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If calling please ask for / Os yn galw gofynnwch am

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Dear Cllr Powell,

A483 Pant – Llanymynech Bypass

Thank you for your letter dated the 27th February 2013. The views of, and comments made by the petitioners are noted and I am certain that the Portfolio Holder for Highways and other Elected Members of Powys County Council would fully support a renewed call for a bypass of Pant and Llanymynech to be reinstated in future programmes. I am aware that in the past support was given to previous proposals for such a scheme.

I can also confirm that when the Minister requested a list of priorities prior to his 2011 review of the National Transport Plan (NTP) the Regional Consortium TRaCC included the A483 Pant – Llanymynech Bypass as one of the existing NTP priorities that TraCC would like to be taken forward in the proposed three year NTP delivery programme.

The Welsh Government (WG) acknowledges that A483 trunk road through Newtown and northward to Weshpool is, at peak times, operating at well above capacity and this leads to delays, congestion and driver frustration and sadly accidents. Similarly, the single carriageway constraints in Pant and Llanymynech coupled with the constant and relentless, high volume of traffic including a relatively high percentage of HGVs passing residents' doorways inevitably leads to disquiet and calls for action to be taken to remedy the noise, vibration, fumes and the daily intrusion of traffic within the village environment.

I am sure that residents in Pant and Llanymynech view the recently completed Four Crosses bypass with some envy and would relish the improved quality of life and safety that the improvement has brought to villagers in Four Crosses.

A bypass would improve safety and resilience on the trunk road network, provide reliable journey times and ensure vehicle operating cost are reduced. It would also greatly improve transport links between north and mid Wales and between the West Midlands and Aberystwyth which is identified as a key settlement of national significance in the Wales Spatial Plan.

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From an economic and regeneration view point an effective route for through traffic to bypass Pant and Llanymynech would encourage investment in Welshpool, Newtown, Llanidloes and other settlements in the Severn Valley by significantly reducing congestion and delays and thereby would provide employment opportunities and safeguard jobs in central Wales and in Ceredigion. Coordinated route improvements along the length of the A483 would not only greatly assist commercial hauliers but would also be a boon to tourism in mid Wales and the west coast.

Unfortunately, the major portion of any proposed scheme to bypass Pant and Llanymynech would fall outside Powys and Wales and my understanding is that at this time the Highways Agency (HA) in England does give any such proposal a sufficiently high priority to warrant inclusion in any forward programme. It is therefore doubtful that the WG would include a scheme in the NTP in the foreseeable future.

Nevertheless, the need for a bypass is clearly apparent and it may be that the only way to move this forward is for the WG to take the initiative and to raise the issues relating to tourism, regeneration and the mid and west Wales economy with counterparts in England in order to emphasise the positive benefits such a scheme provide in the region.

Yours sincerely



Jeremy Patterson
Chief Executive

c.c. Cllr Barry Thomas
c.c. Stuart Mackenzie NMWTRU