regularly provide space for temporary exhibitions, which allows a more inclusive approach and can cater to a range of tastes. This could accommodate a statue for a short period - we recently had a dragon statue by the front entrance of the Neuadd.

The Commission does not fund the provision of temporary exhibits, therefore the costs would need to be met by the exhibitors'/petitioners' and the design of any sheep statue provided for temporary exhibition would need to be agreed.

I hope this information is helpful.

Rosemary

Rosemary Butler AC, Llywydd
Rosemary Butler AM, Presiding Officer

Bae Caerdydd
Caerdydd
CF99 1NA

Cardiff Bay
Cardiff
CF99 1NA

Ffôn/Tel: 029 2089 8911
Ebost/Email: private.office@wales.gov.uk

P-03-197 Save the Vulcan

Petition wording:

Built in 1853, The Vulcan Hotel in Adam Street is one of Cardiff's oldest pubs. It is scheduled for demolition in June 2009 to make way for a multi-storey car park and flats. Please help make the developers incorporate The Vulcan into their designs and stop this unnecessary vandalism of Cardiff culture and history.

There is talk of moving the pub to St Fagan's Museum but The Vulcan doesn't belong in a museum; it belongs where it has been for 155 years – the heart of Cardiff.

We, the undersigned, believe that The Vulcan Hotel is worth more to Cardiff standing than demolished, and worth more where it stands than in a museum. We urge the developers to respect Cardiff's culture and history and preserve this historic building on its present site.

We also urge Cardiff Council and the Welsh Assembly Government to use all their power to ensure that The Vulcan remains where it is – at the heart of Cardiff.

Petition raised by: Rachel Thomas

Date petition first considered by Committee: March 2009

Number of signatures: 5,000

Marcol Asset Management Ltd.
Head Office
THE MARCOL SUITE, EAST WING,
IVOR HOUSE, BRIDGE STREET, CARDIFF CF10 2TH
Telephone: 029 2023 1444 Fax: 029 2034 1944
E-mail: enquiry@marcolholdings.com

Abigail Phillips
Petition Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

29th May 2012

Sent by e-mail at petition@wales.gov.uk

Dear Ms Phillips

Re The Vulcan Pub

I have received a letter from William Powell AC/AM who understands that the pub has now been closed by Brains the Brewers.

This was due to the fact that it was completely uneconomical to run and a future could not be seen for it in its current location.

Owing to the interest that was shown in preserving the pub I can confirm that it has been donated by ourselves to the National History Museum at St Fagans where it will be rebuilt in its former glory.

Kindest regards

Derek I Rapport

PET(4)-10-12 : Tuesday 19 June 2012

P-03-197 : Save the Vulcan

Correspondence from Petitioner – Rachel Thomas

1 June 2012

Please note that it has been agreed The Vulcan Hotel will be dismantled and moved to the St Fagan's museum - please see http://www.bbc.co.uk/news/uk-wales-south-east-wales-17955268.

We hope that this process will be undertaken with the utmost care and precision, and that care is taken to preserve the internal and external fixtures and fittings of the building.

Amgueddfa Cymru
Parc Cathays, Caerdydd CF10 3NP
Ffôn: (029) 2039 7951 Ffacs: (029) 2057 3321

Amgueddfa Cymru – National Museum Wales
Cathays Park, Cardiff CF10 3NP
Tel (029) 2039 7951 Fax (029) 2057 3321

PET(4)-10-12 : Tuesday 19 June 2012
P-03-197 : Save the Vulcan

Y Pwyllgor Deisebau / Petitions Committee,
Cylulliad Cenedlaethol Cymru / National Assembly for Wales
Bae Caerdydd / Cardiff Bay
CF99 1NA

11th June 2012

Dear Mr Powell,

Thank you for your letter in relation to a petition received by the Petitions Committee calling for the preservation of the Vulcan in its current location. I am able to confirm that Amgueddfa Cymru has agreed to accept the Vulcan for relocation to St Fagans, National History Museum on the understanding that the pub is going to be demolished. The owners have submitted an application for demolition to Cardiff County Council and this will be determined by the 5th June, if approval for demolition is received the museum will then start the process of moving it.

I hope that this information assists the committee in relation to the consideration of this petition.

Yours Sincerely,

David Anderson
Director General

Amgueddfa Cymru – National Museum Wales
Parc Cathays, Caerdydd CF10 3NP/Cathays Park, Cardiff CF10 3NP
Ffôn/Tel (029) 2039 7951 Ffacs/Fax (029) 2057 3321
E-bost: post@amgueddfacymru.ac.uk/E-mail: post@museumwales.ac.uk

P-03-162 Road Safety in Llanspyddid

Petition wording

We, the undersigned, hereby petition the Welsh Assembly Government to improve road safety in the village of Llanspyddid, Brecon, Powys through implementation of traffic calming measures such as a reduction in the current speed limit, improved roadside lighting and improved signage on the A40.

Petition raised by: Llanspyddid Residents Association

Petition first considered by Committee: November 2008

Number of signatures: 67

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-03-162
Ein cyf/Our ref MBCS1723-12

William Powell AM
Chair Petitions Committee
Ty Hywel
Cardiff Bay
Cardiff,
CF99 1NA

24th April 2012

committeebusiness@Wales.gsi.gov.uk

Dear William,

I am responding to your request for details of the threshold number of accidents at which safety measures and/or monitoring is put in place.

We continually monitor our road network for collisions. This is done on an annual basis, to determine if any sections of road or individual locations are experiencing a higher than average number of collisions. Where fatal collisions occur, we undertake a detailed study to determine if there are any highway causation factors. We would also undertake a similar investigation following an incident resulting in a large number of seriously injured casualties. This process identifies whether there are potential sites for Local Safety Schemes.

The threshold for a Local Safety Scheme is given in a document called 'Guidelines for the Submission of Road Safety Schemes'. The document promotes consistency in developing road safety schemes. It includes a mechanism by which the developed schemes can be prioritised to ensure that those providing the greatest benefits are promoted.

I have enclosed a copy for your information.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.Carl.Sargeant@wales.gsi.gov.uk

I note that you have also asked for a copy of a statement on road accident prevention measures. I include a link to my recent announcement on new interim road safety targets and the development of a new road safety delivery plan for Wales.

http://new.wales.gov.uk/newsroom/transport/2012/120123safety/?lang=en

Carl Sargeant

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Welsh Government
Transport Wales

Guidelines for the Submission of Road Safety Schemes

Originally produced April 2008 (Revised June 2009, August 2010 and October 2011)

Llywodraeth Cymru
Welsh Government

Contents

Appendices

Appendix A ***Blank STATS 19 Form (separate file)***

Appendix B ***Scheme Prioritisation Score Methodology***

Appendix C ***Safety Scheme Monitoring Spreadsheet (separate file)***

Appendix D ***Scheme Prioritisation Spreadsheet (separate file)***

1 Introduction

1.1 Introduction

This report provides guidance for the 3 Trunk Road Agents in Wales that will promote consistency in developing road safety schemes and presenting the proposals to the Welsh Government. It includes a mechanism by which the developed schemes can be prioritised to ensure that those providing the greatest benefits are promoted.

Specifically, the document contains a methodical approach to:

- Identifying routes and sites and establishing a site priority listing (i.e. those sites that will become the subject of formal investigation and report)
- Site investigation and conflict studies
- Consistency in preparing bid submissions
- Prioritising road safety schemes

The document also looks at the monitoring of completed schemes and provides a brief explanation of the European Road Assessment Programme.

1.2 Welsh Government Road Safety Strategy

In January 2003 the Welsh Assembly Government published the Road Safety Strategy for Wales with a vision to 'reduce real and perceived danger for all road and footway users in Wales'.

In its road safety strategy, the UK government set three main casualty reduction targets to be achieved by 2010; those targets, in percentage terms, were adopted by the Welsh Government and translated for Wales as shown in Table 1. Note: Targets are set relative to the annual average number of casualties in each category recorded between 1994 and 1998.

Whilst there are a wide range of measures and campaigns that have been/will be implemented in an attempt to achieve the published targets this document deals solely with the development of road safety schemes on the motorway and trunk road network in Wales. It identifies the considerations to be made, the level of investigation necessary and suggests a pragmatic approach to the preparation of a road safety scheme from the identification through evaluation, prioritising and submitting bids to implementation and subsequent monitoring.

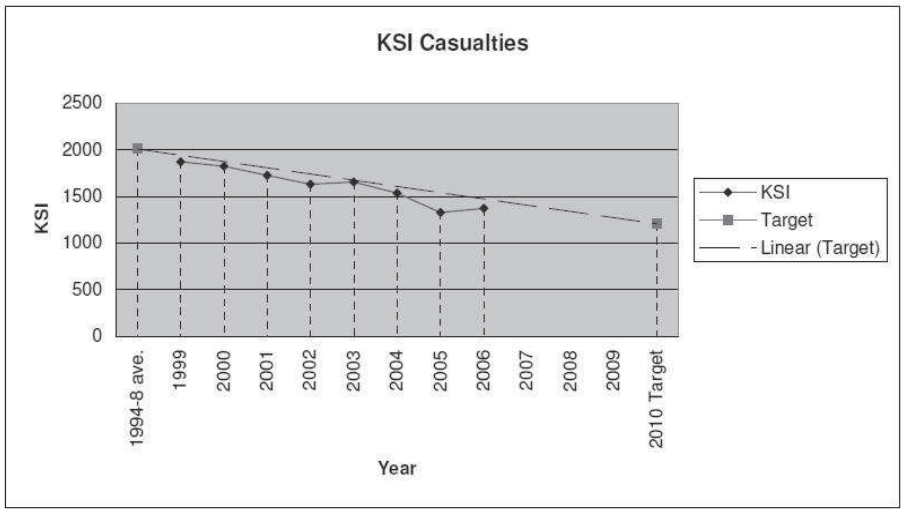
Table 1 – Welsh Governments' Casualty Reduction Targets

Category	Baseline (1994 – 1998 average)	Current Position (2006)	2010 Target (Reduction in brackets)
40% reduction in the total number of Killed or Seriously Injured (KSI) casualties.	2008	1373	1205 (803)
50% reduction in the total number of children Killed or Seriously Injured (KSI) casualties. A child is defined as someone who is less than 16 years.	289	144	145 (144)
10% reduction in the rate of slight casualties per 100 million vehicle kilometres travelled	54	41	49 (5)

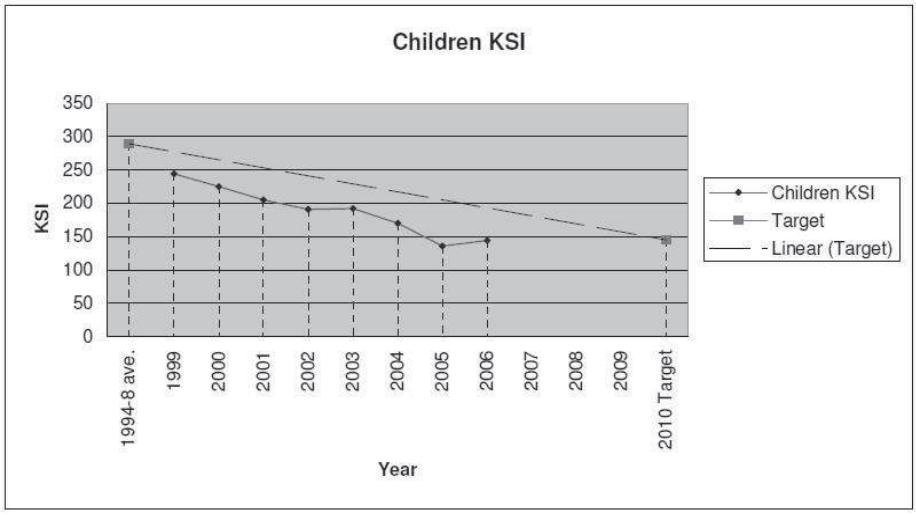
This information has been sourced from the Welsh Government's website which contains a full range of collision statistics for Wales including a breakdown of the figures provided.

Graphical representations of the progress being made in reducing collisions are shown on the following pages.

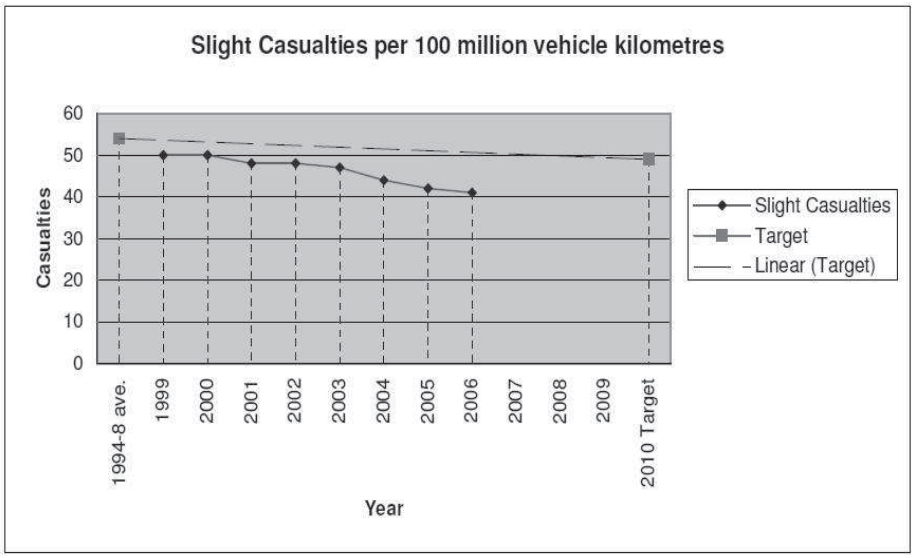
It should be emphasised that the figures contained within the table are those which were captured by the police and involved personal injury. Such details are usually captured at the scene by the police using the STATS 19 record form (see Appendix A).



The KSI casualties have reduced since the start of the strategy and despite a slight rise in 2006 is still tracking below the target line.



The progress in reducing the child KSI figure has been good, with the 2010 target having already been achieved despite a rise in the number of children killed or seriously injured in 2006 compared to 2005.



The number of slight casualties per 100 million vehicle kilometres has declined steadily since targets were set and is currently well in advance of the 2010 target.

It is encouraging that the actual figures for each of the targets are tracking below the target line proving the success of the measures that have been implemented to date with two of the three objectives for 2010 having

been achieved by 2005. Despite the fact that in 2006 there was a slight rise in the Killed or Seriously Injured numbers for children, as a whole the trend remains downward.

1.3 Existing System

Road safety schemes are engineering measures that are designed to reduce collisions and casualties at problem/risk sites. A completed scheme should represent the most cost effective method of reducing collisions at such sites and should, by definition, show a rate of return at those sites.

At the present time road safety problems can be identified through a number of sources:

a. by using the facilities of the 'accident browser' within the Transport Wales Information System (TWIS) and/or independent database systems held either by the Trunk Road Agent or its partner authorities. A single, validated collision database, accessible by both Transport Wales and the Trunk Road Agents would remove dependence on local authorities and provide a substantial improvement to the current system. At the time of writing, fully populated collision records for several years have recently been imported into TWIS* and consultation with Trunk Road Agents during the coming months will determine the retrieval and analytical capabilities required;

b. investigations into collision records i.e. STATS 19, or;

c. through the knowledge held by the Welsh Government Route Managers and Trunk Road Agency staff.

Having identified a potential problem site the Trunk Road Agent analyses the situation and the collision records (STATS 19) of the site (or length of road) and, if appropriate, will establish a cost effective solution to remove or reduce the problem. Once a potential solution has been established and an estimate for the scheme prepared, bids are submitted electronically to Transport Wales who are subsequently supplied with the necessary supporting documentation.

However, at the present time, there is little consistency in investigating problem sites, presenting detailed analyses of the results and determining proposals to address the risks. Consequently comparison of the scheme proposals can be difficult.

There is a concern that, because of these variations, the available funding may not be channelled to those improvements that provide the greatest benefit.

The following chapters aim to overcome this problem by suggesting a methodology for approaching road safety investigations. Appendix B provides a system that will assist in prioritising scheme proposals.

*[*It should be noted that the data for South Wales area has been received directly from South Wales Police and has not been subjected to geographical validation.]*

2 Identification, Selection & Prioritisation

2.1 General

It is important that bids are submitted in a consistent format that will allow informed decisions to be made by Transport Wales in approving programmes of work. All schemes should be selected and developed using evidence-based decision making and a value for money approach.

Trunk Road Agents, Welsh Government Area and Route Managers have a good knowledge of the network and will be aware of the planned and ongoing activities that may affect the function of network. They are familiar with the routes for which they are responsible and will be aware of many of the problems that exist.

The following sections set out a methodical approach to identifying collision problems and to the development of road safety schemes as well as a means of scheme comparison.

Examples of Collision Investigation and Prevention (CIP) study reports for a route section and a cluster site are also provided and these demonstrate an appropriate methodology for developing road safety schemes. The Trunk Road Agents are not required at this time to provide detailed reports in support of each scheme bid, although the general process should ideally be followed in order to ensure that worthy schemes are promoted.

An approximate timetable for the annual identification of potential schemes is given on the following page.

Identification of Schemes and Report Preparation
Approximate Timetable
Activity
May
June
July
August
September
October
Stage 1 - Identification of Sites
Consider Existing Information (Scheme Requests & TRA Knowledge)
Study Collision Patterns
Accident Statistics Published
Compare Site Specific Statistics with National & Regional Statistics
Stage 2 - Collision Site Priority Listing
Rank Schemes by 'link' and 'clusters'
Meet Welsh Assembly Government Route Manager & evaluate Site Priority Listing
Stage 3 - Investigate Potential Scheme
Analyse Recorded Data
Site Visit & Conflict Study
Develop Scheme Options
Summarise findings and produce scheme cost estimate
Establish Recommendation
Stage 4 - Prepare and Submit Bid to Welsh Assembly Government

2.2 Identification of Sites

Requests for considering potential road safety schemes can originate from road users, residents, police, Welsh Government Route Managers or Trunk Road Agency staff. It is subsequently necessary to examine the available factual information that is held about each site and about similar sites along a route.

The assessment of the network should involve the study of collision patterns for a specified period (e.g. 3 years) according to location, circumstances and the vehicles and casualties involved and to subsequently compare them with national and regional averages [The national collision rates for different route types can be found in the most recent version of Road Casualties (Great Britain). The current criterion used for considering clusters has been 4 personal injury collisions in a 3 year period within a 100m radius. (The Rural Town and Village Trunk Road Initiative also introduced a second criterion to identify 'town and village' clusters, namely 4 personal injury collisions in 3 years within 500 metres)].

European Directive 2008/96/EC requires that reviews of the operation of the trans-European road network (TERN) are carried out at least every 3 years to enable the ranking of high accident concentration sections and the preparation of network safety rankings to identify, analyse and classify parts of the existing road network according to their potential for safety development and accident cost savings.

In addition to the above, statistical checks may be used to underpin conclusions in reports. Tests such as the Poisson test* or Chi Squared test* can be used to determine whether collision levels are due to random fluctuation or a real problem associated with the location. The Chi Squared test can also be used to compare the safety performance at a site before and after a scheme has been implemented (see also Section 4.3 Monitoring).

The relative size of the problems and the ability to tackle them must be assessed and suitable, cost-effective solutions devised and planned.

A further consideration is to interrogate maintenance records to identify whether a site has a history of repairs to traffic signs or other items of street furniture. This proactive approach may not contribute to the national casualty reduction targets but it could increase the benefit of undertaking a road safety scheme.

*[*Examples of these statistical tests can be found in several road safety publications, one of which is the RoSPA Road Safety Engineering Manual]*

2.3 Collision Site Priority Listing

The above exercises will generate routes, sections of routes and cluster sites that warrant further investigation. However, it is likely that the funding for such schemes will be limited as will the resources available to prepare reports to support schemes and bids. The list of sites identified for investigation may therefore need to be rationalised before any CIP studies (as described in Section 2.4) are developed.

The assessment procedure allows separate lists to be provided for routes, sections of routes and cluster sites. Sections of routes can be any length and may be ranked by considering the number of collisions per kilometre whereas for cluster sites it is suggested that a radius of 100m diameter is used and ranked simply by the number of collisions at each site. The period considered for the analysis should be the same for each list and should be a minimum of 3 years although 5 years would provide more collisions for investigation and probably lead to more robust conclusions.

It is recommended that the results are compared with national trends and analysed accordingly.

European Directive 2008/96/EC requires that Trans-European road network (TERN) sections showing higher priority according to the results of the ranking of high accident concentration sections and from network safety rankings are evaluated by means of site visits guided by a number of elements.

The results of these initial exercises should subsequently be discussed between the Welsh Government Route Manager and the Trunk Road Agent who can use the opportunity to introduce any background information that is available about the sites. A decision may then be made to determine which of the sites will have scheme proposals developed.

2.4 Collision Investigation & Prevention Study

A CIP study should be undertaken for each of the routes, route sections and cluster site locations identified by the Collision Site Priority Listing (see Section 2.3). The number of locations that are chosen to progress, however, shall be commensurate with the funding available for such road safety schemes although initially a sufficient number of sites should be chosen to produce an extended programme containing priority schemes along with a number of reserve schemes.

Any proposals that are not approved for completion in one year should become the subject of a further similar study in the following year(s) to confirm, or otherwise, their potential effectiveness and should be compared with those sites/schemes being considered for the first time.

The level of detail involved in any CIP study should reflect the range of collision types involved and the site layout rather than simply numbers of collisions. There are a number of sources where collision data is available that will assist in analysing collision relationships i.e. the electronic 'accident browser' facility held in TWIS at Transport Wales, independent databases or the STATS 19 records database that is held by the police authority; the systems should be complimentary. Access to this STATS 19 data is usually available through unitary authorities although direct access for the Trunk Road Agents would be beneficial and, as indicated in Section 1.3, progress is being made towards that goal.

Site visits to those sections on the Trans-European road network (TERN) showing higher priority according to the results of the ranking of high accident concentration sections and from network safety rankings should be carried out by an expert team with at least one member demonstrating experience or training in road design, road safety engineering and accident analysis.

Analysis of the recorded data may provide certain links/comparison in some of the following areas:

- total number of vehicular collisions at specific sites or along specific routes
- causation trends relative to other areas
- type of collisions (shunts/lane change/ loss of control etc.)
- when collisions are occurring (time/day/month)
- where collisions are occurring (bends/ junctions etc.)
- visibility (sightlines or obstructions)
- driving conditions (weather conditions, traffic volumes, lighting etc.)
- single or multi-vehicle collisions
- road layout and condition
- Vehicle type, was it towing/articulated?
- Pedestrians involved? Children/vulnerable users?
- Any other factors appropriate to collisions

The conclusions that are drawn from this analysis are very important as they will set the foundation for the road safety scheme.

The records of each scheme being developed could include:

- **a site description and plan** (with collision locations and details of the personal injury collisions);
- **photographs** identifying key aspects of the site. These will provide a visual record of the current situation and contribute to a better understanding of the site layout for anyone reading/appraising the report.
- **analysis of collisions** – numbers, types (shunts, turning movements from major road/minor road, overtaking, single vehicle etc.), times/dates, contributory factors, vulnerable road users involved, route rates* compared to 'norms'** where appropriate, summary of STATS 19 or similar database details (print outs of detail should be included within an appendix). It is important when considering the STATS19 records that they are read in conjunction with the collision description to confirm the exact location is that indicated by the grid references and that the information provided is not contradictory;

[*Collision rate (per 100 million vehicle km) = $\frac{\text{Number of personal injury collisions} \times 10^6}{\text{Days in period} \times \text{AADT flow} \times \text{length of route}} \times 100$

**Data source for 'norm' comparisons should be specified and could be:

i) Default COBA (Cost Benefit Analysis) 11 rates;

ii) Road Casualties: Wales" / "Reported Road Casualties Great Britain";

iii) "Norms" published by Welsh Government to support Value Management / Skid resistance scheme process; or

iv) "Norms" calculated by Trunk Road Agent for local / regional routes.]

- **a site visit summary** presenting the information determined at a site inspection. The site visit will establish the condition of the infrastructure (carriageway, surfacing, safety fencing, road markings, footways, pedestrian crossing facilities, street lighting, signage) and the layout of the site (junction/roundabout operation, sharp bend, changes on gradient); if possible a comparison should be made with the current design standards;

- **a conflict study** to observe the decisions being made by drivers in negotiating the 'problem' area. A résumé of observations and traffic conditions should be noted. The study should be undertaken at an appropriate time having taken account of any pattern in collisions data i.e. time of day, weather conditions etc.;

- **potential scheme options** (and possible limitations/disadvantages). If there are a number of realistic options an indicative 'First Year Rate of Return' (FYRR) (see Section 2.6) estimation will be needed for each option;

- **a summary of findings** of the investigation.

- **a recommendation** – clearly defining a single measure or a package of measures to mitigate the risk;

- **a detailed scheme cost estimate**;

- **Appendices/Addenda** containing STATS 19 data, stick diagrams, detailed scheme proposals and Scheme Prioritisation Score (SPS).

The elements of evaluation for the expert team undertaking site visits on the Trans-European road network (TERN) include the records referred to above as well as a reference to possible previous reports on the same road section and the analysis of the possible accident reports.

Priority of potential scheme options/remedial treatments on the Trans-European road network (TERN) sections should be given to the following measures paying attention to those presenting the highest cost-benefit ratio:

- removing or protecting fixed roadside obstacles;

- reducing speed limits and intensifying local speed enforcement;

- improving visibility under different weather and light conditions;
- improving safety condition of roadside equipment such as road restraint systems;
- improving coherence, visibility, readability and position of road markings (including rumble strips), traffic signs and signals;
- protecting against rocks falling, landslips and avalanches,
- improving grip/roughness of pavements,
- redesigning road restraint systems,
- providing and improving median protection,
- changing the overtaking layout,
- improving junctions, including road/rail level crossings,
- changing the alignment,
- changing width of road, adding hard shoulders,
- installing traffic management and control systems,
- reducing potential conflict with vulnerable road users,
- upgrading the road to current design standards,
- restoring or replacing pavements,
- using intelligent road signs,
- improving intelligent transport systems and telematics services for interoperability, emergency and signage purposes.

2.5 Consultation

Before embarking upon detailed scheme design it is often prudent to consult/liaise with the local community (and other interest groups) to confirm that their concerns are considered and appropriately accounted for within the scheme. This action is more important when considering schemes that will affect residents, particularly in urban areas. The exercise will at worst identify issues that may not have been previously known

or have been overlooked. At best it will reinforce the views and opinion of the Trunk Road Agent in promoting the scheme.

The size of the consultation exercise must, of course, be proportionate to the size of the proposed scheme.

The exercise will also create important community links that could become beneficial when appraising the success of a scheme and when considering any future proposals for that (or another) area.

2.6 Estimating Collision Cost Savings

The following formula provides the First Year Rate of Return (FYRR) in respect of collision cost savings:

$$\text{FYRR \%} = \frac{\text{Annual collision Savings} \times 100}{\text{Scheme cost}}$$

For the purposes of calculating a Scheme Priority Score (see Section 2.7 and Appendices B) the value attributed to preventing a collision should be obtained from the most recent DfT published figures (currently £96,706 – DfT TAG Unit 3.4.1 Table 4a, April 2011). The value that is appropriate to use from the table is the value for 'All' road classes from the 'Average cost per injury accident including an allowance for damage only accidents'.

It has been recognised that recent predictions of collision savings have often proved to be excessive and is considered to be a result of basing the estimates on all historic data available. It is possible that the majority of very simple schemes that can affect particularly large collision savings have already been identified and addressed. These schemes gave very large FYRR values which are unlikely to be repeated. As a consequence estimates of collision saving potential for current schemes are very unlikely to achieve such high FYRR values as their predecessors.

Table 2 (below) indicates the ranges of likely collision savings for a number of more typical collision reduction measures and assumes that the correct treatments have been applied. The percentages shown are the likely savings in the number of collisions that are being addressed by the reduction measure indicated. These have taken account of Monitoring of Local Authority Safety Schemes (MOLASSES) data, Royal Society for the Prevention of Accidents (RoSPA) training data and collision saving information from 'Roads and Traffic in Urban Areas'.

Table 2

Collision reduction measure	Potential Collision Saving (%)
Anti-Skid surfacing	20 - 40(50 in wet)
Area Traffic calming	20 - 35
Crossing schemes	15 - 30
Cycling schemes	15 - 25
Junction Improvement	20 - 35
Lighting	15 - 20
Refuges	15 - 30
Road Marking Improvement	5 - 15
Roundabout Improvement	20 - 50
Speed camera alone	10 - 20
Speed limit (no calming or camera)	15 - 25
Traffic signals	10 - 25
Traffic calming (vertical & Horizontal)	20 - 45
Traffic Signs	10 - 20
Turning lanes	20 - 35
Visibility Improvements	15 - 30

This list is not exhaustive. The monitoring of road safety measures at sites following remedial actions will update and refine the list of expected savings and provide for greater accuracy in the future. For consistency in making bids it is suggested that when using the table the lower potential collision saving percentage indicated in the table shall be used.

The worked examples of developed schemes (see CIP reports) use the information from Table 2 above.

2.7 Scheme Prioritisation

Each study will present a case for the development of a road safety scheme. It is important that the schemes promoted are those which represent the most effective and best value for money and consequently, each proposal needs to be assessed equally against the others. Appendix B explains the methodology (a simplified version of the Value Management Process) that will be applied to determine scheme priority. **A Scheme Prioritisation Score (SPS) spreadsheet has been developed that will automatically make the calculation and this is provided to Trunk Road Agents along with these guidelines. A completed spreadsheet shall be submitted to support each future scheme proposal [It should be noted that**

additional supporting information may on occasions be requested by Transport Wales to justify any anticipated collision savings]

There are four factors that are taken into account when calculating the Scheme Prioritisation Score. The factors are shown in Table 3 below along with the percentage contribution that each makes to the overall SPS score. Details of each of the factors are given in Appendix B - Scheme Prioritisation Score Methodology.

Table 3

Factor	**Percentage of Score**
First Year Rate of Return	50
Collision Severity Ratio	20
Casualty Severity Ratio	10
Other Impacts Value	20

3 Construction and Monitoring of Schemes

3.1 Construction

The procurement of works for schemes differs between Trunk Road Agents and these guidelines do not deal with this issue.

However, the completion of a proposed road safety scheme 'on the ground' does not mark the end of the process. The completion of construction work will trigger other procedures:

- Inventory amendments as indicated in Section 4.2 and;
- Monitoring process as indicated in Section 4.3.

3.2 Amendments to Inventory

Effective asset management is largely dependent upon the accuracy of the inventory information that is held. In order to ensure an efficient maintenance regime is operational it is important that regular updating of the asset information takes place. It is essential therefore to ensure that any changes to the network assets are recorded upon completion of any scheme i.e. street lights, traffic signs, vehicle restraints/safety fencing, kerbing and footways, soft estate etc. It is equally important that there are mechanisms in place for recording and reporting the changes and for amending the relevant maintenance contracts.

3.3 Monitoring

In order to measure the success of a scheme and to improve the process it is important to monitor the scheme against the objectives to assess its effectiveness.

That monitoring should help to determine:

- the success of the scheme in contributing to casualty reduction
- whether the scheme has fully achieved its objectives
- whether any other parts of the network have been adversely affected by the implementation of scheme
- whether any further improvements can be made to the scheme
- whether any improvements can be made to the scheme evaluation/ submission process

The primary element against which the success of any scheme will be measured will be its contribution to reducing collisions. It is therefore prudent to evaluate the success of a scheme in the years immediately following its completion. A spreadsheet for such a purpose has already been developed by Transport Wales and is currently in use that allows the exercise to be undertaken. A modified version of the monitoring spreadsheet is provided alongside these guidelines and shall be populated by the Trunk Road Agents as the basis for future submissions. An SPS spreadsheet (see Section2.7) shall also be submitted for each entry on the scheme monitoring spreadsheet.

In addition to monitoring individual scheme performance, this system can be used to aggregate scheme information and allow the regular assessment of the overall performance of the road safety scheme programme in terms of 'before' and 'after' collision performance. This monitoring will allow the achievement of overall targets and objectives relating to road safety schemes to be fully assessed.

The Chi Squared test can be used to compare data from a treated site with similar (untreated) sites, with a view to determining whether changes are statistically significant. Confidence levels indicate whether a real change in collisions has taken place.

Any poor performance of a scheme should prompt a more detailed examination of collisions at the site to ascertain the reason(s) why the scheme has not produced the expected savings. Even if a scheme has achieved the expected reduction in collision numbers it does not necessarily follow that it has been a complete success. It is therefore, often advisable to confirm that no consequential problems have been generated as a result of the scheme.

4 European Road Assessment Programme

4.1 General

The European Union has set a target to halve the annual number of fatalities on Europe's roads by 2010. In 2001 there were 50,000 deaths on the roads of countries which today make up the European Union; this is the baseline on which the EU target has been set.

It is believed that tens of thousands of lives and serious injuries could be prevented every year by applying safety improvements to road layouts. Highway engineers may be aware that improvements can be made but currently lack the funding that is required. However, the public and their elected representatives do not yet understand the scale of the contribution that better road layouts can make, or what practical action to call for.

Wales, as indicated in Section 1.2 is showing considerable improvement in preventing collisions. In order to continually reduce the numbers of collisions and casualties in Wales it may soon be necessary to look at alternative systems to further drive the improvement, one system that is being developed and expanded throughout Europe is the European Road Assessment Programme (EuroRAP). The programme is currently being developed in approximately 20 countries, mainly across Europe but is also being applied in Australia and the USA.

4.2 What is EuroRAP?

EuroRAP AISBL is an international non-profit making association registered in Belgium whose members consist of motoring organisations and national and regional highway authorities. It has been developed with the technical advice of Europe's best performing road authorities and leading research laboratories and provides independent, consistent system to measure the safety of Europe's roads and to track how quickly effective improvements are being implemented.

Its aims are to:

- reduce death and serious injury on European roads;
- ensure risk assessment lies at the heart of strategic decisions on route management and improvements;
- develop partnerships between organisations responsible for a safe road network.

EuroRAP aims to provide independent, consistent safety ratings of roads across borders and has 3 protocols:

- Risk Rate Mapping (see Section 5.3)

- Performance Tracking (see Section 5.4)

- Road Protection Score (RPS) (see Section 5.5)

4.3 Risk Rate Mapping

Maps make it easy to identify the safest and most dangerous road sections within a region or country and, by comparing maps for different countries, comparisons of safety performance can be made. Each section of road is therefore colour coded into one of five bands according to the level of collision risk. The bands are low risk (pale green), low-medium risk (yellow), medium risk (orange), medium-high risk (red) and high risk (black).

A typical EuroRAP road section is 20 kilometres long, however, sections are modified to ensure that the links of roads selected are meaningful and distinct to road-users (i.e. start and end points are at identifiable locations) and have broadly similar characteristics along their entire length (such as single lane or dual carriageway). Some short sections of road and some that carry low traffic volumes are inevitable in the sample and are more likely than others to experience greater year-to-year variation in collision rate and are therefore more likely to change risk rating from one period to another.

It is important to note that risk maps based on collision rates do not show the extent to which the behaviour of a specific road-user might result in the risk being higher or lower than the average. They also do not show the extent to which the road-user can make a mistake, and recover from it without serious injury. What they do illustrate is the risk of an individual road-user, or to the community as a whole, being involved in a road collision, providing that they are behaving within acceptable boundaries of road use - for example, not intoxicated, not using a mobile phone, and obeying speed limits.

4.4 Performance Tracking

EuroRAP is able to monitor road safety conditions and determine those measures that are providing the greatest improvement. Results from performance tracking to date have shown that simple engineering measures continue to pay the highest dividends in reducing death and serious injury.

The EuroRAP process of tracking the performance of road sections has several stages:

- data is initially analysed to identify those road sections which have shown a reduction in the number of collisions over time and those where there has been little or no change;

- data for individual years is then checked to assess consistency of the patterns;

- highway authorities are asked for information on remedial, enforcement or education measures that have been implemented that might explain the reduction in collisions.

An important part of the programme is that the process allows an element of international benchmarking to be undertaken by identifying and understanding differences in collision risk between countries. As with any benchmarking/ comparison exercise though its success is dependant upon the number of participants and the data that is available.

4.5 Road Protection Score (RPS)

The RPS is a scale for Star Rating roads. It assesses how well the roads protect the user from death or disabling injury in the event of an incident with the aim evaluating the safety that is 'built in' to the road through its design, in combination with the way that traffic is managed on it. Following assessment, each road is given a star rating (currently up to a maximum of 4 stars) depending upon the protection afforded if a crash occurs; a single star being poor and 4 stars being excellent.

Trials have recently been undertaken on a proportion of the network throughout Great Britain, the results of which were published in December 2007. The Welsh Government is currently giving consideration to extending the RPS surveys to provide full coverage of the trunk road network in Wales.

In addition to the above, this information-led system has the potential to compliment current methodologies by providing additional criteria for setting investigatory and intervention levels. The use of RPS scores can be seen therefore as a pro-active risk-based method with the potential to supplement the more traditional and re-active treatment of collision clusters and rates.

One important benefit of RPS is to provide risk-based information that is not readily available through collision histories. Furthermore for roads such as motorways and high class dual carriageways that have relatively uniform collision histories along their lengths, the RPS tool allows targeted identification of investment to reduce the overall casualty toll by mitigating the effects of future collisions before they happen.

Appendix A

Blank STATS 19 Form (separate electronic file)

Appendix B

Scheme Prioritisation Score Methodology

Appendix B - Scheme Prioritisation Score Methodology

Section 2.7 explained that each of the CIP Reports will present a case for the development of a road safety scheme and that it is important that the schemes promoted are those which represent the most effective and best value for money. This Appendix explains the methodology (a simplified version of the Value Management Process) that will be applied to determine scheme priority by scoring each of its contributory elements.

The calculation will determine a priority score for each scheme and will subsequently be used to compare them. The Scheme Priority Score (SPS) will be presented as a number between 1 and 10 to one decimal place and reflects the level of certainty in the supporting data**. It should be noted that the author of the CIP report will not be required to undertake the calculation described in detail below. Instead he/she shall insert the values associated with boxes 1 to 9 on the SPS spreadsheet. The spreadsheet shall be supplied to trunk road agents in electronic format to facilitate the calculation.**

The SPS is based on information using

- an estimated first year rate of return
- the level of KSI and serious collisions (Collision Severity Ratio)
- the level of KSI to other casualties (Casualty Severity Ratio) and
- the effect the scheme has on the immediate surroundings.

The Collision Severity Ratio and the Casualty Severity Ratio will provide definite values whereas the other factors rely on a level of subjectivity and estimation.

a. The primary indicator is the **net FYRR**. Schemes with the highest net FYRR can be regarded as contributing most to the collision reduction targets (see Section 1.2) and consequently will contribute the largest proportion of the SPS i.e.50% i.e. it carries a maximum score of 5.

Scheme Prioritisation Score for Net FYRR

The contribution to the SPS will be between 0 and 5

For net FYRR values between 5% and 180% the score is calculated pro rata using the following formula:

$$\frac{(\text{FYRR} - 5)}{175} \times 5$$

A net FYRR values of 5% and below will score 0

A net FYRR values of 180% and above will score 5

b. The secondary indicator is the **Collision Severity Ratio (SR)** – the number of collisions in which at least one person was killed or seriously injured as a percentage of the total number of collisions.

$$\text{Collision Severity Ratio} = \frac{\text{No of Killed or Serious Injury Collisions}}{\text{Total No of Collisions}} \times 100\%$$

This recognises the fact that the Welsh Government's safety target relates to reductions in collisions involving fatalities or serious injuries. The severity index can be distorted however where the number of recorded collisions are small. The scoring mechanism reflects this by only awarding sites with 5 or more collisions to contribute to the overall SPS. This includes the whole of the cluster site/link rather than the number of collisions the proposed scheme is expected to address e.g. a roundabout may have 7 collisions, 5 of which are at a single location and the others random. The proposed scheme is solely to address the main problem (i.e. 5 collisions) but the overall site has 7 collisions and it is the 7 that should be considered when calculating the Severity Index. This action will encourage the targeting of funds to route or route section treatments, but not at the undue expense of traditional cluster sites exhibiting high numbers of collisions. The collision severity ratio accounts for a proportion of 20% of the SPS i.e. a maximum score of 2.

Scheme Prioritisation Score for Collision Severity Ratio

The contribution to the SPS will be between 0 and 2

Schemes addressing less than 5 collisions shall record a Collisions Severity Ratio of 0

For a Collision Severity Ratio between 0% and 30% the score is calculated pro rata using the following formula:

$$\frac{SR \times 2}{30}$$

A Severity Ratio of 0% will score 0

A Severity Ratio of 30% and above will score = 2

c. The third contributor is a **Casualty Severity Ratio (CR)** – the number of casualties who were killed or seriously injured as a percentage of the total number of casualties involved.

$$\text{Casualty Severity Ratio} = \frac{\text{No of Killed or Seriously Injured Casualties}}{\text{Total No of Casualties}} \times 100\%$$

This also recognises the fact that the Welsh Government's safety target relates to reductions in collisions involving fatalities or serious injuries. The casualty severity ratio accounts for a proportion of 10% of the SPS i.e. it carries a maximum score of 1.

Scheme Prioritisation Score for Casualty Severity Ratio

The contribution to the SPS will be between 0 and 1

For a Casualty Severity Ratio between 0% and 50% the score is calculated pro rata using the following formula:

$$\frac{CR}{50}$$

A Casualty Severity Ratio of 0% will score = 0

A Casualty Severity Ratio of 50% and above will score 1

d. The fourth and final contributor to the SPS is **Other Impacts Value** (OIV). This reflects the contribution that benefits other than economy (i.e. improved safety) make to the scheme. Table 3 below provides a list of other impacts which need to be assessed as beneficial, neutral or adverse. The OIV is the sum of the beneficial and adverse impacts (adverse impacts carry a negative value). The percentage of SPS is 20 i.e. the maximum score for OIV will be 2. If there are more adverse impacts than beneficial impacts then the net value will be negative and will therefore count against the scheme; the minimum score will consequently be -2.

Other Impacts Value

The assessment scores shown in the table have been used in the example following.

		ASSESSMENT SCORES		
		BENEFICIAL	NEUTRAL	ADVERSE
ENVIRONMENT	Noise		X	
	Local Air Quality		X	
	Landscape			X
	Townscape		X	
	Biodiversity		X	
	Water Environment		X	
	Physical Fitness		X	
	Journey Ambience	X		
SAFETY	Collisions (not included in calculation)	X		
	Security		X	
ECONOMY	Journey Times	X		
	Reliability	X		
ACCESSIBILITY	Severance		X	
	Access to the Transport System		X	
INTEGRATION	Transport Interchange		X	
	Land-Use Policy		X	
	Totals	+3		- 1
	Net OIV	+2		

Scheme Prioritisation Score for Other Impacts Value

The contribution to the SPS will be between –2 and +2

For net OIV between -3 and +3 the SPS score is calculated pro rata using the following formula:

$$\frac{\text{OIV}}{3} \times 2$$

OIV of -3 and below will score -2

OIV of +3 and above will score +2

Example of Scheme Prioritisation Scoring

This example is based on a scheme for the introduction of right turning lane on dual 2-lane road. It is a scheme predicted to deliver a net FYRR of 70%. One and a half collisions predicted to be saved in opening year. The Severity Ratio over previous three years is 25% and there were 3 seriously injured out of the 10 people involved in the collisions (i.e. Casualty Ratio = 30%). The Other Impacts Value of the scheme is taken from the Table 3 (i.e. +2 since 'Collisions' is not counted).

FYRR Score is given by $\frac{(\text{FYRR} - 5)}{} \times 5 = \frac{(70 - 5)}{} \times 5 = 1.86$

		175		175	
SR Score is given by	SR x 2 / 30	=	25 x 2 / 30	=	1.67
CR Score is given by	CR / 50	=	30 / 50	=	0.60
OIV Score is given by	+2 / 3 x 2	=	+4 / 3	=	1.33

Total SPS = 1.86 + 0.60 + 1.50 + 1.33 = 5.46 , rounded to 5.5

Appendix C

Safety Scheme Monitoring Spreadsheet (separate excel spreadsheet)

Appendix D

Scheme Prioritisation Spreadsheet (separate excel spreadsheet)

P-04-370 Petition for the improvement of Psychic and Intuitive services in Wales

Petition wording:
We the undersigned call on the National Assembly for Wales to urge the Welsh Government to raise awareness with providers of Psychic services and the public of the Consumer Protection from unfair Trading Regulations 2008.

Petition raised by: Ant Edwards

Date petition first considered by Committee: 13 March 2012

Number of signatures: 38

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-370
Ein cyf/Our ref CS/05758/12

William Powell AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
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CF99 1NA

William.powell@wales.gov.uk

29 March 2012

Petition for the Improvement of Psychic and Intuitive services in Wales

Thank you for your letter of 12 March asking for my initial views on the subject of the petition received by your committee from Mr Ant Edwards.

The petition stated:

"We the undersigned call on the National Assembly for Wales to urge the Welsh Government to raise awareness with providers of Psychic services and the public of the Consumer Protection from Unfair Trading Regulations 2008."

Consumer protection is a non-devolved matter and responsibility rests with the UK Government; primarily the Department for Business, Innovation and Skills (BIS), although some aspects fall to the Office of Fair Trading (OFT).

The *Consumer Protection from Unfair Trading Regulations 2008* came into force on 26 May 2008 and introduced a general duty not to trade unfairly and to seek to ensure that traders act honestly and fairly towards their customers. The 2008 Regulations were made by "the Secretary of State" being a Minister designated in respect of measures relating to consumer protection. The Welsh Ministers do not have any executive functions under the Regulations. Accordingly, it rests with UK Government Ministers to issue formal guidance about the 2008 Regulations.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.Carl.Sargeant@wales.gsi.gov.uk

The 2008 Regulations principally concern unfair business to consumer commercial practices. In accordance with the Regulations, county and county borough councils in Wales can provide advice on the 2008 Regulations and their enforcement. In general, such advice will be provided by the council's trading standards service and will be governed by guidance prepared and issued by the UK Government. The current guidance was issued in 2008 by the OFT and the Department for Business, Enterprise and Regulatory Reform (DBERR – the forerunner of BIS).

The Welsh Ministers do not issue guidance under the 2008 Regulations, but the *business.wales* website (a Welsh Government site providing online information services to businesses and others in Wales) includes a page which links to the current UK Government guidance about the 2008 Regulations and to information about trading standards. The detailed advice and information is provided via the links to the other services. The content of the *business.wales* webpage itself is general in scope and derived from the equivalent service in England; the webpage is updated in line with updates by BIS and the OFT.

My officials have discussed the petition with contacts in BIS. The BIS officials acknowledge that providers of psychic and intuitive services are covered by the 2008 Regulations, but at the time of writing they were not aware of any recent representations about such services. The BIS officials confirmed that it would be for their Ministers and the department to address any issues about consumer protection.

In the absence of any further information on the subject, and since it appears to be a matter of consumer protection (and so, non-devolved), I would suggest that the petitioner might be advised to contact the UK Government's Department for Business, Innovation and Skills, at 1 Victoria Street, London, SW1H 0ET (tel. 020 7215 5000 or 020 7215 6740).

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

P-03-261 Local Solutions to Newtown Traffic Congestion

Petition wording

We call on the National Assembly for Wales to urge the Welsh Government to defer a decision on the proposed bypass of Newtown until it has developed and trialled a set of sustainable measures in the town itself to address traffic congestion.

Petition raised by: Gary Saady

Petition first considered by Committee: January 2010

Number of signatures: 37

Supporting information:

Two thirds of the traffic on the A483/A489 corridor in Newtown is local.

The measures to address traffic congestion on the A483/A489 should include those designed to make better use of road space, such as:

- traffic management measures to reduce conflicting movements at junctions
- dedicated lanes in Pool Road and Llanidloes Road for traffic turning right to industrial and retail premises
- co-ordination of traffic lights

They should also include measures designed to promote alternatives to car travel, such as:

- a redesigned town bus network serving supermarkets & industrial estates, and avoiding the A483/A489 where possible
- a 15 minute interval town bus service
- a footbridge across the River Severn connecting the Llanllwchaiarn river path to Pool Road
- promotion of cycling and walking

We recognise that there is currently a problem caused by high vehicles diverting through residential areas in order to avoid the low railway bridges on Dolfor Road and Llanidloes Road. This can be solved by the following measures:

- raising the railway bridge on the Llanidloes Road
- construction of a link road from Dolfor Road to Heol Ashley in the Mochdre Industrial Estate

P-04-319 Newtown Traffic Petition

Petition wording

We call upon the National Assembly for Wales to urge the Welsh Government to:

1. Install a roundabout at the Kerry road junction and, if flow improves, reinstate a permanent roundabout.
2. Issue an early start date for construction of a Newtown Bypass and for works to be fast-tracked through to completion.

Petition raised by: Paul Pavia

Petition first considered by Committee: June 2011

Number of signatures: 10 (an additional petition collected approximately 5,000 signatures)

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-03-261
Ein cyf/Our ref CS/05003/11

Naomi Stokes
Clerk, Petitions Committee
National Assembly for Wales
Cardiff
CF99 1NA
Committee. business@wales.gsi.gov.uk

13. June 2011

Dear Naomi

Thank you for your letter of 5 April about local solutions to traffic congestion in Newtown.

Last October we announced new plans to ease transport congestion in Newtown, having held a public consultation and taken into consideration the comments received from members of the public. The preferred option comprises a southern bypass, the Orange Option, plus a package of improvements to local transport to tackle local congestion in the town. I attach a copy of the Statement of Results and also a copy of the Preferred Route plan.

Currently construction of the 'Preferred Route' is programmed to start in late 2014/early 2015 with an anticipated two year construction period. I will however be prioritising the objectives of the National Transport Plan over the coming months, and will publish a rescheduled delivery plan this autumn.

Any major road scheme is subject to the Welsh Government obtaining statutory consent to do so. This means, we publish draft Orders and an Environmental Statement setting out the justification for the Scheme, identifying the land requirements, and assessing the impacts, which we would then mitigate wherever possible. As part of the statutory procedures, once we publish the draft Orders, we give the public and relevant bodies the opportunity to comment, support or object to the proposals. If there are objections then we hold a Public Local Inquiry before an Independent Inspector.

Carl Sargeant

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Bae Caerdydd • Cardiff Bay
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CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.Carl.Sargeant@wales.gsi.gov.uk

Llywodraeth Cynulliad Cymru
Welsh Assembly Government

A483/A489 NEWTOWN STUDY

STATEMENT OF RESULTS FROM PUBLIC CONSULTATION

OCTOBER 2010

A483/A489 NEWTOWN STUDY
STATEMENT OF RESULTS
FROM PUBLIC CONSULTATION

AUGUST 2010

Contents:

1. INTRODUCTION

1.1 In 2007 the Welsh Assembly Government commissioned a study to address the transport problems associated with the A483 and A489 through Newtown. As part of this study, public consultation took place in September 2009.

1.2 This Statement of Results summarises the scheme's technical, economic and environmental aspects and the views expressed during the public consultation. It also explains the Deputy First Minister's decision, acting in his capacity as Minister for the Economy and Transport.

2 DEVELOPMENT AND APPRAISAL OF OPTIONS

2.1 The Study placed specific emphasis on the social, economic and environmental, impacts.

2.2 The main issues raised by the study were:

- The existing road network is subject to significant congestion and delays, particularly at peak and tourist times or in an event of an accident.
- Two existing railway bridges on the A483 and A489 in Newtown where bridge headrooms are less than 5.3m, preventing high-sided heavy goods vehicles from passing under.
- A number of 'rat runs' have developed through housing estates as an alternative to the congested through roads.
- There is a lack of crossing opportunity for north-south movements over the River Severn.
- Gradual housing and commercial development will increase the demand on the existing road network.
- There are limited commercial opportunities within Newtown and to the west.
- The parallel nature of the River Severn, trunk road and railway line causes severance of the town.
- Perceived diminished quality of life along the trunk road.
- Lack of centralised public transport hub caused by separate railway and bus stations.
- Perceived road safety issues along 'rat runs'.
- Considerable number of accesses onto the trunk road.
- Physical barriers preventing continuous pedestrian, cycling and other non-motorised users' links.
- Air Quality issues particularly at the A483/A489 junction in Newtown.

2.3 The study used Welsh Transport Planning and Appraisal Guidance (WelTAG)[1] principles.

2.4 To address the problems raised, and in line with strategic network objectives, we identified Transport Planning Objectives (TPOs). We developed options in consultation with stakeholders, appraised how they performed against these objectives using WelTAG, and discarded those that did not perform well.

2.5 These options generally included a bypass proposal either as a stand alone scheme or combined with other improvements, with three exceptions. These other improvements were either off line highway improvements, on-line rail bridges, highway or traffic improvements or improvements to local transport, including cycling and public transport.

2.6 A northern bypass either on its own or in combination with other improvements was discarded as it did not satisfy all the TPOs.

2.7 On line bridge improvements were considered unacceptable to Network Rail and did not satisfy the TPOs.

2.8 A southern bypass in combination with online highway and traffic improvements or a southern bypass in combination with online highway and traffic improvements and local transport improvements satisfied all requirements.

2.10 The consultation brochure at Annex A describes the resulting options in more detail.

2.11 The Technical Appraisal Report[2] records the findings of the study in detail.

3 PUBLIC CONSULTATION

3.1 We consulted on three bypass routes; Orange, Brown, and Purple, in combination with improvements to public transport and non motorised users facilities, together with, as variants, the same options but including improvement of the existing A483/A489 trunk roads through Newtown. Consultation took place between 3 September and 24 November 2009.

3.2 1,403 people attended the exhibition and preview evening. We received 833 completed questionnaires and seven letters from individuals, interested groups, community councils and local authorities. The report on the consultation[3] contains the details and a summary of the views expressed is given below.

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[1] Welsh Transport Planning and Appraisal Guidance WelTAG, June 2009 – on our website
[2] A483/A489 Newtown Study – Technical Appraisal Report, (in two volumes), March 2010
[3] A483/A489 Newtown Study - Report on September 2009 Public Consultation – on our website

4 ANALYSIS OF RESPONSES

Analysis of Questionnaire responses

4.1 The questionnaire asked people about the need for improvement, what was most important to them and their option preference. Analysis of the responses to the nine questions is as follows.

Question 1 - Do you consider that the flow of traffic through Newtown needs to be improved?
96% of questionnaire respondents supported the proposal;2% a gainst; 2% did not express an opinion

Question 2 - What do you think are the current problems on this section of the A483/A489 trunk road trough Newtown?

Based upon an analysis of the responses the current problems were put in the following descending order of importance:

(b) Congestion of traffic through Newtown
(h) Other - 103 respondents highlighted other current problems. Typical additional problems highlighted were; Poor synchronisation of the traffic lights on the network causing disjointed flows; Pollution; HGVs using back roads such as Plantation Lane; Speeds too high and unsafe for cycling
(a) Poor safety for pedestrians, equestrians and cyclists
(d) Community severance effects caused by traffic
(e) Traffic noise or vibration effects
(c) Poor public transport reliability
(g) Inappropriate use of local roads by vehicular traffic (rat running)
(f) Limited right turn facilities

Question 3 – Do you consider that there should be a bypass to Newtown?

91 % indicated support, 7 % were against the idea and 2% did not express an opinion.

Question 4 – If you do not consider a bypass is necessary, please suggest an alternative solution to the problems

66 respondents suggested an alternative was necessary. Typical of the alternative solutions suggested were; Sort out the traffic lights and assess the effect before making any decisions; Re-education of the populace to walk, cycle and use buses with incentives/facilities such as buses to the industrial sites; Replace traffic signals with roundabouts; Reduce school traffic by provision of better buses and cycle paths

Question 5 – For the section between A489 Llanidloes Road and A483 Dolfor road, which option on the brochure map do you prefer if a bypass were part of the solution?

Orange	77%
Brown	13%
Purple	6%
No preference expressed	4%

Question 6 - Which additional works with your choice of bypass option would you see as beneficial to Newtown and the surrounding area?

The response to this question ranked these additional works in the order given below.
b) Improved train service on the Cambrian line (54%)
c) On-line improvements to Llanidloes Road (53%)
d) On-line improvements to New Road (52%)
e) On-line improvements to Pool Road (52%)
f) Footway improvements to Llanidloes Road, New Road and Pool Road (45%)
a) Improved bus services (45%)
h) Improved pedestrian and cycle links across the River Severn (41%)
g) Improved pedestrian and cycle links across the Cambrian railway (36%)
i) Improved access to the railway station (36%)

91 respondents proposed a number of additional items of work to be included with the main works, examples of which are: Footpaths under the railway bridges; local on-line improvements and improvements to the pavements; footpath along Canal Road by Tan y Graig; cycle paths in and around Newtown

Question 7 - Which to you would be the most important factor in choosing an option?

The response to this question ranked these additional works in the order given below.
(f) Removal of through traffic from Newtown (73%)
(e) Reducing traffic in communities (12%)
(a) Impact on residential property (10%)
(h) Improved facilities for non-motorised (6%) users
(b) Impact on landscape (5%)
(c) Impact on farms and businesses (5%)
(d) Protection of wildlife (4%)
(g) Cost (3%)

Some 34 respondents proposed additional factors that should be considered when choosing an option. Typical examples of the additional factors were: Impact on Cedewain special school and its facilities; improving the through traffic flow; reduction in pollution

Question 8 - Which of the following best describes your interest in the scheme?

Resident of Newtown (64%)
Local resident (e.g. Kerry, Caersws, or other communities near the route) (24%)
Landowner through which one of the routes would pass (3%)
Regular user of the A483/A489 (71%)
Tourist or a visitor to the area(3%)
Other: 112 respondents added comments about their interest in the scheme. A sample of the comments are : Connections with Cedewain school with a child there, teacher, support worker and governor; factory and or a service based in Newtown; owner of a static caravan in the Glandulas Caravan Holiday Park

Question 9 - Please add any other comments you may have or provide reasons for your choice

426 respondents added comments to justify their decision. Additional comments on the options and the problems within Newtown were also aired.

The main themes of the comments were:

1. The Purple option is too close to Cedewain School
2. Congestion and traffic delays on the existing roads
3. Purple option as it minimises the amount of farmland used and land that will become part of Newtown if the Orange option is chosen
4. Brown option because it causes less harm to residents and businesses
5. Orange because it takes the new road out of residential areas
6. Orange option needs a connection into Mochdre Industrial Estate
7. Use of Plantation Lane by heavy goods vehicles
8. The bypass is overdue and the existing situation makes Newtown a place to be avoided
9. Keep traffic out of Mochdre Industrial Estate. It would also make access between units difficult.
10. Incentives to walk, cycle, use bus and car share would be more effective.
11. Orange option takes traffic from town centre
12. Bypass should be a dual carriageway
13. There is damage to the economic well being of Mid Wales due to the bottleneck in Newtown.
14. Brown option would have the least effect on the countryside
15. Consideration should be given to a passing lane to ease flows and cater for increase in traffic.

Community and County Council Views

4.2 **Mochdre with Pentrowed Community Councils** agreed that the traffic flow through Newtown needed to be improved. They considered that the congestion was the most significant problem followed by the inappropriate use of local roads by vehicular traffic with limited right turn facilities as the third problem. They supported a bypass; either the Orange or the Brown options. They also supported the Variant 1 proposals including improvement of the Cambrian line services.

4.3 **Newtown and District Civic Society** agreed that the traffic flow through Newtown needed to be improved. They considered that the congestion was the most significant problem followed by poor safety for pedestrians, equestrians and cyclists. The inappropriate use of local roads by vehicular traffic was the third problem. They supported the Orange bypass option. They also supported the Variant 1 proposals including improvement of the Cambrian line services. They proposed that there should be a link from the bypass into Mochdre Industrial Estate. They expressed concern at the closeness of the Orange bypass option to the earthworks close to Castell y Dail farmhouse. Their final comment concerned the lack of obvious overtaking opportunities on the adjoining network and that the bypass was a chance to provide this facility.

4.4 **Powys County Council** (PCC) supported the need for a bypass to Newtown and considered that the Orange option with Variant 1 was most appropriate. They drew attention to the lack of obvious overtaking opportunities on the adjoining network and that the bypass was a chance to provide this facility, possibly using a 2+1 layout. They proposed that there should be a link from the bypass and A483 Dolfor Road into Mochdre Industrial Estate. PCC considered that the Brown option would have too many accesses and pedestrian movements even when the existing accesses were optimised. The Purple option, whilst following the current protected line, was considered to be too close to residential properties and the special needs school Ysgol Cedewain. PCC also supported enhancement of public transport facilities.

4.5 **Powys County Council Countryside Services** highlighted the need to maintain the non-motorised user routes.

Non Statutory Bodies

4.6 **Countryside Council for Wales** were content that the description of the baseline environment has been considered in adequate detail to give a balanced view of the baseline conditions and the potential impacts of the three bypass options. They considered that the Orange option was the least preferred option. They highlighted the environmental and ecological sensitivity of the area around Mochdre Brook.

4.7 **Montgomeryshire Wildlife Trust** submitted a letter and plan showing two woodland habitats that are of interest to them. These are both close to the Orange Bypass option.

4.8 **Defence Estates Safeguarding** confirmed that the area was outside the Ministry of Defence safeguarding areas.

4.9 **Ysgol Cedewain** Governors accepted that Newtown required a bypass and supported the Orange option, but also expressed their concern at the impact on Ysgol Cedewain if the Purple option was adopted.

4.10 **SUSTRANS** did not support any bypass option but did support the local transport improvements. They included details of further improvements they would wish to see and queried the need for widening the existing A483/A489 at a number of locations.

4.11 **Farmers' Union of Wales** supported the need for a bypass with the Orange option being preferred. They felt that the closeness of the existing traffic signals prevented traffic clearing properly and was a problem.

5 OUTCOMES

The public consultation process was considered effective in terms of attendance at the exhibition and the number of returned questionnaires and written responses.

There was clear support for improvements to the traffic flow through Newtown with strong support for a bypass. There was also support for the improvement of the local transport facilities within Newtown.

There was also support for localised improvements to the existing trunk roads to improve footways and provide cycleways and additional right turning facilities.

Actions Taken Following Concerns Raised During Public Consultation

We listened carefully to the views expressed and carried out some further work, described below:

(a) Changes of Use within Mochdre Industrial Estate

We have investigated the possible implications on generated traffic that may result from possible changes of use within the Mochdre Industrial Estate to retail. This showed that there would be an increase in traffic using the Coleg Powys roundabout. We would have to look more closely at the economic implications of this in the next stage of design.

(b) Inclusion of a link from the Proposed Bypass Route to the Mochdre Industrial Estate (Heol Ashley)

The Orange Bypass Route could be designed to accommodate a link to the Eastern end of the Mochdre Industrial Estate. This results in a slight reduction in traffic using this route between the A489 and A483 trunk roads. We would consider this in more detail at the next stage of design.

(c) Provision of Wide Single 2+1 Carriageway

We are satisfied that we could design the Orange Bypass Route to incorporate lengths of Wide Single 2+1 carriageway to increase the amount of overtaking available on the route. We would consider this in more detail at the next stage of design.

(d) Proposed Extension of the Glandulas Caravan Park

We have considered the implications of the proposed extension of the Glandulas Caravan Park on the Orange Route. We would consider this in more detail at the next stage of design.

6 REASONS FOR SELECTING THE PREFERRED OPTION

6.1 There is significant support for an improvement to the traffic flow through Newtown, demonstrated by the overall support received for improving the traffic flow and for the provision of a bypass with the local transport measures.

6.2 Over three quarters of the respondents supported the Orange option for a Bypass. 13% supported the Brown option and 6% supported the Purple option.

6.3 There is significant support for the on-line and local transport improvement works and the improvement to services on the Cambrian Railway. The Preferred Option proposals are shown on the Plan in Annex B.

7 DEPUTY FIRST MINISTER'S DECISION

7.1 Having taken into account the technical, social, economic and environmental aspects of this scheme and the outcome of the public consultation, the Deputy First Minister has decided to:

- Adopt the Orange Bypass Route together with local transport improvement measures within Newtown and on-line improvements of the A483 and A489 within Newtown as the Preferred Option to address the transport problems identified in the A483/A489 Newtown study;
- Publish a TR111 Plan (Annex C) to protect the entire Orange Bypass Route for planning purposes.

7.2 The TR111 shows the Preferred Route as a broad black line. This is indicative only and may change during the next stage of design.

8 PROTECTION OF THE PREFERRED ROUTE

8.1 By publishing a TR111 plan, we protect the route under the Town and Country Planning (General Development Procedure) Order 1995. This means that the Local Planning Authority will refer to the Welsh Assembly Government all future planning applications that are near the Preferred Route. You may inspect the TR111 plan at Newtown, Ladywell House, at Powys County Council, County Hall, Llandrindod Wells, and at our Offices in Cathays Park, Cardiff.

8.2 In certain circumstances, any owner having difficulty selling property on the line of the route may apply for blight. If any case meets set criteria, we will purchase the property.

8.3 The protection of a Preferred Route does not commit us to the line of that route. We are only committed once the Line Order is made, described in the next section.

9 WHAT HAPPENS NEXT

9.1 We will investigate further and design the scheme in more detail – known as Preliminary Design. In particular, we will be looking at the environmental and engineering issues in more detail, taking account of the comments made during consultation and looking at a junction strategy and options for side roads and accesses.

9.2 After Preliminary Design, the next key stage is publication of draft Orders under the Highways Act 1980 and the Acquisition of Land Act 1981. The draft Orders comprise the powers to establish a line, modify the side roads, purchase land and put in place any other rights we need to deliver the scheme. There will be a period during which people who have an interest in, or might be affected by the proposals may object to the draft Orders and even suggest alternative proposals. If we cannot resolve these

objections, and depending on the issues raised and the weight of objection, we may hold a Public Local Inquiry. An independent Inspector would hear and consider the evidence and make a recommendation for the Deputy First Minister to take into account when deciding whether to make the Orders.

9.3 The scheme is a "relevant project" under Regulation 48 (1) (a) of the Conservation (Natural Habitats etc) Regulations 1994 (SI 1994/No 2716) in relation to Article 6(3) of the EU Habitats Directive 92/43/EEC. This means that we will carry out an Environmental Impact Assessment and produce an Environmental Statement. We will publish this at the same time we publish draft Orders.

ANNEX A

PUBLIC CONSULTATION BROCHURE AND QUESTIONNAIRE

ANNEX B

PREFERRED OPTION PLAN

ANNEX C

PREFERRED ROUTE PLAN - TR111

KEY

PREFERRED ROUTE

A483/A489 NEWTOWN STUDY
TR111 ROUTE PROTECTED FOR PLANNING PURPOSES

Llywodraeth Cynulliad Cymru
Welsh Assembly Government

PB PARSONS BRINCKERHOFF

Parsons Brinckerhoff

DRG.No. 203 - TR111
AUGUST 2010

PET(4)-10-12 : Tuesday 19 June 2012
P-03-261 : Local Solutions to Newtown Traffic Congestion
P-04-319 : Newtown traffic petition

From: Garry Saady [mailto:newtowntrafficsolutions@googlemail.com]
Sent: 09 January 2012 22:51
To: Wyn Jones, Rhodri (Assembly - Committee Services)
Subject: Newtown Traffic Solutions Group petition

Dear Rhodri,

Thank you for sending this correspondence to Newtown Traffic Solutions group.

Please thank Mr. Sargeant for taking the time to reply. Unfortunately his letter has done nothing to allay the group's (NTSG) fears that Newtown may be lumbered with an archaic, expensive and short-term 'solution' to its congestion problem. More imaginative and forward-thinking transport planners - in Denmark (Copenhagen), Germany (Freiburg) and Holland (anywhere), for instance - would resolve the traffic issues without destroying the beautiful environs, whilst at the same time reducing both carbon emissions and endemic obesity.

Mr. Sargeant makes reference to a "public consultation", which in fact never took place. Instead we had the "Newtown Exhibition" (the official WA title) - a slick presentation performed by a subsidiary of a major construction company (Balfour Beatty) with the unashamed aim of selling, essentially, a no-options - i.e. a bypass or nothing - scheme.

Mr. Sargeant states that he will have a rescheduled delivery plan of the National Transport Plan by Autumn - please can we see a copy of this document.

Finally, Mr. Sargeant states that "if there are objections then we hold a public enquiry before an independent inspector". Please may we assure him that there are objections and therefore an inquiry will be necessary.

Yours, Garry Saady. For Newtown Traffic Solutions Group.

2011/10/21 Wyn Jones, Rhodri (Assembly - Committee Services) <Rhodri.WynJones@wales.gov.uk>

Good afternoon Garry,

Following our discussion earlier, I enclose a copy the letter to you. I would appreciate if you could reply to this via e-mail as soon as possible, so that your petition can be considered at our next meeting: 01-11-2011.

I look forward to hearing from you.

Kind regards.
Rhodri

From: Wyn Jones, Rhodri (Assembly - Committee Services) On Behalf Of Petition

Sent: 15 July 2011 16:11
To: Garry Saady

Subject: P-03-261 Local Solutions to Newtown Traffic Congestion

Er gwybodaeth / For your information,

Atodaf lythyr wrth Gadeirydd y Pwyllgor Deisebau (copi caled yn y post):
I enclose a letter from the Petitions Committee Chair (Hard copy in the post):

2011.07.14 WP to GS re info.pdf
<https://mail.google.com/mail/?ui=2&ik=63c3341bc1&view=att&th=133266486118dd65&attid=0.1&disp=emb&zw>

Os oes angen unrhyw wybodaeth ychwanegol - rhowch wybod.
If you require any further information – do not hesitate to contact me.
Cofion cynnes / Kind regards.
Rhodri Wyn Jones

Welsh Government

Newtown Traffic Issues

Summary Report

11-8260

Issue 2 | 25 April 2012

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Job number 213361-03

ARUP

Document Verification

ARUP

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		Signature			
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		Name	Paul Carr		
		Signature			
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		Signature			
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		Name	Paul Carr		
		Signature			
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			Prepared by	Checked by	Approved by
		Name	Paul Carr		
		Signature			
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		Name	Paul Carr		
		Signature			
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		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
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Contents

Appendices

Executive Summary

Background

The A483 Trunk Road passes through Newtown providing a key route for east-west and north-south traffic through mid-Wales. There is a long history of traffic problems in Newtown, and a Newtown Bypass scheme has been discussed for some time. Construction of the bypass is likely to start in 2014

A new Tesco store on the site of the former livestock market site opened in February 2010. As part of mitigation measures for the new Tesco store, A483 Pool Road/Kerry Road roundabout was converted to a signal controlled junction in late 2009, and a new signal controlled junction provided for the Tesco access.

The works also included linking of the five traffic signal controlled junctions on the A483 via a SCOOT traffic signal control system in order to improve coordination of the signals to reduce delay and increase capacity. The initial SCOOT calibration was not undertaken effectively, leading to significant congestion, increased delays, and public complaints.

A number of minor physical improvements were subsequently made to the Kerry Road junction, and changes made to the traffic signal configuration, leading to improved operation and journey times. Final minor configuration improvements are currently underway

Traffic Data

A wide range traffic data has been reviewed to compare the traffic conditions before and after the works.

Journey Time surveys through Newtown were undertaken between 2006 and 2011. These show that there was very slow moving traffic with initial signal configuration, and improved journey times due to the minor improvements and SCOOT recalibration. Journey times through Newtown are now quicker than with former roundabout.

A number of turning count surveys were undertaken between 2005 and 2011 at the Kerry Road junction. These showed a slight reduction in overall traffic levels from 2008 to 2011, and some evidence of rat-running traffic avoiding Kerry Road junction where alternative routes exist. Analysis of Automatic Traffic Count (ATC) data shows some overall reduction in traffic levels in Newtown in recent years, but not much more than national averages.

There is no significant accident record at Kerry Road junction for the former roundabout or the signal controlled junction.

Junction Modelling

The capacity of the roundabout and traffic signals at the Kerry Road junction has been assessed using industry standard software. The study showed that the earlier junction modelling for Tesco store overestimated capacity, and that the updated modelling shows that the traffic signals and roundabout would both close to capacity for current traffic levels. Both junction layouts would be significantly

over capacity for the forecast increased traffic levels in Tesco Transport Assessment.

Microsimulation Modelling

A VISSIM microsimulation model was developed for the Kerry Road junction including interaction with Tesco Access and Shortbridge Street junctions. The model was calibrated to local driver behaviour using video footage. Both the roundabout and traffic signal controlled junction were assessed for 2011 traffic levels for the PM peak period.

Comparison between the two modelled options showed improved journey time for the traffic signals in both the eastbound and westbound direction, with a particular improvement in the eastbound direction.

Overall, the traffic signals resulted in shorter queue lengths than the roundabout, although there is visually more stop-start traffic due the nature of traffic signals.

Summary

The initial traffic signal control system set up was poorly calibrated, leading to significant congestion, increased delays, and public complaints.

Minor junction improvements and signal configuration have improved journey times compared to the former roundabout. Final minor configuration improvements are currently underway.

Traffic signals at the Kerry Road junction provide safe and convenient pedestrian crossings not available at roundabout.

The current arrangement is the best that can be achieved with the current road layout. Any further capacity improvements would require third party land or property.

The Newtown Bypass will provide significant relief to the route.

1 Introduction

1.1 Background

Arup were commissioned by the Welsh Government (WG) to provide an independent review of the traffic issues in Newtown, Powys.

This included a review of previous study reports, discussions with relevant bodies, site visits and surveys. Over the course of the study, Arup staff visited Newtown on numerous occasions to undertake surveys and site observations, and met with Jeff Collins (WG), Robert Webster (WG), Andy Cochran (WG), David Hern (WG), and Dale Boyington (Powys County Council).

1.2 History

The A483 Trunk Road passes through Newtown providing a key route for east-west and north-south traffic through mid-Wales. There is a long history of traffic problems in Newtown, in particular during peak hours, and Bank Holiday weekends.

A Newtown Bypass scheme has been discussed for some time, and the Public Consultation was undertaken in September 2009, with a preferred route announced in October 2010 which will include a package of local transport improvement measures. Construction of the bypass is likely to start in 2014.

A new Tesco store on the site of the former livestock market site was granted planning permission in February 2009 and opened in February 2010. As part of mitigation measures for the new Tesco store, A483 Pool Road/Kerry Road roundabout was converted to a signal controlled junction in late 2009, and a new signal controlled junction provided for the Tesco access.

The works also included linking of the five traffic signal controlled junctions on the A483 via a SCOOT system in order to improve coordination of the signals to reduce delay and increase capacity, as highlighted on Figure 1.1. The junctions linked by the SCOOT system are (from west to east):

- Dolfor Road,
- Church Street,
- Shortbrigde Street,
- Kerry Road, and
- Tesco Access.

These works led to a reported worsening of the traffic congestion in Newtown.

Figure 1.1: Map of Newtown highlighting signal controlled junctions (© 2011 Google)

In January 2011 the Cilgwrgan Bridge carrying the B4389 across the River Severn at Aberbechan to the east of Newtown was closed on safety grounds, and only partly reopened in October 2011. This route provided a local 'rat-run' for traffic to and from the east to access Newtown town centre whilst avoiding the Kerry Road junction. It is unclear how much traffic used this route, but it is felt locally that this additional traffic demand has further worsened the traffic congestion in Newtown.

1.3 Report Structure

The report is set out as described below:

- Section 2 reviews the previous studies and available data,
- Section 3 presents the findings of further analysis and surveys,
- Section 4 sets out the key issues, and
- Section 5 suggests the way forward.

2 Other Studies

2.1 Introduction

This chapter outlines and summarises the previous reports and studies relating to the Tesco store and traffic operations in Newtown.

2.2 Tesco Transport Assessment

The Transport Assessment in support of the Tesco store development was prepared by ADL Highways. Three revisions of the report were submitted for planning, the first in May 2006, the second in December 2007, and the final version in August 2008.

The Transport Assessment included detailed data collection of the traffic flows and operating conditions of the highway network in 2005, and assessed the key junctions for existing and forecast traffic conditions with the store in place. The traffic growth, trip generation, distribution, and modal split assumptions are rational and within expected values.

The traffic impact analysis in the first issue of the report showed that the existing junctions had sufficient spare capacity for the opening year and a future year of 2022, accommodating development traffic and 15 years of traffic growth.

However, in the first issue of the report, the junctions were modelled in isolation, with no consideration of the interaction between adjacent junctions. The second issue of the report included analysis of the interaction of the existing signal controlled junctions, and included proposals to improve the Kerry Road roundabout. This revised analysis highlighted that the junctions would be approaching their theoretical capacity with the traffic flows forecast for 2022.

In the final revision of the Transport Assessment, it is recommended that A483 Pool Road/Kerry Road junction is converted from a roundabout to a signal controlled crossroads, that the Tesco access should be signal controlled, and that the five sets of traffic signals on the A483 are linked with a SCOOT system. It is understood that these recommendations stem from work undertaken for Powys County Council by the use of a PARAMICS microsimulation traffic model developed by Capita Symonds (discussed below).

The junction modelling included in the Transport Assessment shows that the junctions would be over theoretical capacity by 2022, but notes that the PARAMICS modelling indicated that the traffic flows can be accommodated under the proposals.

2.3 Microsimulation Study

A PARAMICS Microsimulation model was developed by Capita Symonds for Powys County Council in order to independently assess the likely traffic impact of the Tesco development. The results of the modelling are summarised in a report dated March 2008.

This report considered the impact of the development by comparing modelled queue lengths and journey times on key routes through the town. The report

concludes that the capacity of the network could be enhanced by adjusting the traffic signal settings to manage a greater throughput of traffic, and that the impact of the Tesco store would be significant but localised.

2.4 Road Safety Audit

The highway improvements were subject to a series of Road Safety Audits (RSA), by TMS, including a Stage 3 audit upon opening, subsequent Stage 3 audits to consider improvement works, and a Stage 4 audit to monitor the operation after opening.

The initial Stage 3 audit, undertaken in February 2010, highlighted a number of serious concerns at the A483 Pool Road/Kerry Road junction which the auditor felt would lead to significant risk of vehicle-vehicle and vehicle-pedestrian collisions.

In particular, the signal staging when the junction was opened had Kerry Road and Cambrian Way running in the same signal stage, and the Pool Road (east) and Pool Road (west) arms running each in separate stages. It is unclear where this signal staging originated, as the signal staging in the Transport Assessment matches that which is currently implemented on site.

As such, the signal timings were adjusted, and a number of minor physical improvements were proposed to improve visibility for turning traffic, to separate conflicting traffic movements, and to improve pedestrian crossing facilities.

The junction was re-audited in June 2010 and May 2011 to address the improvements made. All of the recommendations in the Stage 3 audits have now been carried out.

A Stage 4 audit was undertaken to review the junction in June 2011, including analysis of accidents. Only one accident had occurred since the works were completed, involving two cars at Kerry Road junction. This was two weeks after the opening of the Tesco store, and prior to completion of the road markings for the right turn storage areas in the junction. These markings have since been introduced

2.5 SCOOT Calibration

Upon completion of the physical highway works, Siemens undertook the process of calibrating the SCOOT system. It is understood that there were some initial problems with the stability of the SCOOT controller, and on occasion the SCOOT system was off-line for a number of days leading to significant traffic congestion. This was partly due to a lack of SCOOT training and understanding at Powys County Council. This led to a period of regular remote monitoring by Siemens to ensure that the system was operational.

Initial site visits as part of this study suggest that the SCOOT calibration had not been undertaken effectively, leading to inefficient operation of the signal controlled junctions. This is discussed further in Section 3.2.

2.6 Pre and Post Tesco: Traffic Analysis

A study of the traffic conditions before and after the Tesco development was carried out by Parsons Brinckerhoff, and summarised a report dated March 2011.

Parsons Brinckerhoff had collected extensive data for the A483/A489 Newtown WelTAG Study in 2008, and collected new traffic data in early 2011 for comparison. In particular, the study includes a comparison of automatic traffic count data, turning count data at the A483 Pool Road/Kerry Road and Dolfor Road junctions, along with eastbound journey time surveys.

The study showed that the closure of the river crossing at Aberbechan had not changed traffic conditions, and thus the findings of the study were not affected. The ATC data collected for the study showed that there was little variation between the weekday traffic profiles in 2008 and 2011, but that the weekend traffic levels had reduced. Comparison of turning counts showed that traffic flows had remained relatively constant overall, with some evidence of traffic reassignment. Comparison of the journey time surveys showed that there was some variation in junction delay through Newtown, but resulting in an overall neutral effect.

In summary the report concluded that there was some change to the traffic conditions since the opening of the Tesco store, but that overall the network delays remained relatively constant with similar journey times.

2.7 SCOOT Recalibration

In parallel to the Arup study, the SCOOT system was recalibrated by JAH Traffic Company Ltd between April and June 2011 at the request of the Welsh Government.

In addition, some basic training was given to members of Powys County Council staff in order that they would be able to check the operation of the SCOOT system in the future, and make minor adjustments if necessary.

Some minor improvements to the traffic signal equipment were also recommended to improve the operation. These included provision of an additional detector loop at the Kerry Road junction to improve the detection of vehicles waiting to turn right from Pool Road to Cambrian Way, and kerbside detection of pedestrian crossings to cancel the demand for pedestrian signal stages if the pedestrian crosses in a gap in traffic. These works were completed in December 2011.

An interim recalibration of the SCOOT system was undertaken in December 2011, and a final round of recalibration was undertaken in March 2012.

3 Further Analysis

3.1 Introduction

This section sets out the findings of further investigations, including discussion of the signal operation, and comparisons of journey times, junction turning counts, automatic traffic counter information, and junction modelling results.

3.2 Signal Operation

3.2.1 General

Initial site visits for this study were undertaken in February and March 2011, and were timed to observe the Thursday interpeak and PM peak period, as local residents had highlighted that the Thursday PM peak was often the most congested.

Of the five signal controlled junctions along the A483 in Newtown, all seemed to work reasonably well in isolation. Although these junctions are linked with a SCOOT system, it was observed that the signal timings of the adjacent junctions were poorly coordinated, which lead to inefficient operation with wasted green time due to traffic being held at the junction upstream, or blocked by the queue from the junction downstream. The A483 Pool Road/Kerry Road junction appeared to be the focus of the problems, as once past this junction there are no significant queues in either direction.

It was also noted that there are a number of ‘yellow box’ and ‘keep clear’ markings along the A483, and on the whole, these are well observed by drivers. This, in addition to a number of accesses and minor junctions, was observed to lead to breakdown in the ‘platoons’ of traffic which further interrupted the effective operation of the signal controlled junctions.

In response to these observations, recalibration of the SCOOT system was undertaken between April and June 2011 by JAH Traffic Company Ltd as part of this study. These works aimed to improve the coordination of the five signal controlled junctions in order to lead to a more efficient operation overall, increasing traffic capacity and reducing delay.

Further site visits in June, July and October were undertaken to review the operation of the traffic signals post recalibration. It was observed that the signal timing coordination between adjacent junctions was much improved, such that the individual junctions were able to operate more efficiently with less wasted green time due to blocking back.

This improved operation led to reduced congestion, and while queues were still present at the junctions, traffic was able to progress through the highway network more quickly, with a particular improvement in the westbound direction.

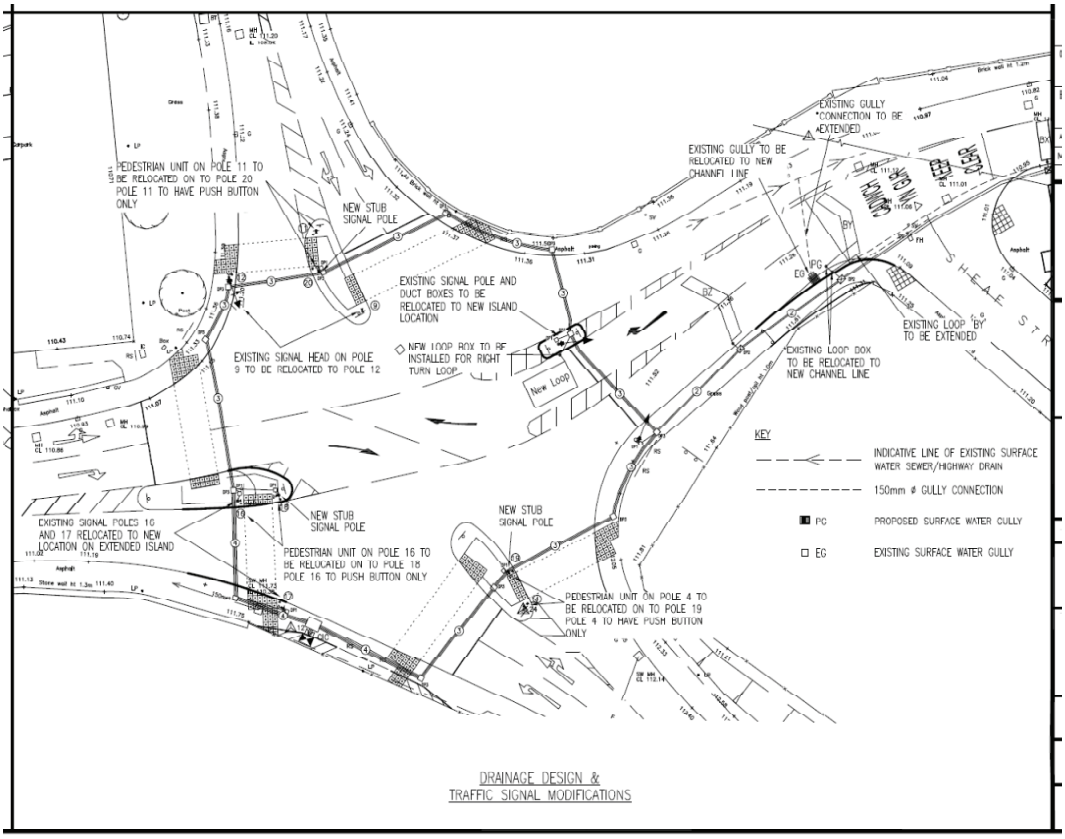
The journey time surveys undertaken during the site visit in July are discussed in Section 3.3 of this report.

3.2.2 A483 Pool Road/Kerry Road Junction

The latest configuration of the traffic signals at the A483 Pool Road/Kerry Road junction is shown on ADL Highways Drawing H649-901 revision C, an extract of which is included below.

This drawing represents the minor improvements that were carried out to the signal controlled junction early 2011. The changes to the island and road markings on Pool Road (East) create an improved right turn flare capacity, and improved alignment for straight through traffic. This arrangement also improves the visibility for traffic waiting to turn right from Pool Road (West) to Kerry Road. Other changes include the revised pedestrian crossing over the exit on Pool Road (West), to create a staggered crossing.

The introduction of controlled pedestrian crossing facilities makes pedestrian movements across the arms significantly easier and safer than the former roundabout configuration, and these crossings were observed to be well used. The signal staging included an unnecessary 'all red' stage for certain pedestrian crossings, resulting in additional delay to traffic. This was addressed as part of the minor improvements undertaken in March 2012.



While these changes improved the operation of the junction, the awkward alignment of straight though movement, and interaction of right turn lane and 'keep clear' markings remain, and significantly impact the smooth operation of the Pool Road (East) approach.

Photograph 3.1 highlights the poor straight through alignment from Pool Road (East). Photograph 3.2 demonstrates the limited right turn queuing length, and the

interaction with the 'keep clear' markings. Photograph 3.3 shows the impact of the right turn queue affecting the straight through movement.

Photograph 3.1: Showing the poor straight through alignment from Pool Road.

Photograph 3.2: Showing the right turn lane and the 'keep clear' markings over Sheaf Street.

Photograph 3.3: Showing vehicles waiting to right turn in the middle of the junction, whilst straight through traffic is restricted by the right turn queue.

3.3 Journey Time Comparison

3.3.1 Introduction

A number of Moving Observer Journey Time surveys have been undertaken through Newtown for the weekday PM peak period in recent years, and allow comparison of traffic conditions in the town.

Westbound

- 2006 by Powys County Council
- 2007 by Powys County Council
- 2011 by Welsh Government (pre SCOOT recalibration)
- 2011 by Arup (post SCOOT recalibration)

Eastbound

- 2008 by Parsons Brinkerhoff
- 2011 by Parsons Brinkerhoff (pre SCOOT recalibration)
- 2011 by Arup (post SCOOT recalibration)

In the westbound direction, the two surveys by Powys County Council capture the traffic conditions in Newtown prior to the junction works undertaken at Kerry Road and Tesco access. The survey by Welsh Government captures the traffic conditions in Newtown after the installation of traffic signals, but prior to the SCOOT recalibration. For this survey of a single run timings were recorded to the nearest minute only, thus while the survey is not entirely accurate it provides a useful comparison with the other surveys.

In the eastbound direction, the two surveys by Parsons Brinkerhoff capture the traffic conditions before and after the junction works undertaken at Kerry Road and Tesco access.

The surveys undertaken by Parsons Brinkerhoff were part of a longer survey route, and thus only the section from Mochdre Roundabout to Enterprise Park has been included for comparison. The Powys County Council surveys cover the section from Enterprise Park to Dolfor Road Junction.

The Arup surveys were undertaken in both directions from Enterprise Park to Mochdre Roundabout after the SCOOT recalibration. The surveys were recorded using a GPS tracker fitted to a vehicle driven at the prevailing traffic speeds back and forward through Newtown, and represent the average journey times through the network based on a series of survey runs.

Figure 3.2 presents the westbound journey time surveys as a graph of cumulative journey time against cumulative journey distance. Figure 3.3 presents the same for the eastbound direction. The timing points highlighted are as shown on Figure 3.1 (from west to east):

- Mochdre Roundabout
- Lon Cerddyn Junction
- Dolfor Road Junction
- New Church Street Junction
- Shortbridge Street Junction
- Kerry Road Junction
- Tesco Access Junction
- Wern Ddu Lane (Morrisons)
- Enterprise Park

Figure 3.1: Journey Time Comparison Timing Points (© 2011 Google)

3.3.2 Results

In the westbound direction, the 2006 and 2007 surveys highlight significant congestion during the PM peak period, recording an average speed of 11.2 km/h (7.0 mph), and 10.0 km/h (6.2 mph) respectively between Enterprise Park and Dolfor Road.

The 2011 post SCOOT calibration surveys recorded an average speed of 24.4 km/h (15.1 mph) over the same section during the PM peak period, and an average speed of 29.3 km/h (18.2 mph) over the whole surveyed section from Enterprise Park to Mochdre Roundabout.

Comparison of the journey time profiles in Figure 3.2 show that the 2006 and 2007 surveys recorded very slow moving traffic throughout the length of the survey, with particularly slow speeds between Kerry Road and Shortbridge Street.

The 2011 survey prior to the SCOOT recalibration shows a modest improvement over the earlier journey times, but highlights that congestion was present on this route.

The 2011 post SCOOT recalibration survey shows a significantly improved journey speed, with some localised congestion on the approach to the Kerry Road junction.

In the eastbound direction, the 2008, 2011 pre and post SCOOT recalibration surveys show a similar journey time overall, recording average speeds of 33.3 km/h (20.7 mph), 35.4 km/h (22.0 mph), and 31.2 km/h (19.4 mph) respectively between Mochdre Roundabout and Enterprise Park.

Comparison of the journey time profiles in Figure 3.3 show that the 2008 survey recorded general delay from Lon Cerddyn to Wern Ddu Lane, while the 2011 pre SCOOT recalibration survey recorded improved speeds in general, but with a localised delay between the Kerry Road and Tesco Access junctions. The 2011 post recalibration survey recorded a particular delay approaching Church Street and between Shortbridge Street and Kerry Road, but overall these localised delays did little to adversely impact the overall journey time.

The minor junction improvements and SCOOT recalibration appear to have significantly improved the previously slow journey times though Newtown in the westbound direction both in comparison with the former roundabout configuration and the traffic signals prior to SCOOT recalibration, with little impact on the eastbound movement.

3.3.3 Summary

In the westbound direction, significant congestion was apparent in the 2006 and 2007 surveys, with average speeds of between 6 and 7 mph between Enterprise Park and Dolfor Road. The SCOOT recalibration appears to have improved this congestion to some extent, with an average speed of around 15 mph over the same section in 2011.

In the eastbound direction, the surveys from 2008, 2010, and 2011 all show similar journey times, with average speeds of around 19 to 22 mph.

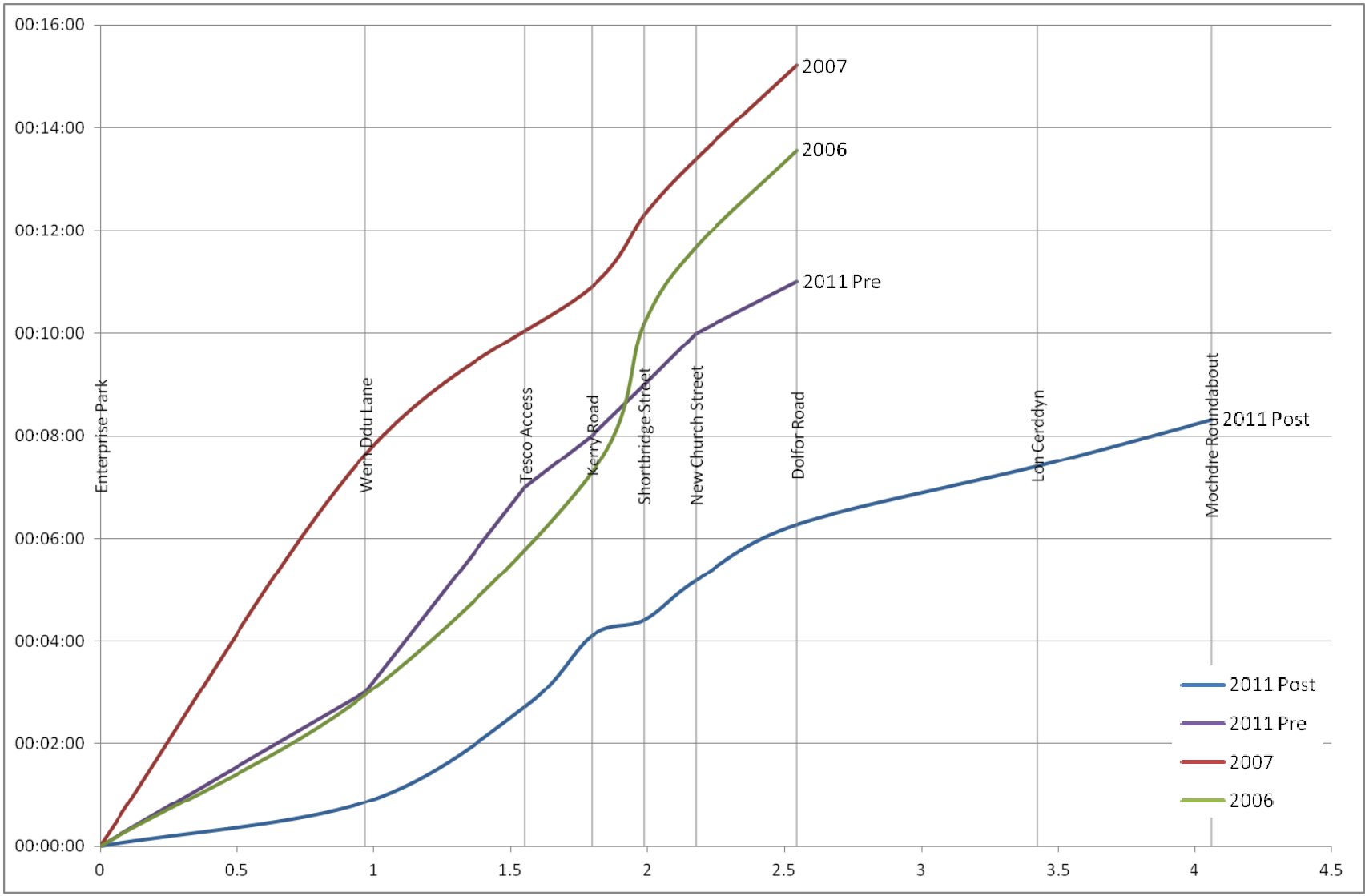


Figure 3.2: Westbound cumulative journey time against cumulative journey distance (in km)

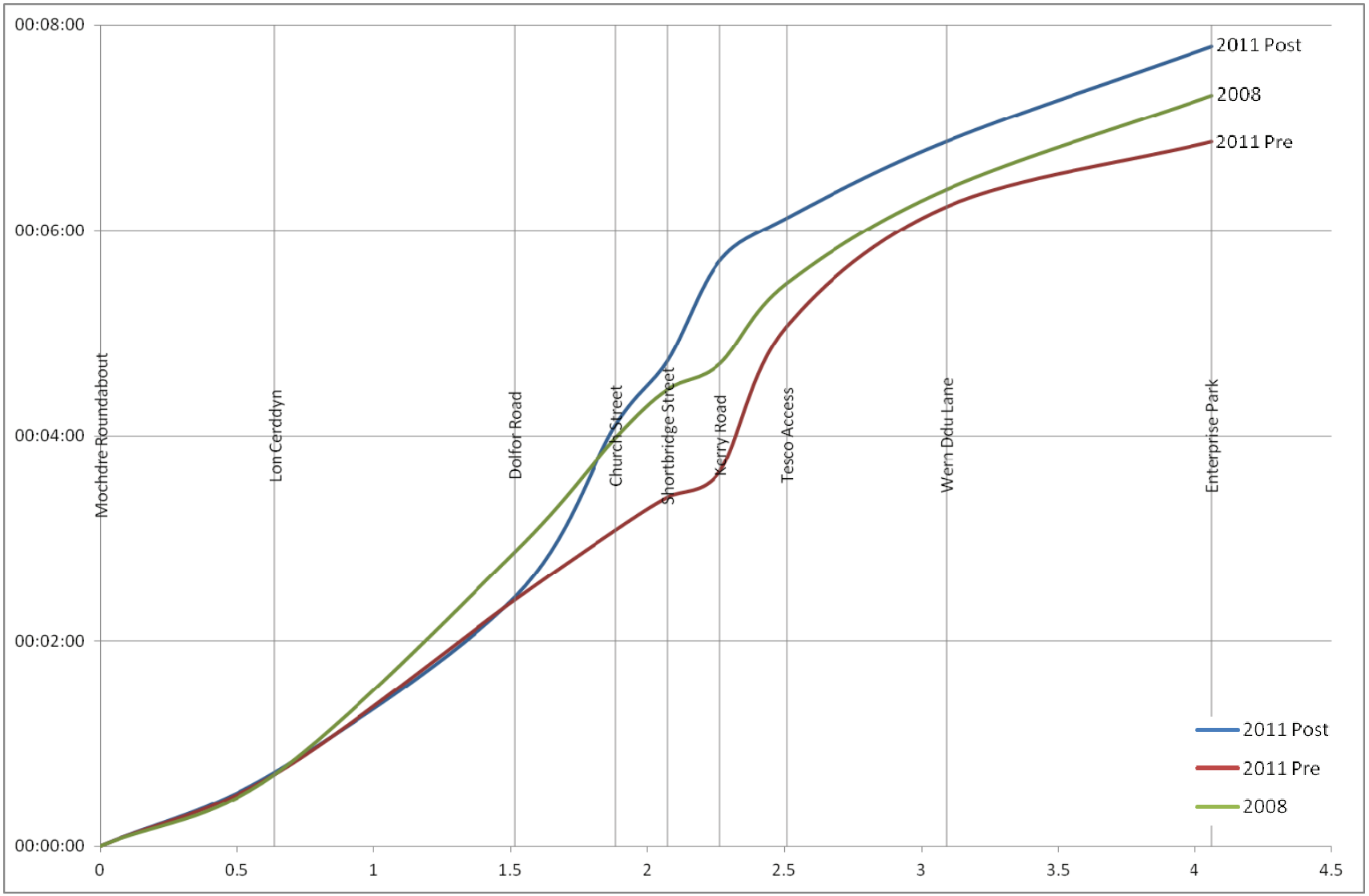


Figure 3.3: Eastbound cumulative journey time against cumulative journey distance (in km)

3.4 Turning Movements

3.4.1 Introduction

A number of turning count surveys and traffic forecasts have been undertaken for at the junction of A483 Pool Road/Kerry Road.

- 2005 – Paul Castle Traffic Count (Weekday PM and Saturday peaks)
- 2008 – Parsons Brinkerhoff (Weekday AM and PM, and Saturday peaks)
- 2011 – Parsons Brinkerhoff (Weekday AM and PM, and Saturday peaks)
- 2011 – Arup (Post SCOOT recalibration) (Weekday PM Peak Only)
- 2009 – ADL Traffic Forecast (Tesco TA) (Weekday PM and Saturday peaks)
- 2022 – ADL Traffic Forecast (Tesco TA) (Weekday PM and Saturday peaks)

These turning counts and forecasts are compiled in Figures 3.4, 3.5, and 3.6 for the Weekday AM, Weekday PM, and Saturday peak hours respectively.

The 2009 and 2022 traffic forecasts are extracted from the Transport Assessment for the Tesco store, and represent the estimated growth in traffic levels from 2005, plus the additional estimated traffic associated with the Tesco store.

3.4.2 Weekday AM Peak

The weekday AM peak hour was only surveyed in 2008 and 2011, and did not form part of the Tesco Transport Assessment. The turning movements for the AM peak hour are summarised in Figure 3.4.

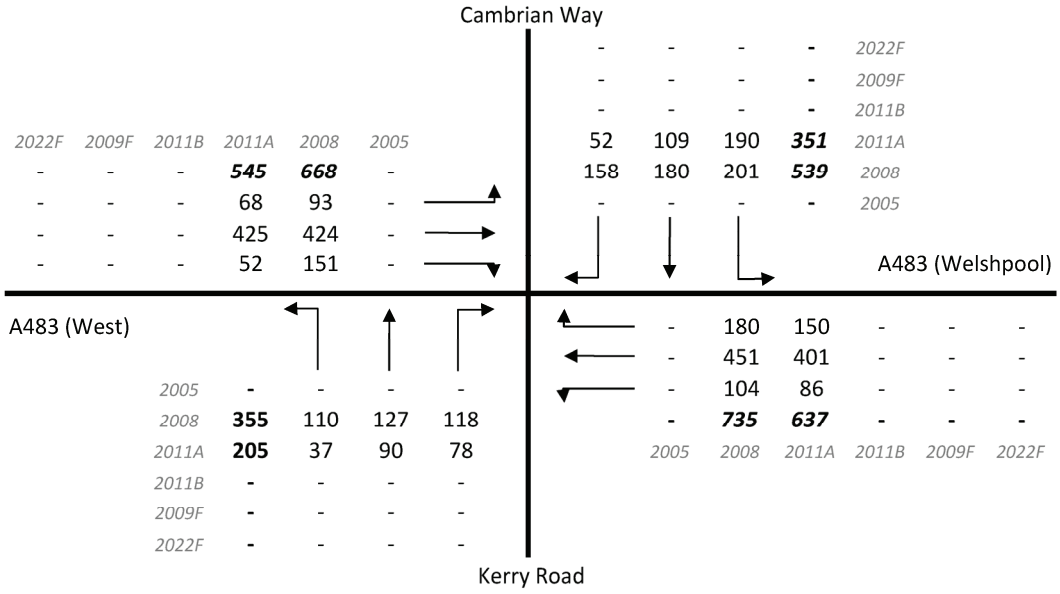


Figure 3.4: Weekday AM peak turning movements (in vehicles/hour)

Comparison of the two survey years shows generally similar turning proportions, but a slight reduction in traffic levels overall from 2008 to 2011.

Key differences are a significant reduction in right turning traffic from A483 Pool Road (West) to Kerry Road, and a similarly significant reduction in the opposite left turning movement from Kerry Road to Pool Road. There is also a significant reduction in right turning traffic from Cambrian Way to A483 Pool Road (West).

This would suggest that local traffic is diverting to alternative routes in order to avoid the Kerry Road junction, for example via Heol Treowen, Old Kerry Road, and Longbridge. There is no reliable historic traffic data on these routes to compare against current levels, and it is likely that there have been small increases on a number of routes.

In relation to the bridge closure on the B4389, it should also be noted that the traffic counts do not show an increase in right turning traffic from A483 (East) to Cambrian Way, or from Cambrian Way to A483 (East) as might have been expected without the ability to use this local 'rat-run'.

3.4.3 Weekday PM Peak

The weekday PM peak hour was surveyed in 2005, 2008, and twice in 2011, and traffic forecasts prepared for 2009 and 2025 in the Tesco Transport Assessment. The traffic forecasts were based on the 2005 traffic counts, with an allowance for background traffic growth, committed developments, and traffic associated with the Tesco development. The turning movements for the PM peak hour are summarised in Figure 3.5.

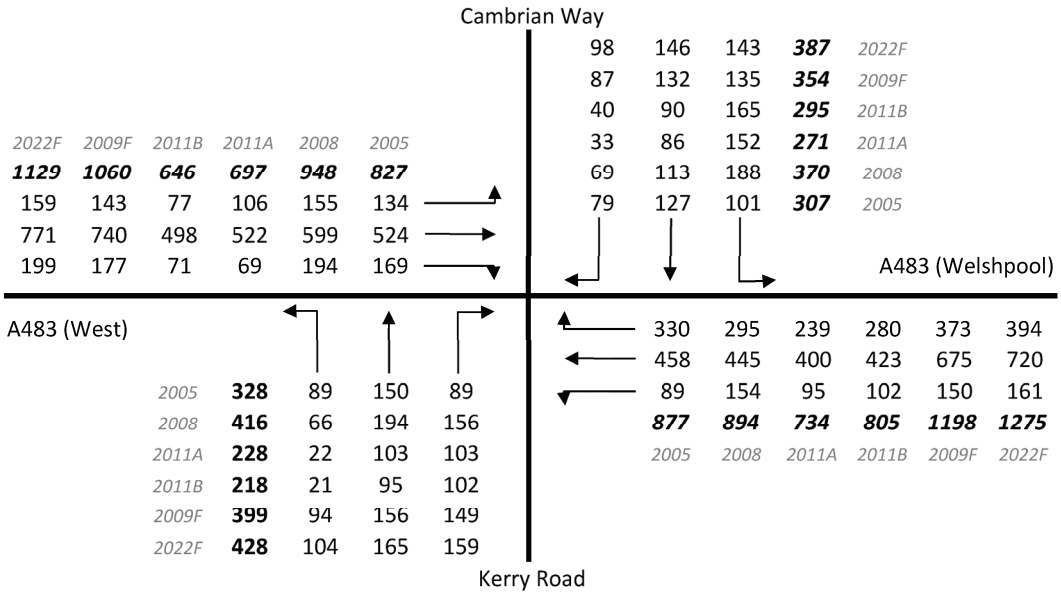


Figure 3.5: Weekday PM peak turning movements (in vehicles/hour)

Comparison of the three survey years shows generally similar turning proportions, with a general increase in traffic levels from 2005 to 2008, followed by a general decrease in traffic levels overall from 2008 to 2011.

As was noted for the AM peak hour, a significant reduction in right turning traffic from A483 Pool Road (West) to Kerry Road was recorded between 2008 and 2011, with a similar reduction in the opposite left turning movement from Kerry Road to Pool Road. There is also a significant reduction in right turning traffic from Cambrian Way to A483 Pool Road (West), again suggesting that local traffic

is diverting to alternative routes in order to avoid the Kerry Road junction, for example via Heol Treowen, Old Kerry Road, and Longbridge.

In relation to the bridge closure on the B4389, it should also be noted that the traffic counts do not show an increase in right turning traffic from A483 (East) to Cambrian Way, or from Cambrian Way to A483 (East) as might have been expected without the ability to use this local 'rat-run', as was shown in the AM peak.

The 2011 traffic counts are noticeably lower than the 2009 traffic forecasts from the Tesco Transport Assessment, suggesting that the level of traffic growth forecast has not been realised, and that the Tesco store is not attracting as many customers as was forecast in the Transport Assessment.

3.4.4 Saturday Peak

The Saturday peak hour was surveyed in 2005, 2008, and 2011, and traffic forecasts prepared for 2009 and 2025 in the Tesco Transport Assessment. The traffic forecasts were based on the 2005 traffic counts, with an allowance for background traffic growth, committed developments, and traffic associated with the Tesco development. The turning movements for the Saturday peak hour are summarised in Figure 3.6.

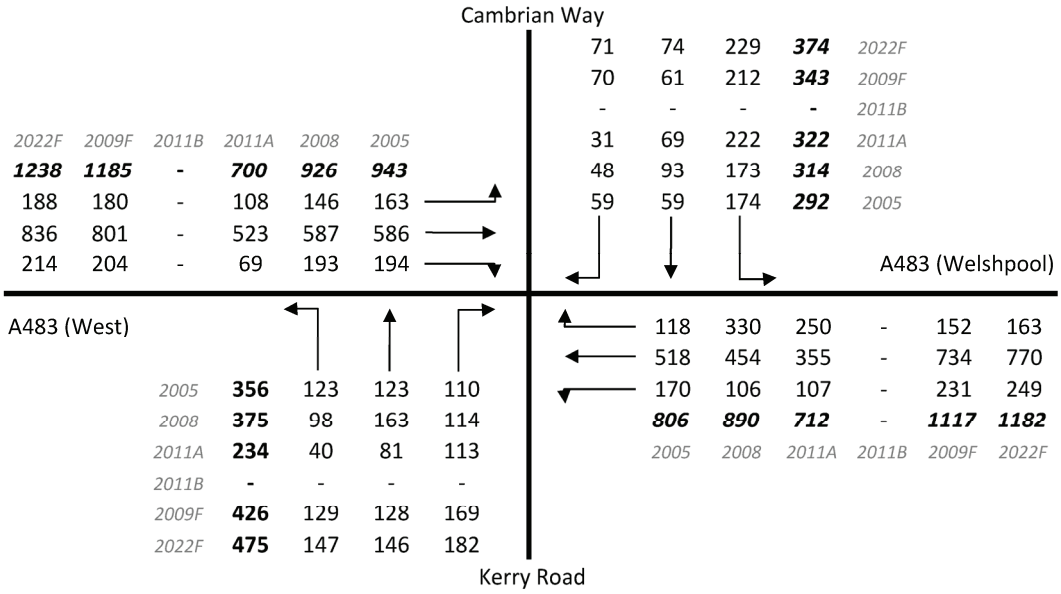


Figure 3.6: Saturday peak turning movements (in vehicles/hour)

Comparison of the three survey years shows generally similar turning proportions, with a general slight increase in traffic levels from 2005 to 2008, followed by a general decrease in traffic levels overall from 2008 to 2011.

As was noted for the weekday AM and PM peak hours, a significant reduction in right turning traffic from A483 Pool Road (West) to Kerry Road was recorded between 2008 and 2011, with a similar reduction in the opposite left turning movement from Kerry Road to Pool Road, suggesting that local traffic is diverting to alternative routes in order to avoid the Kerry Road junction, for example via Heol Treowen or Old Kerry Road.

Unlike the weekday AM and PM peak hours, a less significant reduction in right turning traffic from Cambrian Way to A483 Pool Road (West) was observed during the Saturday peak hour.

In relation to the bridge closure on the B4389, it should also be noted that the traffic counts do not show an increase in right turning traffic from A483 (East) to Cambrian Way, or from Cambrian Way to A483 (East) as might have been expected without the ability to use this local 'rat-run', as was shown in the AM and PM peaks.

As was found in the weekday PM peak, the 2011 traffic counts are noticeably lower than the 2009 traffic forecasts from the Tesco Transport Assessment, suggesting that the level of traffic growth forecast has not been realised, and that the Tesco store is not yet attracting as many customers as was forecast in the Transport Assessment.

3.4.5 Summary

Overall, all three peak periods show a similar pattern in traffic flows, recording some traffic growth from 2005 to 2008, followed by a reduction in traffic to 2011. Local traffic appears to divert away from the junction where alternative routes exist, though the closure of the river crossing on the B4389 does not appear to have increase turning movements at the junction. The 2011 traffic counts are significantly lower than the 2009 traffic forecasts in the Tesco Transport Assessment.

3.5 ATC Data

3.5.1 Introduction

In order to supplement and verify the turning counts, information has been obtained from Welsh Government permanent Automatic Traffic Counter (ATC) sites in and around Newtown.

- Site 165 – A489 West of Newtown
- Site 164 – A483 South of Newtown
- Site 94 – A483 New Road
- Site 93 – A483 West of Kerry Road Junction
- Site 333 – A483 St Giles Golf Course (East of Newtown)

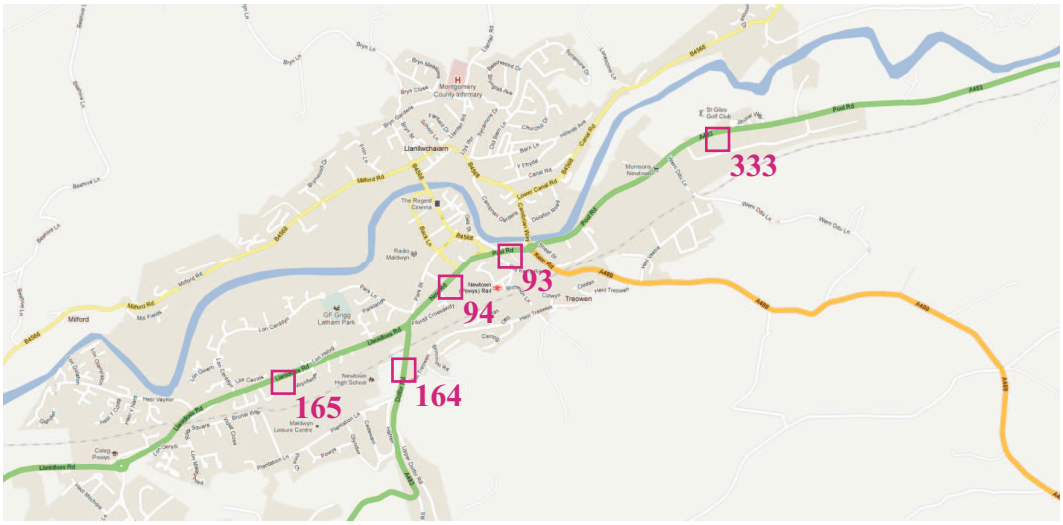


Figure 3.7: ATC Sites in and around Newtown (© 2011 Google)

Data was available for the years 2002 to 2011 in general, although for some sites data was not available for certain years, and the level of detail varied from site to site. For Site 93, the ATC closest to the Kerry Road junction, detailed information was provided, allowing an in-depth analysis of day-to-day and year-to-year variations.

3.5.2 Year-to-Year Comparison

For the five WG ATC sites in Newtown, the data has been compiled into directional Annual Average Daily Traffic (AADT), and a two way AADT. AADT represents the total daily traffic flows in vehicles for an average day during that year. These are summarised in Table 3.2, and displayed graphically on Figure 3.8.

For a number of the sites, for some years data was only collected for a limited number of months, and thus the daily average calculated may not be a true representation of the AADT. Where less than 6 months worth of data have been used to calculate the average, these are marked with a * in Table 3.1, and whilst not statistically accurate have been included to allow comparison. For some sites, the data from some years is missing altogether, and is thus not included in the table.

Table 3.1: AADT (Annual Average Daily Traffic) (in vehicles/day)

ATC Site	Dir	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Site 165 A489 West of Newtown	WB	8373	8668	8604	8560	8411	8547	8119	-	8020	7910*
	EB	8187	8452	8410	8374	8200	8320	7970	-	7680	7593*
	Tot	**16560**	**17120**	**17014**	**16934**	**16611**	**16867**	**16089**	**-**	**15700**	**15503***
Site 164 A483 South of Newtown	SB	2941	2982	2861*	2919	3106	3080	2932	-	-	-
	NB	2945	2961	2715*	2987	3270	3311	3304	-	-	-
	Tot	**5886**	**5943**	**5576***	**5906**	**6376**	**6391**	**6236**	**-**	**-**	**-**
Site 94 A483 New Road	SWB	7329	7487	7621	-	7619	7552	7236*	-	-	-
	NEB	10382	10637	10294	-	10487	10448	10352*	-	-	-
	Tot	**17711**	**18124**	**17915**	**-**	**18106**	**18000**	**17588***	**-**	**-**	**-**
Site 93 A483 Pool Road (West of Kerry Road)	SWB	7883	8204	8391	8538	8374*	8604	8484	8220	7262	7467
	NEB	7985	8265	8482	8584	8460*	8770	8633	8466	7869	7804
	Tot	**15868**	**16469**	**16874**	**17122**	**16834***	**17374**	**17117**	**16686**	**15131**	**15271**
Site 333 A483 St Giles Golf Course	WB	5417	5645	5683	5716	5767	5803*	6050	5820	5876	-
	EB	5568	5732	5900	5841	5957	5986*	5835	5527	5356	-
	Tot	**10984**	**11377**	**11583**	**11558**	**11724**	**11789***	**11884**	**11347**	**11232**	**-**

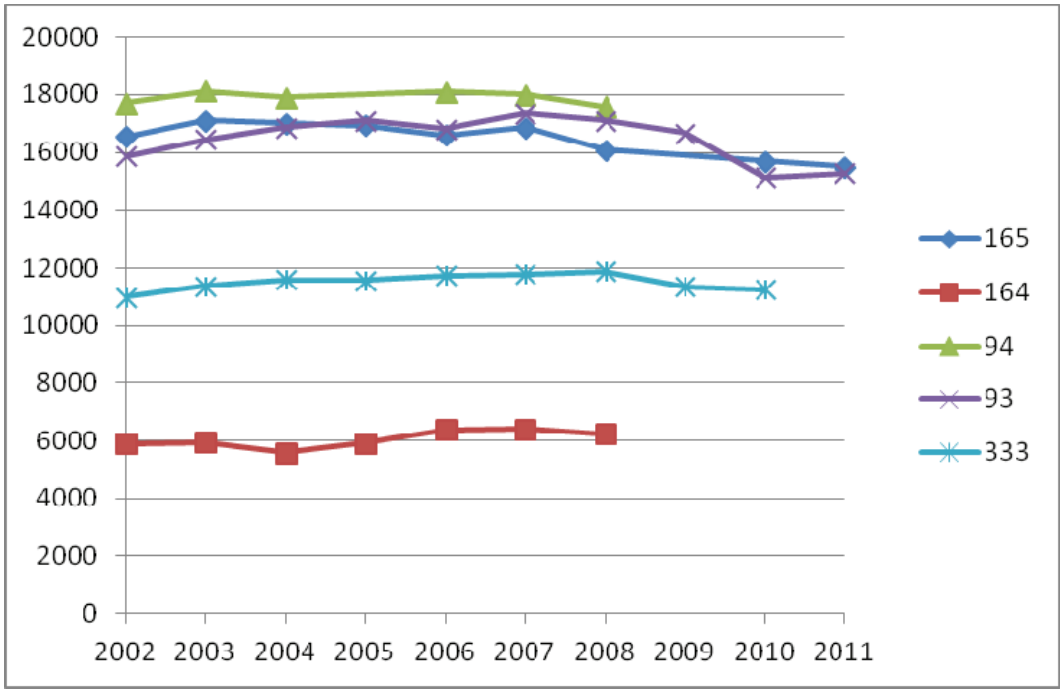


Figure 3.8: Year-to-year comparison of two-way AADTs (in vehicle/day)

The general trends show no growth in traffic overall in the Newtown area over the years considered, with yearly fluctuations both up and down. Site 93, immediately to the west of the Kerry Road junction mirrors the trends observed in the turning counts, with reduction in traffic from 2008 to 2010, with 2011 remaining at a similar level to 2010. Site 333 on the outskirts of Newtown to the east also shows

a reduction in traffic from 2008 to 2010, but to a lesser degree, while Site 165 on the outskirts of Newtown to the west shows a less significant change. This suggests that much of the reduction in traffic observed in the locality of the Kerry Road junction is due to diversion of local traffic rather than a wider reduction in traffic overall.

On a national level, there has been a reduction in traffic levels since 2007, such that 2010 traffic levels were around 3.3% lower than in 2007. The same trend has been recorded in Wales, where 2010 traffic levels were 3.5% lower than in 2007.

3.5.3 Daily Profile

The daily profile for an average day has been plotted to allow year-to-year comparison of the traffic patterns in Newtown. Site 93, immediately to the west of the Kerry Road junction, and Site 165 on the A489 to the west of Newtown have been compared to allow local and wider changes to be investigated.

Weekday

The two-way data for Site 93 is shown on Figure 3.9, and mirrors the findings of the analysis of the turning counts and wider ATC data, showing that there is little change in the traffic profile from 2006 to 2008, with a reduction in traffic levels in 2010 and 2011 throughout the day. The shape of the profile highlights that there has been no spreading of the peak periods, rather a general reduction in traffic throughout the course of the day.

Interrogation of the directional profile data in Figure 3.10 suggests that the reduction in the westbound direction is larger than the reduction in the eastbound direction. This would seem to correspond with the increased delay observed in the in the westbound direction compared with the eastbound direction.

Site 165 on the outskirts of Newtown shows a much more limited reduction in traffic flows in 2010 and 2011 compared to the earlier years, reinforcing the earlier findings that much of the reduction in traffic at the Kerry Road junction is likely to be due to the diversion of local trips to avoid the delay, rather than due to traffic avoiding the Newtown areas in general.

Saturday

A similar pattern is observed for the Saturday profiles shown in Figure 3.12, with little change in the profile from 2006 to 2008, a slight reduction in 2009, and a further reduction in 2010 and 2011. The shape of the profile highlights that there has been no spreading of the peak period rather a general reduction in traffic throughout the course of the day.

Interrogation of the directional profile data in Figure 3.13 suggests that the reduction in the westbound direction is larger than the reduction in the eastbound direction. This would seem to correspond with the increased delay observed in the in the westbound direction compared with the eastbound direction.

Site 165 on the outskirts of Newtown shows a much more limited reduction in traffic flows in 2010 and 2011 compared to the earlier years, reinforcing the earlier findings that much of the reduction in traffic at the Kerry Road junction is likely to be due to the diversion of local trips to avoid the delay, rather than due to traffic avoiding the Newtown areas in general.

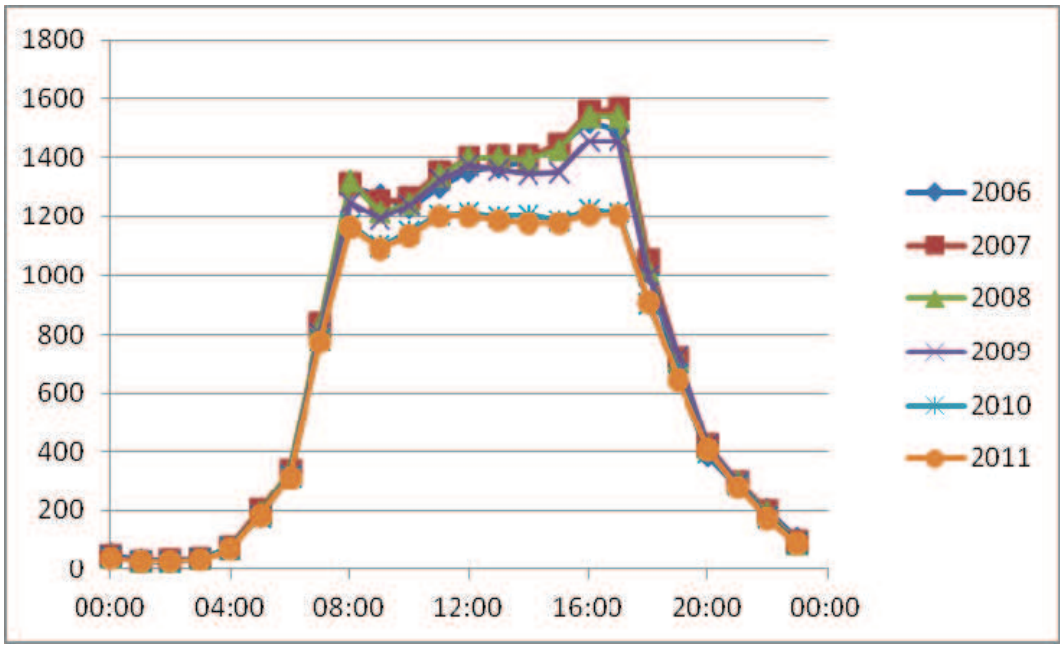


Figure 3.9: Weekday Two-Way Daily Profiles for Site 93

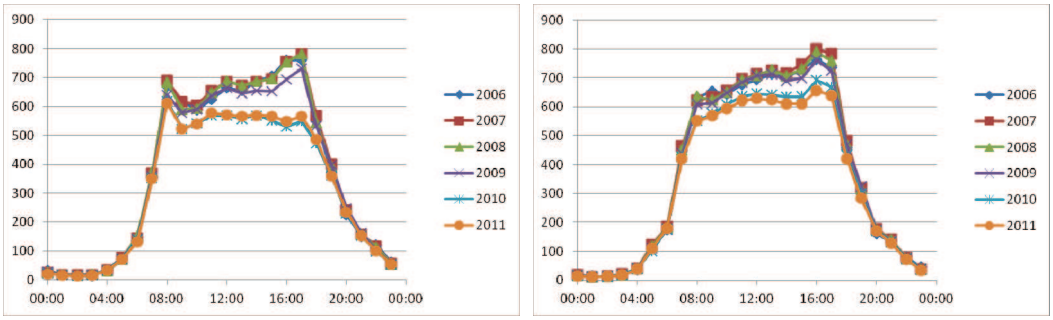


Figure 3.10: Weekday SW bound and NE bound Daily Profiles for Site 93

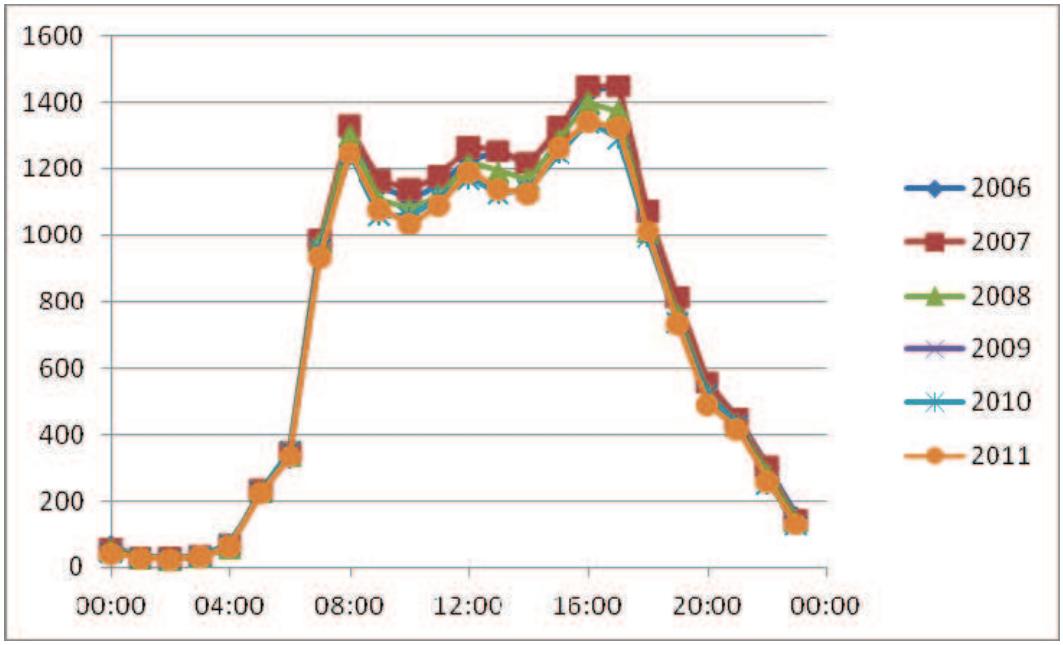


Figure 3.11: Weekday Two-Way Daily Profiles for Site 165

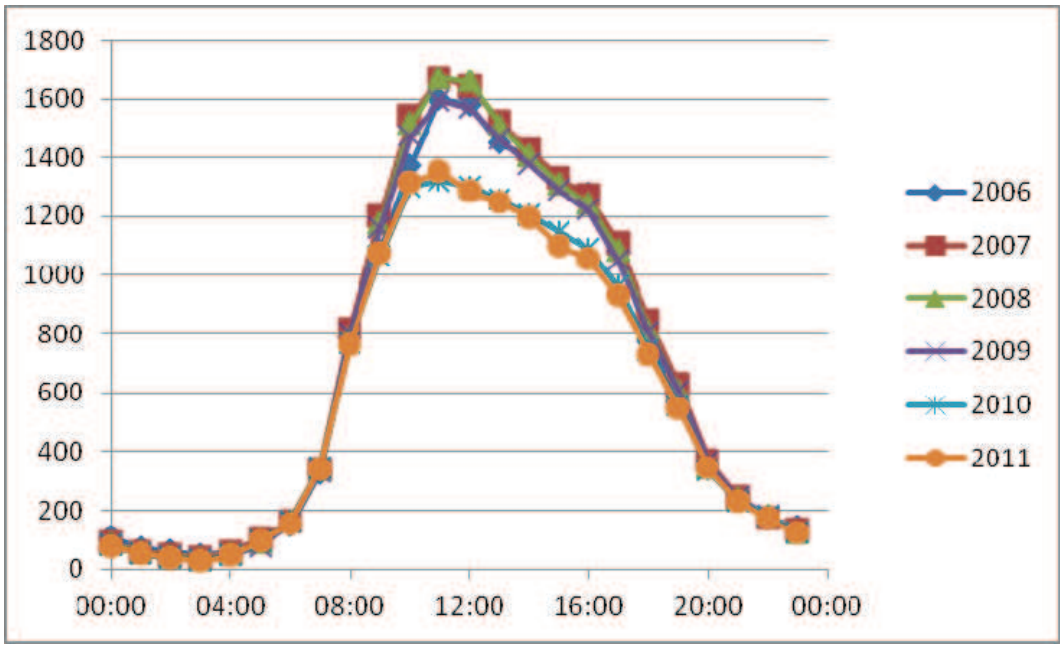


Figure 3.12: Saturday Two-Way Daily Profiles for Site 93

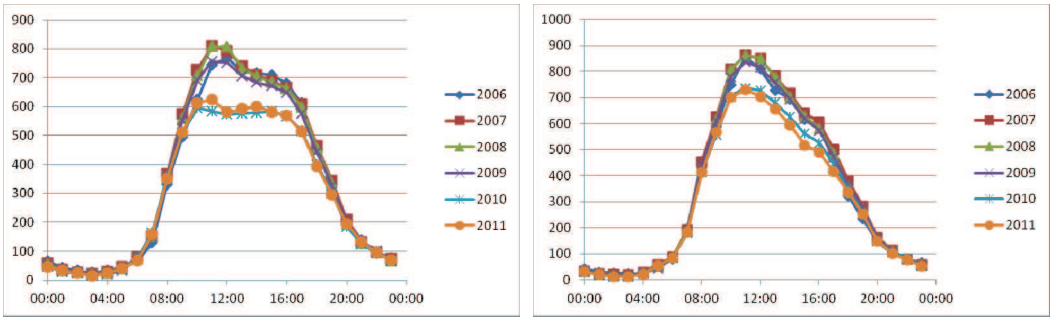


Figure 3.13: Saturday SW bound and NE bound Daily Profiles for Site 93

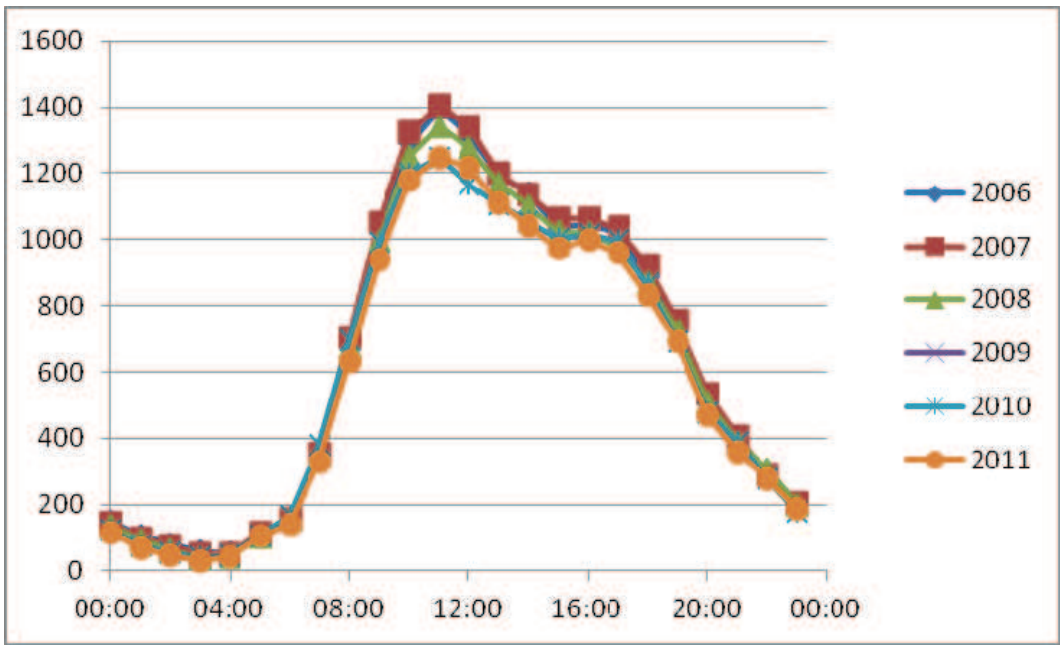


Figure 3.14: Saturday Two-Way Daily Profiles for Site 165

3.5.4 Day-to-Day Variation

For Site 93, immediately to the west of the Kerry Road junction, the hourly traffic levels have been summarised from the ATC data for a typical week in 2008 and 2010. These flows have been colour coded in order to show the variation visually in Table 3.2, with the same colour scale used for each year to allow comparison.

Table 3.2: Two-way hourly traffic flow (in vehicles)

2008

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00	40	44	42	48	48	86	99
01:00	28	29	27	29	33	55	66
02:00	29	29	29	30	35	43	52
03:00	48	35	37	37	38	35	37
04:00	86	68	64	68	69	50	30
05:00	209	188	185	180	183	92	42
06:00	368	337	332	328	310	161	75
07:00	862	837	826	830	777	342	140
08:00	1354	1330	1306	1323	1280	791	252
09:00	1199	1213	1202	1226	1226	1175	594
10:00	1236	1232	1192	1248	1311	1516	1114
11:00	1329	1322	1263	1327	1448	1671	1293
12:00	1377	1372	1314	1371	1547	1660	1373
13:00	1358	1370	1315	1379	1574	1513	1264
14:00	1342	1349	1313	1384	1572	1409	1267
15:00	1357	1383	1389	1438	1564	1312	1267
16:00	1471	1520	1535	1575	1609	1245	985
17:00	1489	1525	1581	1619	1484	1083	813
18:00	923	949	1015	1057	1132	816	668
19:00	615	627	687	758	862	608	517
20:00	350	356	378	442	558	347	372
21:00	247	263	290	327	350	238	258
22:00	152	169	189	215	222	181	151
23:00	69	76	80	97	132	124	77
	17538	17623	17591	18336	19364	16553	12806

2010

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00	39	37	36	42	45	82	96
01:00	30	29	26	30	34	50	67
02:00	25	23	24	24	30	38	52
03:00	44	34	33	31	36	29	42
04:00	91	71	70	71	72	46	33
05:00	197	175	166	167	174	93	46
06:00	363	321	306	307	292	161	77
07:00	839	788	758	768	745	343	155
08:00	1189	1179	1172	1159	1154	770	268
09:00	1106	1070	1085	1101	1123	1067	578
10:00	1148	1128	1091	1147	1227	1301	1067
11:00	1215	1186	1140	1205	1276	1320	1233
12:00	1222	1198	1178	1200	1268	1301	1274
13:00	1179	1177	1160	1192	1292	1257	1185
14:00	1180	1185	1168	1212	1277	1205	1184
15:00	1159	1166	1169	1203	1235	1147	1161
16:00	1204	1214	1228	1220	1248	1092	937
17:00	1187	1217	1237	1240	1200	963	784
18:00	828	827	902	921	1040	746	639
19:00	563	578	626	696	840	557	500
20:00	328	330	372	422	541	335	347
21:00	235	252	272	318	352	231	239
22:00	135	156	173	203	211	176	150
23:00	70	75	88	97	132	123	77
	15576	15416	15480	15976	16844	14433	12191

Scale

Scale
100
200
300
400
500
600
700
800
900
1000
1100
1200
1300
1400
1500
1600
1700

The data for 2008 shows that Monday to Thursday show a similar daily profile, with higher traffic volumes in the PM peak than the AM peak. The Friday profile shows higher traffic flows throughout the day, with a wider PM peak period. Overall, the Thursday PM peak hour represents the highest hourly flow of a weekday, confirming the reports that the Thursday peak hour typically has the worst congestion. The Saturday peak is shorter are more focused during the middle of the day, at a similar level to the weekday PM peak

The 2010 data shows a similar overall profile to the 2008 data, with the same general patterns found for 2008, however the 2010 traffic levels are lower overall that the 2008 levels.

3.6 SCOOT Data

Historic data from SCOOT system is stored in an ASTRID database. Data has been extracted from the ASTRID database for two comparable weeks in 2010 and 2011, 1st November 2010 to 7th November 2010 and 31st October 2011 to 6th November 2011, to allow evaluation of the improvements implemented to the SCOOT system.

The internal units of the SCOOT system are Link Profile Units (LPUs), a hybrid measure of traffic flow and detector occupancy. As such, due to the way that the SCOOT detectors are calibrated, they cannot be used to give accurate absolute values for traffic flow, but do allow relative comparison over different time periods.

This SCOOT modelled flow is retained from a previous cycle if the SCOOT detector is seen as congested. This is essential for the correct operation of the SCOOT optimisers in congested conditions, but does mean that the flow values obtained do not necessarily reflect the circumstances on street.

At the Kerry Road junction, the comparison in Table 3.3 shows that there has been an overall increase in traffic flow through the junction from 2010 to 2011, with a particular improvement in the eastbound direction.

Table 3.3: Average Peak Hour Flow (LPUs/hour)

	AM Peak Hour			PM Peak Hour		
	2010	**2011**	**Change**	**2010**	**2011**	**Change**
A483 Westbound	852	870	+2%	930	984	+6%
A483 Eastbound	241	388	+61%	224	284	+27%
Total	**1093**	**1258**	**+15%**	**1154**	**1268**	**+10%**

The ASTRID database also stores the link saturation. This gives a measure of congestion at the junction, as summarised in Table 3.4. Overall, this shows a reduction in saturation at the junction from 2010 to 2011, with a particular improvement in the eastbound direction, but a slight deterioration in the westbound direction.

Table 3.4: Average Saturation (%)

	AM Peak Hour			PM Peak Hour		
	2010	**2011**	**Change**	**2010**	**2011**	**Change**
A483 Westbound	81.6	88.8	+9%	88.2	89.6	+2%
A483 Eastbound	218.0	135.0	-38%	242.0	176.0	-27%
Average	**149.8**	**111.9**	**-25%**	**165.1**	**132.8**	**-20%**

As such, the data from ASTRID database shows that overall the improvements implemented to the SCOOT system have increased the throughput of traffic and reduced congestion compared to the initial configuration.

3.7 Junction Modelling

3.7.1 Introduction

The Kerry Road junction has been modelled independently by Arup for comparison with results from the Tesco Transport Assessment, and to allow consideration of other traffic flow scenarios, both for the existing traffic signals and for the former roundabout.

To allow comparison, the various models have been assessed for 2008 and 2011 traffic counts, and the 2009 traffic forecast from the Tesco Transport Assessment, which assumes full utilisation of the Tesco Store, but limited background traffic growth. The earlier analysis of the Automatic Traffic Count data suggests the background traffic growth in Newtown has been negligible, and thus the 2022 forecast growth in the TA is likely to have been an overestimate.

This initial modelling work does not take into account the interaction with neighbouring junctions, and due to limitations of the industry standard software used, cannot fully account for some of the localised effects of short flare lengths with designated turning movements, and the interaction of traffic queues.

As such, the modelling gives a good indication of the junction capacity at Kerry Road, but cannot consider the effects of traffic platooning or blocking back from adjacent junctions. The microsimulation modelling described in Section 3.8 allows a more detailed assessment of these effects.

The analysis undertaken for the Tesco Transport Assessment highlighted that the roundabout was operating above theoretical design capacity in 2009 without the development during the Friday PM peak hour, and the traffic signals would also operate above theoretical capacity in the Friday PM and Saturday peak hours with the development in place. However, it stated the overall level of queuing would be less with the development and traffic signals than without.

3.7.2 Kerry Road Roundabout

3.7.2.1 Introduction

ARCADY is the industry standard software for analysing the operation of roundabout junctions, published by the Transport Research Laboratory (TRL).

However, ARCADY is unable to model for unequal lane usage, which is particularly apparent when the roundabout has lane markings defining lane usage, and will over-estimate the capacity of such a junction. A method for correcting this shortcoming is described in the March 1997 TEC article 'Arcady Health Warning' by Barbara Chard, which has been used in the Arup assessment of the former roundabout. The correction is unable to fully take into account the interaction of queuing vehicles in adjacent lanes.

The modelling of the roundabout in the ADL Transport Assessment for Tesco failed to take into account this effect and as such overestimated the capacity of the former roundabout.

The modelling in the Transport Assessment was undertaken in version 5.0 of the software, and the current version is 7.1, although there are no fundamental changes to the method of analysis.

The Arup assessment of the former roundabout was undertaken using geometry measured from historic orthorectified aerial photography and Ordnance Survey mapping. Limited data was available to calibrate the model, and thus the model was developed using 2008 traffic flows to allow comparison with junction delays observed in the journey time surveys, and then tested for other traffic flow scenarios.

3.7.2.2 Geometry

The key input to ARCADY is the measured geometry of each approach, including the approach half width, entry width, effective flare length, entry radius, inscribed circle diameter (ICD), and the conflict angle.

The geometry in the ADL model has been reviewed and appears to be generally acceptable, although it was noted that the flare lengths modelled are shorter than those measured, perhaps in an attempt to reduce the capacity of the junction model to better match on site observations.

However, as noted above, the ADL model does not take into account the limitation of ARCADY when modelling unequal lane usage.

3.7.2.3 Modelling Results

The results from the Arup model of the Kerry Road roundabout for 2008 Weekday PM Peak conditions are summarised in Table 3.5.

Table 3.5: Arup ARCADY model results, 2008 Weekday PM Peak

Lane	RFC	Queue (veh)	Delay (s/veh)
Pool Road (East)	1.04	35	113
Kerry Road	0.51	1	8
Pool Road (West)	1.11	64	184
Cambrian Way	0.86	5	44

The level of queuing and delay from the Arup model is understood to be generally representative of that observed on site at the time, with 2 to 3 minutes of delay on the Pool Road east and west approaches. The practical capacity for a roundabout is normally taken as the Ratio of Flow to Capacity (RFC) of 85% or 0.85., however junctions can still operate with an RFC of up to or exceeding 100%, albeit with a lower level of confidence. As such, the junction was operating over the accepted level of practical capacity, and is likely to have been exceeding theoretical capacity during peak periods. This is consistent with the reports of congestion prior to the conversion to a traffic signal controlled junction.

For comparison, the results of the two ARCADY models are summarised in Table 3.6 for the 2008 traffic levels and Table 3.7 for the 2009 traffic forecasts from the Tesco Transport Assessment with full utilisation of the store, for a weekday PM peak period.

Table 3.6: Model results for 2008 Weekday PM Peak

	Arup Model			ADL Model		
Lane	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
Pool Road (East)	1.04	35	113	0.97	17	59
Kerry Road	0.51	1	8	0.48	1	7
Pool Road (West)	1.11	64	184	0.78	3	11
Cambrian Way	0.86	5	44	0.65	2	15

Table 3.7: Model results for 2009 traffic forecasts, Weekday PM Peak

	Arup Model			ADL Model		
Lane	RFC	Queue (veh)	Delay (s/veh)	RFC	Queue (veh)	Delay (s/veh)
Pool Road (East)	1.45	305	1051	1.32	204	635
Kerry Road	0.51	1	8	0.49	1	7
Pool Road (West)	1.16	97	278	0.84	5	15
Cambrian Way	0.68	2	18	0.69	2	19

The comparison in Table 3.6 shows that the Arup model of the Kerry Road Roundabout, which includes correction for unequal lane usage, has less capacity than the ADL model which excludes this correction. The delays recorded in the 2006, 2007, and 2008 journey time surveys suggest that the delays output by the Arup model are more consistent with those observed onsite during peak periods.

Table 3.7 shows that both junction models forecast that the roundabout would be over capacity for the 2009 traffic levels with full utilisation of the Tesco store, with the Arup model showing over 17 minutes delay on the Pool Road (East), and over 4.5 minutes of delay on Pool Road (West) with very significant queuing on these arms.

As such, the former roundabout would thus not be expected to operate satisfactorily for the forecast traffic flows, and the junction capacity reported in the Tesco Transport Assessment is an over estimate compared to the on-site operation.

3.7.3 Kerry Road Traffic Signals

3.7.3.1 Introduction

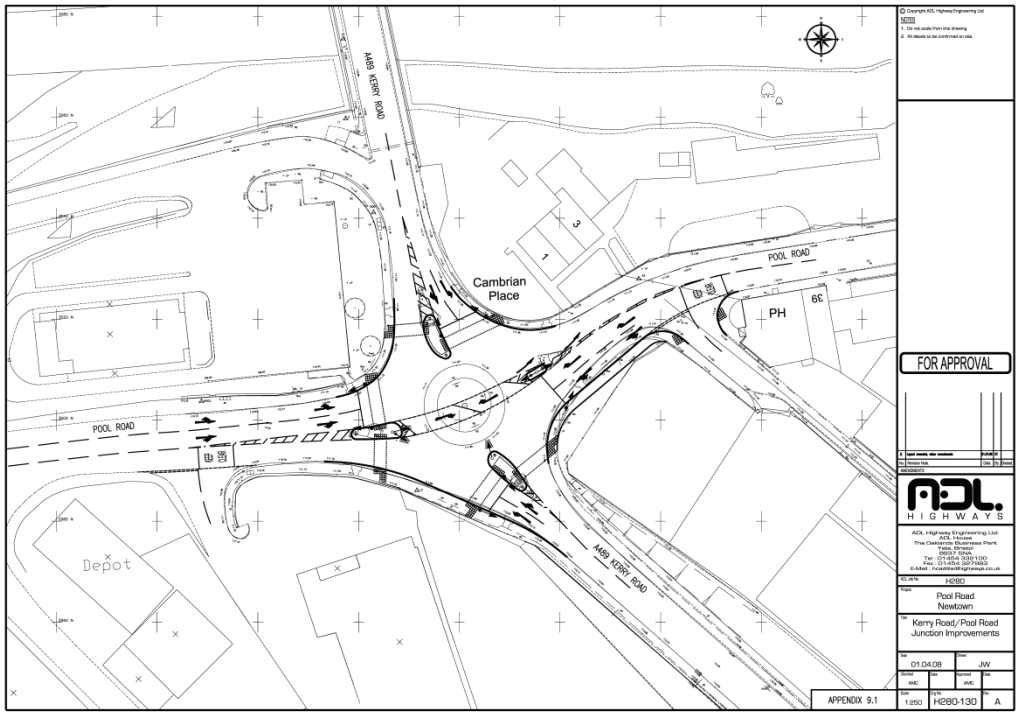
LinSig is one of the industry standard software packages for analysing the operation of traffic signal controlled junctions, published by JCT Consultancy. It is typically used for the detailed analysis of standalone junctions or small networks of junctions.

Alternative software includes TRANSYT, for less detailed modelling of larger networks of signal controlled junctions, and OSCADY for simple modelling of standalone junctions.

The modelling undertaken in the Transport Assessment used LinSig version 2. The latest version, 3.1, has some significant improvements which allow more detailed modelling of flared approaches and improved network capabilities. As such the Arup assessment has been undertaken in LinSig version 3.1.

The Arup model has been built to represent the junction operation observed on site. Arup undertook a high mast video survey to record the operation of the junction, and undertook queue length and journey times surveys to help calibrate the model.

The junction layout assessed for the Tesco Transport Assessment has a different layout to that which was built. In particular, the Pool Road (west) arm has been modelled as two straight ahead lanes (a straight and left, and a straight and right), with a very short merging length on the exit. This layout is also shown on the junction drawing which accompanies the Transport Assessment, as shown below. In practice this would not have operated effectively. The junction as built has a straight and left lane, and a right turn lane on this arm.



3.7.3.2 Saturation Flows

The saturation flow is the theoretical traffic flow which would be obtained if there was a continuous queue of vehicles and they were given 100 percent of the green time. It is generally expressed in vehicles per hour of green time.

It is normal to estimate saturation flows for new junctions using the method set out in 'TRRL Research Report RR67 - The prediction of saturation flows for road junctions controlled by traffic signals'. The RR67 method estimates the saturation flow based on the measured geometry of the lane, including width, curvature, and gradient. Guidance on adjustments to the estimated saturation flow to take account of other site characteristics is given in TRL Traffic Software News, Issue 33.

Once a junction is built and operational, the saturation flow can be measured on site. Table 3.8 provides a comparison of the saturation flows assumed in for the Tesco Transport Assessment, the Arup model, and those measured on site. This table also includes comparison of the modelling assumptions made for flare length and the number of right turning vehicles that are stored in front of the stop line whilst waiting to give way.

Table 3.8: Lane Saturation flow and Flare Lengths

Lane	ADL Model	Arup Model		Observed
Pool Road (East) Straight and Left	1926	1630*		1635
Pool Road (East) Right	1943 (7 vehicle flare) (3 vehicle storage)	1774 (4 vehicle flare) (2 vehicle storage)		1807
Kerry Road Left	1883 (3 vehicle flare)	1849 (2 vehicle flare)	2232	2248‡
Kerry Road Straight and Right	1981	1752		
Pool Road (West) Straight and Left	1965	1787		1759
Pool Road (West) (Straight and) Right	2063 (3 vehicle storage)	1723 (10 vehicle flare) (2 vehicle storage)		N/A†
Cambrian Way Left	1805 (3 vehicle flare)	1768 (2 vehicle flare)	2273	2250‡
Cambrian Way Straight and Right	1865	1849		

*10% reduction to RR67 calculated saturation flow due to limited visibility and interaction with keep clear markings

† It is not possible to measure the saturation flow of this lane on site as it does not receive an unopposed green signal

‡ It is not possible to measure the saturation flow of the short flare independently, and thus the observed value represents the effective saturation flow for the arm as a whole, for comparison with the equivalent saturation flow from the model

It is clear that the modelling undertaken for the Tesco Transport assessment overestimates the saturation flow and usable flare lengths, in particular for the lanes on the key arms of Pool Road east and west. While these were estimated using the same RR67 method as the Arup model, they appear to be generous with the geometry measurements and fail to take into account the curvature of the straight through movements. The Arup estimated saturation flows are a close match to those observed onsite.

As such the junction capacity reported in the Tesco Transport Assessment is an over estimate compared to the on-site operation.

3.7.3.3 Modelling Results

The results from the Arup model of the Kerry Road junction for 2011 Weekday PM Peak conditions are summarised in Table 3.9.

Table 3.9: Arup LinSig model results, 2011 Weekday PM Peak

Lane	DoS	Queue (veh)	Delay (s/veh)
Pool Road (East)	96.4%	34	63
Kerry Road	93.6%	12	124
Pool Road (West)	82.2%	20	41
Cambrian Way	95.7%	14	120

The level of queuing and delay from the Arup model is representative of that observed on site. The normally accepted practical limit of capacity is 90% Degree

of Saturation (DoS). As such, the junction is currently operating over the accepted level of practical capacity, and close to theoretical capacity during peak periods.

As the junction is close to theoretical capacity, it would be very sensitive to increases in traffic demand. As a sensitivity test, the calibrated model was assessed for the 2008 weekday PM peak, as summarised in Table 3.10.

Table 3.10: Arup LinSig model results, 2008 Weekday PM Peak

Lane	DoS	Queue (veh)	Delay (s/veh)
Pool Road (East)	135.6%	169	558
Kerry Road	132.9%	79	572
Pool Road (West)	137.4%	185	593
Cambrian Way	134.1%	65	570

The results indicate that the junction would operate over capacity, with delays of up to 10 minutes. For comparison, the results of the two LinSig models are summarised in Table 3.11 for the 2009 traffic forecasts from the Tesco Transport Assessment with full utilisation of the store, for a weekday PM peak period.

Table 3.11: Model results for 2009 traffic forecasts, Weekday PM Peak

	Arup Model			ADL Model		
Lane	DoS	Queue (veh)	Delay (s/veh)	DoS	Queue (veh)	Delay (s/veh)
Pool Road (East)	156.1%	293	747	99.6%	36	74
Kerry Road	150.6%	97	751	98.0%	20	119
Pool Road (West)	156.8%	262	771	84.4%	27	46
Cambrian Way	154.7%	88	775	100.6%	20	145

The Arup calibrated junction model shows that the junction would be significantly over capacity for this scenario, with 12 to 13 minutes of delay per vehicle on each approach with very significant queuing, compared to the 1 to 2 minutes quoted in the TA report.

The current junction would thus not be expected to operate satisfactorily for the forecast traffic flows, and the junction capacity reported in the Tesco Transport Assessment is an over estimate compared to the on-site operation.

3.7.4 Summary

The modelling undertaken by ADL for the Tesco Transport assessment overestimated the junction capacity at Kerry Road for both the roundabout and the signal controlled junction.

The initial modelling of the junction at Kerry Road undertaken by Arup has shown that the traffic signal controlled junction is operating close to capacity during the peak periods with current traffic levels, and the former roundabout was operating over capacity. The modelling has shown that both the former roundabout and existing signal controlled junction would be over capacity during peak periods with the traffic levels forecast for full utilisation of the Tesco store.

Due to the limitations of this initial modelling, in particular for the roundabout, it is not possible at this stage to prove conclusively which junction form would have the highest capacity. As such, a microsimulation model was developed to investigate this in more detail, as described in the following section.

3.8 Microsimulation Modelling

3.8.1 Introduction

A microsimulation traffic model has been built to model the Kerry Road junction including the interaction with the neighbouring junctions with Shortbridge Street and the Tesco Access.

Microsimulation is a traffic modelling technique that operates on the level of individual vehicles. The output is a real-time visual display showing vehicles driving on the highway and interacting with each other. As such, a microsimulation model can provide a powerful presentational tool for the highway options and their impacts on traffic patterns which can be presented in an easily understandable 3D visual format. The model can also be used to provide data on vehicle operations on the road network, and can be used to inform an assessment of vehicle pollutant and greenhouse gas emissions.

The model has been developed using VISSIM 5.30 software, and calibrated to local driver behaviour from on site observations and using video footage of the traffic signal controlled junction. A still from the video is shown in Photo 3.4.

Both the roundabout and traffic signal model scenarios use 2011 PM peak traffic flows to allow a direct comparison of the junction operation. For both models journey times were extracted for the eastbound and westbound movements on the A483.

Photo 3.4: Video footage used to help calibrate the microsimulation model

3.8.2 Kerry Road Roundabout

A screenshot of the VISSIM model for the roundabout is shown in Figure 3.14, and eastbound and westbound journey times given in Table 3.12. A video of the model is included in Appendix A.

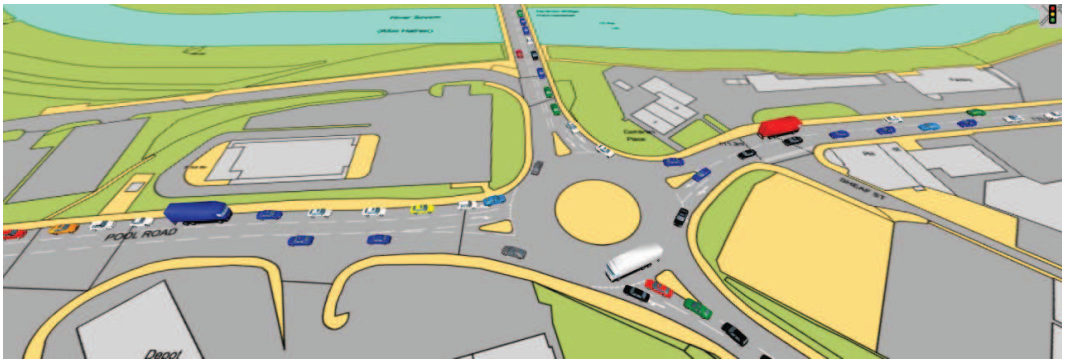


Figure 3.14: VISSIM Screenshot of Roundabout Scenario (2011 PM Peak)

Table 3.12: VISSIM Journey time results for roundabout scenario

Eastbound	mm:ss	Westbound	mm:ss
Shortbridge Street to Kerry Road	2:02	Tesco Access to Kerry Road	1:00
Kerry Road to Tesco Access	0:46	Kerry Road to Shortbridge Street	0:41
Total	2:48	Total	1:42

3.8.3 Kerry Road Traffic Signals

A screenshot of the VISSIM model for the traffic signals is shown in Figure 3.15, and eastbound and westbound journey times given in Table 3.13. A video of the model is included in Appendix A.

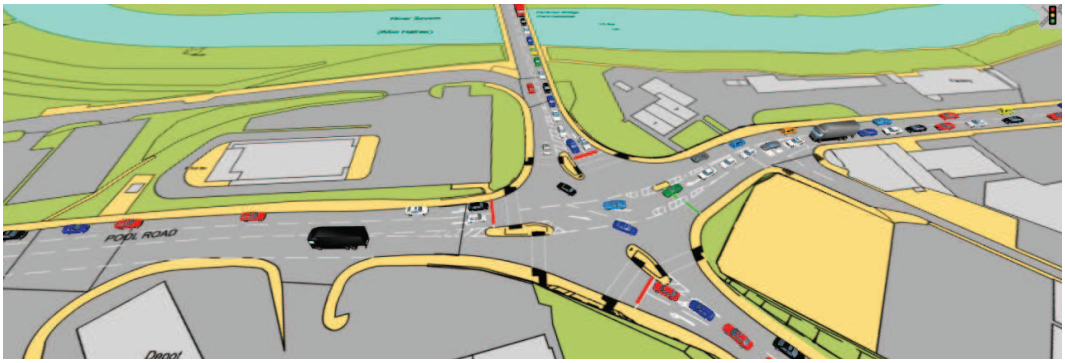


Figure 3.15: VISSIM Screenshot of Traffic Signal Scenario (2011 PM Peak)

Table 3.13: VISSIM Journey time results for traffic signal scenario

Eastbound	mm:ss	Westbound	mm:ss
Shortbridge Street to Kerry Road	1:34	Tesco Access to Kerry Road	1:03
Kerry Road to Tesco Access	0:40	Kerry Road to Shortbridge Street	0:34
Total	2:14	Total	1:37

3.8.4 Summary

The microsimulation modelling has expanded on the initial junction modelling work to allow the interaction of the neighbouring junctions and queuing vehicles in short flares to be included.

The journey time results show that the traffic signal controlled junction is able to deliver an improved eastbound journey time with a smaller improvement in the westbound journey time compared to the former roundabout with 2011 traffic levels. Both junctions show a level of congestion that is comparable to the observed conditions and journey times described in Section 3.3.

3.9 Accident Data

Accident data from 2001 to 2005 is summarised in the ADL Tesco Transport Assessment, and from 2006 to May 2011 in the TMS Stage 4 Road Safety Audit. During this time, only one injury accident was recorded at the Kerry Road junction. This was in March 2010 after the opening of the Tesco Store, but prior to the completion of the road markings at the signal controlled junction.

It is understood however that there were a number of near misses at the former roundabout due to poor lane discipline and driver behaviour. As only 12 months of accident data is available for the signal control junction, no trends or firm conclusions can be made.

4 Key Issues

4.1 Signal Coordination/SCOOT Calibration

Initial site visits highlighted that the five traffic signal controlled junctions on the A483 in Newtown were not well coordinated, leading to inefficient operation. In addition, 'yellow box', 'keep clear' markings, and minor accesses disrupted the 'platoons' of traffic leading to a breakdown in steady traffic flow across the stopline. This lead to significant stop-start queuing, with the westbound queue being particularly slow moving.

The recalibration of the SCOOT system undertaken between April and June 2011, improved the coordination of the traffic signals, improving the operation of the junctions. Queues are still present at the junctions, but traffic is able to progress more quickly, with a particular improvement in the westbound direction which had been the main problem prior to recalibration.

Journey time surveys showed the initial configuration of the traffic signals to overall be no better or no worse than the former roundabout configuration, but that the recalibrated system works more effectively with reduced journey times compared to both the earlier signal configuration and the roundabout.

4.2 A483 Pool Road/Kerry Road Junction

4.2.1 Traffic Signal Operation

The current configuration is likely to be the most appropriate signal controlled junction within the space that is currently available. The ongoing minor improvements to the detectors and controller configuration are likely to further reduce delay and improve operation.

The critical constraint to capacity is the eastern A483 Pool Road approach, which has an awkward alignment that limits through flow. The interaction with the queue from the right turn lane and the 'keep clear' markings also impact capacity.

The introduction of controlled pedestrian crossing facilities makes pedestrian movements across the arms significantly easier and safer than the former roundabout configuration, and these crossings were observed to be well used.

While the current signal controlled configuration now seems to be working significantly more efficiently than when it was first implemented, it is unlikely to be able to cater for any significant traffic growth without further physical improvements at the junction. These are likely to include straightening of the Pool Road (East) approach which would be likely to require third party land. Such improvements are currently outside the scope of this study.

The initial junction modelling confirms these findings, highlighting that the junction is currently operating close to theoretical capacity, and would be significantly over capacity for the increased traffic levels forecast in the Tesco Transport Assessment.

The microsimulation model of the traffic signal controlled junction is able to more accurately reflect the current junction configuration than the LinSig model. The

modelled journey time results and overall junction operation are comparable to those observed on site.

4.2.2 Roundabout Operation

The junction modelling has shown the former roundabout was operating over capacity, and would have been significantly over capacity for the traffic levels forecast in the Tesco Transport Assessment.

The initial junction modelling has indicated that the former roundabout may have had slightly more capacity than the signal controlled junction in isolation, but the interaction with adjacent junctions means this additional capacity is unlikely to be realised. The microsimulation modelling confirms this, showing a longer journey time in the eastbound direction than the traffic signal controlled junction for the same 2011 traffic levels, and a similar westbound journey time.

There is public pressure to reinstate the former roundabout at Kerry Road, however this would not be recommended. There are two possible options, either to:

- Reconfigure the islands to recreate the former roundabout, or
- Retain the current splitter islands, and create a smaller roundabout in the space remaining.

Reconfigure the islands to recreate the former roundabout

The recent SCOOT recalibration has improved the traffic operation, and the reintroduction of the roundabout would disrupt the traffic platooning and negatively impact on the operation of the other signal controlled junctions in the town.

Even if a localised improvement were observed at the Kerry Road junction, overall this would likely increase the journey times and delay through Newtown. In addition the conversion to a roundabout would remove the controlled pedestrian crossings, and thus increase the risk of vehicle-pedestrian collisions. There would also be significant disruption to traffic during the construction works

Retain the current splitter islands, and create a smaller roundabout in the space remaining

This would lead to a non-standard roundabout with insufficient circulatory width, and unusual geometry, which would have safety implications and a reduced capacity. It would also remove the controlled pedestrian crossings, and thus increase the risk of vehicle-pedestrian collisions.

4.2.3 Summary

Overall, the traffic signals at the Kerry Road junction, in coordination with the SCOOT recalibration of the traffic signals in Newtown, now provide improved journey times for through traffic on the A483 than the former roundabout. The junction provides controlled pedestrian crossings, making pedestrian movements easier and safer than former configuration.

4.3 Traffic Patterns

Analysis of the available turning count data at the A483 Pool Road/Kerry Road junction showed that there was some limited traffic growth from 2005 to 2008, followed by a reduction in traffic to 2010.

Much of this reduction is likely to be due to local traffic diverting away from the junction where alternative routes exist. The closure of the river crossing on the B4389 does not appear to have increased turning movements at the junction.

Interrogation of the ATC data confirms these findings, with sites on the outskirts of the town showing little or no reduction in traffic levels, while the site adjacent to the A483 Pool Road/Kerry Road junction showing a reduction in recent years.

The 2009 and 2022 traffic forecasts in the Tesco Transport Assessment are significantly higher than the current traffic levels, and thus it is unlikely that the current highway network would be able to handle this high level of traffic growth.

The Newtown Bypass will provide significant relief to the route.

5 The Way Forward

Upon introduction of the traffic signals at the Kerry Road junction, the SCOOT system was poorly calibrated, leading to increased congestion and significant delays to traffic. Recalibration of the SCOOT system, along with a number of minor physical improvements at the Kerry Road junction, now provide improved journey times for through traffic on the A483 than the former roundabout. The junction provides controlled pedestrian crossings, making pedestrian movements easier and safer than former configuration.

The journey time surveys have shown that the former roundabout at Kerry Road operated no better than the current traffic signal controlled junction. Local opinion is likely to have been swayed by the period during 2010 when the signal controlled junctions were not operating effectively.

The initial junction modelling has indicated that the former roundabout may have had slightly more capacity than the signal controlled junction in isolation, but the interaction with adjacent junctions means this additional capacity is unlikely to be realised. This is shown in the results of the microsimulation modelling of the two junction forms, where the traffic signals show improved journey times compared to the roundabout for the same traffic levels.

Journey time surveys show no significant impact in the eastbound direction, but a significant saving in the westbound direction now that the minor junction improvements and SCOOT recalibration works have taken place in comparison with the roundabout and the initial traffic signal configuration. Queues are still observed on the approaches to the junctions, but this is to be expected for signal controlled junctions, and the queues are observed to pass through the network effectively.

Current traffic levels are significantly lower than the forecast traffic levels in the Tesco Transport Assessment, thus it is unlikely that the highway network in Newtown would have sufficient capacity for future traffic growth.

As such it is recommended that:

- Traffic levels and congestion in Newtown continue to be monitored;
- A range of local and wider ranging highway network improvements be considered and assessed;
- Improvements to other travel modes, including walking, cycling and public transport be developed to reduce the dependency on car travel; and
- Improved travel information is made available such that residents and visitors to Newtown can plan their journeys appropriately.

Appendix A

Microsimulation Model Videos

Please note that the videos are not included with the electronic version of this report

Mr Paul Pavia

Mr William Powell AM
Chair of the Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

29th February 2012

Mr Powell

Re: Newtown Traffic Petition

Thank you for your letter and for the enclosed transcript from the evidence session that was undertaken with the Local Government Minister, Carl Sargeant AM.

As you will be aware my petition was in two separate parts. In relation to the Newtown Bypass, I accept the Committee can do no more on this issue. To be fair to the Minister, I do welcome his re-prioritised National Transport Plan, which has re-emphasised the Welsh Government's commitment to developing the bypass.

In regards to the roundabout being restored, I would be grateful if the Committee could send me the Minister's commissioned 'before and after' traffic study as soon as it is made publically available. I believe that the results of the study and the proposed action that the Minister intends to take following the release of the data analysis, will determine my future response and what further work I believe the Committee can undertake on this matter.

Yours faithfully

Mr Paul Pavia

P-04-384 Link to M48 off B4245 Caldicot/Rogiet

Petition wording:
The petition asks that the Welsh Government reviews the most recent decision to exclude the M48/B4245 LINK from the M4 Corridor Enhancement Measures Programme. The M48/B4245 LINK east of Undy Magor would remove the congestion from the villages of Rogiet Undy Magor ,The LINK would improve the integrated transport system contribute to the Social Economic Wellbeing of the citizens of the area

Failure to provide critical infrastructure, will conflict with the Local Development Plan for Monmouthshire Spatial Planning Wales

Petition raised by: Cllr James Harris

Date petition first considered by Committee: 1 May 2012

Number of signatures: 275

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-384
Ein cyf/Our ref CS/06144/12

William Powell AM
Chair Petitions Committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

committeebusiness@Wales.gsi.gov.uk

Dear William

23RD May 2012

Thank you for your letter of 1 May regarding petition P-04-384 from Councillor James Harris, which asks that the Welsh Government reviews the most recent decision to exclude an M48/B4245 link from the M4 Corridor Enhancement Measures (M4 CEM) programme.

During the development of the M4 CEM programme over 100 possible interventions or 'measures' have been appraised and new ideas considered at a series of workshops with interested organisations which included Monmouthshire County Council (MCC). During this process the M48/B4245 link was identified as one of the measures which would help meet the M4 CEM Objectives but would best be delivered outside of the programme. Details of the consideration of these measures and those discarded are provided in the 'M4CEM Alternatives Considered Workbook' available for download at www.m4cem.com. This workbook on page 6 refers to the link as "*Considered Measure 1: Link (and new M48 Junction) between B4245 and M48 east of Magor*". For ease of reference a copy of this page is attached which provides information on the measure's appraisal.

MCC have had a report prepared by Capita Symonds on this link and improved parking facilities at Severn Tunnel Junction Railway Station. My officials have been forwarded a copy of this report and have provided MCC with their comments. This report recommends an option with a new grade separated junction on the M48 with a link back to a junction(s) on the B4245 between Rogiet and Caldicot and a connection to an enlarged Severn Tunnel Junction Railway Station. In the report the indicative cost of this proposal was circa £19m but it was acknowledged that further assessment work is required to verify this.

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Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.Carl.Sargeant@wales.gsi.gov.uk

The Welsh Government considers this junction would not be of strategic value for the trunk road network. However, as previously stated, we would be prepared to consider proposals promoted and funded by others for a suitably designed interchange on the M48 between Rogiet and Newhouse.

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

P-04-387 Signage and Drainage on A467

Petition wording:
On Saturday 18th February 2012 a loving Husband and Father lost his life on the A467 in a fatal car accident, an accident that we believe could have been prevented had there been adequate drainage in place on this road, ensuring that the large amounts of surface water was not allowed to collect on the road causing the vehicle to aquaplane. There is currently no permanent signage detailing the risk to flooding on the road.

This is a busy dual carriageway in Wales and should be equipped properly to deal with these weather conditions ensuring all motorists safety.

We are petitioning for the drainage to be replaced along this stretch of road ensuring that this is prevented from happening again and another family having to go through this. Better signage needs to be in place to warn motorist of the dangers. Please take the time to sign this petition every signature really does count

Petition raised by: Stacey Gallagher

Date petition first considered by Committee: 1 May 2012

Number of signatures: 1000+ (362 electronic signatures and 966+ paper signatures)

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-387
Ein cyf/Our ref CS/06143/12

William Powell AM
Chair Petition's committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

committeebusiness@Wales.gsi.gov.uk

Dear Bill

16th May 2012

I am responding to your letter dated 1 May regarding the fatality which occurred in February on the A467 dual carriageway between Risca and Newport and the problems with drainage and surface water on that road. I was sorry to hear about the tragic loss of this young man's life.

Even though the road in question is a dual carriageway, it is not classed as a trunk road and therefore does not form part of the Welsh Government's highway network. The section of the A467 in question forms part of Newport City Council's local highway network and therefore any requests for drainage works or permanent signs advising of flooding risks, should be addressed to them.

I am sorry I cannot be of any further assistance in this matter on this occasion. To assist in identifying the roads for which the Welsh Government has highway responsibilities, I enclose a map of the Welsh trunk road and motorway network.

Carl

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

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Correspondence.Carl.Sargeant@wales.gsi.gov.uk

WALES

TRUNK ROAD AGENCIES

August 2011

P-04-388 Protect collective worship as a legal requirement

Petition wording:

We, the undersigned, call upon the National Assembly for Wales to urge the Welsh Government to protect collective worship as a legal requirement for schools in Wales.

Additional information: Collective worship is currently required by law in every school in Wales and; provides opportunities for children and young people to explore spirituality and to reflect on life issues; promotes the corporate wellbeing of schools, individual flourishing and, through the participation of visiting speakers from the local community, social cohesion; reinforces positive attitudes; gives children and young people an awareness and understanding of wider world views; improves religious literacy.

Petition raised by: Jim Stewart

Date petition first considered by Committee: 1 May 2012

Number of signatures: 3,915 (electronic and paper signatures)

Leighton Andrews AC / AM
Y Gweinidog Addysg a Sgiliau
Minister for Education and Skills

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-388
Ein cyf/Our ref LA/05862/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

15 May 2012

Dear William,

Thank you for your letter of 1 May 2012 regarding Petition P-04-388 'Protect Collective Worship as a Legal Requirement'.

I recognise that collective worship is an important part of school life. In our multicultural country, it can be used as a way of supporting pupils' spiritual development and providing all pupils, irrespective of their family background, ages and aptitudes, with opportunities to explore and express what is of value in life in an open reflective way. With this in mind, I am not considering a change to the status of collective worship within schools in Wales.

Officials from my department have also been working with the Wales Association of the Standing Advisory Councils for Religious Education (WASACRE) to develop guidance to schools on Collective Worship to strengthen and clarify the expectations set out in Religious Education and Collective Worship: Circular 10/94. This guidance will be available to later in the year.

Thank you for sharing the results of the petition.

Yours sincerely,
Leighton Andrews.

Leighton Andrews AC / AM
Y Gweinidog Addysg a Sgiliau
Minister for Education and Skills

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Correspondence.Leighton.Andrews@wales.gsi.gov.uk

P-03-303 Against Homophobic Bullying

Petition wording

We, the undersigned, call on the National Assembly of Wales to urge the Welsh Government to issue compulsory guidance to all schools (faith, state or private) concerning homophobic bullying. We strongly urge that changes are implanted quickly and urgently.

Petition raised by: Oliver Townsend

First considered by the Committee: November 2010

Number of signatures: 440

P-04-372 More Ladies Toilets at Entertainment Venues

Petition wording:
We the undersigned call on the National Assembly to urge the Welsh Government to amend building regulations to require increased provision of ladies toilets at public entertainment venues.

Petition raised by: Simon Williams-Jones

Date petition first considered by Committee: 13 March 2012

Number of signatures: 27

John Griffiths AC /AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-372
Ein cyf/Our ref JG/05663/12

William Powell AM

William.powell@wales.gov.uk

28 March 2012

Dear William,

Thank you for your letter dated 12 March regarding the increased provision of ladies toilets at public entertainment venues. As Building Regulations falls within my portfolio, I am responding to your letter.

Schedule 1 Approved Document G4 of the Building Regulations provides guidance for the provision of adequate and suitable sanitary conveniences in buildings such as public entertainment venues. The guidance refers to British Standard 6465-1:2006+A1:2009 *Sanitary installations. Code of practice for the design of sanitary facilities and scales of provision of sanitary and associated appliances*. This standard applies to all new public entertainment venues. In setting the appropriate provision of women's toilet facilities, the standard takes into account various factors such as the number, arrival rate and time taken by all potential female users.

Approved Document M (Access to and use of Buildings) of the building regulations makes provision for the additional requirements of sanitary accommodation for ambulant and wheelchair users as a separate requirement to the provision in BS 6465.

We do not currently have any plans to amend the Building Regulations in order to increase the provision of ladies toilets at public entertainment venues. The current British Standard 6465 has been in existence since 2006 and we are not currently aware of any plans to change what is a relatively recent standard.

Best wishes,

John

John Griffiths AC / AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

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CF99 1NA

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Correspondence.John.Griffiths@wales.gsi.gov.uk

P-04-373 School Exclusion Zones for Mobile Hot Food Vans

Petition wording:
The Petitioners call upon the Welsh Government to consider legislation to exclude Mobile Fast Food Vans from operating within a 400 metre exclusion zone around all schools in Wales during the hours of 8am to 4.30pm weekdays during term time.

Petition raised by: Arfon Jones

Date petition first considered by Committee: 13 March 2012

Number of signatures: 43

Supporting information: Wrexham Council have recently agreed a Planning Guidance note which states that – New Hot Food Takeaways should not be located... within 400 metres of the boundary of a school or tertiary college. Planning conditions cannot be used to restrict use of mobile fast food vehicles and if they comply with highways and environmental health regulations they can operate unlicensed. It is therefore argued that to legislate as suggested will serve to promote a social objective of reducing the availability of cheap unhealthy foods to children, to reduce obesity and to promote healthy eating.

John Griffiths AC /AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-373
Ein cyf/Our ref JG/05664/12

William Powell AM

William.powell@wales.gov.uk

2 April 2012

Dear William,

I refer to your letter of 12 March, concerning a petition to introduce exclusion zones around schools to prevent mobile hot food vans from operating.

As the petitioner notes, planning policies such as those introduced by Wrexham County Borough Council can control the development of new fast food properties around schools, and it is open to local planning authorities to introduce such policies where necessary.

However, planning controls do not extend to the use, or the parking, of vehicles. You may wish to investigate whether highway or parking controls could be used to introduce this proposal.

I also note the petitioner's comment about the ability of such businesses to operate unlicensed. Licensing issues are a matter for my colleague Carl Sargeant, Minister for Local Government and Communities, and any suggestions for the introduction of new licensing arrangements for businesses would be more appropriately directed to him.

Best wishes

John

John Griffiths AC / AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

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P-04-385 Petition regarding balloon and lantern releases

Petition wording:
We call upon the National Assembly for Wales to urge the Welsh Government to legislate against the intentional release of balloons and Chinese (or Air) lanterns into the air.

Petition raised by: Bryony Bromley

Date petition first considered by Committee: 1 May 2012

Number of signatures: 564

Supporting information:
The Cardiff Regional Eco-Committee (made up of pupil representatives from Cardiff Green Flag Eco-Schools) recently passed a motion to work towards legislation to prevent mass intentional Balloon and Chinese/ Air Lantern Releases due to the damaging effect that they have on wildlife, both on land and at sea.

Balloon Releases

There have been many cases of wildlife being discovered with latex balloons in their stomachs, blocking their intestinal tract: Marine species, particularly marine turtles and some sea birds, may mistake floating balloons for their jellyfish prey and swallow them, or become entangled and drown. Once swallowed, a balloon may block the digestive tract and eventually lead to death by starvation. The Marine Conservation Society (MCS) have carried out autopsies on a considerable number of marine wildlife that have been found washed up on beaches, confirming the results of balloon litter on the digestive tract.

The NFU has publicised the risk of grazing animals choking on balloons and in balloons contaminating hay, again posing a choking risk (http://www.telegraph.co.uk/earth/agriculture/farming/8494881/Farmer-wins-compensation-after-Red-Nose-Day-balloon-kills-cow.html)

Recent marketing campaigns have suggested that it is possible to carry out an 'eco-friendly' balloon release using biodegradable balloons able to decompose at the same rate as an Oak leaf.

- Oak leaves are very high in tannins and can take two years to fully decompose if not exposed to high levels of sunlight or water.

Following research in 2008, Keep Wales Tidy has stated that intentional balloon releases should be considered a form of littering. Since beginning to

record balloon litter as part of their LEAMS surveys in 2008-09, Keep Wales Tidy has observed balloon litter in each of Wales' 22 local authorities. In one county balloon litter has been observed on 17% of streets.

The Marine Conservation Society has run campaigns to stop balloon releases, since 1996 and there are currently at least 23 authorities in the UK who have upheld a ban on mass balloon releases. Data shows that the amount of balloon litter found on Welsh beaches has unfortunately trebled over the last 15 years as the practice becomes more popular.

Approximately 10% of balloons released into the air fall back to earth intact. This figure is higher when the balloon is tied with plastic ribbons and tags.

http://www.mcsuk.org/downloads/pollution/dont%20let%20go.pdf

Chinese/ Air lanterns

The Marine and Coastguard Agency has warned of the dangers of Chinese lanterns, based on them being confused with distress flares.

The RSPCA has warned that the wire structure of lanterns could cause "extreme discomfort" to cattle if ingested.

The National Farmers Union has called for a ban on Chinese lanterns, owing to the danger posed to grazing animals.

http://www.bbc.co.uk/news/magazine-11265560

Owing to the fire hazard, the Chief Fire Officers Association (CFOA) recently warned people against releasing the lanterns, saying although they looked spectacular "once airborne they cannot be controlled".

http://www.bbc.co.uk/news/uk-england-13934378

The Irish Aviation Association has highlighted the risk lanterns pose to aviation and is now demanding that permission be sought from them for any releases in the Republic of Ireland. They also insist that the nearest Air Traffic Control Unit, the Irish Coastguard and local Garda Station be informed.

(Publication by the Irish Aviation Association, Sky Lanterns and the risk to Aviation.)

John Griffiths AC /AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref: P-04-385
Ein cyf/Our ref:

William Powell AM

William.powell@wales.gov.uk

21 May 2012

Dear William,

Thank you for your letter dated 1 May, on behalf of the Petitions Committee asking for my initial thoughts on the petition below, which received 564 signatures.

'We call on the National Assembly for Wales to urge the Welsh Government to legislate against the intentional release of balloons and Chinese (or Air) lanterns into the air.'

I would like to assure you that I have given full consideration to the points raised in the supporting material appended to the petition.

I recognise the potential risks that balloon releases and air lanterns can pose, which may cause litter, affect the welfare of animals, cause fire damage to crops and property, stress to livestock and can be mistaken for distress flares by members of the public when informing coastguards.

I am also aware that there are many responsible retailers who do what they can to minimise the harmful environmental effects of both balloon releases and air lanterns by following the National Balloon Artists and Suppliers (NABAS) Code of Conduct.

The Welsh Government is committed to improving littering (including fly-tipping) through our funded work programmes involving Keep Wales Tidy, Environment Agency Wales and local authorities. These programmes are helping change littering behaviours through education, specific littering campaigns and increased littering and fly-tipping enforcement.

I support and encourage the efforts made by Keep Wales Tidy, the agricultural industry and other organisations to raise awareness of the hazards and to urge people to consider carefully the implications of releasing a lantern or a balloon.

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Correspondence.John.Griffiths@wales.gsi.gov.uk

I have asked my officials to develop the evidence base on the impact of lantern and balloon releases and, if justified by the evidence, to scope the options for additional steps that could be taken to mitigate those impacts. This work will be completed in time to inform the Environment Bill.

I hope this response helps to clarify the Welsh Government's position on this petition.

Best wishes,

John

John Griffiths AC / AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

P-04-360 Penylan Not Spot Petition

Petition wording:

We the residents of Penylan ward of Cardiff Central constituency are being denied full access to the internet.

The continued failure of BT and all other telecommunication providers to invest anything in the area between Cyncoed Road and the A48 Llanederyn Interchange means that nearly 500 homes are only able to receive 20% of the minimum UK acceptable internet speed of 2 megabites. The majority of UK households receive speeds of at least 5 to 10 mbs. We call upon the Welsh Government to take action to end the Penylan Not Spot.

Petition raised by: Penylan residents

Date petition first considered by Committee: 24 January 2012

Number of signatures: 348

Edwina Hart MBE OStJ AC / AM
Y Gweinidog Busnes, Menter, Technoleg a Gwyddoniaeth
Minister for Business, Enterprise, Technology and Science

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref EH/05179/12

William Powell AM

Rhodri.WynJones@Wales.gov.uk

31st January 2012

Dear William,

Thank you for your letter of 23 January about a petition for better broadband from residents of Penylan.

BT has recently announced that it will upgrade the infrastructure serving Penylan, which should significantly improve connection speeds. I have asked my officials to continue to monitor these developments and they will be on hand to provide further support to the community if required.

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CF99 1NA

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Correspondence.edwina.Hart@Wales.gsi.gov.uk

STATEMENT

BY

THE WELSH GOVERNMENT

TITLE Digital Inclusion
DATE 29 May 2012
BY Jane Hutt, Minister for Finance and Leader of the House

People's lives are being transformed by their use of the internet. Searching and applying for jobs, accessing public services, shopping - often with more choice and lower prices than on the high street - online banking, or just keeping in touch with friends and family. The pace at which technology is changing the way our society and economy works is astonishing. So much so that in our modern society, the need to be digitally included is fast becoming a necessity.

Everyone should be able to benefit from using the latest digital technologies. This is a key social justice and equality issue which cuts across all areas of society, and one which we should all embrace.

Yet in 2010, a third of the Welsh population, around 785,000 people, were not accessing the internet.

Let's be clear what that means for individuals and families in Wales.

They can't apply for jobs that are increasingly only advertised online and require an email application. They can't save money - securing better deals on fuel bills and car insurance, often worth hundreds of pounds a year. They can't get their voice heard. Increasingly the only way to make complaints is through the internet and one of the main ways for individuals to influence Government is via e-petitions.

People who are not accessing the internet can not benefit from the convenience and simplicity of accessing online public services, like renewing their car tax or booking a GP appointment. I am particularly concerned to ensure that digital proposals in the UK Government Welfare Reforms do not result in excluding some of the most disadvantaged people in Wales from these services.

The reasons why people are not digitally included are many and varied. Some don't see it as relevant for them. Some lack the skills and trust to use the technology safely and confidently. Many simply can't afford the equipment and services to be online.

This Government is committed to reducing digital exclusion and the associated risk of increasing social and economic exclusion. Our Digital Inclusion Framework identified that the majority of the digitally excluded in Wales are likely to be older people, the unemployed, residents of social housing, or disabled people. It is therefore logical that our digital inclusion activity is focussed on these groups.

We are working towards our 2015 target to reduce digital exclusion to 25% of the adult population. This means getting an additional two hundred thousand people online compared to 2010. There are already signs that we are making good progress - the most recent (2011) Ofcom take-up figures suggest a 7% decrease in exclusion to 29% since 2010. We will have an accurate picture of progress when the next national survey data comes out in September.

A fully digitally included society has the potential to improve people's lives and the communities they live in. It can create economic opportunities, improve skills and offer more convenient, access to services, including public services.

Putting public services online can be an opportunity to engage more people, simplify services and reduce costs. However, we must recognise that access to online services will continue to represent a challenge for some. These people will need the appropriate support, whether face-to-face, over the phone or through intermediaries, to ensure that those who most need access to services will be able to do so.

Digital exclusion can not be tackled in isolation and needs the support across the public, private and third sectors. The Welsh Government approach is to align policies and plans, and co-ordinate activities towards the common goal of digital inclusion; and to secure buy-in from a wide range of stakeholders across all sectors.

As a Government, we will continue to ensure that our policies, strategies and initiatives - whether it is growth and prosperity, public service delivery, tackling poverty or independent living - align with our vision of a digitally inclusive Wales.

The Government has supported many different and complementary areas of activity that encourage or help people to be online, including Engagement through libraries, learning opportunities and volunteering.

Key to achieving these has been the Communities 2.0 programme. It has helped many thousands of people in some of the most deprived areas of Wales to go on-line and start accessing the benefits and opportunities so many of us take for granted. The programme, which has a further three years to run, has successfully linked with other campaigns and initiatives, like the BBC First Click campaign, BT's 'Get IT together', and 'Digital day', which is part of Adult Learner's Week.

I have visited a number of projects over the last year and each time I have been so impressed by the positive impact the internet can have on people's lives. Whether it is care home residents learning to use skype to keep in touch with family, or somebody buying goods online for the first time – the sense of achievement and confidence they show is remarkable. This can then encourage them to do more online and enjoy even greater benefits.

Just last week on *Digital Day*, as part of *Adult Learners' week,* I visited a project in Blackwood which was helping local housing association tenants - many of which were unemployed – to learn more about how to use the internet, including how to search and apply for jobs online.

Through the Communities 2.0 initiative we have supported a pan-Wales project with Care and Repair Cymru, where case workers assist people to become online in their homes.

Communities 2.0 also recently supported AgeCymru's 'Myfriendsonline Week', which helped older people to make more use of social media.

We also work closely with organisations such as Age Cymru and Disability Wales to increase internet take-up amongst their members, which helps to reduce isolation and assists independent living.

We recognise the opportunities of the digital age to boost the Welsh language by encouraging people to use Welsh in everyday life through new technology and social media. Communities 2.0 activities are delivered in the language of people's choice and they support a number of dedicated Welsh Language initiatives.

The importance of volunteering in tackling digital inclusion is reflected in the joint initiative Communities 2.0 and the Wales Council for Voluntary Action are taking to host a Conference this autumn on 'Volunteering in a Digital Age'.

This as a cross cutting issue which needs to be mainstreamed across organisations in all sectors. The economic potential of more people being online is considerable. In an increasingly digital age, we need to do everything we can so Wales can fully reach its digital potential, while ensuring people are not left behind. Simply put, I see this as a social necessity and an economic opportunity.

Check against delivery

Embargoed until after Jane Hutt, Minister for Finance and Leader of the House has delivered the statement.

PET(4)-10-12 : Tuesday 19 June 2012
P-04-360 : Penylan Not Spot Petition

Response from Robert Stephens

Whilst I note the Minister's response of 31 January to William Powell, I would simply hope that the Minister and the AM's who have been involved will continue to progress-chase BT to ensure they keep to their undertaking to provide an upgraded (fibre based) broadband infrastructure to the whole of the Penylan area before the end of 2012.

It would be good, now that we are fast approaching the mid-point of 2012, if BT could be asked for a progress report and a date when the works will at least commence and their estimated completion date. Their window of opportunity to comply with their undertaking is beginning to close and I would not wish us to reach 31 December and the undertaking has slipped below the radar and nothing has been achieved.

Once BT's undertaking is completed and all end users are satisfied with the outcome, then the issue will have been resolved, but not before.

Perhaps you could pass my comments on and someone could keep me informed of BT's response so that I may accurately keep Penylan residents informed.

I am of course happy to speak to someone for expediency if this would help.

Many thanks.

Robert Stephens

PET(4)-10-12 : Tuesday 19 June 2012
P-04-329 : Control of Noise Nuisance from Wind Turbines

GALAR Community Volunteer Group

For the Attention of William Powell ~ Chair Petitions Committee

Wednesday, 30 May 2012

Dear William,

Our group has asked me to extend our thanks to yourself, and the petitions committee for the excellent service you have provided to us, as appellants on our recent petition with regard to the control on wind farm noise.

We feel the system in place in Wales, is far superior to the National Parliament model, in that it gives fair consideration to the subject; where the National model only promises a knockabout debate if you qualify in a numbers contest. We feel our issue on Wind Farm Noise has been very fairly handled, and given us a strong platform to take the issue forward, by other democratic means, in the near future.

Has acknowledged, the Welsh system is a superior method, but its success for us, owed much to your committee's way of hearing our grievances, and from a personal point of view the guidance supplied to myself in raising and monitoring the petition, by your staff, played a large part in that success.

Yours Sincerely,

Jim

James Shepherd Foster
Technical Advisor, Galar Community Volunteer Group

Lesley Griffiths AC / AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-368
Ein cyf/Our ref LG/07023/12

William Powell AM

William.powell@wales.gov.uk

30 May 2012

Dear Bill,

Thank you for your letter of 21 May to my official, Sue Bowker regarding the petition calling for the promotion of physical activity and health in Further Education Colleges.

My officials will consider the petition and the enclosed consultation responses, when developing the guidance for healthy Higher Education (HE) and Further Education (FE) colleges.

For information, a Task and Finish Group to begin the initial stages of extending the Welsh Network of Healthy School Schemes (WNHSS) to HE and FE colleges has been established. The first meeting of the group is scheduled for July 2012.

Extending the WNHSS into HE and FE settings will encourage the development of health promoting HE and FE colleges. This policy will provide advice and guidance within a national framework, similar to the National Quality Award for WNHSS and the National Award Criteria for the Healthy and Sustainable Pre-School Scheme (HSWPSS).

Regards
Lesley

Lesley Griffiths AC / AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

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