

A483/A489 NEWTOWN STUDY

**A483/A489 HEALTH IMPACT ASSESSMENT (HIA)  
WELTAG STAGE 2 REPORT**

July 2009

FINAL

Report Number HHC 91371A/31

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## CONTENTS

	<b>Page</b>
<b>1 INTRODUCTION</b>	<b>1</b>
1.1 Purpose of Report	1
1.2 Report Structure	1
1.3 Study Background	1
1.4 Study Progress	2
1.5 WeITAG	2
<b>2 METHODOLOGY FOR HIA WELTAG STAGE 2</b>	<b>4</b>
<b>3 WELTAG STAGE 2 HIA WORKSHOP</b>	<b>7</b>
<b>4 RESULTS FROM THE WORKSHOP</b>	<b>8</b>
<b>5 CONCLUSIONS</b>	<b>10</b>

## FIGURES

- Figure 1.2 Bypass Options
- Figure 1.3a Online Improvements Sheet 1 of 2
- Figure 1.3b Online Improvements Sheet 2 of 2
- Figure 1.4 Local Transport Measures

## APPENDICES

- Appendix 1 HIA Stage 2 Workshop Agenda and Invitees and Presentation
- Appendix 2 A Picture of Health Powys
- Appendix 3 HIA WeITAG Stage 2 Appraisal Summary Tables

**ABBREVIATIONS**

<b>AST</b>	<b>Appraisal Summary Table</b>
<b>HIA</b>	<b>Health Impact Assessment</b>
<b>WAG</b>	<b>Welsh Assembly Government</b>
<b>WelTAG</b>	<b>Welsh Transport Planning and Appraisal Guidance</b>
<b>WHIASU</b>	<b>Welsh Health Impact Assessment Support Unit</b>

## 1 INTRODUCTION

### 1.1 Purpose of Report

This report details the methodology and results of the WeITAG Stage 2 Health Impact Assessment (HIA) for the A483 / A489 Newtown Study.

The HIA was undertaken as part of the Welsh Assembly Government's (WAG) Public Health Strategic Framework for Wales: 'A Healthy Future'. The framework has two main goals:

- To improve the quality and length of life
- To promote equity in health and wellbeing

To help meet these goals, the published Welsh Transport Planning and Appraisal Guidance (WeITAG), June 2008 includes the requirement for a mandatory Health Impact Assessment.

The Welsh Health Impact Assessment Support Unit (WHIASU) defines HIA as:

*'A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population. In other words it is a process that considers the wider effects of local and national policies or initiatives and how they, in turn, may affect people's health.'*

### 1.2 Report Structure

This report comprises an A4 volume of the main HIA report text followed by relevant figures of the options. The Appraisal Summary Tables and workshop information form appendices to the report.

The structure of this report is as follows:

Section 1	Introduction
Section 2	Methodology for WeITAG Stage 2 HIA
Section 3	WeITAG Stage 2 HIA Workshop
Section 4	Results from Workshop
Section 5	Conclusion

### 1.3 Study Background

The A483/A489 trunk roads provide important links between north, south and mid Wales. Newtown is identified as a pinch point on the network and improvements to the traffic situation in the town is seen as of strategic importance. Refer to Figure 1.1.

Congestion along Llanidloes Road, Pool Road and New Road frequently occurs and problems arise from the low headroom and reduced road width on the Dolfor Road and Nantoer railway bridges. Subsequently, HGVs and high-sided vehicles sometimes divert through residential areas, especially Garth Owen and Treowen. This in turn compromises the safety of local residents, and in particular, school children attending the Treowen and Cedewain Schools and other vulnerable road users.

Work on investigating a potential bypass of Newtown dates back to 1969, which resulted in a preferred route announcement in 1973. The protection of the route was relaxed in 1989 and some developments have now encroached into the protected route corridor to the south west of Newtown.

## **1.4 Study Progress**

Parsons Brinckerhoff was formally appointed by the Welsh Assembly Government to undertake the A483/A489 Newtown Study in November 2007. The aim of the study is to investigate ways of relieving the congestion on the A483 and A489 through Newtown, building on previous work.

An HIA screening workshop was held in December 2008 to assess the health impacts of the transportation options which resulted from the WeITAG planning stage of the study. This was reported in the HIA Screening Report and formed part of the WeITAG Stage 1 appraisal.

Following the WeITAG Stage 1 appraisal the options were sifted and summarised in the Alternative Options Report. Six options performed well against the Welsh Impact Areas and fully met the Transport Planning Objectives. The six options were developed further and have been taken forward for detailed consideration at WeITAG Stage 2 and form the subject of this report. These options comprise the following:

- Option 5.2a Southern bypass to the south of Mochdre Industrial Estate and local transport measures
- Options 5.2b Southern bypass through Mochdre Industrial Estate and local transport measures
- Option 5.2c Southern bypass between Maesyrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route and local transport measures
- Option 7.2a Southern bypass to the south of Mochdre Industrial Estate and online improvements and local transport measures
- Option 7.2b Southern bypass through Mochdre Industrial Estate and online improvements and local transport measures
- Option 7.2c Southern bypass between Maesyrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route and online improvements and local transport measures

These are illustrated in the figures listed below:

- Figure 1.2 Bypass Options
- Figure 1.3 a Online improvements Sheet 1 of 2
- Figure 1.3 b Online improvements Sheet 2 of 2
- Figure 1.4 Local Transport Measures

## **1.5 WeITAG**

WeITAG is the core document to be used in the planning and appraisal of transport proposals in Wales. As such it is overarching guidance whose principles and practices are to be applied to all types of transport investment proposals at a strategic or scheme level.

The Welsh Planning and Appraisal Guidance aims:

- To assist in the development of proposals to enable the most appropriate scheme to be identified and progressed – one that is focussed on objectives, maximises the benefits and minimises the impacts; and
- To allow the comparison of competing schemes on a like-for-like basis, so decision-makers can make difficult funding decisions.

All transport proposals requiring public funding and/or approval of the Welsh Assembly Government need to be planned and appraised to ensure that the resultant schemes are 'fit for purpose' and achieve the expected and required outcomes. The appraisal criteria are focussed on the overarching impact areas relevant to Wales eg Economy, Society and Environment. In addition to these Welsh Impact Areas WeITAG requires an assessment of health and equality impacts as part of the appraisal process.

Therefore Health Impact Assessment (HIA) forms an integral part of the WeITAG appraisal process and follows the principles of WeITAG, which are that the process should be objective led and subject to participation.

There are a number of cross cutting themes within the Economic, Environmental and Social impacts and it is anticipated that the information gathered as part of the HIA will further the understanding of the society impact sections of the WeITAG appraisal. It will, however, be important not to duplicate impacts and care will be taken in the use of data and mechanisms for reporting.

## 2 METHODOLOGY FOR HIA WELTAG STAGE 2

The WelTAG Stage 2 HIA was undertaken by way of a participatory workshop, in which the six transportation options taken forward from the WelTAG Stage 1 process were reviewed. Stakeholders from the Welsh Assembly Government, Powys County Council, National Public Health Service Wales, Powys Local Health Board, Powys Association of Voluntary Organisations (PAVO), Mid Wales Trunk Road Agency, the Town Clerk, Mid Wales Economic Forum and the Wales Health Impact Assessment Support Unit (WHIASU) were invited to attend. (Refer to Appendix 1)

The six transportation options were appraised against criteria taken from WelTAG Tables 9.2 (Template for HIA Screening or Appraisal Tool) and 10.3 (Health Impact Assessment Summary Table). These criteria were used to create a HIA Appraisal Summary Table (AST) for each transportation option, which were completed at the workshop (refer to Table 1.0 below).

**Table 1.0: HIA Summary Table (Based on WelTAG Tables 9.2 and 10.3)**

<b>Option Description:</b>			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and health eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education			:
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.			
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.			
<b>Working conditions:</b> Employment, workplace conditions, occupation income.			
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology			
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate			
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate			
<b>Others</b>			



The methodology outlined in WelTAG was used when completing the HIA ASTs together with guidance from the WHIASU. The appraisal considered the following vulnerable groups, (this list is not exhaustive):

- Those on low income
- Older people
- General population
- Minority ethnic groups
- Children and young people

Criteria for the appraisal are as follows:

- What positive effect(s) is the proposal likely to have for people's health and well being, and for which groups within the population?
- What negative effect(s) is the proposal likely to have for people's health and well being, and for which groups within the population?
- If negative impacts were identified for one or more group within the population, are there ways in which these can be removed or mitigated?
- Is further investigation, information and evidence collection needed to find potential solutions?
- Are there opportunities to build in more actions to improve people's health as a part of the proposal. Are there sources of information or experience elsewhere that may help explore this question more fully?

The participants of the workshop assessed the six transportation options as follows:

- Option 5.2a southern bypass option 2a + local transport measures
- Option 5.2b southern bypass option 2b + local transport measures
- Option 5.2c southern bypass option 2c + local transport measures
- Option 7.2a southern bypass option 2a + online improvements + local transport measures
- Option 7.2b southern bypass option 2b + online improvements + local transport measures
- Option 7.2c southern bypass option 2c + online improvements + local transport measures

The following paragraphs provide a brief description of each of the option components which are the subject of the assessments described in this report.

#### *Option 2a*

Options 2a is a southern bypass to the south of Mochdre Industrial Estate. It would provide a complete southern bypass of Newtown passing south of Mochdre Industrial Estate and crossing the main Cambrian railway line east of Dyffryn Industrial Estate.

The southern bypass would re-direct all through traffic around the south of Newtown and provide two new links to the town centre at Dolfor Road and Kerry Road. It is anticipated that such provision would remove a significant amount of through traffic from the town.

The route of the bypass would also impact on several public rights of way to the south of Newtown and require a new crossing of the Mochdre Brook.

### *Option 2b*

Option 2b is a southern bypass through Mochdre Industrial Estate.

Options 2b would be identical to Option 2a east of Dolfor Road. This option would however require an online improvement for the section passing through the Mochdre Industrial Estate on the approximate line of Heol Ashley, before rejoining the A489(T) at the College roundabout.

The route would impact on the industrial estate and would require remodelling of the existing industrial estate accesses, providing ghost island junctions for right turns.

### *Option 2c*

Option 2c is a southern bypass on the approximate line of the original TR111 route.

Option 2c has the same eastern section as both 2a and 2b, however the western section linking Dolfor Road passes between Maesyrrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route.

The route of the bypass would consume land set aside for future development and is likely to cause severance of public rights of way and loss of open space. To link this option with the existing road network a new arm would be created at the Mochdre Industrial Estate roundabout.

### *Local Transport Measures*

The local transport measures include the following:

- Improve the access from New Road to the Railway Station by installing dedicated footway, adequate lighting and crossing facilities across New Church Road;
- Install a bus gate to link Lon Cerddyn and Park Lane, allowing the 86 services to complete a complete circuit of Newtown; and
- Increase funding to develop the Newtown Riverside path which runs along the A483.
- New Combined Footpath/Cycleway over/under Cambrian Railway
- New Combined Footpath/Cycleway over the River Severn.

### *On-line improvements*

On-line improvements to the existing trunk roads A483 and A489 through Newtown comprise linking of all existing traffic signals in Newtown, provision of new traffic signals at the Kerry Road roundabout and Morrison's junction and improvements to right turn facilities at a number of existing industrial and housing estate accesses. A section of 2.4m wide combined footway and cycleway is also proposed.

The elements of the transportation options are shown in Figures 1.2, 1.3a and b and 1.4.

### 3 WELTAG STAGE 2 HIA WORKSHOP

The Stage 2 HIA workshop was held on 2<sup>nd</sup> June 2009 at Ladywell House in Newtown, Powys. A copy of the agenda and invitees is included in Appendix 1.

The workshop attendees were as follows:

<b>Attendee</b>	<b>Role</b>	<b>Organisation</b>
Mike Gilbert	Project Director	Welsh Assembly Government
Peris Jones	Project Engineer	Welsh Assembly Government
David Hern	Regional Transport Planner	Welsh Assembly Government
Liz Jones	Route Manager (NE)	Mid Wales Trunk Road Agency
Sarah Leyland-Jones	County Cycling Officer	Powys County Council
Doug Wellstead	Head of Service Planning	PCC Local Health Board
Steve Geary	Clerk to Town Council	Newtown Town Council
Liz Green	Health Impact Assessment Development Officer	WHIASU
Richard Goddard	Project Co-ordinator	Parsons Brinckerhoff
Jo Wall	Environmental Coordinator	TACP
Max Burrell	Environmental Technical Support	TACP

The workshop took the form of a presentation to inform and update the participants about the study to date, refer to Appendix 1. This was followed by informal discussions in which the group worked through the HIA AST for each option and agreed on the likely impact in relation to:

- Individual's lifestyles / capacities affecting health,
- Social and community influences affecting health,
- Living conditions,
- Working conditions,
- Services (access and quality),
- Socio-economic, cultural and environmental and sustainability factors,
- Macro-economic factors,
- Other.

Baseline information from the Initial Environmental Assessment and Design Manual for Roads and Bridges (DMRB) Stage 2 Environmental Impact Assessment was used where relevant. The results were entered into the ASTs for each option and were agreed at the workshop.

The workshop was facilitated by Liz Green of the WHIASU, who ensured the appraisal progressed smoothly and that assessments for each option were carried out in line with current best practice and guidance.

## 4 RESULTS FROM THE WORKSHOP

The results of the WeTAG Stage 2 HIA are summarised below, with a full record of the completed ASTs for each option included in Appendix 2.

### *Option 5.2a – Southern Bypass Option 2a and Local Transport Measures*

For Option 5.2a, six of the seven criteria are of moderate beneficial significance. Social and Community Influences affecting health is of minor beneficial significance. It is therefore considered to be of **moderate beneficial** significance overall in terms of Health Impact.

### *Option 5.2b – Southern Bypass Option 2b and Local Transport Measures*

Option 5.2b is of moderate beneficial significance in terms of Individuals: Lifestyle/capacities affecting health; Services (access and quality) and Macro-economic factors. The option is of minor beneficial significance in terms of Social and Community Influences affecting Health; Living Conditions; Working Conditions; and Socio-economic, Cultural, Environmental and Sustainability factors. It is therefore considered to be of **moderate beneficial** significance overall in terms of Health Impact.

### *Option 5.2c – Southern Bypass Option 2c and Local Transport Measures*

Option 5.2c is of moderate beneficial significance in terms of Services (access and quality). It is of minor beneficial significance in terms of Working Conditions and Macro-economic factors. The option is neutral in terms of Social and Community Influences affecting Health and it is of minor adverse significance in terms of Individuals: Lifestyle/capacities affecting health; Living Conditions; and Socio-economic, Cultural, Environmental and Sustainability factors. It is therefore considered to be of **neutral** significance overall in terms of Health Impact.

### *Option 7.2a – Southern Bypass Option 2a, Trunk Road Online Improvements and Local Transport Measures*

For Option 7.2a six of the seven criteria are of moderate beneficial significance. It is of minor beneficial significance in terms of Social and Community Influences affecting Health. It is therefore considered to be of **moderate beneficial** significance overall in terms of Health Impact.

### *Option 7.2b – Southern Bypass Option 2b, Trunk Road Online Improvements and Local Transport Measures*

Option 7.2b is of moderate beneficial significance in terms of Individuals: Lifestyle/capacities affecting health; Services (access and quality) and Macro-economic factors. It is of slight beneficial significance in terms of Social and Community Influences affecting Health; Living Conditions; Working Conditions and Socio-economic, Cultural, Environmental and Sustainability factors. This option is therefore considered to be of **moderate beneficial** significance overall in terms of Health Impact.

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Option 7.2c – Southern Bypass Option 2c, Trunk Road online improvements and local transport measures

Option 7.2c is of moderate beneficial significance in terms of Services (access and quality). It is of minor beneficial significance in terms of Working Conditions; and Macro-economic factors and of neutral significance in terms of Social and Community Influences affecting Health. It is of minor adverse significance in terms of Individuals: Lifestyle/capacities affecting health; Living Conditions; and Socio-economic, Cultural, Environmental and Sustainability factors. This option is therefore considered to be of **neutral** significance overall in terms of Health Impact.

## 5 CONCLUSIONS

As the results indicate, in terms of health and well being Options 5.2a and 7.2a and Options 5.2b and 7.2b all have a moderate beneficial impact. Options 5.2c and 7.2c both have a neutral impact. There is little obvious difference between the options 5.2a-c and options 7.2a-c although there are slight improvements associated with the online improvements especially due to air quality improvements within Newtown and better pedestrian and cycle provision along New Road and Llanidloes Road. These improvements are not enough to provide an increase in the overall scoring.

Each of the options was considered to benefit Newtown in terms of improving access and journey reliability within and to Newtown especially for work and employment and for access to services. All of the options were considered to be beneficial in terms of macro economic issues through improving air quality, sustainability and creating opportunities for economic development. Each option allows for the movement of wind turbines which is important for economic development in the wider area around Newtown.

Overall, the option that performed best through the assessment was Option 7.2a which was very slightly better than option 5.2a. These options performed well because they provided access and environmental benefits to the people living in Newtown and they do not have the severance and more localised environmental disbenefits of a route through the built up area. Routes along the Mochdre Industrial Estate road (options 5.2b and 7.2b) performed well but slightly less well than options 7.2a and 5.2a.

The assessments indicate some adverse impacts along the 2c bypass corridor as it passes between the Mochdre Industrial Estate to the south and Maesyrrhandir to the north. The adverse impacts were identified especially in terms of the loss of amenity land and the proximity of the road to residential dwelling reducing air quality and increasing noise disturbance in the local area. It should be noted that whilst the loss of amenity land was noted for options 5.2c and 7.2c, it is possible that this land is made available for economic or residential development should the other options be taken forward. Strict planning controls may be required to ensure that this amenity land is not lost completely.

## **APPENDICES**





**Appendix 1 HIA Stage 2 Workshop Agenda and Invitees and Presentation**



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**Date:** Tuesday 2<sup>nd</sup> June 2009 (09:30 to 13:30 approx)  
**Venue:** Ladywell House (Board Room, third floor), Newtown, Powys  
**Contract Title:** A483/A489 Newtown Study  
**Contract No:** HHC91371A  
**Purpose:** WelTAG Stage 2 HIA Workshop

**AGENDA**

- Welcome and introductions
- Brief Overview of the Study to date
- HIA Stage 2 Option Appraisal
- Concluding Remarks
- Close

<b>Invitee</b>	<b>Role</b>	<b>Organisation</b>
Mike Gilbert	Project Director	Welsh Assembly Government
Peris Jones	Project Engineer	Welsh Assembly Government
David Hern	Regional Transport Planner	Welsh Assembly Government
Russell Bennett	Head of Roads Unit	Welsh Assembly Government
Bethan Jones	Health Improvement Division	Welsh Assembly Government
Natalie Avery	Dept of Public Health and Health Professionals	Welsh Assembly Government
Mike Steward	Trunk Road Manager	Mid Wales Trunk Road Agency
Liz Jones	Route Manager (NE)	Mid Wales Trunk Road Agency
Ruth Treharne	Director of Planning	Powys Local Health Board
Doug Wellstead	Head of Planning Services	Powys Local Health Board
Julie Bishop	Director of Health	National Public Health Services Wales
Marie Grannell	Senior Health Promotion Manager	National Public Health Services Wales
Chris Evans	Health and Wellbeing Strategy Manager	Powys County Council
Anthea Jones	Cycling Officer	Powys County Council
John Forsey	Passenger Transport Officer	Powys County Council
Trish Buchan	Director	Powys Association of Voluntary Organisations
Sarah Leyland – Jones	Senior Officer for Community Transport	Powys Association of Voluntary Organisations
Steve Geary	Newtown Council Chair	Town Council Clerk
Jim Grafton	Health Impact Assessment Development Officer	Mid Wales Economic Forum
Liz Green	Project Coordinator	WHIASU
Richard Goddard	Environmental Coordinator	Parsons Brinckerhoff
Jo Wall	Land Use Specialist	TACP
Max Burrell		TACP



## **Appendix 2 A Picture of Health Powys**





# A Picture of Health in Powys



Powys has a profile of health largely better than the average for Wales. The majority of small areas in Powys are less deprived than the average for Wales however, there are some pockets of relative deprivation. There is a growing older population that will influence the demand on health services in the future.

### Positives for health:

- Education and Unemployment, key determinants of overall health, are significantly better than the average for Wales. Powys also has better life expectancy and lower premature death rates than the Welsh average for cancer and heart disease.

### Challenges for the community:

- Powys has a worse rate for Road Traffic Accidents (but this is not significantly different to Wales), this may be a reflection of the rural nature of the area. There are also slightly worse death rates for suicides than the Wales average.

This local picture of health is a first attempt at raising awareness of general health with the public by the Wales Centre for Health. As such we welcome feedback and discussion about how best to engage and inform the public about general health issues.



### Notes:

The spine chart shows the relative position of an area between the best and worst results in Wales. **Green bars** show a result that is significantly better than the Wales Average. **Red bars** show a result significantly worse than the Wales average. **Yellow bars** show results within the average range.

For more information please see the Wales Centre for health website [www.wch.wales.nhs.uk](http://www.wch.wales.nhs.uk), or contact 029 2022 7744.







**Appendix 3 HIA WeITAG Stage 2 Appraisal Summary Tables**



Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)

Option 5.2a – Southern Bypass Option 2a + local transport measures

<b>Option Description:</b> – New highway bypass south of Newtown, passing south of Mochdre Industrial Estate and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown with more traffic including high-sided HGVs taken out of the town which may encourage residents to use more active transport modes. Facilitate use of health care services (++) . Local transportation measures are neutral (0). Overall, this is likely to have a moderate beneficial impact.	General population of Newtown. Young people, older people.	Moderate beneficial (++)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass will result in the removal of through traffic, which may reduce severance along A483 north and south of Newtown, “rat running”, lessening community divisions and isolation (+). Local transport measures are likely to result in better access within Newtown itself and to communities outside Newtown via bus and rail (+). Overall, this is likely to have a minor beneficial impact.	Takes traffic away from residential home for older people and high-sided HGVs away from schools along Plantation Lane and Heol Treowen. General population of Newtown.	Slight beneficial (+)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	The bypass is likely to improve noise and air quality for most and will remove HGVs and may reduce accidents within the town (++) . Local transport measures have neutral impact (0). Overall the impact is likely to be moderate beneficial.	General population of Newtown.	Moderate beneficial (++)
<b>Working conditions:</b> Employment, workplace conditions, occupation income.	The bypass will provide improved access to all of Newtown especially Industrial Estates (++) . Local transport measures improve access to employment and consistency of bus service (+). This is likely to have a moderate beneficial impact overall.	Better access to Newtown especially Industrial Estates. People of working age and dependants.	Moderate beneficial (++)

<b>Option Description:</b> – New highway bypass south of Newtown, passing south of Mochdre Industrial Estate and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.			
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology.	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in Newtown. Option gives access opportunities to the wider area (++) . Local transportation measures will result in an improvement in bus reliability (+). Overall, this is likely to have a moderate beneficial impact.	General population of Newtown and environs, school children and wider population.	Moderate beneficial (++)
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate	The bypass will result in improvements to environmental impacts, (especially. noise and air quality). Improvement to general quality of life especially to people along the existing trunk roads. Possibility of increased traffic movement due to bypass (++) . Local transport measures will result in greater bus reliability (0). Overall this is likely to have a moderate beneficial impact.	General population of Newtown	Moderate beneficial (++)
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate	The bypass will provide better linkage to A483 and A489 and wider area. Economic development benefits. Compliant with WAG policies in relation to sustainability, CO <sub>2</sub> emissions and also in relation to economic development. Opportunities for economic land use development (++) . Local transport measures are neutral (0). The overall impact is therefore moderate beneficial.	Working population of Newtown, employers and dependants.	Moderate beneficial (++)
<b>Others</b>			

**Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)**

**Option 5.2b – Southern Bypass Option 2b + local transport measures**

<b>Option Description:</b> – New highway bypass south of Newtown, passing through Mochdre Industrial Estate on the approximate line of Heol Ashley and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown with more traffic including high-sided HGVs taken out of the town which may encourage residents to use more active transport modes. Facilitate use of health care services. The bypass is likely to improve access to training facilities (i.e. Powys College) (++) Local transportation measures are neutral (0). Overall, this is likely to have a moderate beneficial impact.	General population of Newtown. Young people. Older people	Moderate beneficial (++)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass is likely to remove through traffic and may reduce severance along A483 north and south of the town which will help lessen community divisions and isolation and improve access to the Hafren Theatre. Increase in severance along Mochdre Industrial Estate (+). Local transport measures are neutral (0). Overall, this is likely to have a minor beneficial impact.	Takes traffic away from residential home for older people and high-sided HGVs away from schools along Plantation Lane and Heol Treowen. General population of Newtown.	Slight beneficial (+)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	The bypass may have hazards associated with access into Mochdre Industrial Estate but improves noise and air quality for most and will remove HGVs and reduce accidents in town. Possible increase in noise and reduction in air quality within Mochdre Industrial Estate. Beneficial impacts associated with improvements in air quality and reductions in noise for most (+). Local transport measures neutral (0). Overall this is likely to have a minor beneficial impact.	General population of Newtown. Employees in Mochdre Industrial Estate.	Slight beneficial (+)
<b>Working conditions:</b> Employment, workplace conditions, occupation income.	The bypass will provide improved access to all of Newtown especially Vastre Industrial Estate but adverse impacts on the Mochdre Industrial Estate (+). Local transport measures improve access to employment and consistency of bus service (+). The impact overall, is therefore likely to be minor beneficial.	Better access to Newtown especially Vastre Industrial Estate. People of working age and dependants. Adverse impact on Mochdre Industrial Estate	Slight beneficial (+)
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities,	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in	General population of Newtown, school children, students and wider population.	Moderate beneficial (++)

<p><b>Option Description:</b> – New highway bypass south of Newtown, passing through Mochdre Industrial Estate on the approximate line of Heol Ashley and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.</p>			
<p>transport, education and other services. Access to information technology.</p>	<p>Newtown. Better access to college and theatre. Option gives access opportunities to the wider area (++) . Local transportation measures will result in improved in bus reliability (+). Overall, these impacts are likely to have a moderate beneficial impact.</p>		
<p><b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate</p>	<p>The bypass will result in improvements to environmental impacts, (especially noise and air quality). Improvement to general quality of life especially to people along the existing trunk roads. Possibility of increased traffic movement due to bypass. Adverse impacts in air quality and noise/pollution in Mochdre Industrial Estate. Efficient use of resources – route is existing road. (+). Local transport measures will result in greater bus reliability (0). Overall this is likely to have a minor beneficial impact.</p>	<p>General population of Newtown. Adverse impact on people using Mochdre Industrial Estate</p>	<p>Slight beneficial (+)</p>
<p><b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate</p>	<p>The bypass will provide better linkage to A483 and wider area. Compliant with WAG policies in relation to sustainability, CO<sub>2</sub> emissions and also in relation to economic development. There will be adverse impact on CO<sub>2</sub> in Mochdre Industrial Estate. Opportunities for associated service improvements. (++) . Local transport measures (0). Overall the impact is moderate beneficial.</p>	<p>Working population of Newtown and dependants. Adverse impact on CO<sub>2</sub> in Mochdre Industrial Estate</p>	<p>Moderate beneficial (++)</p>
<p><b>Others</b></p>			

Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)

Option 5.2c – Southern Bypass Option 2c + local transport measures

<b>Option Description:</b> – New highway bypass south of Newtown, passing between Maesyrrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route, and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown. Traffic including high-sided HGVs taken out of the town may encourage residents to use more active transport modes. The bypass is likely to facilitate use of health care services and improve access to training facilities (i.e. Powys College) (++) The bypass will have adverse impacts due to its proximity to Ysgol Cedewain and Maesyrrhandir Primary Schools and loss of amenity space including Garth Owen Community woodland (---). Local transportation measures neutral (0). The overall impact is therefore likely to be minor adverse.	General population of Newtown. Young people. School children.	Slight adverse (-)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass is likely to cause severance between Mochdre Industrial Estate and urban areas of Garth Owen and Maesyrrhandir (0). Local transport measures will result in greater bus reliability (0). The overall impact is therefore likely to be neutral (0).	General population of Newtown.	Neutral (-)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	Beneficial impacts associated with improvements in air quality and reductions in noise for parts of Newtown. (++) Route 2c will impact on the settings of houses in residential areas of Garth Owen and Maesyrrhandir and will cause issues with public safety associated with the road. There will also be noise and air quality issues associated with close proximity of the road to residential areas, but there will be noise and air quality improvements in other areas (---). Local transport measures are neutral (0). The overall impact is therefore likely to be minor adverse.	Residents and workers to the west of Newtown. School children and young people. General population of Newtown.	Slight adverse (-)
<b>Working conditions:</b> Employment, workplace conditions, occupation income.	The bypass will provide improved access to all of Newtown. (++) The route is likely to have negative impacts for school workers and those working within	People of working age and dependants (working within schools and Mochdre Industrial estate and	Slight Beneficial (+)

<b>Option Description:</b> – New highway bypass south of Newtown, passing between Maesyrrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route, and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn.			
	the Mochdre Industrial estate (-). Local transportation measures will result in an improvement in bus reliability (+). The overall impact is therefore likely to be Slight beneficial.	elsewhere)	
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology.	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in Newtown. Better access to College and theatre as well as giving access opportunities to the wider area (++) . Local transportation measures will result in an improvement in bus reliability (+). The overall impact is therefore likely to be moderate beneficial.	General population of Newtown, school children, young people, older people and wider population.	Moderate beneficial (++)
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate	The bypass is likely to have benefits in the town centre, but loss of amenity space. Pollution in proximity to schools and dwellings (--). Local transport measures will result in greater bus reliability (0). This is likely to have a minor adverse impact overall.	General population of Newtown, school children	Slight adverse (-)
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate	Compliant with WAG policies in relation to sustainability, CO <sub>2</sub> emissions and also in relation to economic development. The bypass will have no real change as no extra land is available along the route. (++) . Adverse impact on CO <sub>2</sub> impact for schools and dwellings (-). Local transport measures (0). The overall impact is therefore minor beneficial.	Adverse impact on CO <sub>2</sub> impact for schools and dwellings	Slight beneficial (+)
<b>Others</b>			



**Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)**

**Option 7.2a – Southern Bypass Option 2a + local transport measures + online Improvements**

<b>Option Description:</b> – New highway bypass south of Newtown, passing south of Mochdre Industrial Estate and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown with more traffic including high-sided HGVs taken out of the town which may encourage residents to use more active transport modes. Facilitate use of health care services (++) . Local transportation measures are neutral (0). Online improvements will encourage walking and cycling. Greater linkage into walking and cycling networks (+). Overall, this is likely to have a moderate beneficial impact.	General population of Newtown. Young people, older people.	Moderate beneficial (++)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass will result in the removal of through traffic, which may reduce severance along A483 north and south of Newtown, “rat running”, lessening community divisions and isolation (+). Local transport measures are likely to result in better access within Newtown itself and to communities outside Newtown via bus and rail. (+). Online improvements will encourage walking and cycling and social networking (+). Overall, this is likely to have a minor beneficial impact.	Takes traffic away from residential home for older people and high-sided HGVs away from schools along Plantation Lane and Heol Treowen. General population of Newtown.	Slight beneficial (+)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	The bypass is likely to improve noise and air quality for most and will remove HGVs and may reduce accidents within the town (++) . Local transport measures have neutral impact (0). Online improvements will improve air quality, reduction of accidents, reduction of congestion, improve safety for pedestrians and cyclists. (++) Overall the impact is likely to be moderate beneficial.	General population of Newtown.	Moderate beneficial (++)
<b>Working conditions:</b> Employment, workplace conditions, occupation income.	The bypass will provide improved access to all of Newtown especially Industrial Estates (++) . Local transport measures improve access to employment and consistency of bus service (+). Online improvements will reduce congestion etc. More incentive to cycle and walk to work. Potential for more use of cars within Newtown due to freer flowing traffic. (+) This is likely to have a moderate beneficial impact overall.	Better access to Newtown especially Industrial Estates. People of working age and dependants.	Moderate beneficial (++)

<b>Option Description:</b> – New highway bypass south of Newtown, passing south of Mochdre Industrial Estate and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology.	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in Newtown. Option gives access opportunities to the wider area (++) . Local transportation measures will result in an improvement in bus reliability (+). Online improvements will improve access to services due to freer flowing traffic. Community Transport providers have easier access to client base. (+) Overall, this is likely to have a moderate beneficial impact.	General population of Newtown and environs, school children and wider population.	Moderate beneficial (++)
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate	The bypass will result in improvements to environmental impacts, (especially. noise and air quality). Improvement to general quality of life especially to people along the existing trunk roads. Possibility of increased traffic movement due to bypass (++) . Local transport measures will result in greater bus reliability (0). Online improvements will reduce pollution through better running of vehicles and more walking/cycling. (+) Overall this is likely to have a moderate beneficial impact.	General population of Newtown	Moderate beneficial (++)
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate	The bypass will provide better linkage to A483 and A489 and wider area. Economic development benefits. Compliant with WAG policies in relation to sustainability, CO <sub>2</sub> emissions and also in relation to economic development. Opportunities for economic land use development (++) . Local transport measures (0). Online improvements will support physical activity strategies and sustainability and health improvement agenda. (++) The overall impact is therefore moderate beneficial.	Working population of Newtown, employers and dependants.	Moderate beneficial (++)
<b>Others</b>			

**Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)**

**Option 7.2b – Southern Bypass Option 2b + local transport measures + online Improvements**

<b>Option Description:</b> – New highway bypass south of Newtown, passing through Mochdre Industrial Estate on the approximate line of Heol Ashley and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown with more traffic including high-sided HGVs taken out of the town which may encourage residents to use more active transport modes. Facilitate use of health care services. The bypass is likely to improve access to training facilities (i.e. Powys College) (++) Local transportation measures are neutral (0). Online improvements will encourage walking and cycling. Greater linkage into walking and cycling networks (+). Overall, this is likely to have a moderate beneficial impact.	General population of Newtown. Young people. Older people	Moderate beneficial (++)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass is likely to remove through traffic and may reduce severance along A483 north and south of the town which will help lessen community divisions and isolation and improve access to the Hafren Theatre. Increase in severance along Mochdre Industrial Estate (+). Local transport measures are neutral (0). Online improvements will encourage walking and cycling and social networking (+). Overall, this is likely to have a minor beneficial impact.	Takes traffic away from residential home for older people and high-sided HGVs away from schools along Plantation Lane and Heol Treowen. General population of Newtown.	Slight beneficial (+)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	The bypass may have hazards associated with access into Mochdre Industrial Estate but improves noise and air quality for most and will remove HGVs and reduce accidents in town. Possible increase in noise and reduction in air quality within Mochdre Industrial Estate. Beneficial impacts associated with improvements in air quality and reductions in noise for most (+). Local transport measures are neutral (0). Online improvements will improve air quality, reduction of accidents, reduction of congestion, improve safety for pedestrians and cyclists. (++) Overall this is likely to have a minor beneficial impact.	General population of Newtown. Employees in Mochdre Industrial Estate.	Slight beneficial (+)

<b>Option Description:</b> – New highway bypass south of Newtown, passing through Mochdre Industrial Estate on the approximate line of Heol Ashley and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
<b>Working conditions:</b> Employment, workplace conditions, occupation income.	The bypass will provide improved access to all of Newtown especially Vastre Industrial Estate but adverse impacts on the Mochdre Industrial Estate (+). Local transport measures improve access to employment and consistency of bus service (+). Online improvements will reduce congestion etc. More incentive to cycle and walk to work. Potential for more use of cars within Newtown due to freer flowing traffic. (+) The impact overall, is therefore likely to be minor beneficial.	Better access to Newtown especially Vastre Industrial Estate. People of working age and dependants. Adverse impact on Mochdre Industrial Estate	Slight beneficial (+)
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology.	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in Newtown. Better access to college and theatre. Option gives access opportunities to the wider area (++). Local transportation measures will result in an improvement in bus reliability (+). Online improvements will improve access to services due to freer flowing traffic. Community Transport providers have easier access to client base. (+) Overall, these impacts are likely to have a moderate beneficial impact.	General population of Newtown, school children, students and wider population.	Moderate beneficial (++)
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate	The bypass will result in improvements to environmental impacts, (especially noise and air quality). Improvement to general quality of life especially to people along the existing trunk roads. Possibility of increased traffic movement due to bypass. Adverse impacts in air quality and noise/pollution in Mochdre Industrial Estate. Efficient use of resources – route is existing road. (+). Local transport measures will result in greater bus reliability (0). Online improvements will reduce pollution through better running of vehicles and more walking/cycling. (+) Overall this is likely to have a minor beneficial impact.	General population of Newtown. Adverse impact on people using Mochdre Industrial Estate	Slight beneficial (+)
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate	The bypass will provide better linkage to A483 and wider area. Compliant with WAG policies in relation to sustainability, CO <sub>2</sub> emissions and also in relation to economic development. There will be adverse impact on CO <sub>2</sub> in Mochdre Industrial Estate. Opportunities for associated service improvements. (++) Local transport measures are neutral (0). Overall the impact is moderate beneficial.	Working population of Newtown and dependants. Adverse impact on CO <sub>2</sub> in Mochdre Industrial Estate	Moderate beneficial (++)
<b>Others</b>			

**Health Impact Assessment Summary Table (Based on WeITAG Tables 9.2 and 10.3)**

**Option 7.2c – Southern Bypass Option 2c + local transport measures + online Improvements**

<b>Option Description:</b> – New highway bypass south of Newtown, passing between Maesyrrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route, and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
<b>Appraisal Criteria</b>	<b>Assessment</b>	<b>Distribution</b>	<b>Significance</b>
<b>Health Impact Assessment</b>			
<b>Individuals: Lifestyle / capacities affecting health:</b> Smoking, nutrition and healthy eating, physical activity, alcohol/drug misuse, sexual health, Propensity to use health and care services Skills and knowledge, training and education	The bypass will provide better links to Newtown. Reduction in traffic including high-sided HGVs may encourage residents to use more active transport modes and facilitate use of health care services. The bypass is likely to improve access to training facilities (i.e. Powys College) (++) The bypass location will have adverse impacts due to its proximity to Ysgol Cedewain and Maesyrrhandir Primary Schools and loss of amenity space including Garth Owen Community woodland. (---). Overall (-). Local transportation measures neutral (0). Online improvements will encourage walking and cycling. Greater linkage into walking and cycling networks (+). The overall impact is therefore likely to be minor adverse.	General population of Newtown. Young people. School children.	Minor adverse (-)
<b>Social and Community Influences affecting health:</b> Family: Structure and function, Parenting Community: Social support mechanisms, social networks, neighbourliness. Peer pressure. Community divisions, degree of isolation. Historical identity, Cultural and spiritual ethos.	The bypass is likely to cause severance between Mochdre Industrial Estate and urban areas of Garth Owen and Maesyrrhandir (0). Local transport measures will result in greater bus reliability (0). Online improvements will encourage walking and cycling and social networking (+). The overall impact is therefore likely to be neutral (0).	General population of Newtown.	Neutral (-)
<b>Living conditions:</b> Built environment, civic design and planning, housing, noise, smell, air and water quality, physical view and outlook, public safety, waster disposal, road hazards, injury hazards, Safe play spaces.	Beneficial impacts associated with improvements in air quality and reductions in noise for parts of Newtown. (++) Along route 2c the bypass will impact on the settings of houses in residential areas of Garth Owen and Maesyrrhandir and will cause issues with public safety associated with the road. There will also be noise and air quality issues associated with close proximity of the road to residential areas, but there will be noise and air quality improvements in other areas (---). Local transport measures neutral (0). Online improvements will improve air quality, reduction of accidents, reduction of congestion, improve safety for pedestrians and cyclists. (++) The overall impact is therefore likely to be minor adverse.	Residents and workers to the west of Newtown. School children and young people. General population of Newtown.	Slight adverse (-)
<b>Working conditions:</b>	The bypass will provide improved access to	People of working	Slight

<b>Option Description:</b> – New highway bypass south of Newtown, passing between Maesyrrhandir and Mochdre Industrial Estate on the approximate line of the original TR111 route, and crossing the main Cambrian railway line east of Dyffryn Industrial Estate + improvements to pedestrian access from New Road to the Railway station, installation of bus gates and new combined footpath/cycleways over Cambrian Railway and River Severn + on-line improvements to the existing trunk roads A483 and A489 through Newtown comprising traffic signals, improved right turn facilities and a 2.4m wide footpath/cycleway			
Employment, workplace conditions, occupation income.	all of Newtown. (++) . Route 2c is likely to have negative impacts for school workers and those working within the Mochdre Industrial estate (-).Local transportation measures will result in an improvement in bus reliability (+). Online improvements will reduce congestion etc. More incentive to cycle and walk to work. Potential for more use of cars within Newtown due to freer flowing traffic. (+) The overall impact is therefore likely to be minor beneficial.	age and dependants (working within schools and Mochdre Industrial estate and elsewhere)	Beneficial (+)
<b>Services (access and quality):</b> Medical services, caring services, careers advice and counselling, shops and commercial services, public amenities, transport, education and other services. Access to information technology.	The bypass will result in less HGV traffic and better movement within the town and may facilitate better access to services and emergency services, emergency response times etc Improvement (in safety) for walk to schools with reduction of HGVs in Newtown. Better access to College and theatre as well as giving access opportunities to the wider area (++) . Local transportation measures will result in an improvement in bus reliability (+). Online improvements will improve access to services due to freer flowing traffic. Community Transport providers have easier access to client base. (+) The overall impact is therefore likely to be moderate beneficial.	General population of Newtown, school children, young people, older people and wider population.	Moderate beneficial (++)
<b>Socio-economic, cultural and environmental and sustainability factors:</b> Biological diversity, efficient use of resources, pollution, diversity/local distinctiveness, climate	The bypass is likely to have benefits in the town centre, but loss of amenity space. Pollution in proximity to schools and dwellings (--). Local transport measures will result in greater bus reliability (0). This is likely to have a minor adverse impact overall.	General population of Newtown, school children	Slight adverse (-)
<b>Macro-economic factors:</b> Political climate, GDP, economic development, policy climate	Compliant with WAG policies in relation to sustainability, CO <sub>2</sub> emissions and also in relation to economic development. The bypass will have no real change as no extra land available along purple route. (++) . Adverse impact on CO <sub>2</sub> impact for schools and dwellings (-). Local transport measures (0). Online improvements will reduce pollution through better running of vehicles and more walking/cycling. (+) The overall impact is therefore minor beneficial.	Adverse impact on CO <sub>2</sub> impact for schools and dwellings	Slight beneficial (+)
<b>Others</b>			

## AUTHORISATION SHEET

<b>Authorisation sheet</b>	
<b>Document No. HHC91371A/31– HIA WeITAG Stage 2 Report</b>	
Client:	Welsh Assembly Government
Project:	A483/A489 Newtown Study
Address:	Cathays Park, Cardiff, CF10 3NQ

<b>Revision Status and Description of Changes</b>					
Date	Revision	Description of Change	Authorisation		
			Prepared	Checked	Approved
17/07/09	Draft	-	MB	JW	RG