



Ms Louise Barton

By email:

Your Ref: N/A
Our Ref: qA1316455 / R0044
Date: 25 October 2019

Dear Ms Barton

A40 LLANDDEWI VELFREY TO PENBLEWIN IMPROVEMENTS

I refer to your email dated 20 September 2019 in relation to the draft Statutory Orders associated with the Welsh Government's proposals for the A40 Llanddewi Velfrey to Penblewin Improvements (the "Scheme").

All correspondence is classified as either an objection or a statement of support. Due to the contents of your correspondence, it has been classified as an objection to the draft Statutory Orders. I understand your objection to be based on the following:

1. The height of the bridge parapets provided on the proposed Llanfallteg Road overbridge

I shall address the above point below:

- 1. The height of the bridge parapets provided on the proposed Llanfallteg Road overbridge**
 - 1.1 The current proposals specify 1.5m high aluminium parapets along Llanfallteg Road overbridge. The lower 0.6m portion of the parapet consists of a solid infill, which obstructs the view of the road below, therefore reducing the risk of users (especially horses and cattle) from being startled by passing traffic. The remaining 0.9m consists of a mesh infill, which would prevent loose debris, stones or snow from falling onto the road beneath.
 - 1.2 The design of structures along the Trunk Road network are subject to a Technical Approvals process. The design of Llanfallteg Road overbridge has been subject to this process, the result of which was that 1.5m high parapets, with a solid infill, were specified. This was to cater for the likely user groups and due to the probability of cattle being led along the highway between fields.

- 1.3 Additionally, although Llanfallteg Road is designated as a highway (and therefore open to equestrian use) this is not a reason in itself to provide equestrian height parapets on all overbridges.
- 1.4 The standard used for the parapet design on Llanfallteg Road Overbridge is given in the Design Manual for Roads & Bridges, namely TD19/06 – Requirement for Road Restraint Systems.
- 1.5 I acknowledge that TD19/06 does state that 1.8m high bridge parapets should be specified for bridleways where there is likely to be equestrian usage immediately adjacent to the vehicle parapet. In the case of Llanfallteg Road overbridge, the provision of a kerbed, raised, concrete verge immediately adjacent to the parapets was considered to discourage equestrian use immediately next to the parapets.
- 1.6 Whilst I am satisfied that the parapet height provision currently proposed along Llanfallteg Road overbridge complies with the relevant standards, and that the design of Llanfallteg Road overbridge has been subject to the appropriate technical approvals, I acknowledge that there would be benefits to the provision of 1.8m high parapets for Llanfallteg Road overbridge, both in terms of safety and perceived safety for equestrian riders.
- 1.7 In light of the feedback received to the draft Orders for the Scheme, specifically in relation to the proposed parapet height for Llanfallteg Road overbridge, it is apparent to me that the specification of 1.8m high parapets would be in the interest of the general public, including equestrian use.
- 1.8 As such, the project will proceed with specifying 1.8m high parapets for Llanfallteg Road overbridge. If the decision is made for a Public Local Inquiry to be held in relation to this Scheme, this letter and all other correspondence will be passed to the Inspector.

Further information, including the Environmental Statement and other reporting, is available at <https://gov.wales/a40-llanddewi-velfrey-penblewin>.

In light of the above, I would be grateful if you could confirm in writing if you are now content to withdraw your objection to the draft Statutory Orders on the basis of the commitment made above in point 1.8.

Should you require clarification, or wish to discuss the above prior to responding, please do not hesitate to contact the project public liaison officer, Martin Gallimore, on A40enquiries@arup.com or 07923 887119.

Yours sincerely



Mark Dixon
Project Director