

Project	A40 Llanddewi Velfrey to Penblewin Improvements
Subject	Impact of Cleddau Bridge toll removal
File Reference	A40LVP-ARP-VTR-SWI-FN-TR-0002
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1.1 Purpose of this document

- 1.1.1 Mr Peett gave evidence in relation to his objection to the Scheme on 18 March 2020. During his objection Mr Peett made reference to the Cleddau Bridge tolls, which were abolished on 1 April 2019.
- 1.1.2 For reference, the price of the tolls on the Cleddau Bridge have remained unchanged since the early 1990s until their removal last year. The amounts charged per crossing were as follows:
- £0.35 for motorbikes;
 - £0.75 for cars and light goods vehicles (LGVs); and
 - £1.50 for heavy goods vehicles (HGVs).
- 1.1.3 Mr Peett stated that the removal of tolls has had an impact on traffic volumes along the A40, in particular in relation to HGV movements to and from the Haven Waterway Enterprise Zone in Milford Haven. This is because traffic now has the opportunity to cross the Cleddau Bridge free of charge and without incurring a time delay at the toll booths. Mr Peett suggested that some of the traffic that travelled along the A40 corridor prior to the removal of the Cleddau Bridge tolls has therefore now reassigned onto the A477 corridor.
- 1.1.4 Philip Thiele (traffic & economics expert witness) refers to a permanent traffic counter located on the A40 at Whitland Bypass in Table 2.1 of the Initial Traffic and Accident Data Report (Doc. 4.05.01), which shows that traffic data up to 1 Feb 2017 had previously been downloaded from the counter.

1.1.5 Up to date data from this traffic counter (extending up to 17 March 2020) has now been obtained from Traffic Wales and analysed to review the effect of the Cleddau Bridge toll removal on traffic volumes on the A40 corridor. In summary, the data demonstrates that the Cleddau Bridge toll removal has had a negligible impact on overall traffic volumes along the A40.

1.2 Traffic volumes on A40 at Whitland Bypass

1.2.1 Less than a year has passed since the removal of the tolls from the Cleddau Bridge. It appears that the permanent traffic counter has not been collecting any data since 16 December 2019, which is likely to be the result of a technical fault or damage to the equipment.

1.2.2 For this reason, traffic flow data for the period from 1 April 2019 (the first day of no tolls) to 15 December 2019 (the most recent full day of traffic data) was analysed and compared against the same period in previous years in order to avoid the risk of seasonal variation in traffic volumes skewing the analysis.

1.2.3 Table 1 shows that traffic growth in recent years has fluctuated between -3.4% and +3.3% per annum. While traffic growth has turned negative since the removal of tolls on the Cleddau Bridge, it has remained within the range of annual growth of the previous 10 years.

Table 1 – Average daily traffic volumes on the A40 at Whitland Bypass

Year (1 Apr to 15 Dec)	Average vehicles per day	Annual growth
2010	9,664	-3.4%
2011	9,555	-1.1%
2012	9,324	-2.4%
2013	9,630	3.3%
2014	9,935	3.2%
2015	9,930	-0.1%
2016	10,181	2.5%
2017	10,378	1.9%
2018	10,456	0.8%
Cleddau Bridge toll removal (1 Apr 2019)		
2019	10,342	-1.1%

Source: Traffic Wales, Site Number: 315

1.2.4 I therefore conclude that the route switching of traffic that Mr Peett has referred to in his objection has had negligible impact on traffic volumes along the A40 corridor and that the analysis undertaken on the basis of the published traffic forecasts is therefore robust.

Approvals

Revision	Status	Role	Name	Date
P01	S4	Author	Ellie Mitchell (X)	18/03/20
		Checker	Philip Thiele	18/03/20
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