



Welsh Government
Consultation – summary of response

Builth Wells parking study

August 2020

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

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1. Introduction

The North and Mid Wales Trunk Road Agent, on behalf of the Welsh Government, is currently carrying out a Parking Study along the A483T Garth Road, Builth Wells. The current situation has a negative impact on traffic movements and safety of all road users.

Powys County Council, on behalf of the Welsh Government, have been commissioned to investigate the parking issues along Garth Road as part of a feasibility study.

The parking study has highlighted an issue of inappropriate parking along Garth Road, that increases potential risk to road users and reduces carriageway widths, potentially restricting traffic flows along this section of the A483.

The Study proposed four options for further consideration, these being;

- a) Leave as existing
- b) New prohibition of parking at any time with parking areas
- c) One-way system through Garth Road
- d) A new one-way system linking Garth Road, Park Road, and Church Street.

The 12-week formal consultation commenced on the 11th February 2020 with information being made available on the Welsh Government website. A public consultation document and questionnaire was also distributed to Garth Road residents and other key stakeholders within a catchment area of Builth Wells, with a closing date of Tuesday 5th May 2020 for responses. A drop-in event was scheduled to be held at Antur Gwy, Builth Wells on Thursday 19th March 2020, however due to the rapid changes in advice being given due to the Covid-19 outbreak it was decided to cancel this drop-in session.

The questionnaire asked residents for their views on revisions to the existing network being considered and any other suggestions for improvements. The proposals included:-

- Leave as existing
- New prohibition of parking at any time with parking areas
- One-way system through Garth Road
- A new one-way system linking Garth Road, Park Road, and Church Street.

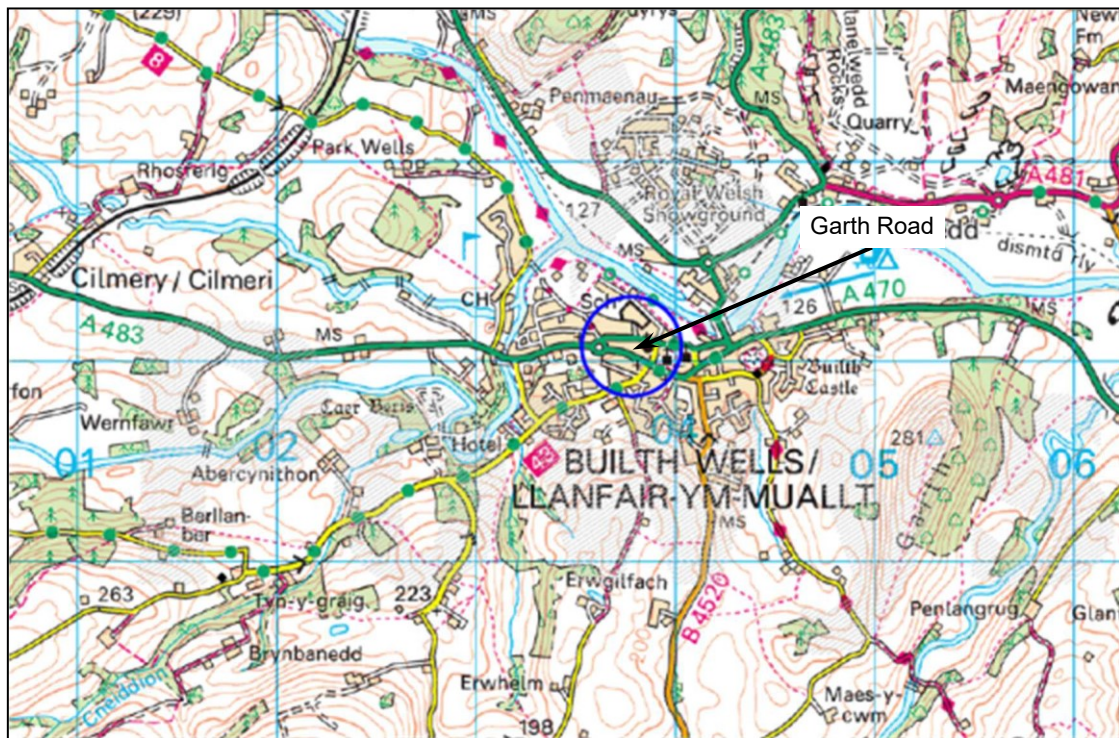
This document provides a summary of the responses to the consultation.

2. Public consultation

The consultation was undertaken to obtain public views and gather feedback on the proposals put forward which are detailed above and gather any further suggestions.

Approximately six hundred consultation documents incorporating questionnaires were postal dropped to residents in the Garth Road area of Builth Wells.

Location plan



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3. Analysis of Responses

A total of eighty-five responses were received to the consultation, with seventy-seven completed. Of the responses fifty-two were postal and email responses, with the remaining thirty-three responses being conducted through the Welsh Government online portal, of which eight were discarded as they were not sufficiently completed. Where possible comments were taken from the partial responses. In addition to these a further response was received to the consultation process from the local county councillor. These comments were not in the format of the consultation document and were related to a detailed design phase, this leaned towards a hybrid option of options A & B.

The questionnaire comprised of five questions of which the first two established use of the existing arrangement. The third requested views on the safety of the existing system, the fourth question requested views on the potential changes to safety that the proposed options offered. The fifth requested that the options be scored in preference. Additional comment boxes asked for any further suggestions or comments, for both question 3 & 5.

Questions 1 to 5 are listed below with responses tabulated and a summary provided:

Q1. How do you use the one-way system? (select all that are relevant to you)

Interest	Number of Responses	Percentage of 88 Responses
Garth Road Resident	16	18.18
Builth Wells Resident	52	59.09
Local Business Owner	8	9.09
Non-Resident	3	3.41
Other	8	9.09
Skipped	1	1.14
Total	88	100

The majority of respondents, fifty-two (59%) were Builth Wells (not including Garth Road) residents and/or business owners, with a total response of 16 (18%) from residents of Garth Road. Three (3%) of the respondents were non-residents of Builth Wells.

A few respondents had multiple uses for the current arrangement hence the total figure being above the total number of responses to the consultation.

Other uses of the current arrangement included: place of work, Fire Brigade, HGV Driver and Active Travel.

Q2. Which mode of transport do you use when you interact with the one-way System (select all that are relevant to you)

Mode of Transport	Number of Responses	Percentage of 165 Responses
Pedestrian	57	35
Cyclist	25	15
Motorcyclist	4	2
Driver	74	45
Other	3	2
Skipped	2	1
Total	165	100

The majority of respondents, 45%, utilise Garth Road as drivers and/or pedestrians. A significant number use multiple modes of transport hence the total figure being above the total number of responses to the consultation.

The other modes of transport were Mobility Scooter, HGV and Fire Engine.

Q3. Do you feel that there are safety issues with the existing one-way system?

Element	Number of Responses			Percentage of Responses		
	Yes	No	Skipped	Yes	No	Skipped
Current two traffic lanes on Garth Road	69	5	3	90	6	4
Current Parking Provisions on Garth Road	65	9	3	84	12	4
Current Pedestrian Facilities on Garth Road	28	42	7	36	55	9

The majority of respondents felt that of the three questions raised with regards to safety that there were safety issues with two of the three issues, these being current two-way traffic lanes (90%) and current parking provisions (84%). In response to safety concerns with current pedestrian facilities a lower majority (55%) did not believe there to be a safety issue.

Comments on safety issues were requested. A large majority responses highlighted the current parking arrangements as a major factor and/or that there was an issue with two-way traffic, and to some extent the latter is related to parking on Garth Road. Additionally, many comments factored in the options that were provided with the consultation document and how they would improve on the concerns that residents had. These being related to options C and D, although there were instances where comments indicated that the proposed options would not remedy their current safety concerns.

Interesting comments were related to the arrangement during the Royal Welsh Show period, where a change in traffic flow arrangement occurs, this is very similar to that of Option D. Many comments stated that during this period many of the safety concerns are diminished, however others also highlight that during this period there are speed concerns with regards to vehicles travelling out of Builth Wells along Garth Road and that the parked vehicles act as a natural traffic calming measure.

Q4. If you answered yes to question 3 - how do you think the proposals will affect these concerns? Please select one for each proposal below

Proposed Element	Proposal Impact													
	1		2		3		4		5		Skipped		Discarded	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Option A	1	1	1	1	47	61	3	4	5	6	18	23	2	3
Option B	9	12	24	31	12	16	5	6	4	5	20	26	3	4
Option C	20	26	20	26	2	3	8	10	5	6	18	23	4	5
Option D	36	47	11	14	2	3	0	0	8	10	15	19	5	6

Where, 1 – Improves safety - removes safety concerns, 2 – Slight improvement in safety - partly removes safety concerns, 3 – No change –safety concerns remain unaltered, 4 – Slight decrease in safety – safety concerns made slightly worse, 5 – Decreases safety – safety concerns made worse or others added

It should be noted that a considerable amount of responses did not fully complete this section of the questionnaire, in many of the cases responders would score the options that they preferred and then leave others blank. This has resulted in a high percentage of skipped responses for the options. Where it was possible scoring has been applied to other options where the section of the consultation document was not fully completed. Additionally, others have been discarded where multiple scoring was given to each option.

For the most part the responses see the proposed options as a safety improvement.

61% thought that Option D, A new one-way system linking Garth Road, Park Road, and Church Street, would increase safety. It should also be noted that the same option resulted in 10% of the responses scoring this as the highest potential negative impact to decreasing safety.

52% thought Option C, One way system through Garth Road, would increase Safety, whilst 16% thought that it would have a negative impact on safety.

43% thought Option B, New prohibition of Parking on Garth Road, would increase safety, whilst 11% thought it would have a negative impact on safety.

2% thought that Option A, do nothing, would improve safety, with 10% indicating that this option would have a negative impact on safety. 61% indicated that this option would see no change.

Q5. Please rank the improvements in order of your preference, using the Numbers 1, 2, 3 & 4 (1 = most preferred option, 4 = least preferred option)

It should be noted that a considerable amount of responses did not fully complete this section of the questionnaire, in many of the cases responders would score the options that they preferred and then leave others blank. This has resulted in a high percentage of skipped responses for the options. Where it was possible scoring has been applied to other options where the section of the consultation document was not fully completed. Additionally, others have been discarded where multiple scoring was given to each option.

Proposed Element	Preference											
	1		2		3		4		Skipped		Discarded	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Option A	6	8	7	9	9	12	44	57	8	10	2	4
Option B	6	8	15	19	30	39	15	19	8	10	3	4
Option C	17	22	31	40	12	16	7	9	7	9	3	4
Option D	43	56	9	12	6	8	9	12	7	9	3	4

The results indicated that the most favourable option to be option D with 56% of the returns highlighting this to be their preferred option, whilst 12% scored it as their second preferred option.

Option C was the second preferred option with 22% returning it as their preferred option, it should be noted that this was the most preferable second option with 40% of the returns.

Option B and A were equal in terms of being the preferred option both receiving 8%, Option B however was the second most preferential second choice with 15%.

Option A was the least popular choice with 57% scoring it their least preferable option.

Additional comments

A number of respondents provided suggestions or comments and the categories of response and the number of respondents who mentioned the themes are listed below.

Categories of Response	Number of Respondents who mentioned these themes
Parking on both sides causing a problem	45
Parked Vehicles that use pavement causing issues for pedestrian users, especially those with pushchairs	10
Visibility issues for vehicles entering Garth road from roundabout due to parked vehicles, this issue persists through Garth Road	6
Parked vehicles damaged due to two-way traffic, and/or issues accessing vehicles, especially with children.	6
One-way system works during Royal Welsh Show period	5
Pinch point at the Greyhound	5
Proposed 2-way system in Church Street is problematic in that it will create issues with regards to vehicle movements and safety	4
Increased traffic speeds through Garth road with one-way system	4
Issue is due to the size of vehicles using Garth Road	4
Reduce Speed limit to 20mph/ Current Speed issue	3
Widening footway will result in less room for parking and/or vehicle flow	2
Residents need parking	2
Two-way traffic causing issues for pedestrians and motor vehicle users	2
Proposals lack Active Travel benefit	2
Allow Dropped Kerbs and off-street parking for residents where practical	2
Residents have too many vehicles	2
Can delay emergency vehicle response times	2
Removing Parking will move the issue to another part of the town	1
Do nothing as an option will not improve the situation	1
Full one-way system also improves safety for Ysgol Calon Cymru	1
One-way system will result in issues elsewhere and/or increase pollution and journey distance	1
Removing on street parking will reduce property value	1
Non-Resident Parking causing the issue	1
Bypass	1
Issues for gritting lorries getting through during winter months	1
Proposals are to benefit traffic flow and not the residents	1
Lack of enforcement of inappropriate parking	1
Private hedges reducing footway width	1
Electric Car charging causing a trip hazard on footway	1

In addition to these comments during the postal drop many residents and business owners commented that something had to be done with regards to the issues on Garth Road. They recognise that during show week that the issue is resolved when a temporary one way system is introduced, some residents of Garth Road did highlight that they believed that speeds then become an issue as the parked cars force road users to slow down as they act as a traffic calming feature.

Comments from other entities

Emergency Services

The emergency services were also consulted. There has been no formal response from the Police.

The Fire brigade have responded through the consultation document delivered to residents. In their comments they state that they would not be in favour of Option D as they use the current road arrangement on Park Road to respond to emergencies.

An informal discussion took place with a Police Officer at Builth Wells Police Station and the Fire Brigade on the day of the postal drop. The Police Officer stated that they had to come out of the station to assist large vehicles who could not negotiate a pinch point at the town end of Garth Road.

The Fire Brigade informally stated that they do not use Garth Road for access for the fire engine and that they only use Park Road when responding to emergencies. They mentioned that they were strongly opposed to changing Park Road to a one-way system because it could lead to increased response times.

Active Travel

Comments have been received via the consultation survey and via direct email with regards to the lack of active travel consideration in the proposed option though these options are there to gauge the preference of residents and are in no way final designs for any scheme. These are the comments provided by one of the Travel Officers of Powys County Council

“Leaving things as they are will not improve the situation but will not make things worse.

Option B - to install designated parking areas will further reduce the width of the existing footpaths or will prevent any future upgrades of the existing footpaths. This will have a detrimental effect of active travel levels and further increase traffic congestion and demand for parking spaces.

Option C – (National Cycle Network) NCN Route 43 currently travels on road on Church Street and Hospital Road. Along with NCN Route 8, this is currently the only active travel route in the town. The proposed changes to traffic direction in option C may increase traffic volumes at the junctions of these roads, which would have a negative effect on the NCN/active travel route.

Option D - the change of direction of traffic would have a direct impact on NCN Route 43 (an Active Travel route), increasing the route distance, which would possible reduce active travel levels.”

A second Powys County Council Traffic Officer also added the following comments.

“The following that would need to be considered as part of any detailed design work on the favoured options

1. *Safety of pedestrians and cyclists. Currently footways are narrow so opportunities for widening should be considered. It may not be possible to get paths to shared use standard but should be explored.*
2. *Expansion of 1 way system has potential to increase speeds. Consider 20mph and traffic calming measures*
3. *Expansion of 1 way system will make for longer route for cyclists. Consider shared use path/cycle contraflow on Church St”*

4. Next Steps

Given the positive response to the proposals, detailed design of the scheme will now be undertaken, considering responses to the consultation where necessary. The consultation results will be submitted to the Minister for a decision on whether to proceed with the proposals.

Notes

If option D is further investigated as identified from the consultation responses then due to the direct impact on the National Cycle Route (NCR) and Active Travel Route that this option would affect, significant consideration would need to be given during the design phase in order to ensure the changes support active travel and do not significantly impede the NCN.

Communication will be required with the Fire Brigade with regards to Emergency Vehicle response times if Option D is selected.