WELSH ASSEMBLY GOVERNMENT

A40 PENBLEWIN TO SLEBECH PARK IMPROVEMENT

WELSH ASSEMBLY GOVERNMENT'S CHIEF WITNESS EVIDENCE

June 2007
Welsh Assembly Government's Chief Witness Evidence

Part A

Policy Statement

June 2007
STATEMENT OF THE WELSH ASSEMBLY GOVERNMENT'S POLICY IN RELATION TO THE TRUNK ROAD AND MOTORWAY NETWORK IN WEST WALES

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Background of the Assembly

In July 1997, the UK Government published a White Paper, A Voice for Wales, which outlined proposals for devolution in Wales. These proposals were endorsed in the referendum of 18 September 1997. Parliament subsequently passed the Government of Wales Act 1998, which established the National Assembly for Wales (NAW).

The National Assembly for Wales (NAW)

The National Assembly for Wales (Transfer of Functions) Order 1999 enabled the transfer of the devolved powers and responsibilities from the Secretary of State for Wales to the Assembly on 1 July 1999. Subsequently, many Acts of Parliament have given new powers to the Assembly.

The Assembly

The Assembly decides on its priorities and allocates the funds made available to it from the UK Government Treasury. Within its devolved powers, the Assembly develops policy and approves legislation that reflects the needs of the people of Wales. Decisions about these issues are made by those voted into office by the people of Wales. Wales remains part of the UK, and the Secretary of State for Wales and Members of Parliament (MPs) from Welsh constituencies continue to have seats in Westminster. Laws passed by Parliament in Westminster still apply to Wales.

The making of subordinate legislation, which details how the provisions of an Act of Parliament will apply, is a central function of the Assembly. The parent Act made by the Westminster Parliament sets out the powers of the Assembly to make subordinate legislation. This means that an Act of Parliament can have a different effect in Wales to that in England. For example, on 1 October 2004 the Assembly set its own rate for prescription charges in Wales, different to the charges applying in England.

The Welsh Assembly Government (WAG)

The National Assembly has delegated its executive powers to nine Cabinet Ministers who together form the Welsh Assembly Government. The Welsh Assembly Government is subject to democratic scrutiny by the National Assembly.

The Government of Wales Act 2006

which came fully into force after May 2007 Assembly elections:

- creates a formal legal separation between the National Assembly for Wales and the Welsh Assembly Government, clarifying the respective roles of the legislature and the executive
- makes new provision for the appointment of Welsh Ministers, with the First Minister nominated by the Assembly but appointed by Her Majesty the Queen (who also gives her approval to the First Minister’s choice of other Ministers)
• enables the Assembly to acquire enhanced legislative powers for matters approved by Parliament, with full legislative powers on the statute book waiting to be implemented if approved in a referendum in the future; and

• ends the anomaly which allowed failed constituency candidates to still become Assembly Members via their parties’ regional lists. From May 2007, each candidate standing for an Assembly election must choose to stand either as a constituency representative or on a regional list.
1. POLICY CONTEXT FOR TRANSPORT

The Strategic Aims of the Welsh Assembly Government

1.1 The National Assembly for Wales was established in September 1997 and received its devolved powers under the **Government of Wales Act 1998** on 1 July 1999. The Assembly delegated its executive powers to the cabinet Ministers who form the Welsh Assembly Government. The **Government of Wales Act 2006**, which came into force in June 2007 conveys additional legislative powers to the Assembly.

1.2 Transport plays an essential role in many aspects of daily life. It creates opportunities for people to access jobs, services, education, health, leisure and social activities and connects businesses with products to markets. Transport is not an end in itself, but improving transport provision is an important way of facilitating social, economical and environmental objectives and enhancing quality of life.

1.3 The Welsh Assembly Government published its **Transport Framework for Wales: November 2001** (D33). The Framework, which was prepared and published on a non-statutory basis, set a target to facilitate within 10 years a transport system that:

   a) delivers agreed thresholds of accessibility and information for users;
   b) provides strategic mobility within environmental and health benchmarks for regeneration and other economic aims;
   c) changes travel patterns and transport usage and, where appropriate, reduces the need to travel by motor vehicles by integrating with land use planning;
   d) is consistent with the real needs of people living in different parts of Wales and with differing abilities to afford travel;
   e) charges the traveller a fair reflection of the costs of making a journey, financial, social and environmental;
   f) is adaptable to the developing needs of Wales.

1.4 While there was strong support from stakeholders for the Transport Framework, it was also evident that the Assembly Government’s implementation powers were limited, particularly in relation to transport planning and public transport. This meant that the Assembly Government was handicapped in taking forward the Framework. In the light of this, the Assembly Government sought a range of new transport powers, which became available through the **Railways Act 2005** and the **Transport (Wales) Act 2006**, providing a coherent set of transport powers for the first time.

1.5 Under the **Transport (Wales) Act 2006**, the Welsh Assembly Government has a statutory requirement to prepare and publish a Wales Transport Strategy. The Assembly Government, working with local authorities in Wales, has developed a draft strategy ‘Wales Transport Strategy - Connecting Wales’.

1.6 This draft Strategy, which was issued as a consultative document in July 2006, recognises that transport systems are central to all aspects of sustainable development: to a thriving economy; to giving people in deprived communities better access to jobs and services; and to developing alternatives to private car use and reducing greenhouse gas emissions.
1.7 Following a comprehensive public consultation, the Assembly Government is working to publish the final version of the Wales Transport Strategy. Assembly Transport Plans and Regional Transport Plans prepared by the local authority transport consortia will provide a regional framework for transport provision.

1.8 When finally published this Strategy will replace the current transport policy document *The Transport Framework for Wales*.

1.9 Since its formation, the Welsh Assembly Government has published a number of policy documents, that will be placed on deposit, including;

- BetterWales.com 2000 (D46) - the first strategic plan for Wales
- Making the Connections: Delivering Better Services in Wales 2004 (D48)
- Wales Spatial Plan 2004 (D49)
- Wales: A Vibrant Economy 2006 (D54)

These are described briefly below and further supporting but more specific transport policy documents are described in Section 4.

1.10 With reference to transport, these policy documents expounded a strategy to improve transport links to support a stronger economy in Wales and improve road safety and community environments. Three basic principles underpinned the Assembly Government's strategic aims:

a) Sustainable development; aiming to promote development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

b) Tackling social disadvantage; aiming for the development of a safer, more inclusive society where everyone has the chance to fulfil their potential.

c) Promoting equal opportunities; to promote a culture in which diversity is valued and equality of opportunity is a reality.

1.11 These principles are consistent with three of the action areas outlined in the Assembly Government's first strategic plan BetterWales.com and relevant to transport, namely to promote for the people of Wales:

a) a better quality of life;

b) a better, stronger economy and

c) a better health and well being

1.12 The Assembly Government's strategic agenda is set out in *Wales: a Better Country (2003)*. Its vision is for a sustainable future for Wales, where actions for social, economic and environmental improvement work together to create positive change. This vision is also echoed in the Assembly's principles set out in the Sustainable Development Scheme and also through the UK's *Shared Framework for Sustainable Development to 2020, One Future - Different Paths (2005)*, which places particular emphasis of improving the lives of people in deprived communities.
1.13 **Making the Connections: Delivering Better Services in Wales** published in October 2004, focuses on improving public services, making them more responsive, efficient and accessible to people. The aim is for organisations to work more closely together to provide the best services and for communities to be more actively involved in making the decisions that shape their future. ‘Making the Connections’ lies at the heart of the transport strategy.

1.14 In 2004 the Assembly Government published the **Wales Spatial Plan**, which was adopted by the National Assembly for Wales in November 2004. It provides the framework to implement **Wales: A Better Country** and the commitment to sustainable development. The transport strategy needs to support the outcomes and vision being sought in the **Wales Spatial Plan**, which is structured around five themes, to;

a) building sustainable communities  
b) promoting sustainable economies  
c) valuing the environment  
d) achieving sustainable accessibility and  
e) respecting distinctiveness.

**The Assembly Government's Strategy for the Environment**

1.15 The Welsh Assembly Government's long term (20 years) strategy for the environment of Wales is set out in the document: **Environment Strategy for Wales 2006** (D50). It is supported by a series of regularly updated action plans and a policy map setting out the key actions that will be taken to deliver the outcomes in the Strategy.

1.16 The purpose of the Strategy is to provide the framework within which to achieve an environment that is clean, healthy, biologically diverse and valued by the people of Wales. By 2026 the aim of the Strategy is for the distinctive Welsh environment to be thriving and contributing to the economic and social well being of all of the people of Wales.

1.17 An effective transport system meeting the needs of people and industry in Wales can bring with it environmental costs. Homes, businesses, landscape and habitats are affected by landtake, increases in emissions of a range of noxious gases, traffic noise and congestion.

1.18 Transport Wales policy is to keep road improvements out of protected areas such as Sites of Special Scientific Interest, National Parks and Areas of Outstanding Natural Beauty wherever possible. However much of the natural and built environment of Wales is recognised as being of exceptional quality with almost one quarter designated as either a national park or an area of outstanding natural beauty. There is also a rich archaeological, historic and cultural heritage. It is inevitable therefore that it will not always be possible to avoid conflict with the policy. The environmental effect of schemes is given full weight alongside other costs and benefits so that an acceptable balance is struck between securing economic development and protecting the environment and sustaining future quality of life. Such consideration is maintained throughout the development of a scheme from route feasibility stage through to construction and maintenance.
1.19 It is the policy of the Welsh Assembly Government to assess all major motorway and
trunk road schemes, over £1 million cost, in accordance with EC Directive 85/337
(amended by Directive 97/11/EC) as applied by section 105A of the Highways Act
1980 (implemented by the Highways [Assessment of Environmental Effects]
Regulations 1999 –SI No 369) and as amended by Directive 97/11/EC, regardless of
whether this is a statutory requirement. Bodies such as the Countryside Council for
Wales, CADW, Environment Agency (Wales), and National Park Authorities are
consulted where appropriate. Small schemes with potentially significant effects are
also subject to environmental assessment.

1.20 Road improvements can generate environmental benefits. Bypasses normally improve
the local environment for the community affected, by reducing congestion, community
severance, visual intrusion, noise and emissions. There can also be positive
environmental aspects where road improvements are associated with the reclamation
of industrial and mining land.

1.21 The use of waste and recycled road materials in road construction can offer both
environmental and economic benefits. In North Wales considerable quantities of waste
slate have been used in the past in the construction of the A55 and other trunk roads,
whilst in South Wales waste from the coal mining industry has been used in road
construction. The intention of the Assembly is to deliver new schemes using the
principle practice of sustainable construction.

1.22 Transport Wales uses a wide range of specialist expertise to inform the design
process including landscape architects, horticulturalists, ecologists, archaeologists,
geologists and hydrologists to identify the impacts and appropriate mitigation
measures. Transport Wales is committed to the long term management of these
environmental mitigation measures within the highway estate.

1.23 The quality of the built environment is also carefully considered when planning road
improvements. Environmental barriers, where justified, can reduce the noise nuisance
and road impact to residents. Villages and town centres benefit from the removal of
the large volumes of through traffic.
2. THE TRANSPORT FRAMEWORK FOR WALES

Aims

2.1 The overall transport target set in BetterWales.com and as stated in 1.4 above is to: "Develop a better co-ordinated and sustainable transport system to support local communities and the creation of a prosperous economy"

2.2 The Assembly expects those who deliver transport infrastructure and services to do within the context and principles in this Framework

2.3 The Assembly Government aims to promote a strong, modern and knowledge based economy, a cleaner environment, thriving communities in both urban and rural areas and a society of opportunity and inclusiveness. Achieving this aim in a sustainable manner will place new demands on the transport system in Wales. Years of decline in public transport had to be addressed. Dependence upon the car has to be reduced, at the same time improving accessibility and mobility for everybody, particularly for those without access to a car. The Assembly Government needs to establish the basis for everyone to make informed decisions, whether they are investing in transport or making a journey.

2.4 The Transport Framework identifies a Vision and a Strategy, which help define decision criteria. These criteria are tests against which the value of transport projects can be measured, allowing the development of integrated programmes whatever the source of funding.

2.5 If the Assembly Government is to support local communities and achieve a prosperous economy, it will be important to sustain and enable economic development, including better access for people and communities to economic opportunities within Wales and in the wider world. The Assembly Government aims to achieve this by the following measures;

   a) improving public and community transport in all areas to improve accessibility for those who do not have a car; in urban areas we have an added aim to attract people away from travelling by car;

   b) maintaining and enhancing our strategic transport corridors within Wales to provide high quality access and mobility; for internal movement and journeys and those wanting to gain access to the rest of the UK, Europe and beyond for economic, social or other reasons;

   c) facilitating the sustainable development of the full strategic potential of our major ports and Cardiff International Airport;

   d) maintaining and improving regional and local roads to preserve our assets, and to provide better access and mobility for road-based public transport, freight and private travel;

   e) contributing to the UK Government's target to increase by 80% the amount of freight moved by rail and to improve the efficiency and quality of the way we move freight by road;

   f) improving safety, health and environmental conditions particularly on our roads;

   g) increasing the amount of walking and cycling for necessary journeys, whether for the whole of short journeys or as part of a longer journey involving other means of transport.
2.6 The Assembly Government aims to achieve all this in an integrated, environmentally, socially and economically sustainable way.

**Sustainable Development**

2.7 The National Assembly for Wales has a duty, under Section 121 of the Government of Wales Act 1998, to promote sustainable development in the exercise of its functions.

2.8 The Act requires the Assembly to make a Scheme, setting out how it proposes to implement the duty, to keep it under review, publish an annual report on progress and evaluate its effectiveness every 4 years.

2.9 The Scheme was adopted by the Assembly in November 2000.

2.10 Under the Scheme, the Assembly will promote development that meets the needs of the present without compromising the ability of future generations to meet their own needs. This means that social, economic and environmental issues will be taken into account in everything the Assembly does.

**The Challenges for the transport strategy**

2.11 The Transport Framework identifies five challenges to the Assembly's aims for transport. These are:

a) **Traffic, Sustaining Public and Community Transport, Land Use Planning**

   To get people to switch to public transport and other more sustainable forms of transport, from their cars, and thus to sustain improvements to public transport infrastructure and services. In doing this, the Assembly Government needs to acknowledge the differences between rural and urban areas. If the Assembly cannot sustain the improvements to public or community transport they will not achieve the social aim to meet the needs of those who do not have a car or realise the environmental benefits. The Assembly needs to consider carefully, whether, how and where they can practically reduce road traffic.

   The Assembly needs to integrate land use planning with the impact it will have on transport and the need to travel in particular. This will take many years to have an effect.

b) **Networks**

   To prioritise the development of Assembly programmes for maintaining and developing transport networks, whether it be rail or road. The Assembly need to ensure that the infrastructure is capable of providing an adequate level of service for journeys within Wales as well as providing links to destinations beyond. The networks need significant investment for maintenance and improvement, which must be well targeted and carried out in a sustainable manner.
c) Freight

How the Assembly addresses freight issues in Wales. In the past, governments have tended to concentrate on attempting to transfer more freight to rail, which is just one important objective. At the same time as supporting the UK Government’s targets in this, the Assembly also needs to concentrate on the quality and efficiency aspects of moving freight by road.

d) Safety

On our roads we have challenging targets for improving safety by 2010. The Road Safety Strategy and programmes will need to address the priorities with the limited resources available in order to meet them. The rail industry also needs to maintain its initiatives in improving safety for rail travellers.

e) Walking and Cycling

The challenge is to make the safety, comfort and convenience of people making journeys by walking and cycling, sufficient to attract a greater number to achieve healthier lifestyles and help improve environmental conditions.

2.12 The Assembly's emphasis on improving life in our communities will mean an emphasis in transport providing a safer and better environment by:

a) listening to the needs and wishes of local communities and local groups;

b) reducing isolation and providing opportunities for rural diversification;

c) reducing speeds and setting appropriate speed limits and restricting motor vehicles access to residential streets, where appropriate;

d) contributing to well-designed and maintained environments;

e) reducing congestion;

f) facilitating walking and cycling locally by improving facilities and off-road routes;

g) reducing traffic noise;

h) improving air quality;

i) reducing accidents.

Road Traffic Reduction.

2.13 Under the Road Traffic Reduction Act 1998, the National Assembly is required to set and publish in a report, a target for road traffic reduction in Wales, with the aim of reducing the adverse environmental, social and economic impacts of road traffic, or explain why it considers that other targets or other measures are more appropriate for the purpose and provide an assessment of the impact on road traffic reduction of the other targets or other measures.

2.14 In considering how to comply with this obligation the Assembly shall have regard to:

a) the adverse impacts of road traffic

b) the mobility needs of persons with disabilities

c) the need for an adequate provision of taxi services in rural and non-rural areas
2.15 In its report under the Act, in March 2000, the Assembly Government indicated that it was inappropriate at that stage to set a single national target for traffic reduction in Wales.

2.16 The Assembly stated in its report that it intends to build on the policies in the Transport Framework and adopt a twin approach to taking forward action to combat the adverse effects of traffic. Firstly, by establishing a set of benchmarks for traffic growth in area types, by collaboration with the regional transport consortia. Secondly, by enabling local authorities to combat congestion through a range of policy measures, including an emphasis on public transport development, workplace car parking charges, Quality Bus Partnerships and Contracts.

Development of Programmes

2.17 In order to translate the spatial aims and transport strategy in the Transport Framework into action (programmes), decision criteria were needed to test the relative costs and benefits of projects, which go to make up the programmes.

2.18 A common basis of assessment for projects which all bodies use to prioritise and make decisions on programme development can help achieve the vision of a co-ordinated transport system. The UK Government's New Approach to Appraisal (NATA) was adopted by the National Assembly. The Assembly collaborated closely with the Welsh Transport Forum to develop a suitable set of assessment criteria using the NATA principles, to assist with the development of the transport programme.

2.19 Development of a transport programme will inevitably result in competing demands for the scarce resources of the Assembly and other key organisations. The guiding principle is that the programme adopted should provide overall optimal value. The programme has been developed and prioritised using the five conventional transport assessment criteria of Accessibility, Economy, Environment, Safety and Integration and the wider objectives of the sponsoring body. These criteria have helped to determine the overall value and priority of projects in meeting the wider aims of the Assembly and the particular needs of the different parts of Wales, together with the guiding principles set out in the Strategy and the Vision in the Transport Framework for Wales.

2.20 Detailed assessment criteria and objectives were developed in conjunction with the Welsh Transport Forum, a consultative body for the development of an integrated transport policy, comprising representatives of local authorities, transport operators and consumer economy and environment interests.

2.21 The Transport Framework for Wales sets out objectives for transport including the trunk road network in Wales. The trunk road Strategic Objectives in particular are set out below:

Over-arching Objective

2.22 To maintain and improve the trunk road network in Wales in a sustainable manner, taking into account the social, economic and environmental needs and obligations of the nation.
Network Objectives

2.23 The Network Objectives under the 5 assessment criteria are:

(i) **Accessibility**
- To improve strategic (national and international) and regional accessibility and mobility.
- To reduce community severance.
- To meet the needs of disabled people.
- To give priority to the core network.

(ii) **Safety**
- To contribute towards safer communities including managing the speed of traffic to appropriate levels.
- To make a positive contribution to national road safety targets.
- To provide or encourage appropriately spaced stopping/resting places and facilities on the network.
- To improve personal security for travellers and others.
- To improve the detection, response and management of incidents on the trunk road network.

(iii) **Environment**
- Improve the quality of life for people in communities close to the trunk road network.
- To promote cycling and walking, and provide opportunities for healthy lifestyles.
- To minimise any adverse effects on the environment generally; to conserve and enhance, where appropriate, landscapes, townscapes and historic and cultural resources.
- To conserve and enhance, where appropriate, biodiversity on the network through the Biodiversity Action Plan.

(iv) **Economy**
- To bring up to standard and maintain the function of the trunk road network and to improve and maintain the trunk road asset.
- To preserve and enhance the operational efficiency of the trunk road network and help meet Wales' wider economic needs in a cost effective manner.
- To monitor and reduce journey time variability on the trunk road network.
(v) Integration

- To facilitate improved interchanges between transport modes for people and freight.
- To take into account the needs for local and national planning and agriculture.
- To improve and develop travel and transport information systems.

2.24 The Corridor Objectives for the four main transport corridors in Wales are also listed in the Transport Framework. For the East - West (South) corridor these objectives are

**East-West (South) Corridor Objectives**

- To improve links between west Wales, Ireland, the English trunk road network and Europe.
- To reduce severance caused by traffic for communities on the A40 west of St Clears and the A477 in west Wales.
- To improve access to communities at the Heads of the Valleys along the A465
- To improve safety generally but in particular on the M4 east of Cardiff; the A465; the A40 and A477 west of Carmarthen;
- To design improvement schemes on the A40 within the Brecon Beacons National Park to appropriate standards for the environmental context.
- To maintain the A40 within the Brecon Beacons National Park to appropriate standards for the environmental context.
- To improve integration with the Celtic Trail cycle route.
- To improve journey times between St Clears and Haverfordwest on the A40 by at least 10%.
- To improve journey times between west Wales and the Midlands via the A465 (at least 10% between Abergavenny and Llandarcy)
- To improve journey time reliability on the M4, on the A40 between St Clears and Haverfordwest and on the A465 between Abergavenny and Llandarcy.
- To take account of the interface between the network and the strategies and plans of the SWWITCH, SWIFT and TIGER consortia and other transport authorities.
- To make available information about the current and predicted level of service on the M4 motorway and associated roads and to facilitate the delivery of integrated transport information.
3. THE 2002 TRUNK ROAD FORWARD PROGRAMME

The 2002 Trunk Road Forward Programme

3.1 The Assembly Government's programme of improvements to the trunk road and motorway network in Wales was published in March 2002 in the Trunk Road Forward Programme 2002 (TRFP) (D34) and resulted from the NATA process referred to in 2.15 above.

3.2 Traffic growth forecasts indicate that traffic volumes will continue to grow and this was taken into account in developing the 2002 TRFP, in line with the policy stated at paragraph 4.10 below.

3.3 The 2002 TRFP re-stated the Corridor and Network objectives from the Transport Framework for Wales and stated that these were used in the assessment of the scheme's prioritisation for inclusion in the Programme.

2004 Supplement to the Trunk Road Forward Programme

3.4 In order to ensure that their transport programme was aligned with their strategic priorities the Welsh Assembly Government undertook a review of the programme. The results of this review were announced as part of the publication of the TRFP 2004 Supplement. This stated the revised programme of trunk road and M4 improvement and major maintenance schemes, which formed part of a £15 billion programme of transportation improvements announced by Andrew Davies AM, the Assembly Government Minister in December 2004. This included, as Phase 2 schemes programmed to commence by April 2010, two improvement schemes along the busiest sections of the A40. These would include bypasses of Robeston Wathen and Llanddewi Velfrey. The announcement included an Information Sheet for the A40 between St Clears and Haverfordwest, reproduced at Annex A below:

4. SUPPORTING POLICY DOCUMENTS

4.1 The following Assembly Government documents are relevant to transport issues and inform, support and complement the trunk road improvement programme.

Walking and Cycling Strategy for Wales 2003 (D51)

4.2 The Assembly Government wishes to encourage the people of Wales to have healthy lifestyles and place less reliance on motorised forms of transport. In 2003 the Assembly Government published its Walking and Cycling Strategy, which stated that it would aim to promote safe cycling on the network and provide interfaces with local and national cycle routes.
In its road safety strategy, the UK government published three casualty reduction targets. From a baseline of the average number of casualties between 1994 and 1998, the targets to be achieved by the year 2010 are:

a) a 40% reduction in the total number of Killed or Seriously Injured (KSI) casualties;
b) a 50% reduction in the total number of child Killed or Seriously Injured (KSI) casualties;
c) a 10% reduction in the rate of slight casualties per 100 million vehicle kilometres travelled.

When applied to Wales, these target reductions for 2010 mean the following reductions in numbers of casualties:

a) KSI casualties down from 2008 to 1205;
b) child KSI casualties; down from 289 to 145

c) slight casualties per 100 million vehicle kilometres - down from 53 to 48

The reductions achieved to 2005 in Wales are:

a) KSI casualties – a reduction of ~ 34%;
b) child KSI casualties – a reduction of ~ 53%
c) slight casualties per 100 million vehicle kilometres - a reduction of 23%

The Welsh Assembly Government is fully committed to the sustainable management of the three Welsh National Parks. All three have now been in existence for 50 years or more, and the distinctive landscapes, biodiversity and cultural heritage and historic environment they contain, remain vital and vibrant elements of the environmental, economic and social fabric of Wales. While the role of the NPAs continues to evolve, the Parks themselves continue to attract millions of visitors each year and there is a real pride locally and nationally in what the Parks represent.

The National Parks and Access to the Countryside Act 1949 laid the foundations for the creation of the three National Parks in Wales. Snowdonia National Park was designated in 1951, Pembrokeshire Coast in 1952 and Brecon Beacons in 1957. Their managing bodies, the NPAs, were established in their current form as independent authorities in 1996 with the implementation of the Environment Act 1995.

The Welsh National Parks cover 20% of the land mass of Wales. They are pinnacles in Welsh landscape quality and are heartlands of Welsh culture. They are a very important economic resource for the country as a whole, attracting over 22 million visitors each year and their contribution to the collective identity of the nation is significant. The value of the National Parks to the economy of Wales, including as magnets for tourism inside and outside their areas and offering an important brand image for Welsh goods and services, was reflected in the report “Valuing our
Environment - National Parks", published by the National Trust and others in July 2006.

4.9 The Welsh Assembly Government published its Policy Statement for the National Parks and National Park Authorities in Wales (D53) in March 2007 and this provides a full statement on current policy.

Traffic Growth Forecasts

4.10 The Welsh Assembly Government’s policy for assessing future years traffic growth is to apply traffic growth factors to the most recently collected traffic count data or survey for the given section of road. The factors are taken from the Department of the Environment, Transport and the Regions document - “National Road Traffic Forecasts (Great Britain) 1997”. The factors are adjusted using TEMPRO (Trip End Model Presentation Program) and the relevant regional data set, both supplied by the Department for Transport.

5. SWWITCH REGIONAL TRANSPORT PLAN (RTP)

5.1 There are 5 Regional Transport Consortia in Wales and in south-west Wales the consortium is known as SWWITCH, the South West Wales Integrated Transport Consortium.

5.2 SWWITCH encompasses the south western part of Wales, including the major employment centres of Neath, Port Talbot, Swansea and Llanelli in the south-east and the important service centre of Carmarthen and the towns in the south-west in and around the coastal ports including Pembroke, Milford Haven and Fishguard and the county town of Haverfordwest.

5.3 The extensive coastline has led to the development of heavy industry in areas such as Port Talbot and Llanelli and an important role for shipping, including an international gateway links to Ireland from Pembroke Dock and Fishguard. The Pembrokeshire coastline and the Gower Peninsula boast spectacular scenery, beaches and wildlife and attract tourism, which is very important to the region. The extensive rural hinterland relies heavily on access to the main service centres for everyday facilities.

5.4 The consortium comprises representatives from Carmarthenshire County Council, Neath Port Talbot County Borough Council, The City and County of Swansea, Pembrokeshire County Council and Ceredigion County Council (observer status only). The consortium was set up in 1998.

5.5 SWWITCH have recently published, as a consultation document, their draft Outline Regional Transport Plan for South West Wales.

5.6 With respect to the trunk road network in the SWWITCH region, the Outline Plan states that the SWWITCH Joint Committee's draft vision for the regional Plan is;
"....to improve transport and access within and beyond the Region, to facilitate economic development and the development and use of more sustainable and healthier modes of transport."

5.7 The RTP draft objectives as they apply to the trunk roads in and beyond the region are:
   a) to improve the efficiency, reliability and sustainability of the movement of people and freight within and beyond south west Wales;
   b) to improve road safety and personal security in south west Wales;
   c) to implement measures which help to reduce the negative impact of transport across the region on the natural and built environment.

6. LAND ACQUISITION AND COMPENSATION

6.1 The Welsh Assembly Government acquires and manages land for the trunk road network in Wales. It is normally acquired by means of compulsory purchase procedures under the Acquisition of Land Act 1981, but sometimes on smaller schemes where only a small number of landowners would be affected, land can be acquired by agreement.

6.2 The Assembly Government's main concerns with regard to acquisition of land are:
   a) to apply the relevant legislation and policy consistently and fairly
   b) to protect, as far as is reasonably possible, the rights of those affected.

6.3 The Assembly Government has published a number of information booklets on related compensation issues and these available from the address below or can be found and downloaded from the Assembly Government's website at www.wales.gov.uk

   Booklets available from :
   Mrs Helen Burr (TP&A3)
   Transport Wales
   Welsh Assembly Government
   Cathays Park
   Cardiff CF10 3NQ

7. STATUTORY ORDERS


7.2 Line Order - This establishes the line or route of the new trunk road and the road that will cease to be trunk road.

7.3 Side Roads Order - this identifies the highways and accesses that need to be improved or stopped-up and the new highways and accesses to replace them or that they replace.
7.4 Compulsory Purchase Order - identifies all the plots of land, rights and licence required to construct the scheme, allow it to operate and be maintained.

7.5 Draft Orders are open to objection, which, if unresolved, may lead to a Public Local Inquiry. It is customary in Transport Wales to publish the draft Orders concurrently so that they can be dealt with at one Inquiry, if necessary.
TRANSPORT WALES
TRAFNIDIAETH CYMRU

Getting you there!
Hwyluso’ch ffordd!

A40 St Clears to Haverfordwest

The A40 in West Wales forms one of the lowest standard sections of the Trans European Road Network in the United Kingdom. A study to determine the proposed strategy for improvement has concluded that dualing of the existing road may be justified in the long-term with current traffic growth forecasts. However, single carriageway improvements, which include relief roads for Robeston Wathen and Llanddewi Velfrey, were recommended for early implementation. These recommendations have been accepted.

The early improvements comprise two major schemes:

- Penblewin – Slebech Park Improvement
- Llanddewi Velfrey - Penblewin Improvement

The Penblewin to Slebech Park Improvement scheme includes a relief road for Robeston Wathen and a climbing lane west of the Canaston junction. The Llanddewi Velfrey to Penblewin Improvement scheme includes the relief road for Llanddewi Velfrey.

The schemes would:

- Provide relief from the effects of community severance caused by trunk road traffic
- Provide greater opportunity for safe overtaking
- Reduce the number of accidents
- Improve journey time reliability

Both schemes are included in Phase 2 of the Trunk Road Forward Programme, which means they could be ready to start by April 2010. It is proposed that they will be constructed consecutively, with the Penblewin – Slebech Park Improvement programmed to start first.
WELSH ASSEMBLY GOVERNMENT

A40 PENBLEWIN TO SLEBECH PARK IMPROVEMENT

WELSH ASSEMBLY GOVERNMENT'S CHIEF WITNESS EVIDENCE

Part B

Given by:

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Project Engineer/Chief Witness
New Roads Unit
Transport Wales

June 2007
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FOREWORD

I am Martyn Leech and I am the promoting authority's Project Engineer and Chief Witness for the Welsh Assembly Government for this Inquiry. I am a Chartered Civil Engineer and have worked for the Welsh Assembly Government and the Welsh Office previously, in this capacity since 1990.

In my evidence, on behalf of the Assembly Government, I will describe the significance of the A40 trunk road in Pembrokeshire, its existing condition and problems and the background to the scheme proposals that are the subject of the Inquiry. I will outline the reasons why the Assembly Government believes that the scheme is needed in relation to Assembly transport policy, summarised in Part A and state the Assembly Government's aims and design principles for the improvement scheme.

I will then describe the proposals as published in the draft Orders. The details of the engineering design and the measures proposed to mitigate for the impacts of the scheme on the community and the environment, are given in the proofs of the expert witnesses available to support the promoting authority's case.

Finally, I will comment on the economic viability of the proposals and state to what extent the Assembly Government's aims, design principles and objectives would be met, if the scheme was completed.
STATEMENT OF THE WELSH ASSEMBLY GOVERNMENT'S
CHIEF WITNESS

1 INTRODUCTION

1.1 The Welsh Assembly Government is the promoting authority for the A40 Penblewin to Slebech Park Improvement scheme and published the draft Orders described below.

1.2 The Assembly Government published its Statement of Case on 11th April 2007 and this was distributed to all persons and organisations that responded by objection or representation or wrote a letter of support to the draft Orders. This document is the Statement of the Welsh Assembly Government's Chief Witness and is a more detailed and comprehensive version of the Statement of Case.

1.3 This statement describes the published draft Orders, the significance of the A40 trunk road, the existing conditions, problems and need for intervention, the history and development of the scheme to address the problems and why the Assembly Government considers that the published scheme is the most appropriate solution to address the problems and objectives. A brief summary of the objections, representations and support received by the Assembly Government has been included. Documents referred to in this statement are either included in the Deposit Document list in Section 10, available for inspection at the three deposit points stated at paragraph 10.2, or would be available for inspection as Library Documents at the Inquiry. Each document referred to in this statement is annotated with "D" for and a unique reference number given in brackets after each reference to the document.

The Published Proposals

The draft Line Order

1.4 The draft Line Order (D2), under Sections 10, 12 and 106 of the Highways Act 1980, was published on 13th December 2006 and is entitled:

“The London to Fishguard Trunk Road (A40) (Penblewin to Slebech Park Improvement) Order 200-”

This Order, if made would authorise the construction of a new trunk road as described in Schedule 1 to the Order; the authorising of the length of road that would cease to be trunk road described in Schedule 2 and the construction of a bridge over the navigable waters of the Eastern Cleddau as described in Schedule 3.

The draft Side Roads Order

1.5 The draft Side Roads Order (D3), under Sections 12, 14, 125 and 268 of the Highways Act 1980, was published on 13th December 2006 and is entitled:
“The London to Fishguard Trunk Road (A40) (Penblewin to Slebech Park Improvement Side Roads) Order 200-”

This draft Order, if confirmed, would authorise the National Assembly for Wales to:

a) carry out the improvement of highways;
b) stop up highways or areas of highway;
c) construct new highways;
d) stop up private means of access to premises;
e) provide new means of access to premises; and
f) temporarily close highways.

1.6 The detail of the proposed alterations to the existing trunk road, side roads, designated public footpaths and private mean of access is provided at Annex A to this Statement. In brief, the changes that the Line Order and Side Roads Order would introduce are:

a) the construction of approximately 2.67 kilometres of new trunk road starting on the A40 trunk road about 58 metres south east of its junction with the unclassified road leading to Llawhaden and terminating on the A40 trunk road about 420 metres east of its junction with the B4314;
b) the construction of a new roundabout junction about 292 metres south east of the A40 trunk road’s junction with the A4075;
c) the construction of a new roundabout junction about 278 metres south east of the A40 trunk road’s junction with the B4314;
d) the improvement / widening of the A40 trunk road from a point just west of Toch Lane to the western commencement of the new trunk road;
e) the improvement of the A40 trunk road from the eastern termination of the new trunk road to just west of Flimstone Lane;
f) de-trunking of approximately 0.53 kilometres of the existing A40 starting at a point on the trunk road about 53 metres south east of its junction with the unclassified road leading to Llawhaden and terminating at a point on the trunk road about 305 metres east of its junction with the A4075;
g) de-trunking of approximately 1.91 kilometres of the existing A40, starting at a point about 337 metres east of its junction with the A4075 and terminating at a point on the trunk road about 245 metres east of its junction with the B4314;
h) a new bridge over the navigable waterway known as the Eastern Cleddau adjacent to and a clear distance of approximately 12 metres south of the existing A40 Canaston Bridge structure, about 1.8 kilometres west of Robeston Wathen; and
alterations to existing roads, private means of access and public footpaths made necessary by the proposals for the new trunk road, side roads and junctions. These are described in detail in Annex A.

The draft Compulsory Purchase Order

1.7 An associated draft Compulsory Purchase Order (D6), under Sections 239, 240 and 246 of the Highways Act 1980 and Section 2 and Schedule 2 of the Acquisition of Land Act 1981, was published on 10 January 2007 and is entitled:

“The National Assembly for Wales (The London to Fishguard Trunk Road (A40) Penblewin to Siebech Park Improvement) Compulsory Purchase Order 200-”

This draft Order, if confirmed, would authorise the National Assembly for Wales to compulsorily purchase the land and the new rights over land described in the Order, necessary for the construction, operation and maintenance of the scheme. This accords with the Assembly's normal procedures as set out in Section 6 of Part A - Policy Statement, for schemes other than those termed as 'small'.

1.8 The Assembly Government is satisfied that the published draft Compulsory Purchase Order (CPO) identifies the minimum land and rights necessary for the construction, operation and future maintenance of the new trunk road, associated side road works and ancillary works, as described in paragraph 1.6 above and Annex A and to mitigate the impact of the new road on the environment.

The Environmental Statement

1.9 The effects of the proposals on the environment and the mitigation measures proposed to reduce their impact, are described in the Environmental Statement (D9). This was prepared in accordance with the EC Directive 85/337 (amended by Directive 97/11/EC), as applied by Section 105A of the Highways Act 1980 (implemented by the Highways (Assessment of Environmental Effects) Regulations 1999 - SI No 369) and as described in the Notice of Determination (D12) and was published with the draft Line and Side Road Orders on the 13th December 2006. The Non-Technical Summary (D11) was also published as part of the Environmental Statement.

1.10 In addition to the Environmental Statement (ES), a Statement to Inform an Appropriate Assessment (D17) of the potential effects of the scheme on three Special Areas of Conservation (SACs) has been prepared and included in the ES as Annex 15 of Technical Appendix 4 - Ecology and Nature Conservation.

Modifications to the Draft Orders

1.11 Subsequent to the publication of the draft Orders some modifications have been proposed. These will be submitted to the Public Inquiry. Agreement has been sought from all those affected by the proposed modifications to the draft Orders.
1.12 Copies of all written correspondence issued by the Assembly with respect to the consultations, together with any replies received will be laid before the Inspector at the Inquiry.

**General Issues**

1.13 The draft Orders, Explanatory Statement (D5) and Statement of Reasons (D8), together with a copy of the Environmental Statement (D9) for the scheme, were placed on deposit for public scrutiny on the date they were published. At the same time, copies of the draft Orders, Explanatory Statement and the Statement of Reasons were sent to affected landowners, statutory and non-statutory bodies.

1.14 The published proposals are consistent with the policies of the Welsh Assembly Government for improving transport infrastructure in Wales. A brief resume of the Assembly Government's policies and how they relate to the trunk road network and the A40 in particular, is in Part A of this Statement.

1.15 The Assembly Government is satisfied that all the necessary statutory procedures in connection with the publication of the draft Orders and the planning of the Public Local Inquiry have been completed, including the serving of Notices and ensuring that deposited documents and Notices are available to the public at the prescribed locations.

1.16 Interested organisations and members of the general public were given the opportunity to question the design team and Assembly Government officials at an Exhibition of the draft Orders, held at the Robeston Wathen village hall on the 17th - 18th January 2007. The period for receipt of objections and representations to the draft Orders ended on the 31st January 2007. A summary of the number and nature of letters of objection and representation and letters of support received by the Assembly is in Section 8 below.

1.17 On consideration of the responses to the draft Orders, the then Assembly Minister for Enterprise, Innovation and Networks decided that a Public Local Inquiry should be held.

1.18 Notice of the holding of a Public Local Inquiry into the draft Orders referred to in this statement, was given by the Welsh Assembly Government on 28th February 2007 (D27). The Inquiry will be held before an independent Inspector nominated by the Planning Inspectorate. The purpose of the Inquiry is for the Inspector to hear the promoting authority’s case and consider objections and representations to the published draft Orders. The Inspector will then submit a report to the Welsh Assembly Government with his considerations and recommendations.

1.19 The Assembly Government intends to call upon expert witnesses to present evidence in support of this Statement to demonstrate that;

a) the published proposals comply with the policy, aims and objectives of the Welsh Assembly Government;
b) the scheme design complies, in principle, with current design standards;
c) due regard has been taken of the status of the Pembrokeshire Coast National Park and the Special Areas of Conservation (SACs);
d) appropriate measures would be provided to mitigate the adverse impacts of the scheme on people and the environment and
e) the scheme has benefited from the contractor's early involvement and commitment in the development of the design.

1.20 Transport Wales is satisfied that the expert witness evidence it will present, will demonstrate that the proposals would meet the General Principles and Specific Scheme Objectives set by the Welsh Assembly Government, described below.

**General Principles:**
a) avoid impact on the Pembrokeshire Coast National Park or minimise impact if avoidance is not practical;
b) avoid impact on statutorily designated areas such as SSSIs, SACs;
c) provide a cost effective improvement that demonstrates value for money;
d) minimise the number of private accesses onto single carriageway options;
e) be to full standard design ie up to 100kph (60mph) design speed for single carriageway options;
f) achieve a balanced earthworks profile ie excavated material equals fill material, thereby minimising disposal off site;
g) relieve the community of Robeston Wathen of trunk road traffic.

**Specific Scheme Objectives:**
a) to provide a single carriageway improvement with safe overtaking opportunity in both eastbound and westbound directions, in accordance with the Design Manual for Roads and Bridges (DMRB);

Note: the DMRB is mandatory for use on trunk roads but advisory only for non-trunk roads;

b) design the single carriageway improvement so that any future upgrade to dual carriageway standard is not inhibited and could be constructed with the minimum of alteration;

c) ensure that the design and construction is undertaken so that the net impact on the environment is minimised. In particular ensure that better protection from road run-off than is currently the case, is provided, both for Cleddau Rivers SAC and the Welsh Water river water abstraction point from the Eastern Cleddau;

d) provide a residual pavement life of 40 years for new pavements and 20 years for existing pavement excluding sections of de-trunked road;

e) utilise innovative design and sustainable construction methods to optimise cost effectiveness (including whole life costs) and minimise the impact on the local and the travelling public during construction;
f) conserve and where practicable enhance the existing rural landscape character of the route corridor; and

g) conserve and where practicable enhance biodiversity within the highway corridor, in accordance with Trunk Road Biodiversity Action Plan (TREBAP) (D37).

In addition the Assembly Government required that the scheme should achieve these objectives at an affordable cost, with close co-operation with the contractor, his designer and others in the supply chain. The scheme should provide best and whole life value and be delivered on time, subject to the constraints of the statutory process.
2 THE SIGNIFICANCE OF THE A40 TRUNK ROAD

2.1 The A40 trunk road, together with the A48, A477 and M4 motorway, forms part of the Trans European Network-Transport (TEN-T) in South West Wales and is a strategically important link between the national motorway network and the port of Fishguard, from which a ferry service operates to Ireland. The A40 in West Wales currently forms the lowest standard section of the TEN-T in the United Kingdom.

2.2 The A40 is to dual carriageway standard from its junction with the A48 trunk road at Carmarthen, up to its junction with the A477 at St Clears roundabout, from where both the A40 and A477 continue westward, with similar traffic volumes, to single carriageway standard. Both the A477 - the route to the ferry port of Pembroke Dock and the coastal resorts of south Pembrokeshire and the A40 - the route to the ferry port of Fishguard and the county town of Haverfordwest, have undergone a programme of road improvement schemes in the last 20 years. For the A40 these include:

- Pontyfenni Bypass - completed in 1985
- Pengawse Improvement - completed in 1988
- Haverfordwest Roads Schemes - completed in 1988
- Haverfordwest Eastern Bypass - completed in 1990
- Picketts Gate Improvement - completed in 1990
- Whitland Bypass - completed in 1996
- Fishguard Western Bypass - completed in 2000.

2.3 As a main arterial route into Pembrokeshire, the A40 serves the County town of Haverfordwest, the ferry port of Fishguard and as an alternative route to the A477 for the industrial area around Milford Haven. It also serves as the main tourist route to the north Pembrokeshire coastal resorts.

2.4 The Assembly Government's strategy for a co-ordinated improvement in transport infrastructure is described in its Transport Framework for Wales 2001 (D33). This defines the Assembly Government's strategic objectives for trunk roads and this is described in more detail in Part A - Policy Statement.

2.5 The transportation studies of the A40 corridor, undertaken since 1996, established that, in order to provide the transport infrastructure to meet the objectives and aims of the Welsh Assembly Government's strategic policies, the A40 trunk road, west of St Clears, needed improvement.

2.6 This scheme is the first of two improvement schemes for the A40 included in the Trunk Road Forward Programme 2004, which the Assembly Government proposes to complete by 2012.
3. EXISTING CONDITIONS AND NEED FOR THE SCHEME

3.1 The section of the A40 between St Clears and Haverfordwest exhibits the following problems:

a) a lack of adequate safe overtaking opportunity on the A40 between Pengawse Hill and Haverfordwest;
b) a large number of private accesses onto the trunk road;
c) a high number of personal injury accidents on the trunk road particularly at the A4075 junction near Canaston Bridge;
d) a lack of journey time reliability;

In particular, the section of the A40 between Penblewin and Slebech Park exhibits the following problems and deficiencies:

e) a lack of facility for non-motorised road users to cross the trunk road and Eastern Cleddau river near Canaston Bridge. Pedestrians, cyclists and equestrians wishing to travel along the Landsker Borderlands Trail or in a north-south direction in the vicinity of Canaston Bridge have no option but to cross the trunk road where vehicle speeds are high;
f) a sub-standard alignment of the trunk road through Robeston Wathen;
g) a speed restriction of 30mph is in force through the village;
h) the road width is less than 7m in places; and
i) the effects of community severance due to trunk road traffic in Robeston Wathen;

3.2 The proportion of heavy goods vehicles on this trunk road is currently about 10% of the total traffic and this, coupled with the agricultural traffic that uses the road, can lead to 'platooning' of vehicles behind a slow moving vehicle. Overtaking opportunities are available in both directions between St Clears and the top of Pengawse Hill, but west of this point there is limited opportunity for safe overtaking. As a result, drivers can get frustrated and accidents can occur.

3.3 The trunk road also passes through the villages of Llanddewi Velfrey and Robeston Wathen, where 40 mph and 30 mph speed restrictions are in force respectively. This, coupled with the lack of overtaking opportunity, driver frustration and resulting accidents, contributes to a lack of journey time reliability for the private motorist, long distance freight operators and the local business community.

3.4 The Assembly Government considers that these problems would be best addressed by a road improvement and a bypass for Robeston Wathen, which would improve the quality of life for the village community, improve safety for all road users and improve journey time reliability.
4. BACKGROUND TO THE SCHEME PROPOSALS

4.1 The investigations into a bypass for Robeston Wathen commenced over thirty years ago and following a public consultation in 1994, culminated in a Preferred Route announcement in 1996.

4.2 Prior to the public consultation in 1994, routes to the south and north of the village were investigated, but the northern corridor was rejected due to a combination of alignment and environmental constraints. Two southern corridor routes were put to public consultation in 1994 and these were the Red Route and the Blue Route, described in the consultation brochure (D31). The Secretary of State for Wales announced in 1996 that the Red Route, modified to keep Woodford Lane open, was the Preferred Route and would be protected for planning purposes (D32).

4.3 The Preferred Route announcement also stated that the A4075/A40 junction would be improved and that access would be maintained along Woodford Lane.

4.4 In 1997 the Welsh Office awarded an early contractor involvement (ECI) contract for the Robeston Wathen bypass and design work proceeded towards publication of draft Orders in 1998. However these draft Orders were not published, as a national review of the trunk road programme took place in 1998 and the scheme was re-programmed.

4.5 A feasibility desk-top study into a dualling of the A40 between St Clears and Haverfordwest was undertaken for the Welsh Office in 1997 by Howard Humphreys & Partners. Their report (D45) concluded that should the Welsh Office proceed with improving the A40 between St Clears and Haverfordwest, a dual carriageway improvement, constructed in three phases could be justified in traffic and economic terms. However, this was based upon utilising a simple widening of the existing alignment.

4.6 In 1998 the Babtie Group undertook a multi-modal study of the A40 and A477 corridors and their report was published in May 1999. An Executive Summary report was produced summarising their findings (D42). The report concluded that improvements to public transport in the area would lead to only a small reduction in traffic volumes on the A477/A40 trunk road network. The Assembly Government was, as a result, satisfied that improvements to the A477 and A40 were necessary.

4.7 In 2001, the National Assembly for Wales published the Transport Framework for Wales (D33). This stated that, following the studies on the east-west transport corridor in West Wales, the Welsh Assembly Government was satisfied that the A40 trunk road west of St Clears needed improving.

4.8 The Welsh Assembly Government, in its Trunk Road Forward Programme (TRFP) 2002 (D34), re-stated that it was satisfied that improvement of the A40 between St Clears and Haverfordwest was needed and that economic benefits would accrue, but that a study of the environmental impacts of both dual and single carriageway standards was required before a decision on the standard of improvement could be made.

4.9 The Assembly appointed the consulting engineers Parsons Brinckerhoff (PB) to undertake the A40 West of St Clears study. Their study team included the environmental consultants TACP and the economic advisors Berkeley Hanover. The study team initially established an Environmental Liaison Group (ELG)
comprising representatives of Transport Wales, their consultants, Pembrokeshire and Carmarthenshire County Councils, Cadw, the Environment Agency, Countryside Council for Wales (CCW) and Pembrokeshire Coast National Park. Before any route options were investigated, the ELG accepted that the Assembly Government policy for option appraisal, pending the introduction of their own transport appraisal guidance, was to use the draft Scottish Executive assessment and appraisal methodology, known as Scottish Transport Appraisal Guidance (STAG). This required the setting of planning objectives against which options would be appraised.

4.10 The planning objectives for the study, determined by the Assembly Government and agreed by the ELG, were derived from the Corridor and Network objectives stated in the Transport Framework for Wales (D33) The derivation of the Planning (Scheme) Objectives is described in Part A - Policy Statement.

4.11 The study was undertaken in two stages:

(a) A Stage 1 Corridor Assessment identified that route options within the broad confines of the existing road corridor would best meet the Planning Objectives.

(b) The second stage of the assessment considered the environmental impact of both single and dual carriageway route options in eight defined sections of that corridor. It also considered the traffic and economic assessment of all the options and included an investigation into the wider economic impacts of both single and dual carriageway standards.

4.12 The study concluded, as described in the Stage 1 Scheme Assessment Report, dated August 2004 (D44), that while the environmental impacts of either standard would be broadly similar, the review of the traffic and wider economic impacts had revealed that only enhanced single-carriageway standards could be justified.

4.13 In December 2004, Andrew Davies AM, the then Assembly Government Minister for Transport, Planning and Environment, announced the 2004 Supplement to the Trunk Road Forward Programme (TRFP) (D35). This stated that two improvement schemes for the A40 would be progressed as Phase 2 schemes that could be ready to start by April 2010. These schemes were:

- A40 Penblewin – Slebech Park Improvement (inc Robeston Wathen Bypass)
- A40 Llanddewi Velfrey – Penblewin Improvement

4.14 In March 2005, the Assembly Government held a Public Exhibition at Robeston Wathen Village Hall to inform the public on progress made since 1996 and the plan to develop the original bypass scheme (D36).

4.15 In August 2005, the Assembly Government awarded an early contractor involvement contract to Costain Ltd for the design and construction of the Penblewin to Slebech Park scheme. This form of contract is a design and build contract in which the National Assembly for Wales appoints a contractor-led team to design the scheme from the preferred route stage and assist in the publication of draft Orders and the progression of the scheme through the statutory process. Subject to confirmation of the Orders, Costain Ltd would be contracted to construct
4.16 The Costain team, under the direction of Transport Wales, have consulted widely and developed the scheme for publication of the draft Orders, taking into account the specific scheme objectives and general principles set out by the Assembly Government and described in 1.20 above.

5. STANDARDS OF THE PROPOSALS

5.1 The scheme has been designed in accordance with the current standards adopted by the Welsh Assembly Government as set down in the Design Manual for Roads and Bridges (DMRB) published by the Stationery Office. The Proof of Evidence for Highway and Traffic Engineering describes the scheme in detail.

5.2 To address the problems identified in paragraph 3.1 above, the Assembly Government determined that the designer of the scheme should give consideration to the lack of overtaking opportunity and, if appropriate, the use of relaxations and departures from standard.

Overtaking provision

5.3 In order to address the lack of safe overtaking provision, identified as a current deficiency on the A40 west of St Clears, the Welsh Assembly Government has, for this scheme, approved the use of a draft design standard (D39), due to be published later in 2007, for the design and implementation of a three lane configuration known as a '2+1 road' layout, successfully implemented by Transport Scotland and the Highways Agency for a number of their schemes.

5.4 It is widely recognised in the UK that there is a large gap, in terms of capacity, cost and safe overtaking provision, between single carriageways and dual carriageways. The significant cost associated with the provision of dual carriageway encouraged the Highways Agency to consider alternative means of increasing capacity and overtaking opportunity. This led to the development of the three lane '2+1 road' layout, consisting of two lanes in one direction of travel and one lane in the opposing direction, separated by double white lines, one metre apart with red surfacing infill, hatched with white lines.

5.5 This 2+1 lane configuration is intended to be a sequence of overtaking opportunities in alternating directions along a route, to reduce driver frustration resulting from the current lack of overtaking opportunity. It differs from the concept of climbing lanes in that provision does not depend upon the road gradient or forward visibility, with the red surfacing providing enhanced visual identification of the double white lines and warning of the prohibition.

5.6 The scheme would include two sections of '2+1 road' layout, one westbound and one eastbound from Canaston Bridge Roundabout, providing safe overtaking opportunity in both directions. This would be the first time this layout would be used in Wales. As the design standard is currently only 'draft', its use has been recorded
as a Departure from Standard and has been approved by the Chief Highway Engineer of Transport Wales.

5.7 The application of this draft standard to the scheme is described in more detail in the Proof of Evidence for Highway and Traffic Engineering

Relaxations and Departures from Standards.

5.8 Where it would be beneficial to the scheme, such as reducing environmental impacts, relaxations in standard are permitted within the DMRB.

5.9 Permitted ‘relaxations’ have been incorporated into this scheme in order to maximise the use of the existing carriageway and to minimise environmental impacts.

5.10 In situations of exceptional difficulty, which cannot be overcome by relaxations, it is possible to adopt Departures from Standards.

5.11 A total of 7 Departures from Standards have been approved for use on the trunk road element of the scheme and a total of 12 Departures from Standards have been approved for use on the non-trunk road elements of the scheme. The application of these relaxations and approved departures will be presented in the Proof of Evidence for Highway and Traffic Engineering.

5.12 The Assembly Government is satisfied that safety would not be compromised as a result of these Departures.

Description of the scheme

5.13 A detailed description of the scheme is to be found in the Proof of Evidence for Highway and Traffic Engineering

6. ENVIRONMENTAL EFFECTS OF THE SCHEME

6.1 As stated in paragraph 4.9 above, an Environmental Liaison Group (ELG) was established with environmental stakeholders as a forum for consultation on environmental assessment and appraisal. This forum has continued throughout the design development process for this scheme.

6.2 The effects of the proposals on the environment and the mitigation measures proposed to reduce the impact, are described in the Environmental Statement (D9), which has been placed on deposit.

6.3 The Assembly Government is satisfied that the contractor's design team have undertaken sufficient environmental survey, assessed the potential impacts of the proposals, consulted widely and that the published proposals reflect the scope and conclusions drawn from the assessment. In particular the Assembly Government is satisfied that the issues regarding the special status of the National Park and the SAC and the potential for adverse impacts on these from the scheme, have been
discussed and agreed with the Pembrokeshire Coast National Park Authority, the Countryside Council for Wales and the Environment Agency (Wales).

6.4 A summary of the main elements of the environmental assessment is provided in the Proof of Evidence on Environmental Issues. The Assembly Government will call upon other expert witnesses to provide evidence in support of the Statement, as necessary.

7. COST AND ECONOMIC BENEFITS OF THE SCHEME

7.1 The Contractor's initial estimate of the cost of design and construction of the scheme is reported in the Proof of Evidence for Highway and Traffic Engineering. This Proof of Evidence also describes the method of assessing the economic performance of the proposals in terms of the ratio of benefits to cost.

7.2 Based upon this evidence, the Assembly Government is satisfied that the A40 Penblewin to Slebech Park Improvement scheme, represents value for money and can confirm that sufficient funding has been programmed for completion of the scheme, subject to satisfactory completion of the statutory procedures.

8. OBJECTIONS, REPRESENTATIONS AND SUPPORT

8.1 Copies of all correspondence received by the Assembly Government and the responses given have been laid before the Public Inquiry Inspector for his consideration.

8.2 A total of 16 letters of objection and 17 letters of representation to the A40 draft Line, Side Roads and Compulsory Purchase Orders have been received. The responses to these letters have been drafted as if they were all letters of objection, although those deemed not to be specifically objection letters were classified as representations.

8.3 Of the 16 letters of objection, to date (June 2007) one has been withdrawn formally, seven others have indicated that are likely to be withdrawn and the remainder are currently the subject of discussion.

8.4 Of the 17 letters of representation, a total of 12 have reached the stage where the representations made have been addressed and no further representation is anticipated. The remaining 5 are still the subject of further correspondence.

8.5 The objections and representations made were not specifically related to a specific Order and referred to a combination of them.

8.6 13 letters of support have been received.
9. CONCLUSIONS

9.1 The published scheme, described by the draft Orders, has been designed to current highway standards, with relaxations and departures from standards implemented where overall benefit, without compromising road safety, could be achieved.

9.2 The design, with its extensive environmental mitigation proposals, would enable the scheme to be integrated into the landscape with the minimum environmental impact.

9.3 The proposal would comply with the specific scheme objectives and general principles for the scheme and would meet the Assembly Government's commitment to improve transport infrastructure in Wales.

9.4 There would be significant benefits overall for the community and for the travelling public from the removal of trunk road traffic from the centre of Robeston Wathen. The additional overtaking provision would reduce driver frustration and improve road safety. There would be benefits for pedestrians, cyclists and equestrians from the safer means of crossing the trunk road and the use of the de-trunked road through the village. The provision of improved road drainage would reduce the risk of contamination of the Eastern Cleddau and to the raw river water abstraction facility.

9.5 At the Public Local Inquiry, the Welsh Assembly Government will ask the Inspector to recommend to the Assembly Minister for Economy and Transport that the Line Order, Side Roads Order and Compulsory Purchase Order be made as published and as amended by the modifications presented at the Inquiry.
10. DOCUMENTS PLACED ON DEPOSIT

10.1 The following documents have been placed on deposit.

D 1 The Statement of Case on behalf of the Welsh Assembly Government.

D 2 The London to Fishguard Trunk Road (A40) (Penblewin to Slebech Park Improvement) Order 200- and associated plans and schedules.

D 3 The London to Fishguard Trunk Road (A40) (Penblewin to Slebech Park Improvement Side Roads) Order 200- and associated plans and schedules.

D 4 The Public Notice announcing the publication of the two above draft Line and Side Roads Orders

D 5 The Explanatory Statement explaining the proposals contained in Docs 2 & 3 relating to the draft Line and Side Roads Orders

D 6 The National Assembly for Wales (The London to Fishguard Trunk Road (A40) Penblewin to Slebech Park Improvement) Compulsory Purchase Order 200- and associated plans and schedules.

D 7 The Public Notice announcing the publication of the above draft Compulsory Purchase Order

D 8 The Statement of Reasons explaining the proposals contained in the above draft Compulsory Purchase Order

D 9 A40 Penblewin to Slebech Park Improvement Environmental Statement – Volume 1

D 10 A40 Penblewin to Slebech Park Improvement Environmental Statement – Volume 1a - Figures to Volume1

D 11 A40 Penblewin to Slebech Park Improvement Environmental Statement - Non-Technical Summary

D 12 A40 Penblewin to Slebech Park Improvement Environmental Impact Assessment Determination Notice

D 13 A40 Penblewin to Slebech Park Improvement Environmental Statement – Volume 2, Technical Appendix 1 – Air Quality

D 14 A40 Penblewin to Slebech Park Improvement Environmental Statement – Volume 2, Technical Appendix 2 – Cultural Heritage

D 15 A40 Penblewin to Slebech Park Improvement Environmental Statement – Volume 2, Technical Appendix 3 – Disruption due to Construction

D 35  2004 Supplement to the Trunk Road Forward Programme
D 36  Public Exhibition Brochure 2005
D 37  Trunk Road Biodiversity Action Plan (TREBAP)
D 39  The Design Manual for Roads and Bridges Volume 6 Departmental Standard TD XX/XX ‘2+1 Roads’ – August 2005 [Draft 3.4]
D 40  Lighting of Rural Roundabouts
D 41  Calculation of Road Traffic Noise, HMSO
D 42  A40 St Clears - Haverfordwest - Multi Modal Corridor Study - Executive Summary Report by Babtie - May 1999
D 43  Dualling the A40: Moving Prosperity Westward - Cardiff Business School 1998
D 44  A40 West of St Clears - Stage 1 Scheme Assessment Report 2004
D 45  A40 Haverfordwest - St Clears Dual Carriageway Improvement - Desktop Feasibility Study (Main report volume) January 1998 - Howard Humphreys.

Additional documents referred to in submitted Assembly Government Proofs of Evidence
D 46  BetterWales.com 2000
D 47  Wales: A Better Country 2003
D 48  Making the Connections: Delivering Better Services in Wales 2004
D 49  Wales Spatial Plan 2004
D 50  Environment Strategy for Wales 2006
D 51  Walking and Cycling Strategy for Wales 2003
D 52  Road Safety Strategy for Wales 2003
D 53  Policy Statement for the National Parks and National Park Authorities in Wales 2007
D 54  Wales: A Vibrant Economy 2006
10.2 These documents have been placed on deposit and may be seen at all reasonably convenient hours in the offices of:

Transport Wales
Welsh Assembly Government
Cathays Park
CARDIFF CF10 3NQ

Pembrokeshire County Council
County Hall
Haverfordwest
Pembrokeshire SA61 1TP

Queens Hall
High Street
Narberth
Pembrokeshire SA67 7AS
DETAILS OF THE PUBLISHED PROPOSALS

The draft Line Order

A.1 The proposed alignment of the new trunk road is shown on the draft Line Order Plan, published in accordance with Sections 10, 12 and 106 of the Highways Act 1980. This Order would also authorise the Assembly Government to construct a new bridge over the navigable waters of the Eastern Cleddau and to de-trunk lengths of road that will cease to be trunk road from the date that the Assembly Government notifies the local authority of that intention, after the opening of the new trunk road to traffic.

The draft Side Roads Order

A.2 The proposed alterations to the existing trunk road, side roads, designated public footpaths and private means of access, are shown on the draft Side Roads Order plans, published in accordance with Sections 12, 14, 125 and 268 of the Highways Act 1980 and described below.

Site Plan No. 1 - Highways to be Improved

A.3 Toch Lane would be improved for a distance of 70 metres northwards from its junction with the A40 trunk road. Horizontal and vertical alignment improvements and widening would tie into the widened A40 Trunk Road.

A.4 The unclassified road leading to Llawhaden would be improved for a distance of 113 metres northwards from its junction with the A40 trunk road. Horizontal and vertical alignment improvements would tie into a new and diverted section of the unclassified road leading to Llawhaden.

A.5 The A40 would be improved and de-trunked from its junction with the unclassified road leading to Llawhaden for a distance of 562 metres generally eastwards, extending onto Site Plan 2. Horizontal and vertical alignment improvements to and narrowing of this de-trunked length of the A40 would form a new and diverted section of the unclassified road leading to Llawhaden.

Site Plan No. 1 - Highways to be Stopped Up and New Highways

A.6 The Landsker Borderlands Trail permissive path would be stopped-up for a distance of 12 metres southwards from where it joins the existing boundary fence of the A40 trunk road. This would be replaced by 1/A, a new combined footpath, bridleway and cycletrack commencing at the existing Landsker Borderlands Trail, 12 metres south of the existing A40 boundary, initially for 318 metres generally in an east-south-east direction across Toch Brook to a proposed underpass, then for 23 metres north-eastwards beneath the proposed A40 and then for 106 metres west-north-westwards to join the new Public Footpath 1/B.

A.7 Public Footpath FP 20/26 would be stopped-up for a distance of 20 metres northwards from where it connects with the A40 trunk road carriageway. This would be replaced by 1/B, a new footpath from a point 20 metres to the north from where Public Footpath FP 20/26 connects with the A40 trunk road carriageway for a
distance of 174 metres generally in a south-east direction to join the new combined footpath, bridleway and cycletrack, 1/A.

**Site Plan No. 1 - Private Means of Access to be Stopped Up and New Means of Access**

A.8 The private access 1/1 to field OS 0006 off the southern boundary of the A40 trunk road would be stopped-up at a point 162 metres west of its access to High Toch Farm. Access would be maintained via an existing access through adjacent field OS 2300.

A.9 The private access 1/2 to field OS B0002 off the eastern boundary of the Toch Lane junction with the A40 trunk road would be stopped-up. This would be replaced by new access 1/2a, and would include a new 11 metre length of joint P.M.A., serving Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm, off Toch Lane from a point 344 metres south-south-west of the south-west corner of Lower Toch Farm in a south-easterly direction. Access along this P.M.A. would also be required by Mr B Radcliffe, Colby Farm, Mr K & Mrs H Wilcox, Pontyclun, and the National Assembly for Wales.

A.10 The private access 1/3 to field B0003 would be stopped-up from a point on the northern boundary of the A40 trunk road 380 metres east of the junction with Toch Lane. This would be replaced by new access 1/3a, and would include a new 380 metre length of joint P.M.A., serving Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm, off Toch Lane from a point 344 metres south-south-west of the south-west corner of Lower Toch Farm in a generally easterly direction. Access along this P.M.A. would also be required by Mr B Radcliffe, Colby Farm, Mr K & Mrs H Wilcox, Pontyclun and the National Assembly for Wales.

A.11 The private access track 1/4 to Ridgeway Farm and fields B0005, B0006, and B0007, would be stopped-up for a distance of 80 metres off the northern boundary of the A40 trunk road, from a point 782 metres east of its junction with Toch Lane. Access to field B0005 would be replaced by new access 1/4a, and would include a new 715 metre length of joint P.M.A., serving Mr B Radcliffe of Colby Farm, off Toch Lane from a point 344 metres south-south-west of the south-west corner of Lower Toch in a generally easterly direction. Access along this P.M.A. would also be required by Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm, Mr K & Mrs H Wilcox, Pontyclun, and the National Assembly for Wales. The P.M.A. crosses land currently owned by Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm. Access to the access track leading to Ridgeway Farm would be replaced by new access 1/4b, and would include a new 856 metre length of joint P.M.A., serving Mr B Radcliffe of Colby Farm, off Toch Lane from a point 344 metres south-south-west of the south-west corner of Lower Toch Farm in a generally easterly direction to link with the existing P.M.A. Access along this P.M.A. would also be required by Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm, Mr K & Mrs H Wilcox, Pontyclun and the National Assembly for Wales. The P.M.A. crosses land currently owned by Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm.

A.12 The private access 1/5 to field B0007 would be stopped-up from a point on the northern boundary of the A40 trunk road 930 metres east of its junction with Toch Lane. This would be replaced by new access 1/5a, and would include a new 881 metre length of joint P.M.A., serving Mr K & Mrs H Wilcox of Pontyclun, off Toch
Lane from a point 344 metres south-south-west of the south-west corner of Lower Toch Farm in a generally easterly direction. Access along this P.M.A. would also be required by Mr JF, Mrs GA & Miss CR Lawrence of Lower Toch Farm, Mr B Radcliffe, Colby Farm and the National Assembly for Wales. The P.M.A. crosses land currently owned by Mr JF, Mrs GA & Miss CR Lawrence and Mr B Radcliffe.

A.13 The private access track 1/6 to Croft Cottage and Toch Bridge Farm (co-existent with public footpath FP 20/26) would be stopped-up for a distance of 20 metres northwards off the northern boundary of the A40 trunk road, from a point 158 metres west-north-west from its junction with the Llawhaden side road. This would be replaced by new access 1/6a and would include a new 185 metre length of P.M.A. to Croft Cottage and Toch Bridge Farm off the existing unclassified road leading to Llawhaden, from a point 167 metres east-north-east of the south-east corner of the southern building of Croft Cottage initially for a distance of 50 metres in a northerly direction and then for 135 metres in a west-south-westerly direction.

A.14 The private access 1/7 to OS 4620 would be stopped-up from a point on the southern boundary of the A40 trunk road immediately south of its junction with the Llawhaden side road.

Site Plan No. 2

Site Plan No. 2 - Highways to be Improved

A.15 The A40 from a point 339 metres east of its junction with the A4075 would be improved for a distance of 94 metres in an east-north-east direction. Horizontal and vertical alignment improvements would tie into the section of de-trunked A40 and the new northern link to the proposed Canaston Bridge Roundabout.

A.16 The A4075 from a point 296 metres south-south-east of its junction with the A40 trunk road would be improved for a distance of 88 metres south-eastwards. Horizontal and vertical alignment improvements would link the unclassified road leading to Blackpool Mill to the new diverted A4075.

A.17 The A4075 from a point 421 metres south-south-east of its junction with the A40 trunk road would be improved for a distance of 121 metres south-eastwards. Horizontal and vertical alignment improvements would tie into the new A4075 link to the proposed Canaston Bridge Roundabout.

Site Plan No. 2 - Highways to be Stopped Up and New Highways

A.18 Public Footpath FP 38/10 would be stopped-up for a distance of 405 metres in a generally north-easterly direction across Narberth Brook from its junction with the A4075 to its termination at its junction with the A40 trunk road. This would be replaced by 2/A, a new combined footpath, bridleway and cycletrack that extends for 250 metres north-north-westwards to a new underpass, then for 23 metres north-north-eastwards beneath the new A40, then for 90 metres east-north-eastwards.

A.19 The A4075 would be stopped-up from a point 44 metres south of its junction with the A40 trunk road for a distance of 258 metres south-eastwards. This would be replaced by the new unclassified road leading to Blackpool Mill 2/B, from a point
195 metres south-east of the south-east corner of Canaston Cottage for a distance of 17 metres eastwards to the new A4075. Then along part of the new length of A4075 (2/C), which extends from a point 237 metres south-east of the south-eastern corner of Canaston Cottage for a distance of 268 metres generally northwards to the new Canaston Bridge roundabout.

A.20 The A4075 would be stopped-up from a point 382 metres south-east of its junction with the A40 trunk road for a distance of 40 metres south-eastwards. This would be replaced by the new unclassified road leading to Blackpool Mill (2/B), from a point 195 metres south-east of the south-east corner of Canaston Cottage for a distance of 17 metres eastwards to the new A4075. Then along part of the new length of A4075 (2/C), which extends from a point 237 metres south-east of the south-eastern corner of Canaston Cottage for a distance of 268 metres generally northwards to the new Canaston Bridge roundabout.

A.21 The existing A40 would be stopped-up from a point 302 metres east of its junction with the A4075 for a distance of 37 metres eastwards. This would be replaced by the new unclassified road leading to Llawhaden (2/D), from a point 162 metres west of the north-western corner of Land’s End for a distance of 22 metres south-eastwards where it joins the new link road leading to Robeston Wathen (the de-trunked A40) from the new Canaston Bridge Roundabout (2/E). This extends from a point 116 metres west of the north-western corner of Land’s End for a distance 84 metres south westwards to the new Canaston Bridge Roundabout.

A.22 Part of the existing unclassified road known as Woodford Lane would be stopped-up temporarily from a point 174 metres south west of its junction with the A40 for a distance of 98 metres generally southwards. For vehicles travelling southwards, this would be temporarily replaced by following Woodford Lane to its junction with the A40 then along the de-trunked A40 for a distance of 285 metres east-north-eastwards to its junction with the B4314, then following the B4314 for a distance of approximately 2.7 kilometres east-south-eastwards to Narberth before joining the A478 and proceeding for a distance of approximately 800 metres south-south-westwards to its junction with the unclassified road known locally as Valley Road. Follow Valley Road for a distance of about 2.5 kilometres westwards then northwards along the unclassified road known locally as Trippis Road for approximately 1.1 kilometres. Vehicles travelling northwards would follow the above in the opposite direction.

Site Plan No. 2 - Private Means of Access to be Stopped Up and New Means of Access

A.23 The private access 2/1 to OS 6900 and OS 7787 would be stopped-up from a point on the western boundary of the A4075, 75 metres south of the junction with the A40 trunk road. Access to OS 6900 and OS 7787 would be replaced by new access 2/1a and would include a new 50 metre length of joint P.M.A., serving Zarya Limited and tenant Mr DET Lewis of Great Canaston Farm, from a point 303 metres south-south-east of the existing A4075 junction with the existing A40 trunk road and providing a new access to the current field access location. Access along this P.M.A. would also be required by Mr M & Mrs T Thomas, Canaston Gate Cottage, Mr PA & Mrs Lorraine Williams, Canaston Cottage and the National Assembly for Wales.
A.24 Private access to Canaston Gate Cottage would be replaced by new access 2/2a, and would include a new 79 metre length of joint P.M.A., serving Mr M & Mrs T Thomas of Canaston Gate Cottage, from a point 303 metres south-south-east of the existing A4075 junction with the existing A40 trunk road. Access along this P.M.A. would also be required by Mr PA & Mrs Lorraine Williams, Canaston Cottage, Zarya Limited and its tenant and the National Assembly for Wales. The P.M.A. crosses land currently owned by Zarya Limited with tenant Mr DET Lewis, Great Canaston Farm.

A.25 Private access to Canaston Cottage would be replaced by new access 2/3a, and would include a new 103 metre length of joint P.M.A., serving Mr PA & Mrs Lorraine Williams of Canaston Cottage, from a point 303 metres south-south-east of the existing A4075 junction with the existing A40 trunk road. Access along this P.M.A. would also be required by Zarya Limited and its tenant, Mr and Mrs Thomas, Canaston Gate Cottage and the National Assembly for Wales. The P.M.A. crosses land currently owned by Zarya Limited with tenant Mr DET Lewis, Great Canaston Farm and land owned by Mr M & Mr T Thomas, Canaston Gate Cottage.

A.26 Access to OS 0006 would be replaced by new access 2/4a, and would include a new 173 metre length of joint P.M.A., serving Zarya Limited and its tenant Mr DET Lewis of Great Canaston Farm, from a point 303 metres south-south-east of the existing A4075 junction with the existing A40 trunk road. Access along this section would also be required by Mr and Mrs Thomas, Canaston Gate Cottage, Mr and Mrs Williams, Canaston Cottage and the National Assembly for Wales. The P.M.A. crosses land currently owned by Mr M & Mr T Thomas, Canaston Gate Cottage and Mr PA & Mrs Lorraine Williams, Canaston Cottage.

A.27 The private access 2/5 to OS 7111 and field C0007 would be stopped-up from a point on the western boundary of the A4075, 48 metres south of its junction with the A40 trunk road. Access to this remaining land, which would be acquired as essential mitigation plots would be via rights over the new PMAs 2/1a to 2/4a, and access rights over the new combined footway, cycletrack and bridleway which would be coincident with these PMAs.

A.28 Access to OS 0006 would be replaced by new access 2/6a, and would include a new P.M.A. to the south-east corner of the field formed by providing a new access at a point 340 metres south-south-east of the A4075 junction with the A40 trunk road.

A.29 Access to Great Canaston Farm would be replaced by new access 2/7a, and would include a new P.M.A. formed by providing a new access at a point 430 metres south-south-east of the A4075 junction with the A40 trunk road.

A.30 The private access (2/8) to OS 9980 would be stopped-up from a point on the eastern boundary of the A4075, 390 metres south-east of the junction with the A40 trunk road. This would be replaced by new access 2/8a, and would include a new P.M.A. formed by providing a new access at a point 505 metres south-south-east of the A4075 junction with the A40 trunk road.

A.31 Access to OS 2900 (which leads to OS 2600 and OS 2994) would be replaced by new access 2/9a, and would include a new 270 metre length of joint P.M.A., serving
Mr PWS Cross of Sycamore Lodge, Fishguard, off the new section of A4075 from a point 192 metres east of the south-east corner of Canaston Cottage generally in an east-north-east direction. Access along this P.M.A. would also be required by Mr Nigel G & Mrs Martina S Tayler of Green Grove, Mary Euronwy Jones, 4 Chapel Field Gardens, Narberth, and her tenant Mr Kenneth John Jones, Sunnyside Farm, Robeston Wathen and the National Assembly for Wales. The P.M.A. crosses land currently owned by Zarya Limited.

A.32 Access to OS 3500 and other land to the south, would be replaced by new access 2/10a and would include a new 321 metre length of joint P.M.A., serving Mr Nigel G & Mrs Martina S Tayler of Green Grove, off the new section of A4075 from a point 192 metres east of the south-east corner of Canaston Cottage generally in an east-north-east direction. Access along this P.M.A. would also be required by Mr PWS Cross, Sycamore Lodge, Fishguard, Mary Euronwy Jones of Narberth and her tenant Mr Kenneth John Jones of Sunnyside Farm and the National Assembly for Wales. The P.M.A. crosses land currently owned by Zarya Limited and Mr PWS Cross, Fishguard.

A.33 Access to OS 4407 and other land to the south, would be replaced by new access 2/10b, and would include a new 395 metre length of joint P.M.A., serving Mr Nigel G & Mrs Martina S Tayler of Green Grove, off the new section of A4075 from a point 192 metres east of the south-east corner of Canaston Cottage generally in an east-north-east direction. Access along this P.M.A. would also be required by Mr PWS Cross of Sycamore Lodge, Fishguard, Mary Euronwy Jones of Narberth and her tenant Mr Kenneth John Jones of Sunnyside Farm and the National Assembly for Wales. The P.M.A. crosses land currently owned by Zarya Limited and Mr PWS Cross, of Sycamore Lodge, Fishguard.

A.34 Access to field D0003 and other land to the south and east, would be replaced by new access 2/11a and would include a new 466 metre length of joint P.M.A., serving Mary Euronwy Jones of Narberth with tenant Kenneth John Jones of Sunnyside Farm, off the new section of A4075 from a point 192 metres east of the south-east corner of Canaston Cottage generally in an east-north-east direction. Access over this P.M.A. would also be required by Mr PWS Cross, Sycamore Lodge, Fishguard, Mr Nigel G & Mrs Martina S Tayler of Green Grove and the National Assembly for Wales. There are also existing services way leaves for Western Power Distribution in these fields. The P.M.A. crosses land currently owned by Zarya Limited, Mr PWS Cross of Sycamore Lodge, Fishguard and Mr Nigel G & Mrs Martina S Tayler of Green Grove.

A.35 Access connecting severed portions of field D0003 and OS 8119 and land to the east, west and south across part of OS 7512 would be provided by 2/11b, and would include a new 38 metre length of P.M.A., serving Mary Euronwy Jones of Narberth with tenant Kenneth John Jones of Sunnyside Farm. There are also existing services way leaves for Western Power Distribution Ltd in these fields.

A.36 Access connecting severed portions of OS 8119 to field D0005 and land to the east, west and south across part of field D0004 would be provided by 2/11c and would include a new 40 metre length of P.M.A. serving Mary Euronwy Jones of Narberth with tenant Kenneth John Jones of Sunnyside Farm. There are also existing services way leaves for Western Power Distribution Ltd in these fields.

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A.37 Access connecting severed portions of OS 2238 to field D0005 and land to the east, west and south would be provided by 2/11d and would include a new 28 metre length of P.M.A. serving Mary Euronwy Jones of Narberth with tenant Kenneth John Jones of Sunnyside Farm. There are also existing services way leaves for Western Power Distribution Ltd in these fields.

A.38 Access to OS 2620 and other land to the south, north and west, would be replaced by new access 2/11e and would include a new 5 metre length of P.M.A. off Woodford Lane at a point approximately 380 metres south of its junction with the A40, to link Sunnyside Farm with the severed land via Woodford Lane and passing under the A40 via Woodford Lane Bridge with 3.5 metre minimum headroom, serving Mary Euronwy Jones of Narberth, with tenant Kenneth John Jones of Sunnyside Farm.

A.39 Access to link Sunnyside Farm with Woodford Lane and the severed land to the south and west of the new A40 would be provided by a new access 2/11f, and would include a new 20 metre length of P.M.A. at a point about 170 metres south of Woodford Lane’s junction with the A40, serving Mary Euronwy Jones of Narberth, with tenant Kenneth John Jones of Sunnyside Farm. A link to the severed land would be formed by passing under the A40 via Woodford Lane Bridge.

Site Plan No. 3

Site Plan No. 3 - Highways to be Improved

A.40 The A40 would be improved from a point 165 metres east of its junction with the B4314 for a distance of 61 metres eastwards. Horizontal and vertical alignment improvements would tie into the new A40 Narberth Road Roundabout.

A.41 The B4314 would be improved from a point 155 metres east-south-east of its junction with the A40 trunk road for a distance of 17 metres east-south-eastwards. This is to allow for construction of a vehicle turning head at the severed north-western section of the B4314.

A.42 The B4314 would be improved from a point 315 metres east-south-east of its junction with the A40 trunk road for a distance of 61 metres east-south-eastwards. Horizontal and vertical alignment improvements to the B4314 would tie into the new B4314 link into the new Narberth Road Roundabout.

Site Plan No. 3 - Highways to be Stopped Up and New Highways

A.43 Public Footpath FP 38/5 would be stopped-up from its junction with the A40 trunk road for a distance of 187 metres south-eastwards. This would be partly replaced by 3/A, a new footpath commencing from a point 43 metres south-west of the south-western corner of Old Hayes for a distance of 70 metres, north of the new A40 fence line, in a generally east-north-easterly direction. It would then follow 3/B, a new footpath immediately to the south of the proposed A40 southern fence line for 294 metres west-south-westwards to re-connect with the existing footpath.

A.44 The B4314 would be stopped-up from a point 184 metres south-east of its junction with the A40 trunk road for a distance of 4 metres south-eastwards. This would be
partly replaced by 3/C, a new length of link road leading to the new Narberth Road Roundabout for a distance of 50 metres generally south-eastwards. It would then follow the new length of B4314 (3/D), for a distance of 21 metres south-eastwards to rejoin the B4314.

A.45 The B4314 would be stopped-up from a point 252 metres south-east of its junction with the A40 trunk road for a distance of 63 metres eastwards. This would be partly replaced by 3/C, a new length of link road leading to the new Narberth Road Roundabout for a distance of 50 metres generally south-eastwards. It would then follow the new length of B4314 (3/D), for a distance of 21 metres south-eastwards to rejoin the B4314.

A.46 The A40 would be stopped-up from a point 220 metres east of its junction with the B4314 for a distance of 220 metres eastwards. This would be replaced by 3/C, a new length of link road leading to the new Narberth Road Roundabout for a distance of 50 metres generally south-eastwards.

Site Plan No. 3 - Private Means of Accesses to be Stopped Up and New Means of Accesses

A.47 Access connecting field E0003 to field E0004 would be provided by 3/1a and would include a new 32 metre length of P.M.A. from a point 145 metres south-east of the south-eastern corner of the southern most building at Sunnyside Farm in generally a west-south-west direction, serving Mr W.A. Howell, East Atheston Farm.

A.48 The private access (3/2) to field E0005 and field E0006 off the southern boundary of the B4314 would be stopped-up at a point 172 metres south-east of the junction with the A40 trunk road. Access to the northern portion of field E0005 and field E0006 would be replaced by new access 3/2a and formed off the severed northern section of the B4314 at a point 152 metres east-south-east of its junction with the A40 trunk road.

A.49 Access to the southern portion of field E0005 would be replaced by new access 3/2b, which would include a new 230 metre length of joint P.M.A. and formed off the improved B4314 from a point 30 metres south of the south-western corner of The Frolic generally west-north-westwards for 126 metres and then generally south-westwards. The P.M.A. crosses land believed to be owned/partly owned by Mr D Parry, Dyrham Service Station, Robeston Wathen and Mrs Williams Peppers Green. Believed tenant - Mr W.A. Howell, East Atheston Farm, Robeston Wathen. Other current owners of the land crossed by the P.M.A. are the National Assembly for Wales and Mr T J Simons, Cox-Lake Farm, Robeston Wathen and all would require access rights over sections of this PMA.

A.50 The private access 3/3 to OS 8972 off the northern boundary of the B4314 would be stopped-up at a point 286 metres south-east of its junction with the A40 trunk road.

A.51 The private access 3/4 to OS 8972 off the A40 would be stopped-up at a point 245 metres east of its junction with the B4314.

A.52 The private access 3/5 to OS 8950 off the southern boundary of the B4314 would be stopped-up at a point 304 metres south-east of its junction with the A40 trunk.
road. This would be replaced by new access 3/5a, which would include a new 60 metre length of joint P.M.A, serving Mr TJ Simons of Cox-Lake Farm, and formed off the improved B4314 from a point 30 metres south of the south-western corner of The Frolic generally west-north-westwards. Access over this P.M.A. would also be required by the National Assembly for Wales and Mr D Parry, Dyrham Service Station.

A.53 The private access 3/6 to OS 9472 off the northern boundary of the B4314 would be stopped-up at a point 314 metres south-east of its junction with the A40 trunk road. This entire field would be acquired for the scheme.

A.54 New access 3/7a to field E0010, which would include a new 45 metre length of P.M.A. extending in an easterly direction along the stopped up A40 to a point 268 metres east of its junction with the B4314.

A.55 New access 3/8a to OS 9472, which would include a new 52 metre length of P.M.A. extending in an easterly direction along the stopped up A40 to a point 270 metres east of its junction with the B4314.

A.56 The private access 3/9 to OS 9749 off the southern boundary of the B4314 would be stopped-up at a point 337 metres south-east of its junction with the A40 trunk road. This would be replaced by new access 3/9a, which would include a new 20 metre length of joint P.M.A, serving Mr TJ Simons of Cox-Lake Farm, and formed off the improved B4314 from a point 30 metres south of the south-western corner of The Frolic generally west-south-westwards. Access over this P.M.A. would also be required by the National Assembly for Wales and Mr D Parry, Dyrham Service Station.

A.57 The private access 3/10 to OS 0870 off the southern boundary of the A40 would be stopped-up at a point 378 metres east of its junction with the B4314. This would be replaced by new access off the B4314 at a point 115 metres east-south-east of the south-east corner of The Frolic.

A.58 The private access 3/11 to field E0010 off the northern boundary of the A40 would be stopped-up at a point 426 metres east of its junction with the B4314. Access to field E0010 would be provided via new PMA 3/7a.

A.59 The private access 3/12 to OS 2065 off the southern boundary of the A40 would be stopped-up at a point 488 metres east of its junction with the B4314. This would be replaced by new access 3/12a, and would include a new P.M.A. formed by providing a new access off the B4314 at a point 210 metres east-south-east of the south-east corner of The Frolic.

The draft Compulsory Purchase Order

A.60 The draft Compulsory Purchase Order plans and schedules identify by plots all the land and rights over land deemed to be the minimum necessary to construct, operate and maintain the works described in the draft Orders and commitments given in the Environmental Statement. This and its associated plans and schedules are Deposit Document D6.
A.61  This scheme affects 238 plots in total broken down as follows:-

- 109 title plots
- 58 easement plots
- 3 dedication plots
- 16 Essential Licence plots
- 4 PMA plots
- 12 Sole use PMA plots
- 10 combined PMA and easement plots
- 15 combined dedication and easement plots
- 2 combined sole use PMA and easement plots
- 4 combined essential licence plot
- 4 combined PMA, dedication and easement plots and
- 1 combined sole use PMA, dedication and easement plot.