



Welsh Government
Consultation Document

A40 Penblewin to Redstone Cross Improvements

Date of issue: 26 July 2019

Action required: Responses by: 20 September 2019

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

Overview

This consultation is being held to seek your views on the proposed improvements between Penblewin roundabout and Redstone Cross on the A40, Pembrokeshire. As part of the consultation, we invite you to share your views on: a) the initial identified preferred solution, b) enhancements that could be made to the preferred solution and c) active travel measures that could be potentially incorporated.

How to respond

To help us take into account your feedback, please respond to the questions in the feedback form provided and return by email or post. Responses are welcome in either Welsh or English and should be submitted no later than 20 September 2019.

Further information and related documents

Large print, Braille and alternative language versions of this document are available on request.

Further information can be found on the Welsh Governments website:

<https://gov.wales/a40-penblewin-redstone-cross-improvements-0>

A Consultation Event is planned to be held at the Queen's Hall, Narberth on 2nd September 2019, between the hours of 12 – 8pm.

Contact details

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General Data Protection Regulation (GDPR)

The Welsh Government will be data controller for any personal data you provide as part of your response to the consultation. Welsh Ministers have statutory powers they will rely on to process this personal data which will enable them to make informed decisions about how they exercise their public functions. Any response you send us will be seen in full by Welsh Government staff dealing with the issues which this consultation is about or planning future consultations. Where the Welsh Government undertakes further analysis of consultation responses then this work may be commissioned to be carried out by an accredited third party (e.g. a research organisation or a consultancy company). Any such work will only be undertaken under contract. Welsh Government's standard terms and conditions for such contracts set out strict requirements for the processing and safekeeping of personal data.

In order to show that the consultation was carried out properly, the Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. If you do not want your name or address published, please tell us this in writing when you send your response. We will then redact them before publishing.

You should also be aware of our responsibilities under Freedom of Information legislation

If your details are published as part of the consultation response then these published reports will be retained indefinitely. Any of your data held otherwise by Welsh Government will be kept for no more than three years.

Your rights

Under the data protection legislation, you have the right:

- to be informed of the personal data held about you and to access it
- to require us to rectify inaccuracies in that data
- to (in certain circumstances) object to or restrict processing
- for (in certain circumstances) your data to be 'erased'
- to (in certain circumstances) data portability
- to lodge a complaint with the Information Commissioner's Office (ICO) who is our independent regulator for data protection.

For further details about the information the Welsh Government holds and its use, or if you want to exercise your rights under the GDPR, please see contact details below:

Data Protection Officer:
Welsh Government
Cathays Park
CARDIFF
CF10 3NQ

e-mail:

Data.ProtectionOfficer@gov.wales

The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Tel: 01625 545 745 or
0303 123 1113

Website: <https://ico.org.uk/>

Introduction

We have held two Public Information Exhibitions in relation to the shortlisted options for the Scheme during April and May 2019. We thank you for the feedback received to date and have listened to your suggestions, concerns and preferences.

This consultation is being held to seek your views on the proposed improvements between Penblewin Roundabout and Redstone Cross on the A40, Pembrokeshire. As part of the consultation, we invite you to share your views on: a) the initial identified preferred solution, b) enhancements that could be made to the preferred solution and c) active travel measures that could be potentially incorporated.

For clarity, this consultation is specifically in relation to the A40 Penblewin to Redstone Cross Improvements and not the A40 Llanddewi Velfrey to Penblewin Improvements.

Project context

In December 2004, the Minister announced the publication of his Addendum to the 2002 Trunk Road Forward Programme (TRFP) and this included two major single carriageway improvement schemes for the A40 west of St Clears. The improvements would use the 2+1 configuration allowing overtaking on the two-lane direction, with overtaking prohibited in the one lane direction and would be delivered in the following phases:

- a) A40 Penblewin - Slebech Park
- b) A40 Llanddewi Velfrey - Penblewin.

The first of these projects, Penblewin - Slebech Park, was completed in March 2011.

In July 2013, Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport, published a written statement outlining her priorities for Transport. The statement included the following:

“Improving the A40 has been identified as a priority by the Haven Waterway Enterprise Zone Board and I intend to undertake further development of previously proposed improvements.”

On 12 November 2014, in providing an update on the closure of the Murco Refinery in Milford Haven, the Minister made an oral Statement in Plenary:

“In terms of transport links, I have instructed my officials to accelerate to the fullest extent possible the programme for delivering improvements at Llanddewi Velfrey.”

In June 2015, in a written statement on the A40 Improvement Study the Minister noted *“It is my intention to progress delivery of the A40 Llanddewi Velfrey to Penblewin scheme as soon as possible...”*

The publication of draft Orders and the Environmental Statement is planned for Summer 2019 for the A40 Llanddewi Velfrey to Penblewin Improvements (adjacent scheme).

In 2017, attendees at the Public Information Exhibition for the A40 Llanddewi Velfrey to Penblewin Improvements, expressed their support for improvements to Redstone Cross.

In August 2018, the Cabinet Secretary for Economy and Transport, Ken Skates AM, confirmed in writing to the Senior Coroner in response to the inquest into the death of a driver joining the A40 at Redstone Cross¹, that investigations would be commenced to look at improving junction safety and providing more safe overtaking opportunities along the length of the A40, which includes improvements at Redstone Cross.

In January 2019, Arup (supported by RML), began investigating the problems and developed potential effective solutions to address the transport related problems along the A40 between Penblewin Roundabout and Redstone Cross for the Welsh Government.

WeITAG

A Welsh Transport Appraisal Guidance (WeITAG) combined Stage 1 and 2 study is currently being undertaken. The Scheme problems and objectives have been determined and solutions have been identified, reviewed and are being appraised. The problems and objectives are compatible with those from the A40 Llanddewi Velfrey to Penblewin Improvements, which have been agreed with the Review Group. WeITAG embeds the Well-being of Future Generations (Wales) Act 2015 and considers economic, environmental, social and cultural impacts.

Problems

The WeITAG Study currently being undertaken identified the problems listed below. The evidence and data collected and analysed included: geophysical surveys, biodiversity surveys, traffic counts, legislation and policy, journey time reliability, public transport provision, seasonality traffic data, accident severity data, socioeconomic data and environmental constraints.

The identified problems are:

1. The A40 mainline and Redstone Cross Junction is substandard.
2. Limited overtaking opportunities lead to poor journey time reliability and driver frustration.
3. Occasional convoys of heavy goods vehicles from the ferry ports and slow-moving agricultural vehicles contribute to periods of platooning and journey time unreliability, which is exacerbated with limited overtaking opportunities.
4. Seasonal spikes in traffic volumes along the A40 especially during the summer months leads to slow moving traffic causing journey time unreliability, which is exacerbated with limited overtaking opportunities.
5. There are many side road junctions and direct accesses to properties and agricultural fields off the A40, which contributes to operational problems along the road.

¹ <https://www.judiciary.uk/wp-content/uploads/2018/09/2018-0242-Response-by-Welsh-Government.pdf>

6. A mix of traffic types using the road, contributing to journey time unreliability and driver frustration, risky manoeuvres and collision incidents.
7. A lack of strategic public transport connectivity in Pembrokeshire generally means there is a dependence on the private car for inter-urban connections.

Scheme objectives

A number of Scheme objectives have been developed and informed by stakeholder engagement. The objectives consider both the strategic and local transport issues, as follows:

- O1** To enhance network resilience and improve accessibility along the east-west transport corridor to key employment, community and tourism destinations.
- O2** To improve prosperity and provide better access to the county town of Haverfordwest, the Haven Enterprise Zone and the West Wales ports at Fishguard, Milford Haven and Pembroke Dock.
- O3** To reduce community severance and provide health and amenity benefits.
- O4** To improve the Redstone Cross Junction safety (including perceived safety) and reduce the number and severity of collisions.
- O5** To promote active travel by cycling, horse riding and walking to provide opportunities for healthy lifestyles.
- O6** To deliver a Scheme that promotes social inclusion and integrates with the local transport network to better connect local communities to key transport hubs.
- O7** Deliver a project that is sustainable in a globally responsible Wales, taking steps to reduce or offset waste and carbon.
- O8** Give due consideration to the impact of transport on the environment and provide enhancement when practicable.

Option development

We have developed and appraised a significant number of potential solutions which form the long list of options within the WeTAG study. The list below outlines these options and provides a brief description of why some were discounted:

- Public Transport / multi-model travel – Ruled out due to not addressing the identified problems of improving safety at the junction or improving the strategic road network.
- Online Improvements – ruled out due to: the substandard nature of the existing highway, few of the Scheme objectives being met, impact on property and construction/buildability constraints.
- Junction Improvements – Roundabout / Staggered T-Junction – Roundabout solutions were ruled out due to their impact upon the strategic road network as they would slow all A40 traffic, which has an impact upon journey times, noise and air quality.
- Southern Route Solutions – Two Southern route options shortlisted
- Northern Route Solutions – Two Northern route options shortlisted
- Complementary Active Travel, walking, cycling and horse-riding measures - Each proposed option could include complementary active travel measures. In isolation these measures would not solve all the problems or meet all of the objectives.

From the long list of options given above, four shortlisted options were identified for further consideration.

Short list of options

The four shortlisted options are shown on the following page. Each of these shortlisted options provide a Wide Single 2+1 road to current standards, consisting of two lanes of travel in one direction (providing safe overtaking opportunities) and a single lane in the opposite direction. The following narrative provides a short summary of each of the solutions.

Option 1A – Northern route with staggered T-junction at Redstone Cross

- Improved junction safety - compliant junction to modern standards.
- Improved local and national connectivity
- Impact on cultural heritage – Scheduled Ancient Monument (Tumulus/Barrows) leading to a greater potential for archaeology
- Impact on landscape and visual
- Impact on biodiversity

Option 1B – Northern route (no Redstone Cross Junction)

- Additional overtaking provision
- Provision of overbridge on B4313 to maintain north-south local connectivity and improve safety
- Impact on cultural heritage – Scheduled Ancient Monument (Tumulus/Barrows) leading to a greater potential for archaeology
- Impact on landscape and visual
- Impact on local connectivity to A40 trunk road. Redstone Cross junction removed.
- Impact on biodiversity

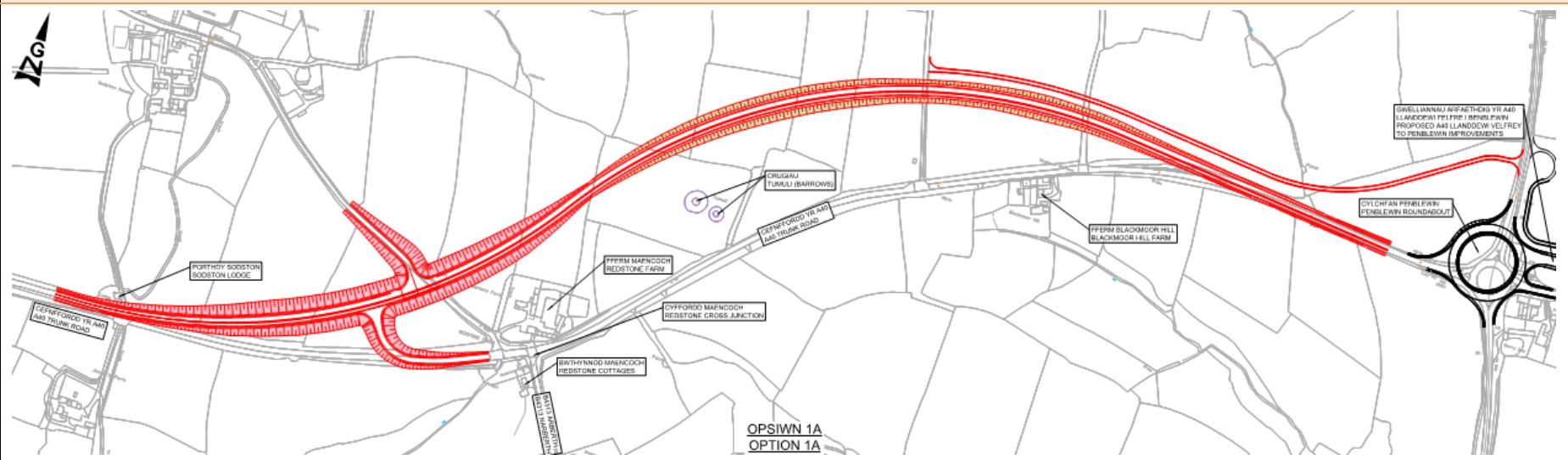
Option 2A – Southern route with staggered T-junction at Redstone Cross

- Improved junction safety
- Improved local and national connectivity
- Impact on landscape and visual
- Significant import of material for embankment construction required
- Impact on biodiversity

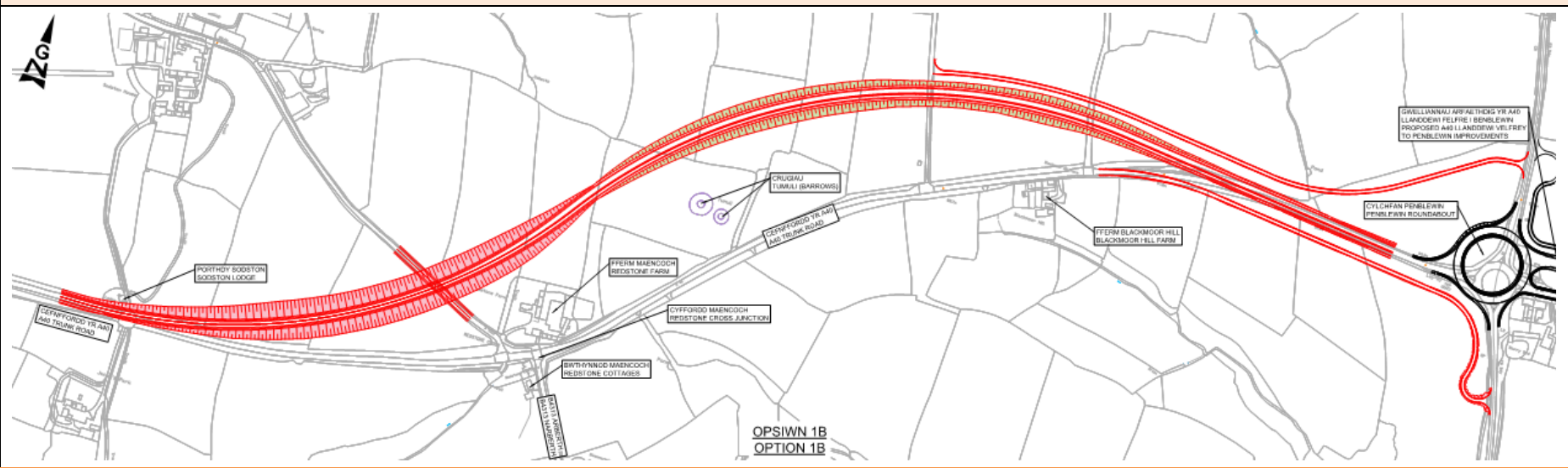
Option 2B – Southern route (no Redstone Cross Junction)

- Additional A40 overtaking provision in both east and west directions
- Provision of overbridge on B4313 to maintain north-south local connectivity and improved safety.
- Marginal reduction in mainline highway standard (when compared to other options)
- Local connectivity to A40 provided at Penblewin Roundabout
- Reduced impact on landscape and visual
- Impact on biodiversity

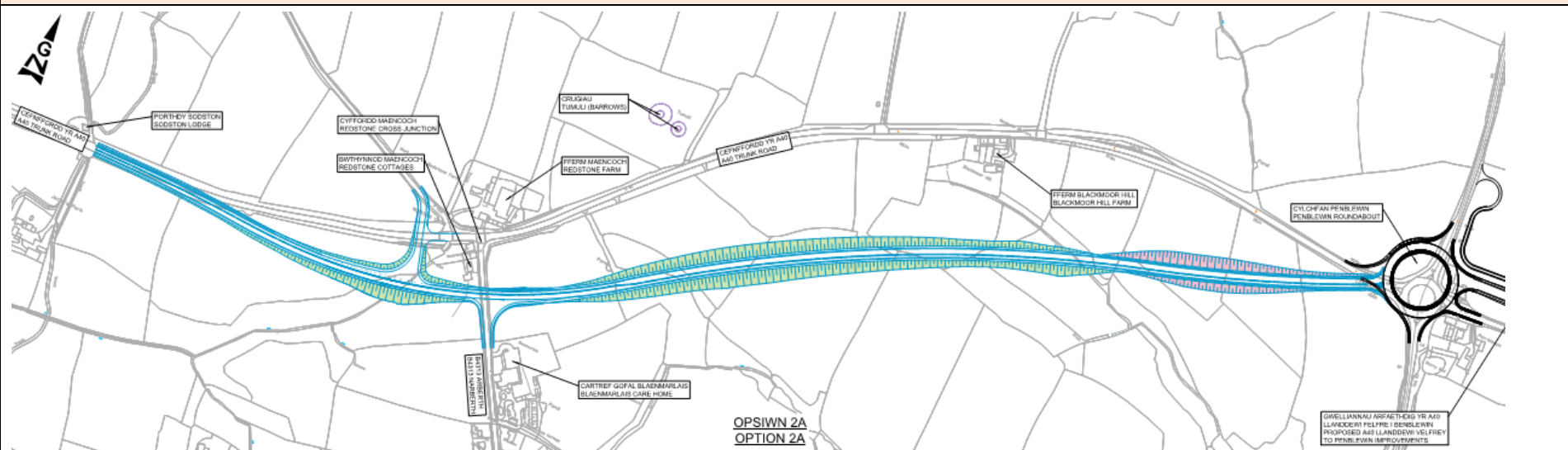
Option 1A - Northern route with staggered T-junction at Redstone Cross



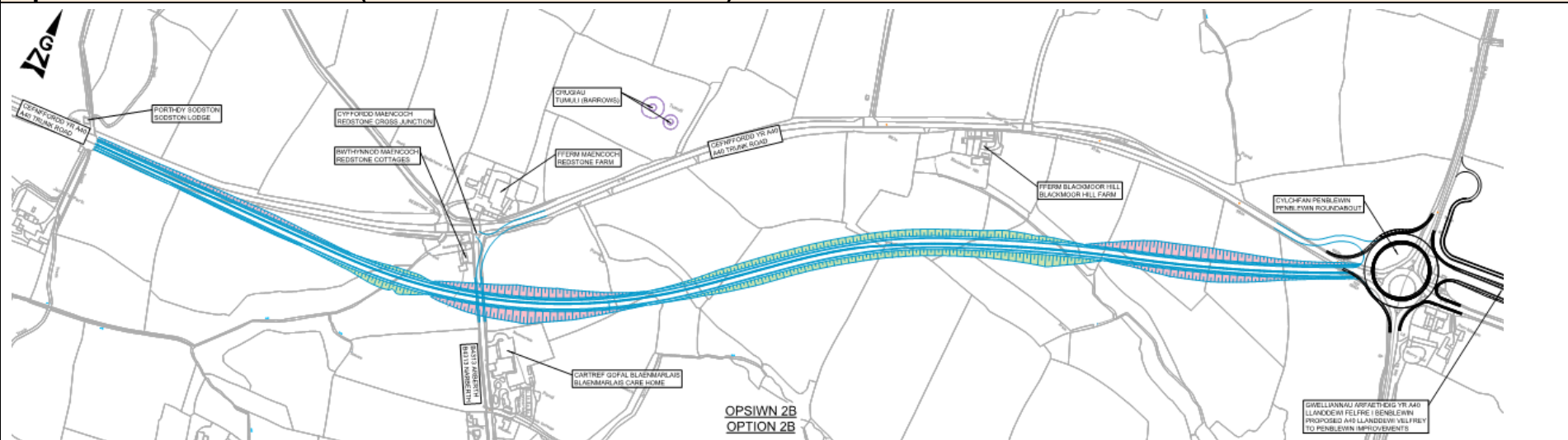
Option 1B - Northern route (no Redstone Cross Junction)



Option 2A - Southern route with staggered T-junction at Redstone Cross



Option 2B - Southern route (no Redstone Cross Junction)



Appraisal of options

As part of the ongoing WelTAG Study, an appraisal of the options is being undertaken. This includes an appraisal of the route options against the: Scheme objectives, social and cultural considerations, environmental considerations and economic considerations. The appraisals are undertaken against the Do Minimum Scenario, which reflects the existing situation with limited intervention and includes any future development identified within the Local Development Plan (LDP). The appraisal also considers how each option performs in solving the identified problems.

Appendix A to this Consultation Document shows the initial appraisal summary tables of the options against the Scheme objectives. A high-level overview of the initial findings is provided below:

- Options 1B and 2B would provide 1.2km of overtaking opportunity compared to 0.9km for Options 1A and 2A, which therefore maximises safer overtaking.
- Given that a majority of collisions identified over the study period within the study area have been recorded at Redstone Cross, all of the options would provide significant improvements to safety. Potential conflict is removed to a slightly greater extent with Options 1B and 2B, given no intermediate junctions
- Options 1B and 2B would remove direct access onto the new A40 at the location of the existing Redstone Cross junction; leading to some local permanent diversions in order to join/leave the A40.
- Options 1B and 2B would provide greater benefits for active travel connectivity between Narberth and Bethesda; walkers, cyclists and horse riders would be able to cross the new A40 via an overbridge, therefore would not need to negotiate the A40 traffic.
- Although the options would not encourage modal shift to more sustainable transport options, they would, through maximising overtaking opportunities, provide sustainability benefits in terms of the overall efficiency of journeys as well as improving access to key employment areas, supporting economic growth and social inclusion.
- There would be land take required for all route options with associated environmental impacts on the landscape, biodiversity, soils etc. which would require further survey and assessment.
- Both options 1A and 1B would have significant impacts on cultural heritage. There would be an impact on the setting of the Scheduled Ancient Monument and a high potential for finding archaeological remains, which could result in significant risk to the delivery of the project.

Preferred solution

Given the identified need for the Scheme and taking into account the latest findings of the WelTAG study currently being undertaken, Option 2B (Southern route without a Redstone Cross junction) is currently considered to be the best solution. Option 2B best addresses the problems, best achieves the objectives and performs best against the majority of cultural, social and economic appraisal criteria. It is appreciated that there would be some adverse impacts on the environment as part of the solution. Option 2B has also been recognised as the preferred solution during public and stakeholder engagement that has been undertaken to date. This indicates it is likely to be the most acceptable to: local communities, the people and businesses of Wales.

The proposal would upgrade the route between Penblewin Roundabout and Redstone Cross by providing a modern standard 2+1 configuration allowing overtaking on the two-lane direction, with overtaking prohibited in the one lane direction. The Scheme would bypass to the south of Redstone Cross with the new carriageway built offline, which would return online west of Redstone Cross. Sections of the existing A40 road would remain to provide local access and opportunities for Active Travel connectivity.

Feedback from the Public Information Exhibitions and stakeholder engagement raised several concerns to this solution. These are summarised below:

- Access routes to some local properties and businesses (due to the removal of Redstone Cross junction) would lead to a permanent diversion for vehicles travelling to and from the west along the A40 e.g. Haverfordwest.
- The potential impact of traffic flows through Narberth (due to the removal of the Redstone Cross junction), particularly on the Narberth one-way system.
- Impact on the local bus services.

Following the feedback from these exhibitions, we are undertaking further traffic surveys to better understand and evaluate these concerns.

We would like your views

This consultation is being held to seek your views on the proposed improvements between Penblewin #roundabout and Redstone Cross on the A40, Pembrokeshire. We invite you to share your views and provide further feedback, prior to the Welsh Government making a decision on the preferred route. There are several ways you can comment:

Complete the consultation response form provided at the end of this consultation document which you can return to us at: FREEPOST RTLK-KURC-ELKJ, Infrastructure Projects – Transport Division, WELSH GOVERNMENT, CATHAYS PARK, CARDIFF. CF10 3NQ

- or email to A40enquiries@arup.com
- Complete the response form online:
<https://gov.wales/a40-penblewin-to-redstone-cross-improvements-0>.

How to find out more

Martin Gallimore (Public Liaison Officer) would be happy to help with any questions you may have and he is available at the Llanddewi Velfrey Village Hall on Thursdays between 10am and 4pm. Alternatively, you can contact him by telephone on 07923 887 119 or by email at A40enquiries@arup.com.

Further information can be found on our website:

<https://gov.wales/a40-llanddewi-velfrey-penblewin-overview>

What happens next

After the consultation period, the responses will be analysed and a report on the findings will be published. The Welsh Government will then decide upon a preferred route, which will be published. With this, a statutory notice will be served known as a TR 111 under Article 19 of The Town and Country Planning (Development Management Procedure) (Wales) Order 2012 (as amended). This will safeguard the line of the proposed road, protecting it from development. An anticipated timeline for the development of the proposals is provided below:

Activity	Key Dates	Description
Publish Preferred Route	Autumn 2019	Following this consultation, we will consider all feedback and undertake further option appraisals to help identify a preferred option. A preferred route would be announced.
Publication of draft Orders and an Environmental Statement	Early 2020	If required, these will set out the land that would be required to build the Scheme and the environmental mitigation work that would be involved. It would detail local accesses and provision of Private Means of Access. The public will then have the opportunity to formally object or support the Scheme or suggest an alternative.
Potential Public Inquiry	Summer 2020	If a Public Inquiry is required, an independent Inspector would hear evidence, in front of the public, from interested parties and stakeholders. The Inspector would make a recommendation to the Welsh Ministers on how to proceed.
Welsh Ministers' Decision to make the Orders	Early 2021	The Welsh Ministers would decide whether to make Statutory Orders to go ahead with the construction of the Scheme.
Appoint Design & Build (D&B) Contractor	Early 2021	A contractor would undertake detailed design and construction of the Scheme.
Commence Construction on Site	Summer 2021	Construction works would start.
A40 Improvements Open	Late 2022	The preferred solution would be implemented and opened to the public.

Consultation Response Form

Your name:

Organisation (if applicable):

email / telephone number:

Your address:

Question 1 Given the outcome of our initial appraisals and feedback provided by the public at the Public Information Exhibitions, Option 2B is considered the likely preferred solution. Do you have any comments on this solution?

Please enter here:

Question 2: Some concerns have been raised with Option 2B (see preferred solution section of the consultation document). In your opinion, are there any enhancements that could be made to Option 2B to address these concerns?

Please enter here:

Question 3: What Active Travel provision (walking, cycling, horse riding) would you like to see incorporated within Option 2B?

Please enter here:

Potential Question 4: Do you have any further comments on Option 2B?

Please enter here:

We are under a duty to consider the effects of our policy decisions on the Welsh language, under the requirements of the Welsh Language (Wales) Measure 2011.

Question A: We would like to know your views on the effects that the A40 Penblewin to Redstone Cross Improvements would have on the Welsh language, specifically on opportunities for people to use Welsh and on treating the Welsh language no less favorably than English.

What effects do you think there would be? How could positive effects be increased, or negative effects be mitigated?

Question B: Please also explain how you believe the proposed policy the A40 Penblewin to Redstone Cross Improvements could be formulated or changed so as to have positive effects or increased positive effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language, and no adverse effects on opportunities for people to use the Welsh language and on treating the Welsh language no less favorably than the English language.

Question C: We have asked a number of specific questions. If you have any related issues which we have not specifically addressed, please use this space to report them:

Please enter here:

Responses to consultations are likely to be made public, on the internet or in a report. If you would prefer your response to remain anonymous, please tick here:

☐

Appendix A – Appraisal Summary Table

Severn Point assessment scale

Large Beneficial	+++
Moderate Beneficial	++
Slight Beneficial	+
Neutral	0
Slight Adverse	-
Moderate Adverse	--
Large Adverse	---

Objectives

Objectives	Description	Score
O 1	<p>To enhance network resilience and improve accessibility along the east-west transport corridor to key employment, community and tourism destinations.</p> <p>As a key east-west route, the options will improve accessibility along the A40 to key towns such as Haverfordwest and Carmarthen. This will provide associated benefits for car-based journeys as well as accessibility for those using public transport. This would improve accessibility to key employment, community and tourism destinations. The potential benefits are maximised given the high dependency on the private car in light of the socio-demographic and geographical context of the region.</p> <p>Options 1B and 2B provide the longest extent of 2+1 carriageway and therefore maximises safer overtaking opportunities within the section of the trunk road which in turn will positively contribute to improved resilience and journey time reliability. These options would provide approximately 1.2km of 2+1 overtaking opportunity. There is potential for these options to provide opportunities for overtaking (two lanes) for both directions at different sections of the route. In addition, Options 1B and 2B do not include provision for a staggered junction at the location of Redstone Cross, which means transport users travelling east-west do not need to negotiate / slow down at this location. Options 1A and 2A would provide approximately 0.9km of 2+1 carriageway. The two lanes could be provided in either direction however it is not possible to provide overtaking opportunities (two lanes) for both directions owing to the length of the route. Both 1A and 2A include a staggered junction. This would require traffic to negotiate joining, crossing and leaving the junction of which would increase the likelihood of east-west traffic needing to slow</p>	Option 1A ++
		Option 1B +++
		Option 2A ++
		Option 2B +++

Objectives	Description	Score
	down and thus slightly reducing strategic connectivity benefits in comparison to Options 1B and 2B of which do not include a Redstone Cross junction.	
O 2	<p>To improve prosperity and provide better access to the county town of Haverfordwest, the Haven Enterprise Zone and the West Wales ports at Fishguard, Milford Haven and Pembroke Dock.</p> <p>As a key east-west route, the options will improve accessibility along the A40 to key towns such as Haverfordwest and Carmarthen as well as key employment areas. Maximising the extent of 2+1 carriageway would provide the maximum benefit in terms of journey reliability and wider prosperity. Options 1B and 2B would provide 1.2km of overtaking opportunity compared to 0.9km for Options 1A and 2A. It is therefore considered that Options 1B and 2B would provide greater benefits for strategic connectivity when compared to Options 1A and 2A.</p> <p>Providing no junction onto the new A40 at Redstone Cross would enable maximised strategic benefits for connectivity as vehicles would not need to negotiate vehicles joining the carriageway from the north and south. It would also provide transport users with improved opportunities to overtake slow moving vehicles.</p> <p>Without a new Redstone Cross junction, some transport users would be adversely affected, for example, those living and working within proximity of the existing Redstone Cross junction and along Redstone Road. With Option 1B and Option 2B, transport users would need to take a longer journey to join the A40 in comparison to the current situation.</p> <p>An initial economic assessment has been undertaken for the four short-listed options. The BCR results indicate that</p>	Option 1A +
		Option 1B ++
		Option 2A +

Objectives	Description	Score
	<p>Option 2A provides the best BCR. Option 2B provides similar strategic benefits but with a local disbenefit.</p> <p>Feedback received at the Public Information Exhibitions suggested that whilst some respondents stated a negative impact on accessibility to the A40, more comments were received in support for no Redstone Cross junction as part of proposals. 73 respondents stated their preference for no junction whilst 36 stated their preference for a junction. It is noted that 31 respondents did not provide a response or provided an alternative response. Many respondents cited their safety concerns for any staggered junction at Redstone Cross during both events; this included safety concerns for the existing situation and Options 1A and 2A.</p> <p>With all this considered, it is anticipated that Option 1B and 2B would provide greater outcomes for this objective because of the routes' connectivity benefits on a strategic scale. A large number of respondents also preferred the removal of the Redstone Cross junction.</p>	<p>Option 2B ++</p>
O 3	<p>To reduce community severance and provide health and amenity benefits</p> <p>It is considered that all options would reduce community severance and provide health and amenity benefits largely due to the removal of a significant proportion of traffic off the existing A40. This would allow the existing A40, of which would be no longer be a trunk road, to perform as a local access route and also provide safer opportunities for active travel movements.</p> <p>Options 1B and 2B would remove direct access onto the new A40 at the location of the existing Redstone Cross junction. Although some respondents stated a desire for the maintained connection onto the A40 at this location, more respondents stated their preference for no junction. This</p>	<p>Option 1A +</p>

Objectives	Description	Score
	<p>demonstrates that no junction may not create significant concerns about severance for many of the local community. It is nonetheless noted that removing a direct connection would increase journey times e.g. for locals and for those accessing Redstone Cross industrial park.</p> <p>Options 1B and 2B would retain a north-south connection. Options 1A and 1B would sever direct access onto the A40 from unnamed roads to the north of the A40 however accesses would be created to run parallel to the new route, with a new access connecting to the A478 to the north of Penblewin roundabout. These new access routes would provide a longer route for accessing the A40 to the west, however the routes would no longer have a junction onto a trunk road.</p> <p>Options 1A and 2A provide access from both the north and the south onto the new A40 via a staggered junction designed to modern design standards. This would maintain direct access onto the A40 at this location however from feedback received from the community, a junction at this location was not favoured by most respondents, with many comments relating to concerns for any staggered junction. The option to use the new Redstone Cross junction would nonetheless be preferable to some of the community, and with the junction designed to modern design standards, this would provide an improvement upon its existing situation.</p> <p>All options would maintain north-south connectivity between Narberth and Bethedsda. Options 1B and 2B would facilitate this connection via an overbridge as opposed to a staggered junction. Although the staggered junction would be designed to modern design standards and would be an improvement on its existing situation, an overbridge would produce more benefits as transport users do not need to negotiate the crossing against the traffic.</p> <p>Overall, it is considered that all options would reduce community severance and provide health and amenity benefits. It is nonetheless noted that Option 1B and 2B would revise the junction arrangement, creating more benefits for north-south connectivity. Active travel movements would be enhanced within the local area most through Options 1B and 2B as walkers, cyclists and horse riders would not need to cross the A40 for north-south movements.</p>	Option 1B ++
		Option 2A +
		Option 2B ++

Objectives	Description	Score
O 4	<p>To improve the Redstone Cross Junction safety (and perceived safety) and reduce the number and severity of A40 mainline collisions.</p> <p>Maximising the lengths of 2+1 carriageway means that Options 1B and 2B provide greatest benefit in terms of removing direct accesses onto the trunk road and providing the maximum extent of safe, unambiguous overtaking opportunities, reducing the likelihood of collisions through risky manoeuvres.</p> <p>Potential conflict is removed to a slightly greater extent with Options 1B and 2B, given no intermediate junctions.</p> <p>Options 1B and 2B would therefore remove the junction onto the A40; an option supported by most respondents during stakeholder engagement. It is however the case that Options 1A and 2A would provide a significant improvement upon the existing situation.</p> <p>Given that a majority of collisions identified over the study period within the study area have been recorded at Redstone Cross, all of the options would provide significant improvements to safety. This would include improvements to perceived safety. It is anticipated that Options 1B and 2B would provide slightly greater benefits owing to the increased overtaking opportunities and there being no junction at this location for vehicles to negotiate.</p>	Option 1A ++
		Option 1B +++
		Option 2A ++
		Option 2B +++
O 5	<p>To promote active travel by cycling, horse riding and walking to provide opportunities for healthy lifestyles</p> <p>Options 1A and 1B would sever one PRoW however it is considered that associated impacts will be mitigated through diversions and reinstatements. The parallel access road along the western section of the new road would help maintain local accesses.</p> <p>The options also provide the opportunity to improve / enhance walking, cycling and horse-riding links within the local community through diversions of existing routes and provision of new routes. The measures would be</p>	Option 1A 0
		Option 1B +

Objectives	Description	Score
	<p>established as part of WelTAG Stage 3 with a WCH Assessment and Review likely to then be available.</p> <p>All options would reduce the traffic flow along the existing A40, and thus provide opportunities for safer and more pleasant active travel journeys.</p> <p>Options 1B and 2B would provide greater benefits for active travel connectivity between Narberth and Bethesda, as walkers, cyclists and horse riders are able to cross the new A40 via an overbridge, and therefore do not need to negotiate the traffic along the A40.</p>	Option 2A 0
		Option 2B +
O 6	<p>To deliver a scheme that promotes social inclusion and integrates with the local transport network to better connect local communities to key transport hubs</p> <p>Although the options are unlikely to encourage modal shift they would provide slight benefits for journeys to key public transport hubs through improvements to journey time reliability. Access to local communities would also be benefited by improved highway and WCH conditions.</p>	Option 1A +
		Option 1B +
		Option 2A +
		Option 2B +
O 7	<p>To deliver a project which is sustainable in a globally responsible Wales, taking steps to reduce or offset waste and carbon</p> <p>Although the options would not encourage modal shift to more sustainable transport options, it would, through maximising overtaking opportunities, provide sustainability benefits in terms of the overall efficiency of journeys as well as improving access to key employment areas, supporting economic growth and social inclusion.</p> <p>However, the highway options would all involve construction carbon impacts. Option 2B would have less adverse impact given its improved conditions for operational traffic, reducing the impact of vehicle emissions.</p>	Option 1A --
		Option 1B --
		Option 2A --

Objectives	Description	Score
		Option 2B -
O 8	<p>Give due consideration to the impact of transport on the environment and provide enhancement when practicable</p> <p>There would be land take required for all route options with associated environmental impacts on the landscape, biodiversity, soils etc. which requires further survey and assessment. However, this needs to be balanced against the opportunities for mitigation and enhancement and wider scheme benefits.</p> <p>Options 2A and 2B travel through more environmentally-sensitive land, however Options 1A and 1B travel through more cultural heritage-sensitive land.</p>	Option 1A --
		Option 1B --
		Option 2A --
		Option 2B --