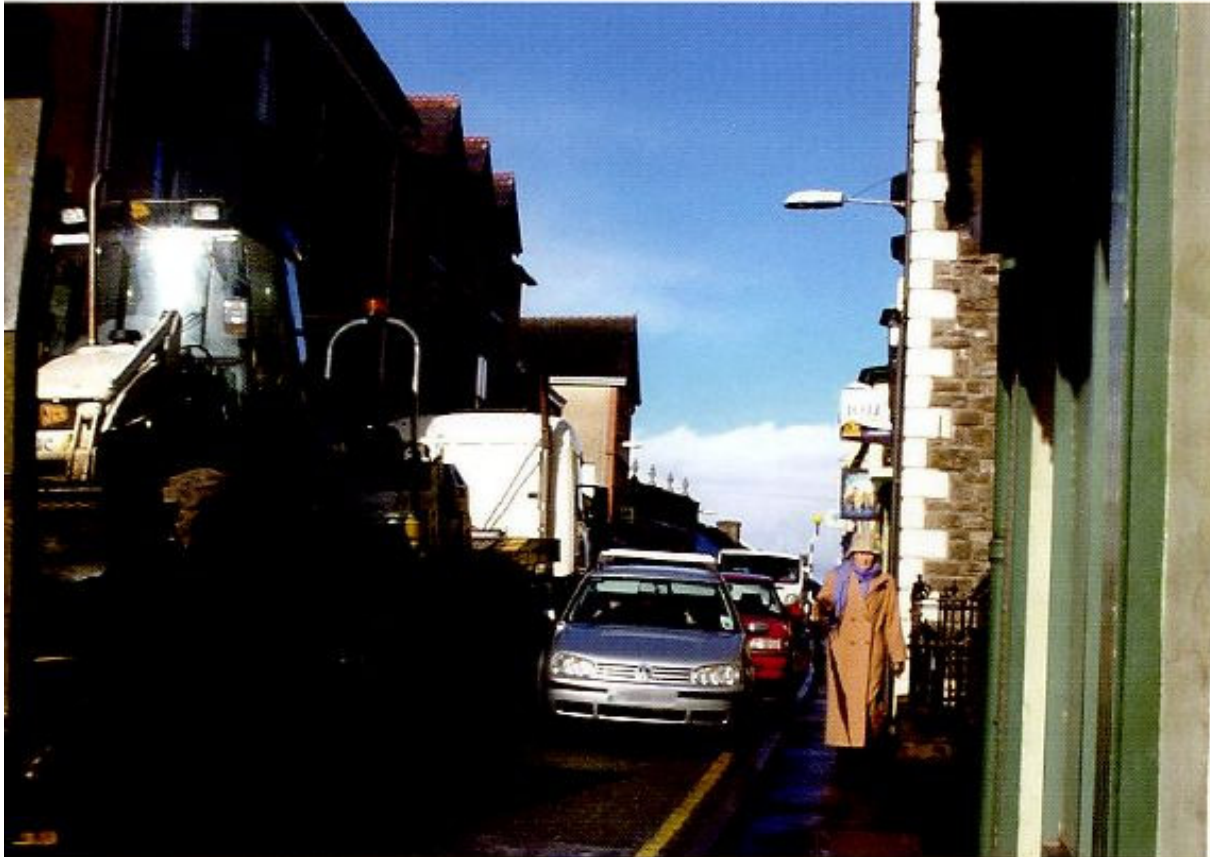




Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

**Trafnidiaeth Cymru  
Transport Wales**



## **A483 Swansea to Manchester Trunk Road Llandeilo and Ffairfach**

### **Public Workshop and Consultation**

Consultation Period Monday 24th April 2006 to Monday 5th June 2006

Public Workshop and Exhibition

Wednesday 26th and Thursday 27th April 2006

## Historic Development of the Existing Protected Route

Llandeilo and Ffairfach in Carmarthenshire have long experienced traffic problems associated with the A483(T) trunk road. Options for a bypass have been under consideration since 1971.

In 1993 a Public Local Inquiry, to consider an Eastern Bypass, was held. Although the Inspector agreed that the Protected Route was the most appropriate, he did not recommend progression of the scheme without further consideration of a number of elements of design. The Secretary of State for Wales subsequently decided not to proceed with the making of the Orders, until these issues were resolved.



## Development of Planning Objectives

In 2003, the Welsh Assembly Government commissioned a study to identify solutions to the traffic problems experienced in Llandeilo and Ffairfach. Solutions considered included upgrades to public transport, traffic management and road based improvements. This also included a review of previous work and the development of planning objectives. Planning objectives define the aims of the scheme in the context of Welsh Assembly Government policies and local opportunities, whilst minimising the impact of constraints.

The planning objectives were produced by identifying all relevant **Policies, Problems, Constraints, Opportunities** and **Uncertainties** through the review of previous work, desktop studies, site visits and through consultation with county, community and town representatives.



### Planning Objectives

1. Reduce traffic problems particularly HGVs within town.
2. Improve standard of provision for pedestrian and other non-motorised road users including disabled.
3. Remove traffic related constraints to allow sustainable economic development of the town centre.
4. Provide opportunity to improve public transport accessibility and interchange.
5. Reduce conflict between parked vehicles and other road users on Rhosmaen Street.
6. Minimise adverse impact on areas of environmental sensitivity within the locality.
7. Conserve and enhance environmental conditions, where practicable.
8. Improve level of safety for all road users.

## Improvement Options

Following the setting of Planning Objectives improvement options were identified and assessed against the **Planning Objectives, Environmental Impacts, Effectiveness, Buildability and Indicative Cost**.

The options assessed were (locations signified by numbering on plan opposite):

### Traffic Management:

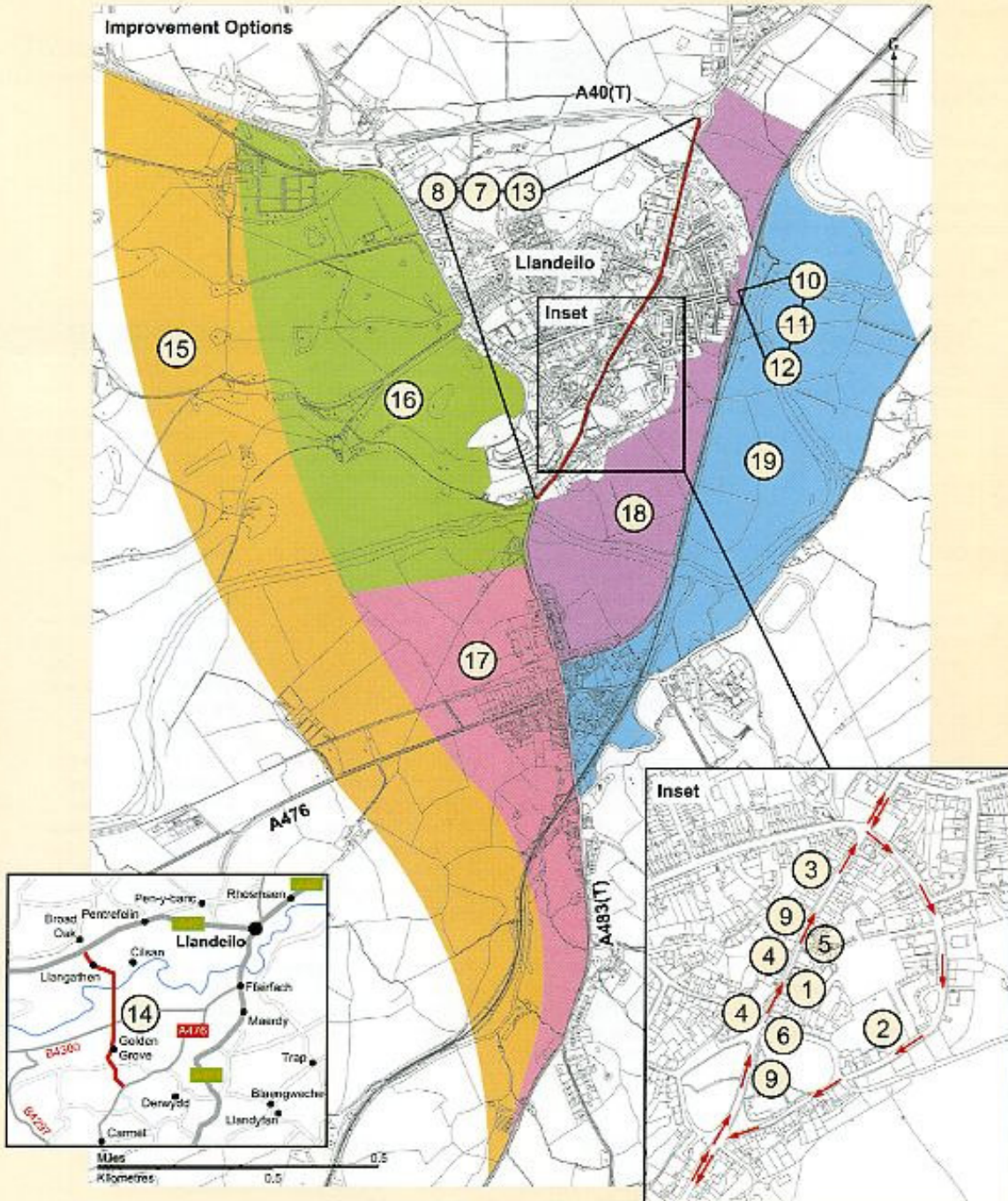
- ① Loading restrictions
- ② One-way system and traffic calming
- ③ Dedicated loading zones
- ④ Localised road widening on Rhosmaen Street
- ⑤ Improved pedestrian crossings on Rhosmaen Street
- ⑥ Footway widening Rhosmaen Street
- ⑦ Dedicated footway/cycling routes away from A483
- ⑧ HGV ban within town
- ⑨ Traffic light control of vehicle movements through narrowest section of Rhosmaen Street.

### Public Transport:

- ⑩ Increased rail services
- ⑪ Improved bus services
- ⑫ New rail/bus interchange

### Road:

- ⑬ Online improvements
- ⑭ Upgrade of minor road through Golden Grove
- ⑮ Outer western bypass
- ⑯ Inner western bypass
- ⑰ Ffairfach bypass
- ⑱ Inner eastern bypass
- ⑲ Outer eastern bypass



**Study Findings**

Whilst a combination of traffic management measures and improvements in public transport may reduce some of the problems experienced within the town, it is unlikely that a solution that does not include a bypass would provide significant improvements.

## Route Option Development and Comparison

The study identified that any proposal to significantly reduce the traffic problems, would require a bypass as a fundamental element. To establish the optimum route corridor, four of the road based options previously identified were assessed in more detail against the following government criteria;

**Accessibility:** Severance and journey time saving.

**Safety:** Non-motorised and through traffic reduction.

**Environment:** Landscape/visual, ecology/nature conservation, cultural heritage, river dynamics, air quality/noise.

**Economy:** Construction complexity, indicative cost.

**Intergration:** Policy proposals, network proposals.

These specific criteria were used to define the benefits and limitations of each route and are summarised in the comparison table below.

|               | Outer Western Route  | Inner Western Route  | Inner Eastern Route   | Outer Eastern Route   |
|---------------|--|--|---|---|
| Accessibility | Deviates furthest from the existing route resulting in the least reduction of through traffic and journey time.                          | Deviates further from the existing route than the Purple Route resulting in less reduction of through traffic and journey time.                              | The most direct route providing the greatest reduction in through traffic and improvement of community severance. Largest journey time saving.  | As the Purple Route for A483 users, however poor links with A476 limiting its effectiveness in reducing through traffic.  |
| Safety        | Offers least reduction in through traffic and improvement for cyclists and pedestrians as the route is furthest from the existing route. | Offers less reduction in through traffic and improvement for cyclists and pedestrians than the Purple Route as the route is further from the existing route. | Offers largest reduction of through traffic and greatest improvement for cyclists and pedestrians in the town.  | Offers less reduction in through traffic and improvement for cyclists and pedestrians than the Purple Route as the route is further from the existing route and links poorly with the A476. Closer to schools at Ffairfach. |
| Environment   | As for the Purple Route but avoids the railway station. Most direct impact on land owned by the National Trust at Dynevor Estate.        | As for the Purple Route but avoids the railway station. Direct impact on land owned by the National Trust at Dynevor Estate.                                 | Impact on the Special Area of Conservation(SAC), Site of Special Scientific Interest (SSSI), Historic Landscape and the River Towy flood Plain. The railway station will be affected. | As for the Purple Route but would be constructed entirely in flood plain. Close to Brecon Beacons National Park. Increase in noise and air quality impact on schools at Ffairfach.  |
| Economy       | Cost of scheme is highest as a result of the wide flood plain crossing, larger structures, and greatest scheme length.                   | Cost of scheme is higher than for the Purple route as a result of the wide flood plain crossing, larger structures, and greater scheme length.               | Cost of scheme is lowest as it has the shortest floodplain crossing and shortest scheme length.   | Cost of scheme is higher than for the Purple route as a result of complex structures to cross the railway and greater scheme length.  |
| Intergration  | Integrates well with the proposed A476 trunking.   | Integrates well with the proposed A476 trunking.   | Integrates well with the proposed A476 trunking.  | Does not integrate well with the proposed A476 trunking.  |

### Route Comparison Findings

The comparison table shows that the existing Protected Route potentially offers the greatest reduction in traffic passing through Llandello and Ffairfach. It provides the greatest benefits to the community in terms of severance, safety and improved journey times. It also avoids National Trust land at Dynevor Park and has least environmental impact, particularly on the floodplain.

# Option development plan

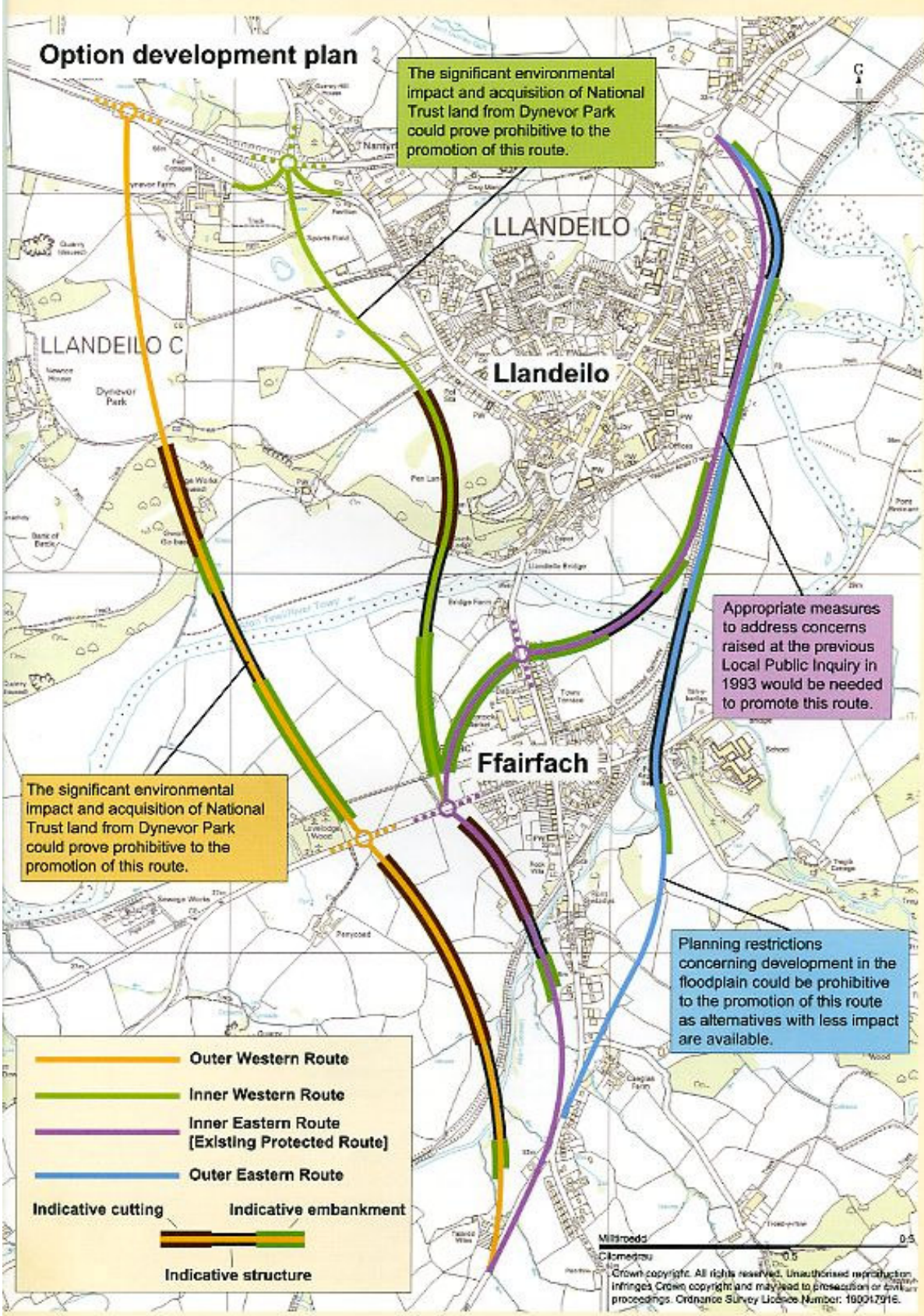
The significant environmental impact and acquisition of National Trust land from Dynevor Park could prove prohibitive to the promotion of this route.

The significant environmental impact and acquisition of National Trust land from Dynevor Park could prove prohibitive to the promotion of this route.

Appropriate measures to address concerns raised at the previous Local Public Inquiry in 1993 would be needed to promote this route.

Planning restrictions concerning development in the floodplain could be prohibitive to the promotion of this route as alternatives with less impact are available.

|  |   |
|--|---|
|  | Outer Western Route                               |
|  | Inner Western Route                               |
|  | Inner Eastern Route<br>(Existing Protected Route) |
|  | Outer Eastern Route                               |
|  | Indicative cutting                                |
|  | Indicative embankment                             |
|  | Indicative structure                              |



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## Refinements to Protected Route

### Flooding issues

Consideration has been given to minimising the impact of the existing Protected Route on the flood plain, including the possible realignment to follow the limit of the flood plain and the town escarpment (as indicated dashed on the plan opposite). Further flood studies and investigation of mitigation measures will be carried out during the detailed design phase.

### Visual impact

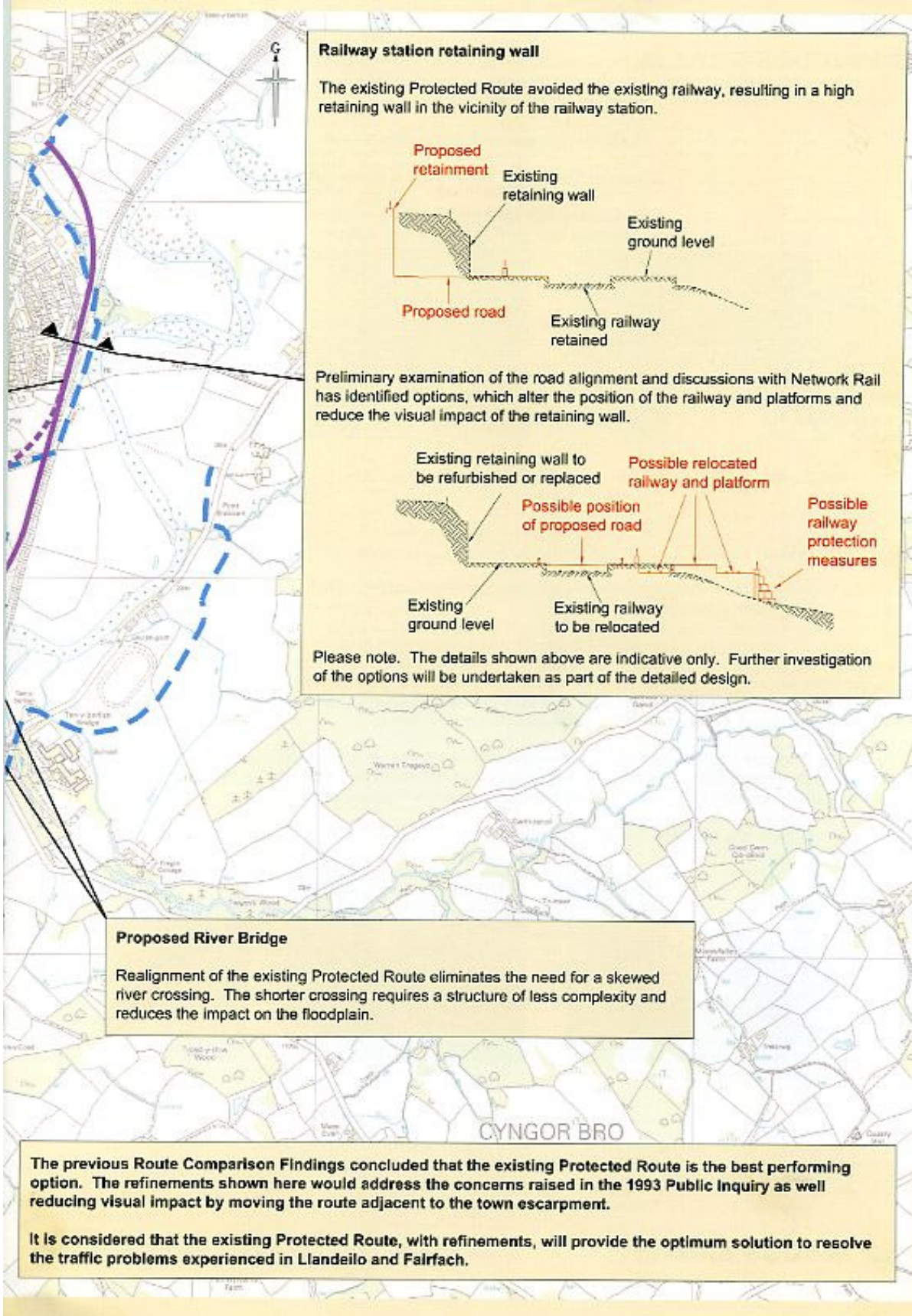
The realignment of the existing Protected Route adjacent to the town escarpment has the added benefit of minimising the schemes impact on views from the town.

Indicative flood plain.

### Pedestrian facilities

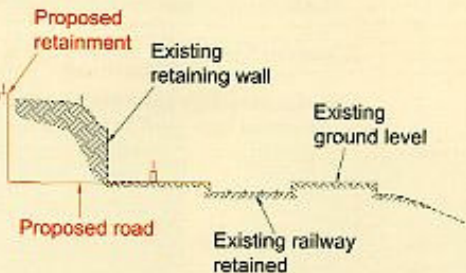
Enhanced pedestrian facilities such as a footbridge or underpass will be investigated during the detailed design phase.

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0.5 0.5



**Railway station retaining wall**

The existing Protected Route avoided the existing railway, resulting in a high retaining wall in the vicinity of the railway station.



Preliminary examination of the road alignment and discussions with Network Rail has identified options, which alter the position of the railway and platforms and reduce the visual impact of the retaining wall.



Please note. The details shown above are indicative only. Further investigation of the options will be undertaken as part of the detailed design.

**Proposed River Bridge**

Realignment of the existing Protected Route eliminates the need for a skewed river crossing. The shorter crossing requires a structure of less complexity and reduces the impact on the floodplain.

The previous Route Comparison Findings concluded that the existing Protected Route is the best performing option. The refinements shown here would address the concerns raised in the 1993 Public Inquiry as well reducing visual impact by moving the route adjacent to the town escarpment.

It is considered that the existing Protected Route, with refinements, will provide the optimum solution to resolve the traffic problems experienced in Llandeilo and Falfach.

## How can you help

You can help by giving us your views on the proposals. Before you do so we suggest that you visit the workshop and exhibition where more details will be on display. Representatives from the Welsh Assembly Government and their Consultants Jacobs Babtie will be present to answer your questions.

**The exhibition and workshop will be held at:-**

**Llandeilo Civic Hall, Llandeilo, Carmarthenshire**

**Wednesday 26th April 2006 10.00am - 8.00pm**

**Thursday 27th April 2006 10.00am - 8.00pm.**

## How to respond

Whether or not you are able to visit the workshop and exhibition, you can help by completing the enclosed questionnaire. You may hand this in at the exhibition or return it by post using the pre-paid envelope provided. All comments should be received by Monday 5th June 2006 to:

Orders Branch  
Transport Wales  
Freepost  
NAT8910  
Welsh Assembly Government  
Cathays Park  
Cardiff, CF10 3NQ

## What Happens Next?

Completed questionnaires and any other comments will be considered carefully prior to a decision being made as to the next stage of the scheme development.

If the existing Protected Route, with or without the modifications described in the brochure, is the preferred option, the Welsh Assembly Government will confirm its status as the Preferred Route. This will protect the route for planning purposes. The next stage will then be to publish draft Orders under the provisions of the Highways Act 1980, together with an Environmental Statement. When draft Orders are published you will have the opportunity to object, support and/or comment on, any aspect of the proposals. A Public Local Inquiry may follow.

If the existing Protected Route is not preferred, alternative options will need to be reviewed in more detail. The Assembly will then consult on these alternatives before determining a new Preferred Route. Following the Preferred Route Announcement the procedures to be followed will be as for the existing Protected Route.

Any comments made now will not prejudice your right to make a formal objection to, or express support of the proposals at a later date.



Loading difficulties on Rhosmaen Street



Narrow footways



Congestion

### Access To Information

The Welsh Assembly Government may be required to release information that you provide, including personal data. However, all requests will be considered in accordance with the Assembly Government's Code of Practice on Public Access to Information 3rd edition (2004). The Code reflects the Assembly Government's approach to open government and provides guidance on how to respond to requests whether they fall to the Freedom of Information Act 2000 (FOI), the Data Protection Act 1998 (DPA), or the Environmental Information Regulations 2004 (EIRs). In responding to requests, the Welsh Assembly Government will be mindful of any duty of confidence owed and, where it relates to personal data, disclosures will accord with our obligations under the Data Protection Act 1998.

All of the information you provide will be disposed of in a secure manner past the point at which they serve their original purpose.