



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT

STATEMENT OF RESULTS FROM PUBLIC CONSULTATION

FEBRUARY 2010

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**A40 LLANDDEWI VELFREY – PENBLEWIN IMPROVEMENT
STATEMENT OF RESULTS
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1. INTRODUCTION

1.1 In 2004, we completed a Study¹ to improve the A40 west of St Clears. This concluded that we should take forward two schemes:

- A40 Penblewin to Slebech Park Improvement and
- A40 Llanddewi Velfrey to Penblewin Improvement.

These entered the Trunk Road Forward Programme in December 2004. The Penblewin to Slebech Park section is under construction, scheduled for completion in Spring 2011.

1.2 This Statement of Results deals with the next section between Llanddewi Velfrey and Penblewin. It summarises the scheme's technical, economic and environmental aspects and the views expressed during the 2006 public consultation. It also explains the Deputy First Minister's decision, acting in his capacity as Minister for the Economy and Transport.

2 DEVELOPMENT AND APPRAISAL OF OPTIONS

2.1 The Study placed specific emphasis on the environmental and economic impacts. The Technical Appraisal Report² records the findings.

2.2 The main issues with this section of the A40 are:

- It has a poor safety record.
- There is a 40mph speed restriction through Llanddewi Velfrey.
- There are no opportunities to overtake safely.
- The trunk road and the effects of through traffic sever the community.
- The road has a poor alignment and is narrow, with no verges. Where there are footways, they are narrow.
- There are numerous private accesses and junctions.

2.3 To address these problems, together with strategic network objectives, we identified transport planning objectives. We developed options, appraised how they performed against these objectives and discarded those that did not perform well.

2.4 In recent years, minor works have improved the alignment and junctions, but these cannot address the main issues. Therefore, the 'do-nothing' option would not address the transport planning objectives.

2.5 The Study looked at routes to the north and south of the A40 and along the existing road. South of the A40, the constraints are significant. The topography is problematical, there are a number of residential properties nearby and there are many environmental issues. Therefore, we discarded this corridor and focussed on the northern and existing corridors.

2.6 The Study developed a number of potential routes for further appraisal. The Addendum to the Technical Appraisal Report³ records the findings. Key issues were to minimise agricultural severance, minimise the impact of any earthworks and avoid

¹ A40 West of St Clears 2004 – on our website: www.wales.gov.uk.

² A40 West of St Clears Technical Appraisal Report – on our website

³ Addendum to the Technical Appraisal Report – on our website

sensitive ecological features. From these we discarded all but the Blue and Red routes for the eastern section from Gwyndy Farm to Ffynnon Wood and the Purple and Orange routes for the western section along the existing road west of Ffynnon Wood. The consultation brochure at Annex A describes these in more detail.

2.7 We screened options under Regulation 48 (1) (a) of the Conservation (Natural Habitats&c) Regulations 1994 (SI 1994/No 2716) in relation to Article 6(3) of the EU Habitats Directive 92/43/EEC, to consider the potential impacts on four Natura 2000 sites:

- Cleddau Rivers SAC
- Pembrokeshire Bat Sites and Bosherton Lakes SAC
- Pembrokeshire Marine SAC
- Carmarthen Bay & Estuaries SAC

The screening process concluded that all four consultation routes could have significant effects on these sites. Each route would have the same potential for the likelihood of significant effects in relation to the Natura 2000 sites.

3 PUBLIC CONSULTATION

3.1 We consulted on the Red, Blue, Purple and Orange Routes and Appendix A contains the consultation brochure and questionnaire. Consultation took place between 6 September and 31 October 2006. 213 people attended the exhibition and preview evening. We received 21 letters from individuals, interested groups, community councils and local authorities and had 118 completed questionnaires returned. The Report on Public Consultation⁴ contains the details and below is a summary of the views expressed.

Analysis of completed questionnaires

3.2 The questionnaire asked people about the need for improvement, what was most important to them and their route preference. We had 118 completed questionnaires returned. 117 were from private individuals and of these 89 were residents of Llanddewi Velfrey. 28 were from non-residents and one was from an interested party. Analysis of the responses to the 8 questions is as follows.

Question 1 – Do you consider the existing A40 between Gwyndy Farm and Penblewin Roundabout needs to be improved?

81% of questionnaire respondents said 'Yes' and 14% said 'No'. 5% did not express an opinion.

Question 2 – What do you think are the current problems on this section of the A40?

Of greatest concern was the excessive speed of traffic followed by poor safety for pedestrians, equestrians and cyclists. Of least concern was the effect of traffic noise and vibration.

Question 3 – For the section between Gwyndy Farm and Ffynnon Wood, which Route on the brochure map do you prefer?

⁴ A40 Llanddewi Velfrey – Penblewin Public Consultation Report – on our website

75% preferred the Blue Route and 20% preferred the Red Route.

Question 4 – Do you think the section between Ffynnon Wood and Penblewin Roundabout should be improved?

54% said 'Yes', 41% said 'No' and 5% did not express an opinion.

Question 5 – If the Assembly were to include an improvement to the section of A40 from Ffynnon Wood to Penblewin Roundabout, which option would you prefer?

42% preferred the Purple Route and 42% preferred the Orange Route.

Question 6 – Which to you would be the most important factor in choosing a Route?

42% considered the most important factor to be 'reducing traffic on communities'.

25% considered that the impact on properties was the most important.

Cost was considered of least importance.

Question 7 – Which of the following best describes your interest in the scheme?

81% stated that they were regular users of the A40 with 75% being residents of Llanddewi Velfrey. In terms of landowners 14% owned land through which one of the routes passed.

Question 8 – Please add any other comments you may have or provide reasons for your choice?

64% provided comments on the routes displayed, summarised in the following paragraphs.

3.3 Statutory Bodies

Pembrokeshire County Council (Highways and Construction) supported the Blue and Purple routes. However, they felt that the improvement did not address Pembrokeshire's traffic and transportation needs. They were concerned that with the recent high rate of traffic growth recorded along the A40 and with the completion of the improvement scheduled for 2012/13, there will only be seven years before, in their view, a dual carriageway would be required.

Pembrokeshire County Council – Local Access Forum reiterated the need for a multi-user underpass at Henllan Lodge for equestrian and other users. In addition, there should be adequate facilities to cross the road safely where public footpaths meet it and the principle of "least restrictive access" applied to any proposals. No comment on the route options.

Countryside Council for Wales stated that there is no clear winner between the Red and Blue routes in terms of landscape and ecology and wished for both routes to go through to the next stages of route selection.

3.4 Non-Statutory Bodies

Llanddewi Velfrey Community Council supported the Blue and Purple Routes.

Henllanfallteg Community Council considered that the Red Route would not improve the quality of life in Llanddewi Velfrey, but both the Blue and Red routes

would provide acceptable access to the A40. They expressed concern that the Blue Route may introduce noise and visual detriment, particularly with the large embankment past Blaen Pentroydin Wood. They also expressed concern about the disruption of access during construction. They asked that as part of the design, the impact of noise be investigated and appropriate measures taken to mitigate its effect. Additionally, they requested that we put measures in place to ensure that access to the A40 would be maintained at all times.

Dwr Cymru responded that the Red Route would affect water mains and sewers; the Blue Route would affect fewer water mains and would not affect sewers. The Blue Route is therefore preferred.

The British Horse Society would like a designated crossing for equestrians near to Henllan Lodge. Local equestrian groups also expressed this view. (Refer to paragraph 4.3(d) below.)

Ramblers Association had no route preference, but asked for measures to protect public rights of way.

NFU Cymru did not favour the Blue Route, on behalf of Pentroydin and Parc y Delyn Farms, as the route would, in their view, severely blight their farming business by splitting the farms in two. Other routes were more attractive in terms of the results of an economic analysis i.e. NPV and BCR. (Refer to paragraph 4.3(b) below.)

4 OUTCOMES

- 4.1 There is strong public support for improving the section of the A40 between Gwyndy Farm and Penblewin Roundabout and for the Blue Route. There were some concerns though and the section below deals with these.
- 4.2 The majority supported improving the A40 between Ffynnon Wood and Penblewin Roundabout, but the response was less compelling. There was no clear preference for either the Purple or the Orange route.

Actions Taken Following Concerns Raised During Public Consultation

- 4.3 We listened carefully to the views expressed and did some further work, described below.

- (a) The Eastern Roundabout on the Blue Route

We are satisfied that the eastern roundabout could be located to reduce the impact of the Blue Route on the land holding of Glenfield Farm.

- (b) Cattle underpass to serve Pentroydin Fach and Pentroydin Fawr farms

We are satisfied that we could design the Blue Route to accommodate a cattle underpass under the proposed road. We would have to look closer at the justification for this in the next stage of design.

- (c) Review the Purple and Orange Routes at Henllan Lodge

We are satisfied that we could design the scheme to maintain the link between Henllan Lodge and the tree lined avenue to Henllan.

(d) Multi-use underpass crossing near Henllan Lodge

We are satisfied that we could design the scheme to accommodate a multi-user crossing point near Henllan Lodge. We would have to look closer at the justification for this in the next stage of design.

5 REASONS FOR SELECTING THE PREFERRED ROUTE

- 5.1 The Addendum to the Technical Appraisal Report confirms that the Blue and Red Routes would both meet the scheme objectives and we are satisfied that no other routes would perform better.
- 5.2 There was clear public support for bypassing Llanddewi Velfrey and for the Blue Route. We are satisfied that the Blue Route, modified to take account of the alignment change described in paragraph 4.3(a) above, would provide a more effective bypass than the Red Route. It would deliver value for money, particularly if combined with either of the routes west of Ffynnon Wood. The Red Route does perform better economically, but given the performance of the Blue Route overall and the fact that the public ranked cost as the least important factor, the Blue Route is optimal.
- 5.3 The majority accepted that the section between Ffynnon Wood and Penblewin needed improving but support was not compelling. However, improvement does meet the planning objectives, in particular performing well against improving safety. There was no clear preference between the Purple and Orange routes, and there was some concern about the Purple Route severing agricultural land and isolating Henllan Lodge. As stated in par 4.3 above these concerns could be addressed. On balance, there is merit in taking improvement of this section forward and the Purple Route performs better, particularly considering its potential to reduce accidents.

6 DEPUTY FIRST MINISTER'S DECISION

- 6.1 Having taken into account the technical, social, economic and environmental aspects of this scheme and the outcome of the public consultation, the Deputy First Minister has decided to:
- Adopt the Blue Route as the Preferred Route to bypass Llanddewi Velfrey;
 - Adopt the Purple Route as the Preferred Route between Ffynnon Wood and Penblewin; and
 - Publish a TR111 Plan (Doc 3) to protect the entire route for planning purposes.
- 6.2 The TR111 shows the Preferred Route as a broad black line. This is indicative only and may change slightly during the next stage of design.

7 PROTECTION OF THE PREFERRED ROUTE

- 7.1 By publishing a TR111 plan, we protect the route under the Town and Country Planning (General Development Procedure) Order 1995. This means that the Local Planning Authority will refer to the Welsh Assembly Government all future planning applications that are near the Preferred Route. You may inspect the TR111 plan at

Pembrokeshire County Council, County Hall, Haverfordwest, at the Post Office in Narberth and at our offices in Cathays Park, Cardiff.

- 7.2 In certain circumstances, any owner having difficulty selling property on the line of the route may apply for statutory blight consideration. If any case meets set criteria, we will purchase the property.
- 7.3 The protection of a Preferred Route does not commit us to the line of that route. We are only committed once the line Order is made, described in the next section.

8 WHAT HAPPENS NEXT?

- 8.1 We will investigate further and design the scheme in more detail – known as Preliminary Design. In particular, we will be looking at the environmental and engineering issues in more detail, taking account of the comments made during consultation and looking at a junction strategy and options for side roads and accesses.
- 8.2 After Preliminary Design, the next key stage is publication of draft Orders under the Highways Act 1980 and the Acquisition of Land Act 1981. The draft Orders comprise the powers to establish a line, modify the side roads, purchase land and put in place any other rights we need to deliver the scheme. There will be a period during which people who have an interest in, or might be affected by the proposals may object to the draft Orders and even suggest alternative proposals. If we cannot resolve these objections, and depending on the issues raised and the weight of objection, we may hold a Public Local Inquiry. An independent Inspector would hear and consider the evidence and make a recommendation for the Deputy First Minister to take into account when deciding whether to make the Orders.
- 8.3 The scheme is a “relevant project” under Regulation 48 (1) (a) of the Conservation (Natural Habitats&c) Regulations 1994 (SI 1994/No 2716) in relation to Article 6(3) of the EU Habitats Directive 92/43/EEC. This means that we will carry out an Environmental Impact Assessment and produce an Environmental Statement. We will publish this together with a statement to inform an Appropriate Assessment decision at the same time we publish draft Orders.

