

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

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

29 July 2011

Committee. business@wales.gsi.gov.uk

Thank you for your letter of 29 June following receipt of a petition from Paul Pavia about traffic congestion in Newtown.

From our discussions with residents of Newtown and the area, on site observations and review of the CCTV footage, the signal system is generally working well. However, we do acknowledge that extensive queuing can occur at peak times, but this has always been the case.

We appointed consultants Arup to carry out a reappraisal of the work done to date in Newtown. It is considered that the reinstatement of a roundabout at the Kerry Road junction would cause capacity problems and would mean the remaining sets of traffic lights either side of the roundabout could not operate effectively or efficiently. 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 pedestrian collisions.

The SCOOT (Split Cycle Offset Optimisation Technique) system a tool for managing and controlling traffic signals in urban areas has recently been recalibrated, following the completion of Road Safety Audit works and traffic conditions have improved.

We are carrying out a "before and after" study, which will give a comparison between the current and previous situations. The final report is expected during the summer period.

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.

Bae Caerdydd • Cardiff Bay  
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*Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)*

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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.



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