



Rodney Powell

By email:

Your Ref: RNP/ABW/H1419075
Our Ref: qA1316455 / R0026
Date: 06 March 2020

Dear Mr Powell

**A40 LLANDDEWI VELFREY TO PENBLEWIN IMPROVEMENTS
MARGARET RHIAN THOMAS,**

I refer to your correspondence dated 18 February 2020 in relation to the draft Statutory Orders associated with the Welsh Government's proposals for the A40 Llanddewi Velfrey to Penblewin ("the Scheme"). This letter was written in response to my letter of the 11 February which outlined the Welsh Government's response to your client's objection.

I shall address each of the points referred to in your letter below, keeping the same numbering for ease of reference:

- 1. Concerns regarding lack of direct access onto the A40, with access being diverted along Trefangor Lane (labelled as 1/A and 1/B on the Side Roads Order)**
 - 1.1 Your withdrawal of this point of your objection is noted.
- 2. Concerns regarding passing provision along Trefangor Lane due to the anticipated high volumes of farm traffic**
 - 2.1 There are no proposals for the provision of further passing places along Trefangor Lane. I deem the 5 passing places currently proposed sufficient for the anticipated volume of traffic along Trefangor Lane. As well as the passing places developed along the southern side of the lane, the proposed field gates on the northern side, which would be set back from the edge of the road, would also allow vehicular passing areas. I note that a field gate, labelled 1/5a, is already proposed within the draft Orders at the location you have outlined (opposite Trefangor Farm).
- 3. Concerns regarding the design of the proposed access road at the western end, particularly the turning radius alongside the A478, to the immediate north of Penblewin roundabout**



3.1 Your provisional withdrawal of this point of your objection, based on the adoption of the proposed modification to the western end of Trefangor lane, is noted. I can confirm that positive discussions have been held with the landowner and that the landowner has agreed in principle to the amended alignment of Trefangor Lane.

4. The A478 should have a central reservation area for vehicles turning from the A478 into the new Trefangor Lane

4.1 There is no proposal to provide a turning area for vehicles turning right from the A478 into Trefangor Lane. The predicted vehicle movements in and out of Trefangor Lane do not justify a turning area (known as a ghost island) to be provided on the A478.

4.2 Traffic along highways is generally measured as Annual Average Daily Traffic (AADT). An analysis of the likely agricultural vehicle movements along Trefangor Lane has been undertaken and the 2-way AADT is shown to be well below 50. A conservative estimate of the likely total vehicle movements (i.e. agricultural vehicles and private vehicles) is 100 AADT.

4.3 The design standards for the Geometric Design of Major / Minor Priority Junctions is outlined in TD42/95 of the Design Manual for Roads and Bridges (DMRB). Figure 2/2 of this standard provides guidance on the approximate priority junction provision on single carriageway roads based on traffic flows. This diagram shows that simple T-junctions are an appropriate level of provision where the Major Road AADT is up to 13,000 and if the Minor Road AADT is up to 300. For the proposed Scheme, the projected traffic figures for both the Major Road (the A478) and the Minor Road (Trefangor Lane) fall well within the traffic figures outlined. This is shown by the red lines on Figure 1.

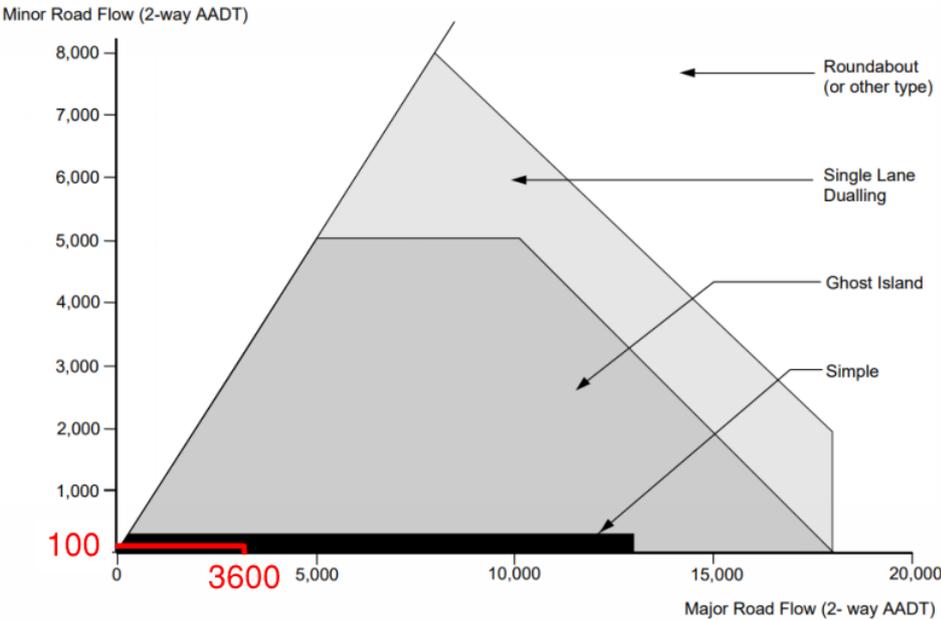


Figure 2/2 : Approximate Level of Provision of T-junctions on New Single Carriageway Roads for Various Major and Minor Road Design Year Traffic Flows (paras 2.2, 2.14)

Figure 1: Major and Minor Flow projections (2036 projections) onto Figure 2/2 of TD42/95

- 4.4 There is a separation of approximately 100m between the middle of the proposed junction and Penblewin roundabout. The roundabout would be subject to a 30mph speed limit, and there is good visibility to the north from Penblewin roundabout to the Junction. This allows for safe deceleration should there be any traffic waiting to turn into Trefangor Lane.
- 4.5 The 100-metre separation between the roundabout and the centre of the junction is sufficient to deal with any queuing that may occur at the junction to Trefangor Lane due to vehicles turning right for the A478 into the lane. Analysis of the traffic model suggests that it is extremely unlikely that there would be so many vehicles arriving at once that they would form a queue that would stretch back to Penblewin roundabout.
- 4.6 The Scheme has been subject to an independent Stage 1 Road Safety Audit. The Audit did not raise any concerns with the separation between Penblewin roundabout and the proposed right turn junction onto Trefangor Lane.
- 5. A Private Means of Access should be constructed between the lane leading up to Pencaerminau and the end of Ffynnon Lane.**
- 5.1 No Private Means of Access has been developed in the draft Orders to provide eastbound access from the lane leading from Pencaerminau Farm to the proposed Ffynnon Lane.
- 5.2 To travel east from Pencaerminau Farm, your client would have to travel along Trefangor Lane in a generally westerly direction, turn in a generally southern direction along the A478 to Penblewin, and then travel in a generally easterly direction along the A40 Trunk Road. The total length of this diversion from the property of Brominau to the point where the existing Trefangor Burial Ground lane meets the existing A40 would be approximately 2.8km.
- 5.3 To travel west from Pencaerminau Farm (towards Haverfordwest), there would be minimal difference between the length currently travelled and the length proposed to be travelled with the Scheme in place.
- 5.4 An eastbound access from Pencaerminau Farm as a Private Means of Access (PMA) to join onto the end of Ffynnon Lane has not been included within the draft Orders due to concerns over local and agricultural traffic using the access as a through road. The provision of access along Trefangor Lane is deemed a reasonably convenient route for your clients.
- 6. You object to the position of the new bridleway shown as 2/C in the Side Roads Order.**
- 6.1 A new length of bridleway labelled 2/C on the Side Road Order plans is proposed to maintain connectivity between the existing bridleway running north-south between Trefangor Burial Ground (north of the existing A40) and the Henllan Estate (south of the existing A40).
- 6.2 This length of bridleway is required due to the need to maintain public right of way connections, which is in line with one of the Scheme Objective to 'promote active travel by cycling, horse-riding and walking to provide opportunities for healthy lifestyles'.



6.3 As depicted on the Compulsory Purchase Order (CPO) plans, plot 2/2e is required as Title Mitigation for the provision of woodland habitat for ecological purposes. The proposed bridleway labelled 2/C has purposefully been aligned along the fence line of plot 2/2e to avoid severance of the field.

7. Concerns over the impact to your clients' water mains, and that the costs of any works/diversions should be with the acquiring authority

7.1 Your withdrawal of this point of your objection is noted.

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.

A Public Inquiry into the Scheme is due to start at Llanddewi Velfrey Village Hall at 10:00am on Tuesday 10 March 2020. Further information is available at <https://a40lvp-publicinquiry.co.uk/>.

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

Yours sincerely



Mark Dixon
Project Director

Cc:
Margaret Rhian Thomas

