

**CYNGOR SIR POWYS COUNTY COUNCIL**

**PORTFOLIO HOLDER DELEGATED DECISION**

**by**

**COUNTY COUNCILLOR HEULWEN HULME**

**PORTFOLIO HOLDER FOR ENVIRONMENT**

**28 March 2022**

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**REPORT TITLE: One-Way Traffic Order along High Street and part of Short Bridge Street, and Prohibition of Driving Order along part of Wesley Street - Newtown**

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**REPORT FOR: Decision**

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**1. Purpose**

1.1 The purpose of this report is to consider the objections received to the consultation for the proposal to make; High Street one-way in a generally south-westerly direction, part of Short Bridge Street one-way in a generally south-easterly direction, and to prohibit all vehicular access along a section of Wesley Street in Newtown town centre. The proposals are set out in the plan at Appendix A.

**2. Background**

2.1 In a delegated decision dated 17th December 2021, the Portfolio Holder for Environment approved the initiation of the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

2.2 The proposed Traffic Regulation Order seeks to improve and enhance the amenity of the Town Centre. The making of High Street and an additional section of Short Bridge Street one-way will enhance the green infrastructure scheme currently being constructed within High Street, enable pedestrians to travel more safely along High Street and cross the carriageways more safely at The Cross and along High Street, and facilitate the provision of additional clearance for pedestrians between the parallel parking bays situated along the south side of High Street and the new retaining wall structure. The removal of motor vehicles on Wesley Street will prevent the continued illegal use of the street by motorised traffic currently experienced on a regular basis, thereby improving the safety for pedestrians and then permitting pavement licences to be issued to adjoining businesses to allow the café culture to extend to this area of the town.

2.3 Consultation took place between 28<sup>th</sup> January 2022 and 27<sup>th</sup> February 2022 and there have been 21 responses raising concerns and 2 supporting the proposal. The points raised in the letters together with

the officer responses are enclosed in Appendix B with copies of the letters at Appendix C for reference.

2.4 In addition to the formal consultation process undertaken by Powys County Council, the Mayor of Newtown undertook an online poll of residents. This was an anonymous poll and therefore whilst providing a level of understanding on what the people of Newtown feel towards the proposals, the comments contained within that poll cannot be classed as formal representations or objections towards the traffic regulation order proposal since the names or addresses of individuals were not provided and those representations were not made to Powys County Council as the Local Highway Authority in accordance with the statutory consultation procedures set out by legislation. However, in summary the results of this poll are as follows :-

- 36.4% Support the proposals [40 No.]
- 8.2% Neither support nor object but made comments [9 No.]
- 18.2% Objected but provided no substantiated reason or worthwhile comment [e.g. waste of money] [20 No.]
- 31.8% Objected with some reason[s] given [35 No.]
- 2.7% Objected but asked for full pedestrianisation of High St. instead [3 No.]
- 1.8% Objected to Wesley Street proposal only [2 No.]
- 0.9% Objected suggesting that the one-way flow along High Street should be reversed to that proposed [1 No].

Total number of responses = 110

2.5 The Town Council considered the proposal at their meeting on the 28<sup>th</sup> February 2022 and resolved to support the proposal.

### **3 Advice**

3.1 The most common concern over making High Street one-way in a westerly direction is the potential congestion that this may cause on Broad Street. However, whilst this may be a consequence, it will remove congestion and conflicts along High Street itself as well as reducing the number of vehicles exiting the town via Market Street and Shortridge Street.

3.2 Another concern was the junction of Back Lane and Broad Street as more traffic will be made to access the town shopping streets via this junction. It is planned to investigate what improvements might be appropriate at this location.

3.3 Whilst some congestion along Broad Street and at its junction with Longbridge Street will be inevitable, this is not expected to be excessive but will be a natural consequence of the proposal. Welsh Government's new transport strategy firmly places the motorist at the bottom of the hierarchy of road users. The Government wish to see a modal shift from private motor vehicles to more sustainable modes and the general improvement to the streetscape for pedestrians and

potential additional congestion may hopefully encourage people to select alternative modes of transport.

- 3.4 Making High Street one-way in a westerly direction will result in less conflicts between vehicles and pedestrians at The Cross junction where vehicles can currently access that junction from High Street, Broad Street and Severn Street. Pedestrians cross at various locations within this area and by eliminating one of the directions traffic can pass this location will make it easier and safer for them to cross the road.
- 3.5 Making High street one-way will allow for a better footway provision to be provided between the bottom of the retaining wall being constructed to level the pavement on the southern side and the parked vehicles. This will make parking more commodious and improve pedestrian safety. There will be no loss in the level of on street parking available from making the street one-way.
- 3.6 Through observations and experience, people drive loops around town in which to find an appropriate place to park. Making High Street one way in a westerly direction allows drivers to drive Broad Street – High Street then back via Back Lane to repeat. There is also then the secondary loop of Shortbridge Street – Gas Street - Severn Street. Making High Street one-way in the opposite direction would mean the convenient loop of Broad Street – Back Lane – High Street would no longer be available, resulting in drivers utilising less suitable roads within the town centre to locate on street parking bays.
- 3.7 Access to Shortbridge Street whilst prevented from High Street, would continue to be accessible from Broad Street, Heol Les Herbiars, Severn Street and New Road providing suitable alternatives/choices depending on where in town motorists wish to access.
- 3.8 Deliveries are not expected to be affected by the proposal. Any deliveries to premises on High Street would simply be required to approach via Broad Street or Severn Street.
- 3.9 Wesley Street is already covered by a prohibition of driving except for access which restricts its use to only the 2 properties with accesses to their businesses along the restricted length. Most of the road's existing use is not gaining access to the premises but to drive through and away from the town and is thus technically illegal. By removing the access only restrictions, preventing all use of the short section of the street by vehicular traffic will enhance the amenity for the area making it safer for pedestrians.
- 3.10 It is therefore considered that High Street should be made one-way in a generally south-westerly direction and that the objections received should be overruled.

#### **4. Resource Implications**

- 4.1 The TRO and any associated signing will be funded by the High Street Green Infrastructure capital scheme.
- 4.2 The Head of Finance (Section 151 Officer) notes the content of the report.

## **5. Legal implications**

- 5.1 There are no further legal implications as long as we follow the normal procedures. (Principal Legal Assistant, Property North)
- 5.2 The Head of Legal and Democratic Services (Monitoring Officer) has commented as follows: " I note the legal comment and have nothing to add to the report".

## **6. Data Protection**

- 6.1 All personal data collected as part of the consultation will be processed in accordance with the Council's privacy notice published on our website <https://en.powys.gov.uk/trafficconsult>
- 6.2 The Data Protection Officer notes the Data Protection comment and has nothing to add.

## **7. Comment from local member(s)**

- 7.1 Cllr Joy Jones states - I support the proposals for making High Street one-way in a south-westerly direction as it will enhance the Green Infrastructure scheme currently being constructed as well as improving the streetscape in general for pedestrians within the town. My only concerns are the additional congestion this will cause on Broad Street especially on the Tuesday market day and I hope that the County Council can work with the Town Council in ensuring the traders adhere to the market rules and remove unnecessary vehicles from the street to minimise any delays caused. I also have concerns that the illegal parking on Shortbridge Street will impede traffic entering town from New Road and trust the Parking Enforcement team can assist by providing effective enforcement of the restrictions.

## **8. Impact Assessment**

- 8.1 N/A

## **8. Recommendation**

- 8.1 That the objections are noted but the traffic management proposals set out in the plan at Appendix 1 be implemented.
- 8.2 The making of High St one-way will enable the Green Infrastructure scheme to be enhanced with an additional footway provision to aid pedestrians and the removal of traffic from the section of Wesley Street will improve the amenity of the area for visitors to the town.

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## Appendix B Consultation Responses

Representor Number	Comment	Object or Support	Response
1	My feelings regarding the proposed one way system are; please NO. How much more damage can our poor town take? If it ain't broke..... During the current works eateries on High Street have noticed a huge dip in their takings and a one way system would only exacerbate this. Have you learnt nothing from Welshpool?	Object	Vehicular access to High Street is not being prevented, and on street parking along High Street is not being completely removed, so it is extremely unlikely that the one-way proposal will result in a situation where businesses could potentially notice a downturn in business as a consequence of visitors not realising that those businesses were located along High Street.
2	The current proposal needs to be reviewed and revised. The one way system is not something that is going to be helpful to the town. Ditch these proposals. Also the traffic lights need to be addressed.	Object	Not a substantive reason to object. Traffic signals were not functioning correctly for a period but that problem is being attended to and will continue to be monitored.
3	The proposals to regulate and prohibit vehicular traffic movements along High Street, Short Bridge Street and Wesley Street, will only increase traffic on the remaining streets in Newtown, and should be rejected. Instead the current restriction to traffic on Wesley Street should be relaxed to allow one-way traffic from Broad Street to Back Lane. This would relieve traffic flow along Broad Street, reduce traffic congestion, and reduce traffic emissions from queuing cars along Broad Street. The proposals to introduce one-way traffic to High Street will also inevitably increase traffic congestion to other streets in Newtown, increasing emissions. Instead the south side parking should be used to widen the road to increase visibility, and improve pedestrian safety. The current confusing traffic situation at the Cross could be solved by better maintained road markings; some of the white lines are completely worn away, and by making Severn St junction with Broad St instead of the other way around.	Object	That part of Wesley St proposed for closure to vehicular traffic has been the subject a prohibition of driving except for access, and a prohibition of waiting for several years, but site observations have shown that those prohibitions are ignored by a significant number of drivers on a regular basis. Wesley Street is narrow and the amenity of the area would be improved by the removal of the access only element and the introduction of physical measures to prevent vehicular use. Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom. Due to the nature of Wesley Street and its junction with Broad Street, it is unsuitable for use as a shortcut for vehicular traffic to access Back Lane from Broad Street in the event that Broad Street is congested by other drivers trying to find a parking space along Broad Street or High Street etc. Changing the vehicular traffic priority at the Broad Street/Severn Street junction would only be an option if Severn Street was made a one-way street too, but this would result in higher vehicular traffic speeds passing through the Cross to the detriment of pedestrian safety, as would widening the carriageway along the south side of the street.
4	I wish to lodge a Notice of objection to the above proposal. I cannot for the life of me, understand the mentality of the proposal. If it does go through has consideration been made to ALL traffic being diverted from Park Street and New Church Street along Back Lane, to turn right onto Broad Street ?? How will this ease congestion ? This along with the continued use of traffic lights at Tesco junction, Cambrian Bridge junction, Cenotaph junction, New Church junction and Dolfor Road junction will all combine to make travelling into Newtown one of the worst traffic experiences for any visitor. Over the last 15 years, local authorities have done their damnest to 'kill' the shops and businesses in the town. This will be the final nail in the coffin. I hope you carefully consider your actions before doing so .....	Object	The proposal to make High Street one-way is not intended to be a scheme to reduce congestion within the town centre. The proposal is to permit the carriageway along High Street to be narrowed and a footway constructed alongside the new retaining wall to improve the amenity of High Street for pedestrians and other vulnerable road users. The Back Lane/Broad Street junction will be monitored if the one-way proposal is implemented to identify if any junction modifications may be required at that location to accommodate any significant increase in vehicular traffic movements at that location. The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately.
5	You cannot create cafe culture simply with road changes. We went out for lunch in Newtown recently (on a Monday) and none of them were open, apart from the Wetherspools. It needs economic development and tighter planning regulations on the relief road and outskirts. Creating one way systems in small rural towns creates race tracks - Welshpool is a failed experiment in this regard. Takes in vehicular traffic and spits it out. Increases vehicle movement, reduces people stopping in the town centre and is subsequently a disaster for pedestrians and especially cyclists. We occasionally cycle into the town- we would not as this proposal stands, and would drive instead/ or more likely choose somewhere else to go.	Object	There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way proposal along High Street. Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it wont lead to an overall increase in traffic volumes wishing to access the town centre. Vehicular traffic will still be able to access the two principle shopping streets (i.e. Broad Street and High Street] and the proposal could result in a marked reduction in the volume of vehicular traffic travelling along Shortbridge Steet and Market Street which are narrow traffic corridors and therefore less accommodating for pedestrians. There is no evidence to suggest that making a principle town centre shopping street a one-way road leads to higher speeds, particularly where drivers are regularly slowing and stopping along those streets to manoeuvre their vehicles into and out of on street parking spaces.

6 I feel that changing High Street to a one way system will be detrimental to the business's there, also the town's main banks are on this street. The road is wide enough to accommodate 2 way traffic so honestly why change it? If you make high street one way along with market street you will increase congestion on broad street which is already bad enough when trying to access the town. You seriously need to rethink and remove some of the traffic lights in Newtown they are causing serious congestion and putting people off coming into the town.

I would like to express my opposition to the intention of making High Street into a one-way street in the manner that you propose. Market Street is already a one-way street and you are proposing to make High Street one-way in the same direction as Market Street. Surely you can see that this is a ridiculous idea. Your proposal would mean **ALL** traffic would be forced to go to the far end of Broad Street and along the full length of it. This would cause a bottleneck at the cinema as there is only room for a couple of cars to wait to turn right into Broad Street and would stop traffic wanting to turn left over the bridge causing more traffic build up in a town already blighted by problems caused by bad traffic signal management (but that is another story and not for this thread). This would obviously cause a huge increase in traffic flow in the very middle of the town centre as you would be forcing everyone to use that route. It would make entering or leaving a parking space very difficult as there would always be traffic coming along Broad Street and would make such manoeuvres, especially reversing out of a space dangerous. It would also make the road much busier for pedestrians wanting to cross which I am sure is not something you wish to happen as a consequence as you seem to want to make the town more inviting but this is really not the way to do it. If people want to pop into a couple of shops, they want to be able to park in the town centre to do so. If you try to force people to pay to park and walk from the car park, they will just not bother and will go to a supermarket to park for free to grab what they need or go to another town. You will kill off the town if you cause it to be gridlocked all the time and the retailers will go out of business and go elsewhere. You seem to be all about "café culture" but we don't live in a Country which is blessed with the type of weather that makes sitting outside a café viable for most of the year. If you must make High Street a one-way, which I am guessing is inevitable now you have built a wall on one side so you will have to have wider parking spaces to allow space to open the car doors, then it has to go from the Town Hall towards Barclays Bank. If people wish to go to the Post Office or any of the other shops at that end of town, it makes no sense for them to have to go all the way along Broad Street. Having 2 one-way streets in such close proximity going in the same direction is mind-numbingly stupid. The increased traffic in the town centre which will be the result of this disastrous proposal means that you really haven't thought of the consequences of your actions for either the drivers or the pedestrians.

8 Just leave the town alone. Don't make a mess like you have done in Welshpool. DO NOT CHANGE WHAT WE HAVE. KEEP IT THE SAME.

Object There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way proposal along High Street. Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it wont lead to an overall increase in traffic volumes wishing to access the town centre. Vehicular traffic will still be able to access the two principle shopping streets (i.e. Broad Street and High Street] and the proposal could result in a marked reduction in the volume of vehicular traffic travelling along Shortbridge Steet and Market Street which are narrow traffic corridors and therefore less accommodating for pedestrians. By making High Street one-way, the carriageway can be narrowed and a footway constructed alongside the new retaining wall, thereby making is safer for pedestrians to navigate High Street.

The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately.

Object The Back Lane/Broad Street junction will be monitored if the one-way proposal is implemented to identify if any junction modifications may be required at that location to accommodate any significant increase in vehicular traffic movements at that location.

The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately.

There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way proposal along High Street. Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it wont lead to an overall increase in traffic volumes wishing to access the town centre. Vehicular traffic will still be able to access the two principle shopping streets (i.e. Broad Street and High Street] and the proposal could result in a marked reduction in the volume of vehicular traffic travelling along Shortbridge Steet and Market Street which are narrow traffic corridors and therefore less accommodating for pedestrians.

The direction of the proposed one-way system along High Street and the northern end of Shortbridge Street will reduce the traffic conflicts at The Cross where drivers currently have to watch for vehicular traffic travelling in multiple directions before negotiating the Broad Street and High Street junctions. The removal of these conflicting vehicular movements will also improve the safety for pedestrians at these locations.

The closure of the Wesley Street/Broad Street to vehicular traffic will also permit the pedestrian buildouts to be widened on both sides of Broad Street at that location if it is proven that additional vehicular traffic along Broad Street makes it more difficult for pedestrians to cross Broad Street as a consequence of the High Street one-way proposal.

The Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom, therefore any additional congestion that the one-way on High Street may cause would either be an acceptable consequence and/or encourage some visitors to either make use of the public car parks or select a more sustainable form of travel.

Object No substantive reasons provided



- |    |  |         |   |
|----|--|---------|---|
| 9  | Whilst a One-way system could be good for Newtown I think serious consideration should be given to the effect that the current proposal could have on other hot-spots in the circulation, especially Broad Street & Longbridge junction, where long queues can be expected to be a regular feature if this goes ahead. Possibly reverse the direction of travel in High Street, allowing access from Back Lane and directing traffic along Market Street to a mini-roundabout at the junction with Back Lane – Park Street.  | Object? | Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it wont lead to an overall increase in traffic volumes wishing to access the town centre. The Back Lane/Broad Street junction will be monitored if the one-way proposal is implemented to identify if any junction modifications may be required at that location to accommodate any significant increase in vehicular traffic movements at that location. The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately.  |
| 10 | I wish to lodge my agreement with the proposals for this scheme. I wish to submit my agreement with the above reordering of the traffic within Newtown town centre.  | Support |   |
| 11 | Leave well alone. If it ain't broke don't fix  | Object  | No substantive reasons have been provided to justify the objection.   |
| 12 | I would like to make representation regarding the traffic changes suggested for Newtown Powys.<br>1. I don't feel that making High Street ONE WAY and going in the same direction as Market Street is particularly beneficial. This would mean that all vehicles coming to The Cross would have to come down Broad Street including most of the lorries delivering to the area behind the Spar etc as the access from the gravel car park is not conducive to large vehicles. 2. On behalf of Bear Lanes Shopping Centre, I feel that to block part of Wesley Street from all vehicular access may just encourage even more people to block Bear Lanes service area opposite Argos and cause further issues to our deliveries within that space. 3. Wouldn't it be better to make Wesley Street ACCESS ONLY, so that people didn't park on the double yellows opposite our service area to wander into town. Mind you, any of that is only worthwhile if it is enforced properly. Hopefully, the arguments against some of your decisions will far outweigh the support and the idea will be shelved for the moment. | Object  | 1. No substantiated reason for abandoning the High Street one-way proposal has been provided, this is just a comment which is therefore noted.<br>2. There are already prohibition of waiting markings in front of the Bear Lanes goods delivery area along Wesley Street. There is no evidence to suggest that the proposed stopping up of part of Wesley Street to all vehicles will result in an obstruction or abuse of the Bear Lanes goods delivery area.<br>3. That part of Wesley Street proposed for closure to vehicular traffic has been the subject a prohibition of driving except for access, and a prohibition of waiting for several years, but site observations have shown that those prohibitions are ignored by a significant number of drivers on a regular basis. |
| 13 | I think the proposals for High Street, Newtown are an extravagance - almost a million pounds on a completely unnecessary and ill thought out project. It would help residents, of course, if there were some artists' impressions to assist. Most people find it difficult to visualise proposals from written descriptions. All over the UK Councils are abandoning one way systems as they tend to result in race tracks which are divisive and a danger to pedestrians. Under no circumstance should a one way system be adopted. This money would be far better spent on dealing with the Long Bridge, which is an utter disgrace, or pedestrianising Broad Street to make it more user friendly   | Object  | No substantive reasons have been provided to justify the objection.   |
| 14 | I believe this is a letter sent to you by [Number 19] as we are followers of his face book page and we are totally in agreement of everything he has said. Would just like to add with the state of the roads and pavements everywhere why waste all this money on something that nobody wants or needs  | Object  | see reply to number 19.   |

15 I am writing to you with regards to the proposal you have of turning high street in Newtown into a one way street. I really don't feel that whoever came up with this idea has NEVER been to Newtown. As clearly they don't have a clue what the traffic flow is like. This proposal of turning high street into a cafe culture is a great idea and I can see that bit working and as a knock on affect of this you will need you widen the pavements thus narrowing the road. So because of this the next idea was to make it one way. This I can also see. My main issue is the way you propose the traffic to flow. This is where we disagree. To not be able to turn into high street from back lane is ridiculous. How do you expect the Spar lorry to get to Spar? How do you expect the post office lorry to get to the post office? What about the WH Smith's lorry, or infact any big delivery lorries? I know let's send them ALL up to broad street and find their way down to where they need you go. So how does the spar lorry then turn down Seven street to get to the back of Spar??? Do you suggest it drive down past the post office and then gas street to seven square and then down St Mary's?? This is absolutely absurd!!

Here is my 2 solutions.

1. Don't do anything and leave high street the width it is and do your best with the space you have.
2. Alter the direction for the one way as a no entry from broad street! If you want to get out onto back lane you can go down market street. This then gives you a flow for traffic and also eliminates the forced delivery traffic all down Broad street. This in my eyes, if you insist on going down the one way route is the only sensible option. It also gives you with Market street and High street a roundabout in a way, instead of the two one way streets running in the same direction which will only cause traffic chaos at peak times (which is getting longer and longer not just the school run times).

Please come down and see for yourself the absolutely shocking state our town centre traffic is like. All these traffic lights are making Newtown a nightmare place to be. So these cafes with nice lovely seating outside will have no customers due to no one wanting to actually come into the town as it's totally gridlocked 99% of the time. Why not just switch off all the lights (paint a mini roundabout on the ground) and let's see how the traffic flows. I think you might be surprised at how well it would flow. Then why not do a traffic survey and monitor the new system to see if it works. I think someone needs to actually pull their socks up and listen to the people of Newtown rather than just making stupid decisions that we don't actually want. This could turn into Welshpools traffic chaos all over again by letting big wigs make decisions on things they no nothing about.

Object

The one-way proposal will not prohibit or restrict deliveries within the town, but it is correct that some deliveries will have to made via an alternative routes if access from Back Lane to The Cross is no longer possible via High Street. access parts of the town centre from Back Lane via alternative routes rather than via High Street the town centre via Broad Street. There is no evidence to suggest that deliveries to businesses have been prevented as a result of the temporary closure of High Street to carry out the ongoing civil engineering works, therefore it is not a logical argument to suggest that a permanent one-way prohibition along High Street would prevent deliveries to town centre businesses either. The Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom, therefore any additional congestion that the one-way on High Street may cause would either be an acceptable consequence and/or encourage some visitors to either make use of the public car parks or select a more sustainable form of travel.

In response to 2 suggested alternative proposals:-

1. Not to make High Street one-way would mean there would be only a 450mm wide strip at the bottom of the newly installed retaining wall where vehicles would park up against. This is not sufficient to allow pedestrians to walk up and down between the parked vehicles and the wall forcing them onto the carriageway.
2. Reversing the one-way proposal along High Street would increase the conflicts between vehicles and pedestrians at both side road junctions at The Cross, and would also result in more drivers looping along Shortbridge Street, Market Street, Gas Street and Severn Street looking for a parking space on Broad Street and High Street which would not be desirable.

The comments are not considered to be substantiated reasons to oppose the High Street one-way proposal.

- 16 I think that Wesley Street should remain open for access; pedestrian safety could be promoted by putting in a 'sleeping policeman' to slow drivers down who do use it. It can act as a useful siphon when lower Broad Street is blocked, especially for emergency vehicles, so providing a useful function for traffic flow. The space between the buildings on either side of the Broad St end of Wesley St is dark and quite dingy, hardly an area one would want to sit around in with a latte and gateau. I find that reasoning quite laughable. I feel that the proposal to make High St a one-way thoroughfare is short-sighted. This will force drivers to use Broad Street, which is already congested, or Gas Street, which can be difficult to navigate due to the reduction in width in the section between the last of the shops and the corner of Severn Street/ Severn Square. Congestion in Broad Street has a negative impact on traffic flow from Back Lane, across Long Bridge and around the Crescent roundabout and the streets off it. That is too disruptive for the proposal to make sense. In addition, more convoluted routes through the town centre mean more vehicle emissions, something I am sure we are all keen to avoid in a historic built-up area. A far more useful proposal for the longer term would be to widen High Street to make it more usable in its current arrangement, i.e. two-way traffic, as there is plenty of scope to improve access on that street rather than limiting it, given its width. There would be pavement space to encourage 'café culture' (on the relatively few sunny days we experience in Mid-Wales) and improved parking for those wanting to pop into local shops without having to pay for the privilege, or those with mobility problems, both with and without Blue Badges, for whom harder access and fewer parking opportunities close to their destination can be even more disabling. The one-way system introduced in Welshpool has been problematic for small businesses and residents since its introduction, and is unpopular with locals. Let's not make the same mistake and drive potential customers out of town because they can't face the chaos of a one-way town centre.
- 17 As a resident of Newtown town centre, I would like to express my extreme disappointment with the 1 way proposal for High Street. For years, the council has been reducing the number of free car parking spaces in town - to the detriment of local businesses. I can see no reason for the change to the High Street and wish that you gave some thought as to how to support local business and tourism with more free parking and lower cost parking. A real "destination" town like Ludlow charges much less for parking, encouraging locals and tourists alike. You are killing the goose that lays the golden eggs and driving people to out of town shopping. Newtown's catchment is a low-income, rural area and people need to drive. If you make it (i) too expensive for people to visit, and (ii) don't solve the gridlock created by the traffic lights, people will go elsewhere. That will cause a drop in your revenues. I believe that your proposal is short sighted and lacking local support, I therefore ask you to reconsider.
- 18 I like many others have grave concerns about the proposed alterations to traffic management within the Town. Mr X's letter outlines our worries. Someone should have learnt a lesson from the Debacle in Welshpool, which took years to get right. Instead of using clever computerised predictions, some one needs to get in their car, drive to Newton and experience the Horrendous traffic in the Town, first hand
- Object That part of Wesley Street proposed for closure to all vehicular traffic is currently the subject of a traffic order which prohibits access for all vehicular traffic that do not require direct access to the loading areas along the Wesley Street sides of The Monty Club and Social 23. Any vehicles travelling from Broad Street to the Wesley Place junction for any other reason do so in breach of that traffic regulation order to the detriment of pedestrian safety, especially those drivers intentionally using Wesley Street as a rat run.  
The Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom, therefore any additional congestion that the one-way on High Street may cause would either be an acceptable consequence and/or encourage some visitors to either make use of the public car parks or select a more sustainable form of travel.  
The purpose of the Green Infrastructure scheme currently being constructed is to make High Street a more pleasurable place to be by improving the streetscape, thereby encouraging more people to the town. It is therefore not an option to widen the High Street carriageway to make better provision for 2 way vehicular traffic as this goes against the aims of both the Green Infrastructure scheme and the Welsh Government's new Transport Policy.
- Object There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way proposal along High Street.
- Object No substantive reasons have been provided to justify the objection.

- 19 I am writing to you to air my views regarding the Newtown Proposal. I run a Facebook Page called Mr X's Photographs Old and New of Newtown Powys that has over 6.7k Followers Worldwide and I share articles such as yours to keep people up to date with current news from the Town. I am witness to their views and regarding these proposals, residents are rightly up in arms about it with very few, if any, in support of the High Street one-way idea. My own view goes along with the vast majority and is as follows: I feel that P.C.C. and Newtown Town Council are completely out of touch with the reality of the current Traffic situation in Newtown. The real issue that needs to be resolved before any more damage is done in the Town Centre, especially the High Street one-way Proposal, is to deal with the major cause of the numerous bottlenecks occurring within the Town which are the nightmarish Traffic Lights along Pool Road, New Road and Llanidloes Road which have been a constant problem ever since they were installed many years ago. The Contractors employed to maintain these Lights have shown themselves to be totally incapable of synchronising them in any meaningful way, highlighted again very recently when they were called out to the New Church Street Junction Lights and have left them in a very sorry state once again. It's my opinion that the Traffic Lights on the aforementioned route above should be removed and replaced with Mini Roundabouts which would result in a much freer flow of Traffic and drastically reduce the Bottlenecks within the Town. This type of System is employed on the Trunk Road through Craven Arms in Shropshire and is very successful. On another note, a lot of Newtown's parking problems within the Town Centre are clearly not helped at all by car parking charges and the proposed increases are only going to make things a whole lot worse and will only serve to deter even more Shoppers and Tourists alike from visiting Newtown in the future which in turn will reduce footfall and inevitably put paid to any inward investment by Businesses. Sounds very much to me like false economy and a very sad future for Newtown.
- 20 To me I think it's a bonkers idea and has not really been thought out. You watch back lane on a busy day and everyone queueing back around back lane to get down broad street. With making high street one way will only add to the issues trying to access broad street. Can I possibly put forward another plan, yes agreed people still would not be happy but maybe this could be an idea going forward to help the traffic solutions on back lane. Why can't the junction at the top of back lane be turned around and give back lane priority onto broad street and maybe make the junction for them entering from over the bridge. This is why there is so many hold ups as traffic accessing the town centre from long ridge have priority over back lane traffic. Yes you may get a back up on the bridge from time to time but nowhere near as bad as back lane would be if you changed the layout. Traffic leaving back lane can commence onto the bridge as they do now with no change. Just an idea if this is going to happen. Also whilst I am here there is now a major issue on pool road, McDonald's junction. Traffic coming from pool road and wanting to turn right are causing gridlock and traffic cannot pass if more than 4 cars waiting. There should be investigations into this now as I waited 20mins on that junction again the weekend but soon as I passed it there was no traffic at all. Mini island or reduce path outside Evans windows so you could make a turning lane that heads over Cambrian bridge.
- 21 The proposed alteration of the traffic flow in High Street, and the prohibition of vehicular access to Wesley street are, in my opinion, counter to the needs of local residents wishing to shop in the town centre. There are already frequent delays in progressing along Broad Street, which will only be exacerbated by making High Street a one way street. Cafe culture maybe fine, en Paris, but if you are under some illusion that the mid Wales climate is conducive to sitting by the roadside in the wind and rain, clinging on to an overpriced coffee, then I regret that you have missed the point completely as to the rights and desires of the people who live in this poor little town. We simply wanted to access our local shops, well...when we had them...park close by without charge, nip in and buy our shopping and get home quickly. Trying to make Newtown into the cafe culture area you seem to envisage will surely be the final nail in the coffin.
- Object The opinions regarding the suitability of the traffic signals along the former trunk road and the parking charge rates within the pay and display car parks are not substantiated reasons to oppose the High Street one-way proposal, and are not relevant to either the High Street/Shortbridge one-way proposal or the Wesley Street prohibition of vehicular traffic proposal. There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way and prohibition of vehicular traffic proposals. Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it won't lead to an overall increase in traffic volumes wishing to access the town centre.
- Object The Back Lane/Broad Street junction will be monitored if the one-way proposal is implemented to identify if any junction modifications may be required at that location to accommodate any significant increase in vehicular traffic movements at that location. The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately.
- Object The Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom, therefore any additional congestion that the one-way on High Street may cause would either be an acceptable consequence and/or encourage some visitors to either make use of the public car parks or select a more sustainable form of travel. There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way and prohibition of vehicular traffic proposals. Whilst traffic patterns may change along the main town centre roads where the retail shops are located as a result of the proposal, it won't lead to an overall increase in traffic volumes wishing to access the town centre.

22 At the meeting of the 28th February 2022, Council RESOLVED to support the proposed Order. Support

23 I wish to challenge the proposal of the one-way system on the following grounds. The traffic will build up on New Church Street B4568 from High Street towards the traffic lights on New Road with the amount of traffic flowing into it from Park Street, Market Street, Back Lane, Main Car Park, Bus Station these streets which are one way flowing this not clearly drawn on the map provided by Powys County Council. High Street is difficult to exit onto the Back Lane or New Church Street due to the traffic build up from the traffic lights on New Road junction which is regular occurrence, also vehicles obstruct the view of the driver's visibility in trying to get out from the top of High Street to turn towards the Back Lane due to the zebra crossing when someone is crossing it. I have seen lorries, vans making deliveries in High Street to shops which also causes problems with this being one way the delivery vehicles will have to travel down Broad Street to go round to make deliveries causing traffic build up in Broad Street. Traffic building up in Broad Street will build up due to the restricted parking which is now limited to parallel parking and the wood boxes for plants and the filter lane by the Exchange, Steam Mill Night Club also causing congestion on the Back Lane as vehicles cannot pass to go over the long bridge towards Crescent Street roundabout out of town. This filter lane is limited to three or four cars continually blocking up as they wish to park in Broad Street which is not letting other vehicles pass on the near side safely. The Statement for the reason from the Town Council and Powys County Council is an exceedingly waste of public money and increase our Council Tax as people are in poverty and do not have money to pay for this stupid plan by causing congestion, gridlock and emitting harmful fumes into the town Centre of Newtown which is not going Green but by causing more pollution for the town. The Bypass was built to reduce harmful emissions and Traffic survey was taken by WAG to establish if the cost of building the Bypass was worth the expense to reduce the traffic on New Road. Sensors were put on the lampposts to measure the levels of the fumes which exceeded the permitted level before the Bypass was started, To close Wesley Street off will cause lorries delivering beverages to the Monty Club difficulty as they sometimes park in this area to deliver drinks e.g. I have identified problems with this proposed plan and now ask for an open public meeting to address these issues. I also enclose my Personal statement which my democratic right. I look forwards to your reply.

Object Whilst some local traffic journey patterns will change along the main town centre roads where the retail shops are located as a result of the High Street one-way proposal, it will not result in an overall increase in traffic volumes wishing to access the town centre, nor will it generate additional traffic exiting the town centre via the New Church Street/New Road signalised junction. Drivers will still have the same choice to utilise Shortbridge Street, Severn Street, High Street or Market Street to exit the town from The Cross towards New Road and Pool Road as they do now. The traffic signals on the former trunk road are co-ordinated by an Urban Traffic Control system which is now functioning correctly and will manage the traffic flows at those junctions appropriately. There is already a Keep Clear marking on Back Lane at the High Street junction to prevent queuing across the High Street junction exit. If High Street is made one-way towards Back Lane, there will be less conflicting turning movements at this junction as left and right turns into High Street from Back Lane will be prohibited, therefore vehicular traffic will be able to exit more safely from High Street onto Back Lane. The comment regarding delivery vehicle provision needs along High Street if it becomes one-way are acknowledged and will be addressed as part of a separate on street parking spaces review for High Street if the one-way order is brought into effect. The temporary parking and social distancing arrangements along Broad Street between Wesley Street and The Cross have already been removed. There will be no significant decrease in the number of on street parking places available along Broad Street and High Street as a consequence of the one-way proposal along High Street. The Back Lane/Broad Street junction will be monitored if the one-way proposal is implemented to identify if any junction modifications may be required at that location to accommodate any significant increase in vehicular traffic movements at that location. The Welsh Government's new Transport Policy places pedestrians at the top of the hierarchy of road users with motorists clearly at the bottom, therefore any additional congestion that the one-way on High Street may cause would either be an acceptable consequence and/or encourage some visitors to either make use of the public car parks or select a more sustainable form of travel. The owners of the Monty Club have expressed support for the proposed Wesley Street prohibition of traffic element of the proposed traffic order, and are aware that alternative delivery arrangements will need to be put in place by their suppliers if the order is made as proposed.