



J Webb

Your Ref: N/A  
Our Ref: qA1316455 / R0005  
Date: 22 January 2020

Dear J Webb

## **A40 LLANDDEWI VELFREY TO PENBLEWIN IMPROVEMENTS**

I refer to your correspondence dated 11 July 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. Proposals for the enlargement of the existing Penblewin roundabout on the western end of the scheme;
2. Proposals for the link road from Llanddewi Velfrey East Junction leading towards the village;

I shall address each of the above points below:

### **1. Proposals for the enlargement of the existing Penblewin roundabout on the western end of the scheme.**

1.1 The Scheme comprises a Wide Single 2+1 (WS2+1) cross-section configuration, which has been chosen to improve accessibility along the A40 corridor to key employment, community and tourism destinations. This is a Scheme specific Objective. A WS2+1 cross-section addresses this Objective by:

- providing additional safe unambiguous overtaking opportunities, which improves journey time reliability, reduces driver frustration and associated risky manoeuvres;
- reduces the effects of platooning (when there are convoys of heavy goods vehicles from the ferry ports and slow-moving agricultural vehicles accessing the many side roads and farm accesses along the A40) by providing safe

unambiguous overtaking opportunities thereby improving journey time reliability.

- 1.2 A WS2+1 road must be designed to minimise the number of junctions and field accesses. This is often achieved by the provision of a connector road running parallel to the WS2+1 road. The existing A40 near Penblewin has been retained in order to be utilised as a connector road to maintain access to properties and fields. This keeps local traffic and slow-moving agricultural vehicles separate from through traffic on the new section of the A40, with consequent safety benefits to all traffic. Additionally, it would provide access to the existing Rest Area which is considered an important asset on this strategic route to the ports of Fishguard and Milford Haven.
- 1.3 As the existing A40 is being retained, and a new length of WS2+1 road is being introduced immediately to the north, Penblewin roundabout would become a 5-arm roundabout. As such, the roundabout needs to be modified and enlarged to allow for the extra connecting arm.
- 1.4 Alternative options have been considered to provide access to the rest area and surrounding properties which include, but are not limited to:
  - The provision of a dedicated junction for the Rest Area located east of Penblewin roundabout;
  - Partial junction (westbound only) to access the Rest Area;
  - An offline 4-arm roundabout to be constructed at Penblewin with a new side road built south of Penblewin farm to provide access to the Rest Area;
- 1.5 These options have been discounted as they do not offer the same benefits as the option chosen.

## **2. Proposals for the link road from Llanddewi Velfrey East Junction leading towards the village.**

- 2.1 The proposed design includes a side road, starting at the proposed Llanddewi Velfrey East Junction, leading in a south-westerly direction towards the village of Llanddewi Velfrey. This proposed side road then ties into the existing network immediately east of Glenfield Farm. For ease of reference, I shall refer to this link as the “Village Link Road”.
- 2.2 The alignment of the Village Link Road is dictated by geometry standards for new highways (which are stated within the Design Manual of Highways and Bridges (DMRB)). At its south-western end (immediately adjacent to Glenfield Farm), the Village Link Road is constrained by the route of the existing road to tie into the existing highway network. At its northern end, the Village Link Road is restricted by the location of the proposed Llanddewi Velfrey roundabout.
- 2.3 The elevation of the roundabout is dictated by the geometry of the proposed A40 mainline. This elevation aims to minimise impacts on surrounding land and properties while maintaining connectivity with the proposed side roads leading into the village and towards Bethel Chapel.
- 2.4 The elevation of the proposed Llanddewi Velfrey East Junction is approximately 10m below the existing ground level at the point that the Village Link Road meets the

roundabout. The 3D visualisation video is available to view on the Welsh Government webpage at <https://gov.wales/a40-llanddewi-velfrey-penblewin-overview> to review the extent of the cutting at this location.

- 2.5 Due to the 10m deep cutting of the roundabout, the Village Link Road needs to rise at a steep gradient to meet the road level and tie into the existing highway immediately east of Glenfield Farm. The gradient of this link is currently 10%. Any further increase in this gradient would introduce significant safety issues. The proposed length of the side road is required to ensure that the gradient of the Village Link Road will not exceed 10%.

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.

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](mailto:A40enquiries@arup.com) or

Yours sincerely



**Mark Dixon**  
**Project Director**