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A465 Dualling Section 2 Gilwern to Brynmawr

Objectors' Alternative Proposals 1 and 2

March 2014

Objectors' Alternative Proposals

The Welsh Government published draft Orders for the A465 Dualling Section 2 Gilwern to Brynmawr in October 2013 (the scheme). Objections have been received and will be heard at a Public Local Inquiry to commence at 10.00am on 18 March 2014 at Gilwern Old School Community Centre, Gilwern NP7 0AT.

Suggested alternatives to the Published Scheme have been received by the Welsh Government. While the Welsh Government is not promoting or supporting these alternative proposals, it is obliged to consider them so that the Inspector conducting the Public Local Inquiry can report on their relative merits in his report to the Welsh Ministers.

You may wish to know that one or more of the alternatives suggested might, if adopted, affect your property and/or interest. This Objectors' Alternative Proposals brochure shows details of the proposed alternatives. Brochures are available at the following locations during all reasonable business hours:

Orders Branch
Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

Brynmawr Library
Market Square
Brynmawr
NP23 4AJ

Blaenau Gwent County Borough Council
Municipal Offices
Civic Centre
Ebbw Vale
NP23 6XB

Brecon Beacons National Park Authority
Plas y Ffynnon
Cambrian Way
Brecon
Powys LD3 7HP

Monmouthshire County Council
One Stop Shop
Market Hall
Cross Street
Abergavenny
Monmouthshire
NP7 5HD

Gilwern Old School Community Centre
Gilwern
NP7 0AT

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposals.

Anyone wishing to comment on the Objectors' Alternative Proposals should do so as soon as possible (and before the Inquiry opens on 18 March 2014) by writing to:

Orders Branch

Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

All comments received will be passed to the Inspector for his consideration. You are reminded that the substance of your comments may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the Inquiry and, that in that event the Inspector may require to disclose the comments at the Inquiry; and, unless there are special reasons to the contrary, the identity of the authors. A copy of all such correspondence is normally kept in the Public Local Inquiry and is open to public inspection.

Copies of this brochure can be obtained, free of charge, from the locations mentioned or by contacting Orders Branch at the above address, telephone number 029 2082 1577.

The Public Local Inquiry

The Public Local Inquiry is to be held before Mr W S C Wadrup BEng (Hons), CEng, MICE, FIHT at Gilwern Old School Community Centre, Gilwern NP7 0AT, commencing at 10am on 18 March 2014.

Alternative proposals

Objectors' alternative 1 - Westbound provision at Gilwern junction

Two options for this alternative have been considered:

- **Objectors' alternative 1a** - Additional westbound exit only at Gilwern junction
- **Objectors' alternative 1b** - Additional westbound exit and entry at Gilwern junction

Objectors' alternative 2 - Additional footbridge at Gilwern

Two options for this alternative have been considered:

- **Objectors' alternative 2a** - Additional footbridge at Gilwern with stepped access
- **Objectors' alternative 2b** - Additional footbridge at Gilwern with ramped access

The Welsh Government's Published Scheme is included for reference only.

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposals

The Published Scheme and Objectors' Alternatives Proposals have been appraised against the Welsh Government's criteria as set out in WelTAG (Welsh Transport Appraisal Guidance).

This objective led approach considers the ability of the option to meet the scheme's transport planning objectives and appraises it against the Welsh Government's three impact areas of Economy, Environment and Social.

The Welsh Government's objective (Objective 1) for the scheme is to improve the A465 Heads of the Valleys Road between Gilwern and Brynmawr (Section 2 of the overall dualling programme) from a single 3-lane carriageway to dual 2-lane carriageways in accordance with the made Line Order and its associated Environmental Statement and to deliver the scheme to programme and budget.

The scheme specific objectives are:

Objective 2. To maintain the current level of service and to carry out improvements.

Objective 3. To reduce journey times for private and commercial road users.

Objective 4. To facilitate economic regeneration.

Objective 5. To enhance road safety and reduce casualties.

Objective 6. To do all this with proper care for the environment.

Objective 7. To deliver a scheme that is sustainable.

Objective 8. To promote non-motorised user provision and provide opportunities for a healthy lifestyle.

Objective 9. To deliver a scheme that minimises future maintenance requirements and disruption to the network.

Objective 10. To reduce journey time variability and improve resilience on the A465.

Objective 11. To use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.

Objective 12. To deliver a scheme that integrates with public transport and the local transport network.

Objective 13. To improve access to healthcare, education and leisure facilities.

Objective 14. To reduce community severance.

The Welsh Government's impact areas for WelTAG appraisal are Economy, Environment and Social.

Economy: The economic appraisal considers:

Construction cost	Cost of constructing the scheme based on 2012 prices.
Benefit cost ratio (BCR)	Numerical value of the benefits of the scheme divided by the cost.

Environment: The environmental appraisal considers:

Noise	Appraisal of the effect on noise.
Local air quality	Appraisal of the effect on local air quality.
Landscape and townscape	The number of properties experiencing an improvement, deterioration or neutral effect to views, and an impact appraisal of the changes to the landscape, as a result of the proposal.
Bio-diversity	The creation, enhancement, loss, damage or disturbance of fauna and flora species, ecosystems and habitats.

Heritage	Appraisal of the effects on cultural heritage sites.
Water environment	The effect on water quality including any changes likely to occur to existing watercourses.
Soils	The effect on soils, vegetation, general habitats, agriculture and horticultural practices.

Social: The social appraisal considers:

Transport safety	The change in personal injury accidents.
Personal security	The risk to and fear for personal safety.
Permeability	The ease of travel by non-motorised modes.
Physical fitness	The health benefits associated with active travel.
Social inclusion	The relative ease with which people can get to their destinations and obtain the services that are important to them.
Equality, diversity and human rights	Equality of access to transport, sites, services and facilities.

Appraisal summary table

Appraisal summary tables including key points are enclosed for the Published Scheme and each of the Objectors' Alternative Proposals.

The Objectors' Alternative Proposals included within this brochure are for amendments and additions at individual locations along the Published Scheme. The appraisal undertaken considers their impacts both local to where they are proposed and in the context of the whole scheme.

Published Scheme appraisal summary table

This scheme proposes to dual the A465 between Gilwern and Brynmawr. The overall length of the scheme is approximately 8.1 kilometres, with a speed limit of 50 miles per hour.

Appraisal against scheme objectives

The Published Scheme meets all the scheme objectives (1-14).

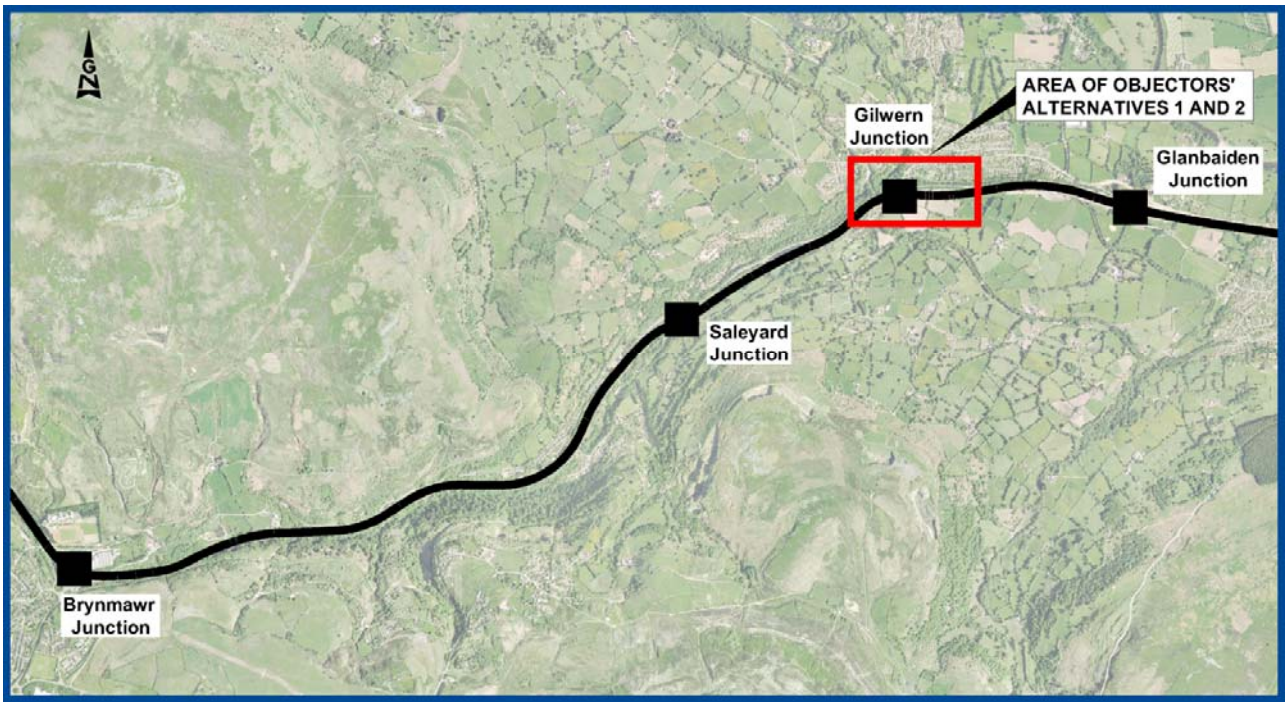
Appraisal against appraisal criteria

Economy	**Construction cost:** £151.2 million. **Benefit cost ratio (BCR):** 1.46.
Environment	**Noise:** The overall effect of the scheme is rated as negligible beneficial. **Air Quality:** The overall effect of the scheme is rated as not significant. **Landscape:** With mitigation consisting of woodland planting, earth mounding and false cuttings, the overall effect 15 years after opening is rated as slight adverse. There would remain some local moderate adverse effects at Brynmawr, at Blackrock, between Clydach North and Cwm Sion Matthew, and at Gilwern. **Bio-diversity:** Overall, and on the Usk Bat Sites Special Area of Conservation and locally designated sites, the scheme would result in a slight adverse effect. Proposed mitigation includes replacement woodland planting, maintaining bat flight lines and providing new bat roosts. **Heritage:** The overall effect of the scheme on the historic landscape is rated as slightly adverse. **Water environment:** The overall effect of the scheme is rated as neutral. **Soils:** There is an adverse effect on the Geological Site of Special Scientific Interest. However, new cuttings will provide access to new geological exposures. Some loss of agricultural land.
Social	**Transport safety:** 10% reduction in the number of collisions. **Personal security:** Some benefits, for example from new footbridges following the removal of subways. All footbridges and roadbridges would be lit. **Permeability:** Non-motorised user access is provided across the A465 via footbridges at Brynmawr, Pont Harri Isaac, Blackrock, Clydach, and Pant Glas and roadbridges with footways at Brynmawr, Saleyard (Clydach link) and Navigation Inn. Safer walking and cycling routes to Brynmawr Foundation School. **Physical fitness:** Improved facilities for non-motorised users which promotes walking and cycling. **Social inclusion:** Non-motorised access across A465 via Navigation Inn overbridge compared to existing stepped footbridge. Safer walking and cycling routes to Brynmawr Foundation School. **Equality diversity and human rights:** The scheme is not discriminatory.

Key points

- Meets all scheme objectives.
- Offers value for money. This means that the economic benefits of the scheme exceed the costs.
- Delivers positive local economic impacts and contributes to the regeneration of the Heads of the Valleys area.
- Enhances capacity which significantly improves the operation of the links and junctions.
- Reduces congestion which improves journey time reliability and resilience (to cope with incidents).
- Reduces the number of traffic collisions.
- Provides new footpaths and replaces existing crossing points of the A465 to help encourage walking.

Published Scheme



Objectors' alternative 1a: additional westbound exit only at Gilwern junction appraisal summary table

This alternative proposal comprises an additional westbound exit slip road at the Gilwern junction. The exit slip road would connect to the realigned Station Road.

Appraisal against scheme objectives

This alternative meets 12 scheme objectives as well as the Published Scheme, and objectives 5 and 8 less well (see key points).

Appraisal against appraisal criteria

Economy	**Construction cost:** Additional £2.9 million to the Published Scheme: total of £154.1 million. **Benefit cost ratio (BCR):** 1.44.
Environment	**Noise:** Similar to the Published Scheme overall but with increased traffic noise on A4077 Main Road, Gilwern and decreased traffic noise on A4077 Abergavenny Road, Gilwern. **Air quality:** Similar to Published Scheme. **Landscape:** Overall effect on landscape and visual receptors is similar to the Published Scheme, with adverse effects on some properties in Gilwern and a footpath. **Bio-diversity:** Similar to Published Scheme, with a small additional loss of grassland and hedgerow which is used for bat foraging. **Heritage:** Similar to the Published Scheme. **Water environment:** Similar to the Published Scheme. **Soils:** Similar to the Published Scheme, some additional loss of agricultural land.
Social	**Transport safety:** Slight increase in the number of collisions. Increase in traffic using Navigation Inn overbridge which is also used by non-motorised users. **Personal security:** Similar to the Published Scheme. **Permeability:** Similar to Published Scheme. Introduces an additional road crossing for non-motorised users using Navigation Inn overbridge, and a substantial increase in traffic using it. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** Similar to the Published Scheme. **Equality, diversity and human rights:** Similar to the Published Scheme.

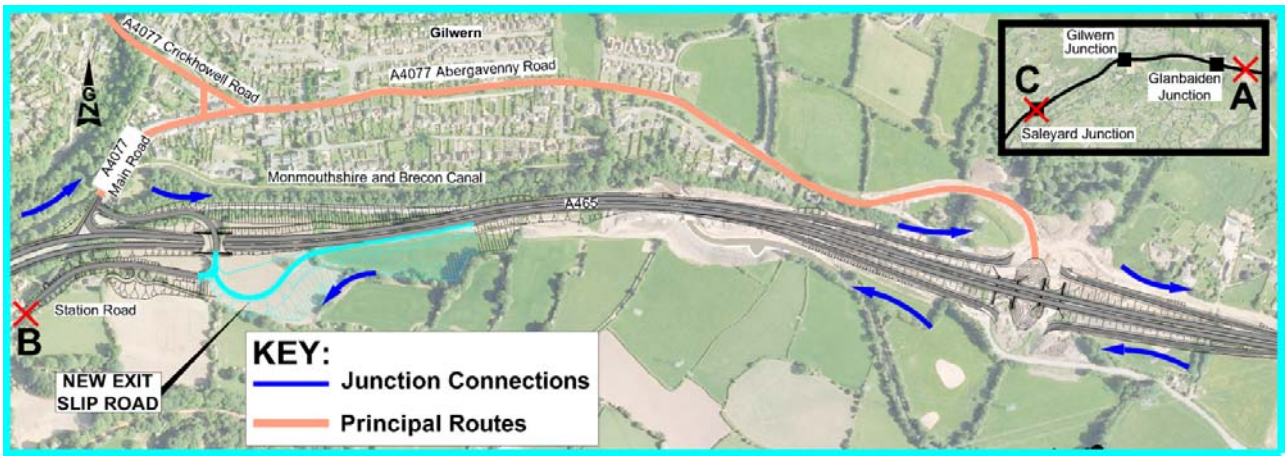
Key points

- Supports 12 scheme objectives.
- Would demonstrate value for money, with a similar benefit-cost ratio as the Published Scheme.
- Provides direct access to the Station Road area for A465 westbound traffic.
- Increased traffic on A4077 Main Road in Gilwern. In 2032, this would be 4,500 vehicles per day compared to 2,300 for the Published Scheme, a 95% increase. Traffic using Navigation Inn overbridge would increase substantially.
- Reduced traffic on A4077 Abergavenny Road in Gilwern. In 2032, this would be 7,800 vehicles per day compared to 10,000 for the Published Scheme, a 22% decrease.
- The additional junction would require departures from Welsh Government highway standards due to the proximity of Glanbaiden junction.
- Attracts traffic away from the larger Glanbaiden junction. The eastbound junction at Gilwern and the realigned Station Road would need to be reconfigured to accommodate the additional traffic.
- Increased land-take required.
- Increased requirement to dispose surplus material off site due to increase in excavated material. This would generate additional construction traffic on the highway network.

The Welsh Government is not promoting the Objectors' Alternative Proposals

Published Scheme

Objectors' alternative proposal 1a: additional westbound exit only at Gilwern junction



Journey Time Comparison

Journey	Published Scheme journey time / seconds	Alternative 1a journey time / seconds
A-B	162 8	1
B-A	146	No change
B-C	272 N	o change
C-B	103	No change

- All journey times are **based on** afternoon (**PM**) **peak 2032 traffic flows**

The Welsh Government is not promoting the Objectors' Alternative Proposals

Objectors' alternative 1b: additional westbound exit and entry at Gilwern junction - summary table

This alternative proposal comprises a compact westbound exit and entry slip road arrangement at the Gilwern junction. The slip road would connect to the realigned Station Road.

Appraisal against scheme objectives

This alternative meets 12 scheme objectives as well as the Published Scheme, and objectives 5 and 8 less well (see key points).

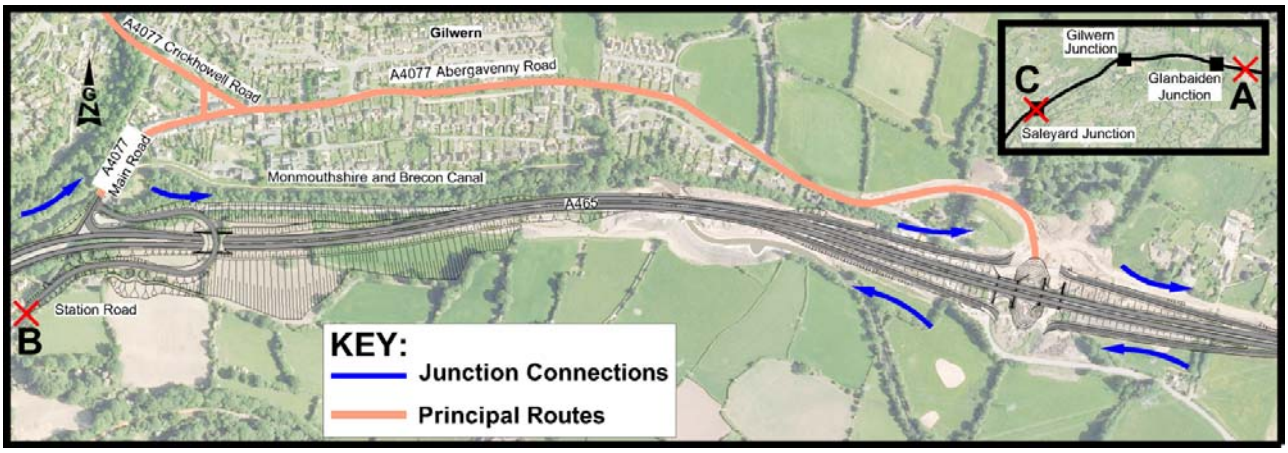
Appraisal against appraisal criteria

Economy	**Construction cost:** Additional £3.7 million to the Published Scheme: total of £154.9 million. **Benefit cost ratio (BCR):** 1.45
Environment	**Noise:** Similar to the Published Scheme overall but with increased traffic noise on A4077 Main Road, Gilwern and decreased traffic noise on A4077 Abergavenny Road, Gilwern. **Air quality:** Similar to the Published Scheme. **Landscape:** Overall effect on landscape and visual receptors are similar to the Published Scheme, with adverse effects on some properties in Gilwern and a footpath. **Bio-diversity:** Similar to the Published Scheme, with a small additional loss of grassland and hedgerow which is used for bat foraging. **Heritage:** Similar to the Published Scheme. **Water environment:** Similar to the Published Scheme. **Soils:** Similar to the Published Scheme, some additional loss of agricultural land.
Social	**Transport safety:** Slight increase in the number of collisions. Increase in traffic using Navigation Inn overbridge which is also used by non-motorised users. **Personal security:** Similar to the Published Scheme. **Permeability:** Similar to Published Scheme. Introduces an additional road crossing for non-motorised users using the Navigation Inn overbridge, and a substantial increase in traffic using it. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** Similar to the Published Scheme. **Equality, diversity and human rights:** Similar to the Published Scheme.

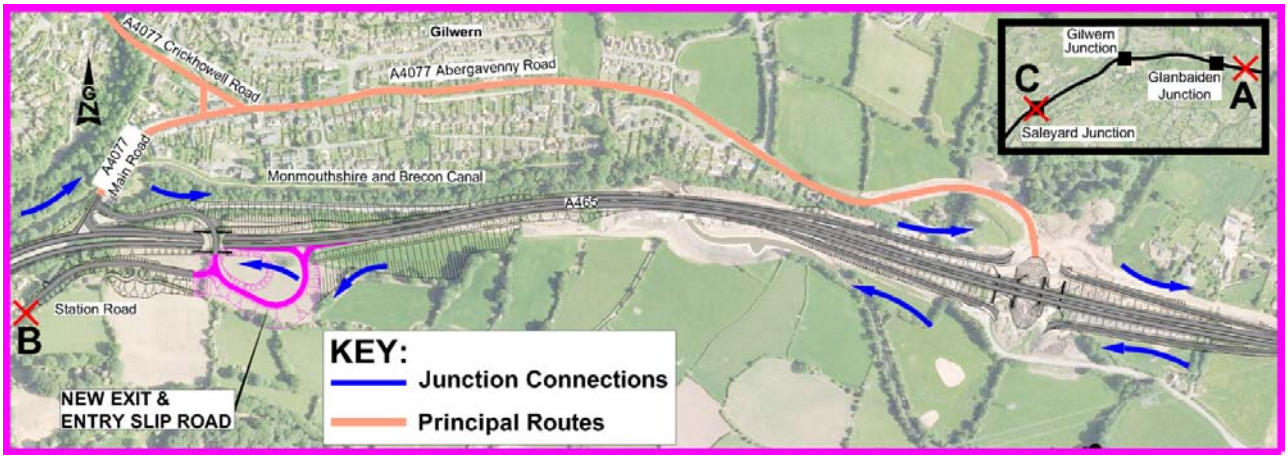
Key points

- Supports 12 scheme objectives.
- Would demonstrate value for money, with a similar benefit-cost ratio as the Published Scheme.
- Provides direct access to/from the Station Road area for A465 westbound traffic.
- Increased traffic on A4077 Main Road in Gilwern. In 2032, this would be 6,700 vehicles per day compared to 2,300 for the Published Scheme, a 191% increase. Traffic using Navigation Inn overbridge would increase substantially.
- Reduced traffic on A4077 Abergavenny Road in Gilwern. In 2032, this would be 5,600 vehicles per day compared to 10,000 for the Published Scheme, a 44% decrease.
- The additional junction would require additional departures from Welsh Government highway standards due to the proximity of Glanbaiden junction.
- Attracts traffic away from the larger Glanbaiden junction. The eastbound junction at Gilwern and the realigned Station Road would need to be reconfigured to accommodate the additional traffic.
- Increased land-take required.
- Increased requirement to dispose surplus material off site due to increase in excavated material. This would generate additional construction traffic on the highway network.

Published Scheme



Objectors' alternative proposal 1b: additional westbound exit and entry at Gilwern junction



Journey Time Comparison

Journey	Published Scheme journey time / seconds	Alternative 1a journey time / seconds
A-B	162	79
B-A	146	No change
B-C	272	151
C-B	103	No change

- All journey times are based on afternoon (PM) peak 2032 traffic flows

The Welsh Government is not promoting the Objectors' Alternative Proposals

Objectors' alternative 2a: additional footbridge at Gilwern with stepped access - summary table

This alternative comprises a pedestrian footbridge at Gilwern with a stepped access on the north side. To the south it would link to the realigned Station Road.

Appraisal against scheme objectives

This alternative meets all the scheme objectives.

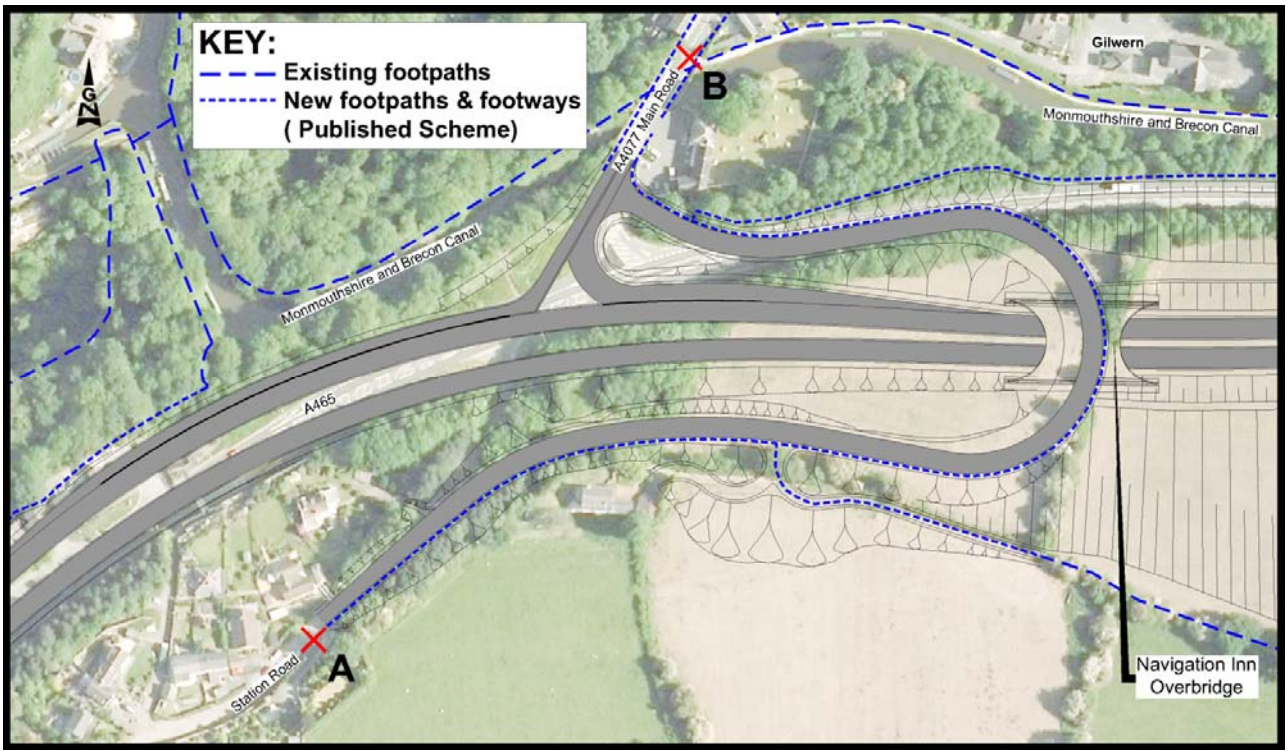
Appraisal against appraisal criteria

Economy	**Construction cost:** Additional £0.6 million to the Published Scheme to give a total of £151.8 million. **Benefit cost ratio (BCR):** 1.45.
Environment	**Noise:** Similar to the Published Scheme. **Air quality:** Similar to the Published Scheme. **Landscape:** Overall effect is similar to the Published Scheme. There would be increased visual impact locally due to having two bridges in close proximity, and on a short section of the Monmouthshire and Brecon Canal and the footpath along the towpath. **Bio-diversity:** Similar to the Published Scheme. **Heritage:** Similar to the Published Scheme. **Water environment:** Similar to the Published Scheme. **Soils:** Similar to the Published Scheme.
Social	**Transport safety:** Similar to the Published Scheme. **Personal security:** Similar to the Published Scheme **Permeability:** Provides an additional non-motorised user route (which includes steps) 320 metres shorter than the Published Scheme between Main Road and Station Road, Gilwern. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** This provides an additional route (which includes steps) between Station Road and facilities in Gilwern that is 320 metres shorter than the route across the Navigation Inn overbridge. **Equality, diversity and human rights:** Similar to the Published Scheme.

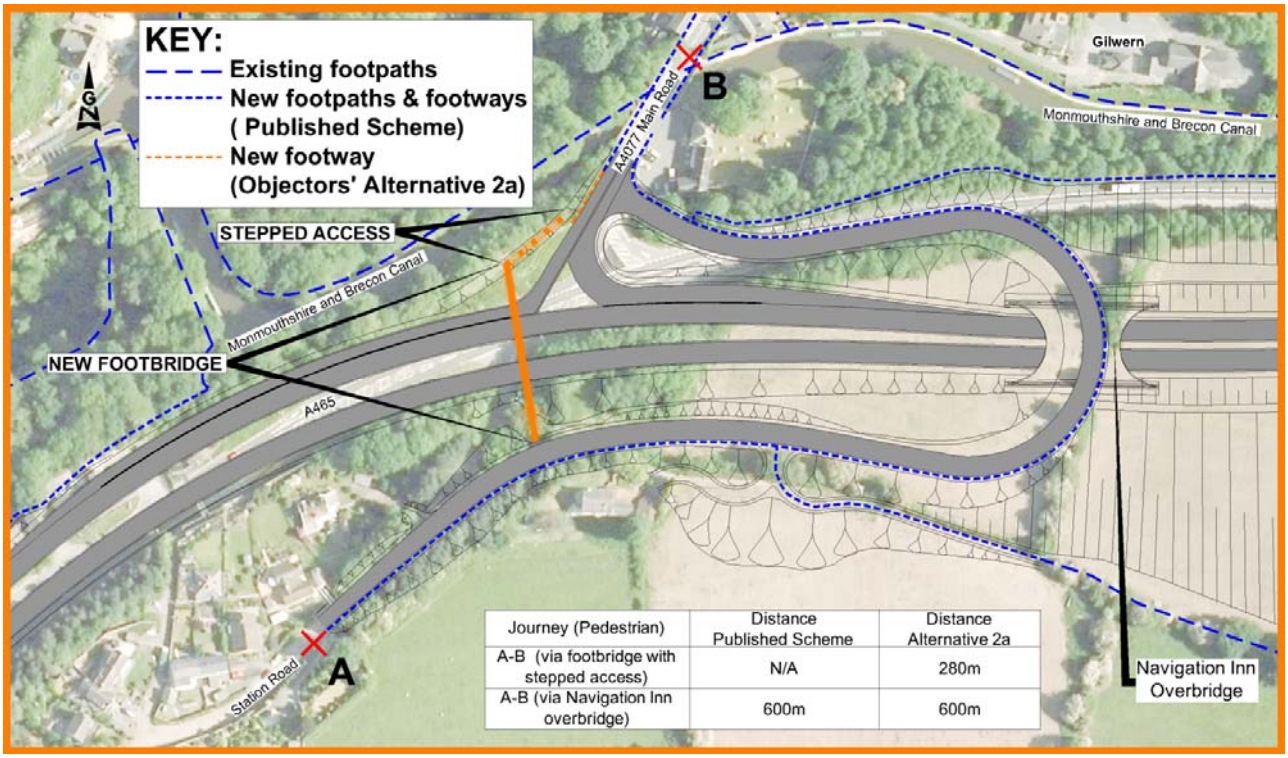
Key points

- Supports all scheme objectives.
- Not suitable for pedestrians of restricted mobility, cyclists or equestrians, who would use Navigation Inn overbridge.
- Two bridges in close proximity.
- Walking distance between Station Road and Main Road is reduced by 320 metres for those able to use a stepped access, compared to the Published Scheme.
- Provision of a footbridge does not demonstrate value for money given the cost, the low level of usage of the existing bridge at Navigation Inn and the nearby provision for non-motorised users in the Published Scheme at the Navigation Inn overbridge.
- The footbridge would have handrail lighting.

Published Scheme



Objectors' alternative proposal 2a: additional footbridge at Gilwern with stepped access



Journey (Pedestrian)	Distance Published Scheme	Distance Alternative 2a
A-B (via footbridge with stepped access)	N/A	280m
A-B (via Navigation Inn overbridge)	600m	600m

The Welsh Government is not promoting the Objectors' Alternative Proposals

Published Scheme

Objectors' alternative proposal 2a: additional footbridge at Gilwern with stepped access

The Welsh Government is not promoting the Objectors' Alternative Proposals

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Objectors' alternative 2b: additional footbridge at Gilwern with ramped access - summary table

This alternative comprises a pedestrian footbridge at Gilwern with a ramped access on the north side. To the south it would link to Station Road via a cul-de-sac, the same route as for the existing footbridge.

Appraisal against scheme objectives

This alternative meets 13 scheme objectives as well as the Published Scheme, and objective 6 less well (see key points).

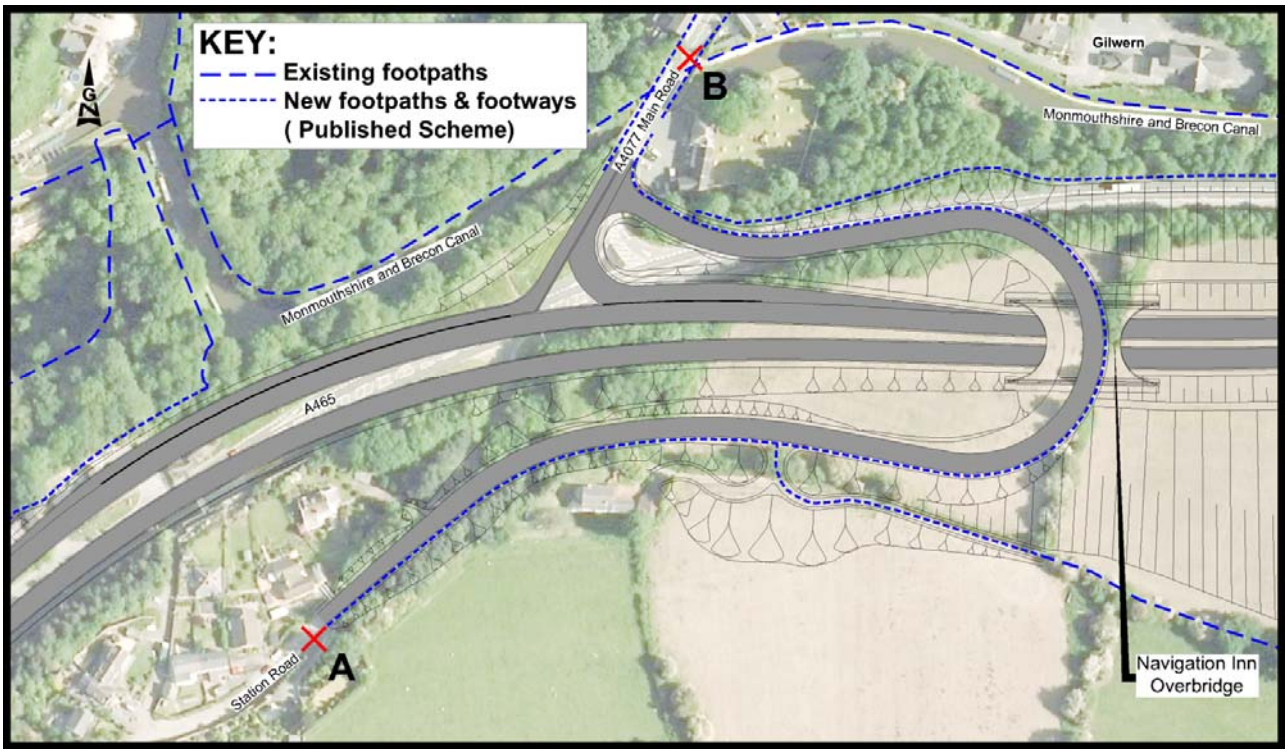
Appraisal against appraisal criteria

Economy	**Construction cost:** Additional £1.3 million to the Published Scheme to give a total of £152.5 million. **Benefit cost ratio (BCR):** 1.45.
Environment	**Noise:** Similar to the Published Scheme. **Air quality:** Similar to the Published Scheme. **Landscape:** Overall effect similar to Published Scheme except greater visual impact on some residential properties and a short section of the Monmouthshire and Brecon Canal and the footpath along the towpath. **Bio-diversity:** Additional loss of a small area of broad-leaved woodland used for bat foraging and with roost potential. **Heritage:** Slight adverse effect on setting of the canal embankment, a Scheduled Ancient Monument and Grade II* listed building. **Water environment:** As the Published Scheme. Construction work would be closer to a watercourse. **Soils:** Similar to the Published Scheme.
Social	**Transport safety:** Similar to the Published Scheme. **Personal security:** Similar to the Published Scheme. **Permeability:** This provides an additional route for pedestrians from Station Road into Gilwern that is 110 metres shorter than the route across Navigation Inn overbridge. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** This provides an additional route for pedestrians from Station Road to facilities in Gilwern that is 110 metres shorter than the route across the Navigation Inn overbridge. **Equality, diversity and human rights:** Similar to the Published Scheme.

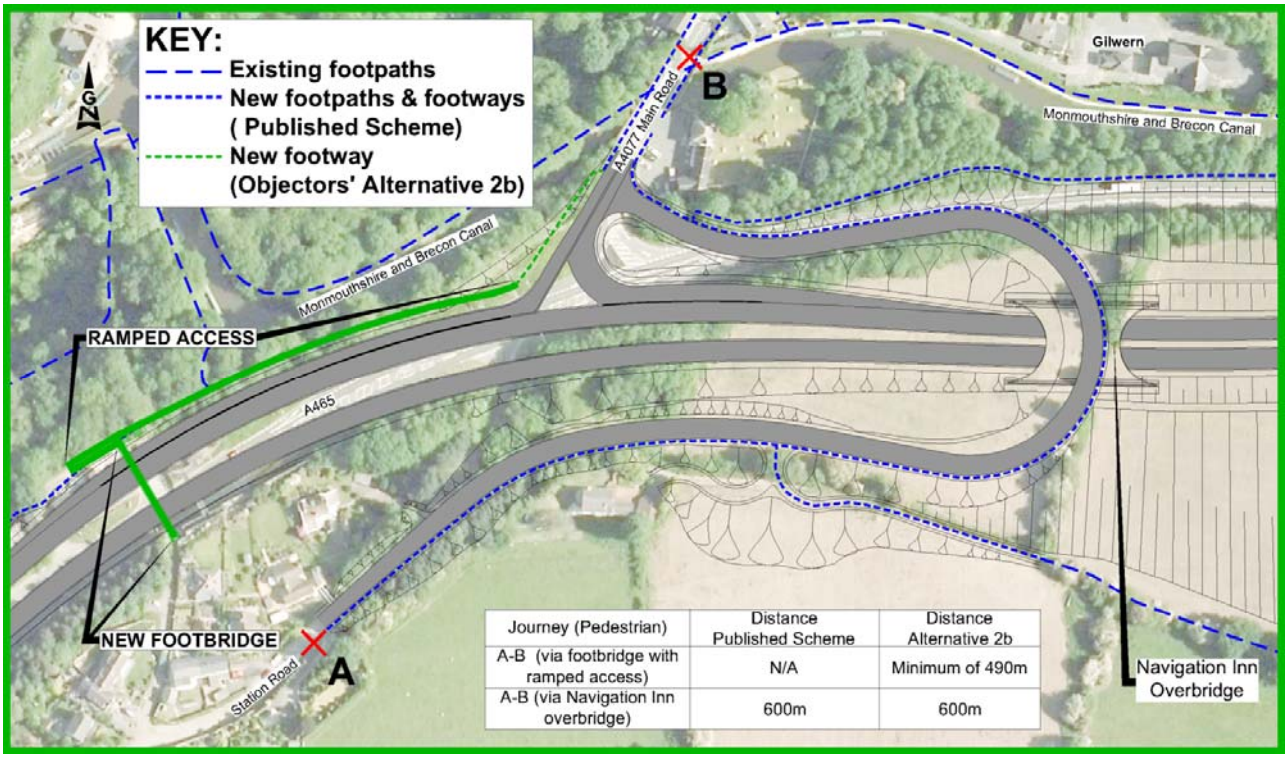
Key points

- Supports 13 scheme objectives.
- Impact on setting of canal embankment, a Scheduled Ancient Monument, Grade II* listed building.
- To provide gradients that comply with guidance on inclusive mobility, the ramp on the north side would be a minimum of 260 metres long, longer if incorporating staggers to discourage unintended use e.g. skateboarders.
- Walking distance between Main Road and Station Road would be reduced by 110 metres compared to the Published Scheme.
- Provision of a footbridge does not demonstrate value for money given the cost, the low level of usage of the existing bridge at Navigation Inn and the provision for non-motorised users in the Published Scheme at the Navigation Inn overbridge.
- Increased visual impact due to the footbridge which includes a long ramp.
- The footbridge would have handrail lighting.

Published Scheme



Objectors' alternative proposal 2b: additional footbridge at Gilwern with ramped access



Journey (Pedestrian)	Distance Published Scheme	Distance Alternative 2b
A-B (via footbridge with ramped access)	N/A	Minimum of 490m
A-B (via Navigation Inn overbridge)	600m	600m

The Welsh Government is not promoting the Objectors' Alternative Proposals

Published Scheme

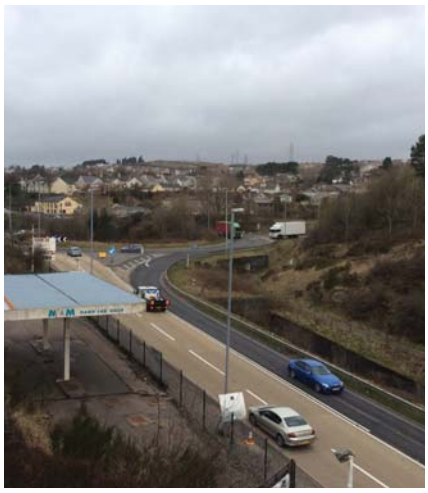
Objectors' alternative proposal 2b: additional footbridge at Gilwern with ramped access

The Welsh Government is not promoting the Objectors' Alternative Proposals

Notes:

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk



A465 Dualling Section 2 Gilwern to Brynmawr

Objectors' Alternative Proposal 3

March 2014

Objectors' Alternative Proposals

The Welsh Government published draft Orders for the A465 Dualling Section 2 Gilwern to Brynmawr in October 2013 (the scheme). Objections have been received and are currently being heard at a Public Local Inquiry which commenced at 10.00am on 18 March 2014 at Gilwern Old School Community Centre, Gilwern NP7 0AT

Suggested alternatives to the Published Scheme have been received by the Welsh Government. While the Welsh Government is not promoting or supporting these alternative proposals, it is obliged to consider them so that the Inspector conducting the Public Local Inquiry can report on their relative merits in his report to the Welsh Ministers.

You may wish to know that one or more of the alternatives suggested might, if adopted, affect your property and/or interest. This Objectors' Alternative Proposals brochure shows details of the proposed alternatives. Brochures are available at the following locations during all reasonable business hours:

Orders Branch
Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

Brynmawr Library
Market Square
Brynmawr
NP23 4AJ

Blaenau Gwent County Borough Council
Municipal Offices
Civic Centre
Ebbw Vale
NP23 6XB

Brecon Beacons National Park Authority
Plas y Ffynnon
Cambrian Way
Brecon
Powys LD3 7HP

Monmouthshire County Council
One Stop Shop
Market Hall
Cross Street
Abergavenny
Monmouthshire
NP7 5HD

Gilwern Old School Community Centre
Gilwern
NP7 0AT

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposals.

Anyone wishing to comment on the Objectors' Alternative Proposals should do so as soon as possible, ideally by 2 April 2014 but no later than 7 April 2014 by writing to:

Orders Branch

Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

All comments received will be passed to the Inspector for his consideration. You are reminded that the substance of your comments may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the Inquiry and, that in that event the Inspector may require to disclose the comments at the Inquiry; and, unless there are special reasons to the contrary, the identity of the authors. A copy of all such correspondence is normally kept in the Public Local Inquiry and is open to public inspection.

Copies of this brochure can be obtained, free of charge, from the locations mentioned or by contacting Orders Branch at the above address, telephone number 029 2082 1577.

The Public Local Inquiry

The Public Local Inquiry is being held before Mr W S C Wadrup BEng (Hons), CEng, MICE, FIHT at Gilwern Old School Community Centre, Gilwern NP7 0AT, which commenced at 10am on 18 March 2014.

Alternative proposals

Objectors' alternative 3 Reconfiguration of Brynmawr junction

Two options for this alternative have been considered:

- **Objectors' alternative 3a** Brynmawr junction 1999 configuration
- **Objectors' alternative 3b** Brynmawr junction 2011 configuration

The Welsh Government's Published Scheme is included for reference only.

Alternatives 1, 2 and 4 are shown in Objector's Alternative Proposals brochures and are available at the locations listed above.

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The Published Scheme and Objectors' Alternatives Proposals have been appraised against the Welsh Government's criteria as set out in WelTAG (Welsh Transport Appraisal Guidance).

This objective led approach considers the ability of the option to meet the scheme's transport planning objectives and appraises it against the Welsh Government's three impact areas of Economy, Environment and Social.

The Welsh Government's objective (Objective 1) for the scheme is to improve the A465 Heads of the Valleys Road between Gilwern and Brynmawr (Section 2 of the overall dualling programme) from a single 3-lane carriageway to dual 2-lane carriageways in accordance with the made Line Order and its associated Environmental Statement and to deliver the scheme to programme and budget.

The scheme specific objectives are:

Objective 2. To maintain the current level of service and to carry out improvements.

Objective 3. To reduce journey times for private and commercial road users.

Objective 4. To facilitate economic regeneration.

Objective 5. To enhance road safety and reduce casualties.

Objective 6. To do all this with proper care for the environment.

Objective 7. To deliver a scheme that is sustainable.

Objective 8. To promote non-motorised user provision and provide opportunities for a healthy lifestyle.

Objective 9. To deliver a scheme that minimises future maintenance requirements and disruption to the network.

Objective 10. To reduce journey time variability and improve resilience on the A465.

Objective 11. To use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.

Objective 12. To deliver a scheme that integrates with public transport and the local transport network.

Objective 13. To improve access to healthcare, education and leisure facilities.

Objective 14. To reduce community severance.

The Welsh Government's impact areas for WelTAG appraisal are Economy, Environment and Social.

Economy: The economic appraisal considers:

Construction cost	Cost of constructing the scheme based on 2012 prices.
Benefit cost ratio (BCR)	Numerical value of the benefits of the scheme divided by the cost.

Environment: The environmental appraisal considers:

Noise	Appraisal of the effect on noise.
Local air quality	Appraisal of the effect on local air quality.
Landscape and townscape	The number of properties experiencing an improvement, deterioration or neutral effect to views, and an impact appraisal of the changes to the landscape, as a result of the proposal.
Bio-diversity	The creation, enhancement, loss, damage or disturbance of fauna and flora species, ecosystems and habitats.
Heritage	Appraisal of the effects on cultural heritage sites.

Water environment	The effect on water quality including any changes likely to occur to existing watercourses.
Soils	The effect on soils, vegetation, general habitats, agriculture and horticultural practices.

Social: The social appraisal considers:

Transport safety	The change in personal injury accidents.
Personal security	The risk to and fear for personal safety.
Permeability	The ease of travel by non-motorised modes.
Physical fitness	The health benefits associated with active travel.
Social inclusion	The relative ease with which people can get to their destinations and obtain the services that are important to them.
Equality, diversity and human rights	Equality of access to transport, sites, services and facilities.

Appraisal summary table

Appraisal summary tables including key points are enclosed for the Published Scheme and each of the Objectors' Alternative Proposals.

The Objectors' Alternative Proposals included within this brochure are for an amendment at an individual location along the Published Scheme. The appraisal undertaken considers their impact both local to where they are proposed and in the context of the whole scheme.

Published Scheme appraisal summary table

This scheme proposes to dual the A465 between Gilwern and Brynmawr. The overall length of the scheme is approximately 8.1 kilometres, with a speed limit of 50 miles per hour.

Appraisal against scheme objectives

The Published Scheme meets all the scheme objectives (1-14).

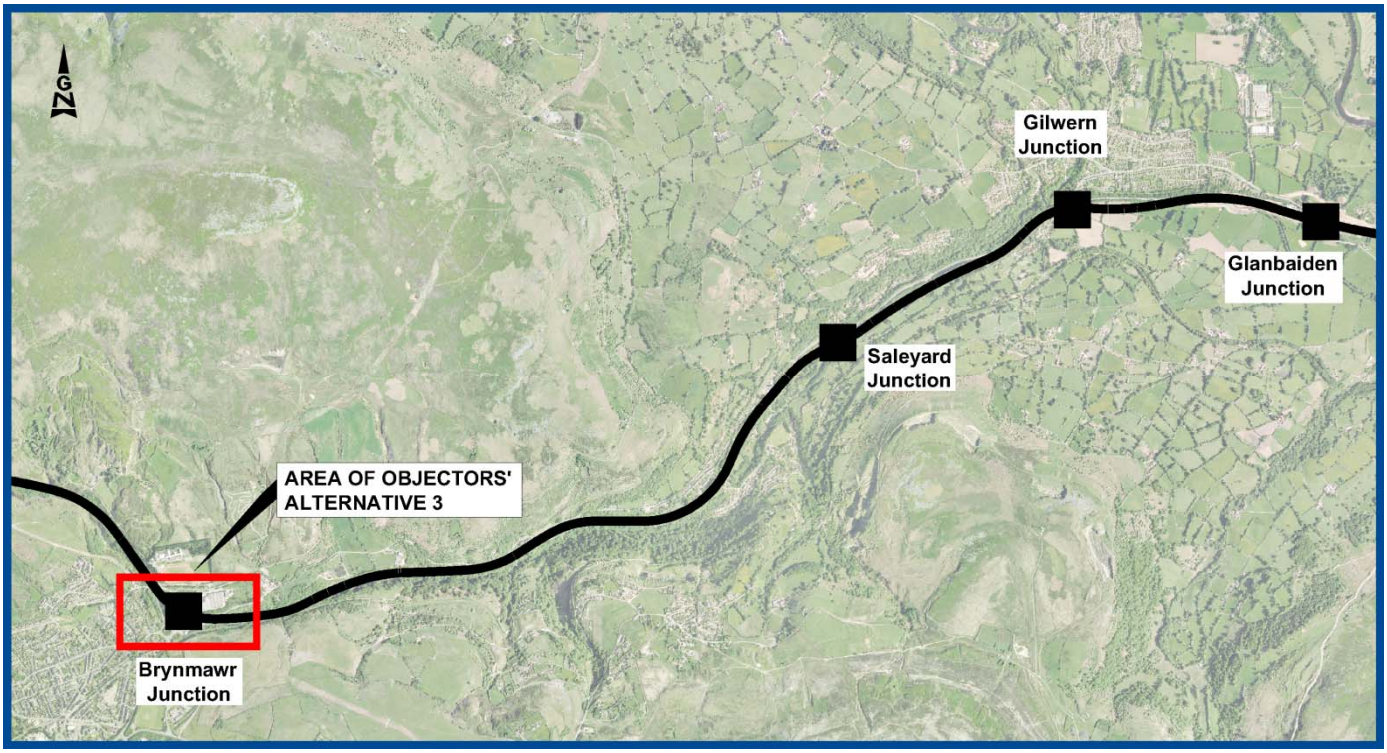
Appraisal against appraisal criteria

Economy	**Construction cost:** £151.2 million. **Benefit cost ratio (BCR):** 1.46.
Environment	**Noise:** The overall effect of the scheme is rated as negligible beneficial. **Air Quality:** The overall effect of the scheme is rated as not significant. **Landscape:** With mitigation consisting of woodland planting, earth mounding and false cuttings, the overall effect 15 years after opening is rated as slight adverse. There would remain some local moderate adverse effects at Brynmawr, at Blackrock, between Clydach North and Cwm Sion Matthew, and at Gilwern. **Bio-diversity:** Overall, and on the Usk Bat Sites Special Area of Conservation and locally designated sites, the scheme would result in a slight adverse effect. Proposed mitigation includes replacement woodland planting, maintaining bat flight lines and providing new bat roosts. **Heritage:** The overall effect of the scheme on the historic landscape is rated as slightly adverse. **Water environment:** The overall effect of the scheme is rated as neutral. **Soils:** There is an adverse effect on the Geological Site of Special Scientific Interest. However, new cuttings will provide access to new geological exposures. Some loss of agricultural land.
Social	**Transport safety:** 10% reduction in the number of collisions. **Personal security:** Some benefits, for example from new footbridges following the removal of subways. All footbridges and roadbridges would be lit. **Permeability:** Non-motorised user access is provided across the A465 via footbridges at Brynmawr, Pont Harri Isaac, Blackrock, Clydach, and Pant Glas and roadbridges with footways at Brynmawr, Saleyard (Clydach link) and Navigation Inn. Safer walking and cycling routes to Brynmawr Foundation School. **Physical fitness:** Improved facilities for non-motorised users which promotes walking and cycling. **Social inclusion:** Non-motorised access across A465 via Navigation Inn overbridge compared to existing stepped footbridge. Safer walking and cycling routes to Brynmawr Foundation School. **Equality diversity and human rights:** The scheme is not discriminatory.

Key points

- Meets all scheme objectives.
- Offers value for money. This means that the economic benefits of the scheme exceed the costs.
- Delivers positive local economic impacts and contributes to the regeneration of the Heads of the Valleys area.
- Enhances capacity which significantly improves the operation of the links and junctions.
- Reduces congestion which improves journey time reliability and resilience (to cope with incidents).
- Reduces the number of traffic collisions.
- Provides new footpaths and replaces existing crossing points of the A465 to help encourage walking.

Published Scheme



Objectors' alternative 3a: Brynmawr junction 1999 configuration appraisal summary table

This alternative proposal consists of reverting to the 1999 Line Order design at Brynmawr Junction. The line of the main carriageway is positioned considerably further south and the slip roads are substantially longer. Intermediate Road Bridge is reinstated.

Appraisal against scheme objectives

This alternative meets 12 scheme objectives (1, 2, 3, 4, 5, 7, 9, 10, 11, 12, 13 and 14) as well as the Published Scheme, and objective 6 and 8 less well (see key points).

Appraisal against appraisal criteria

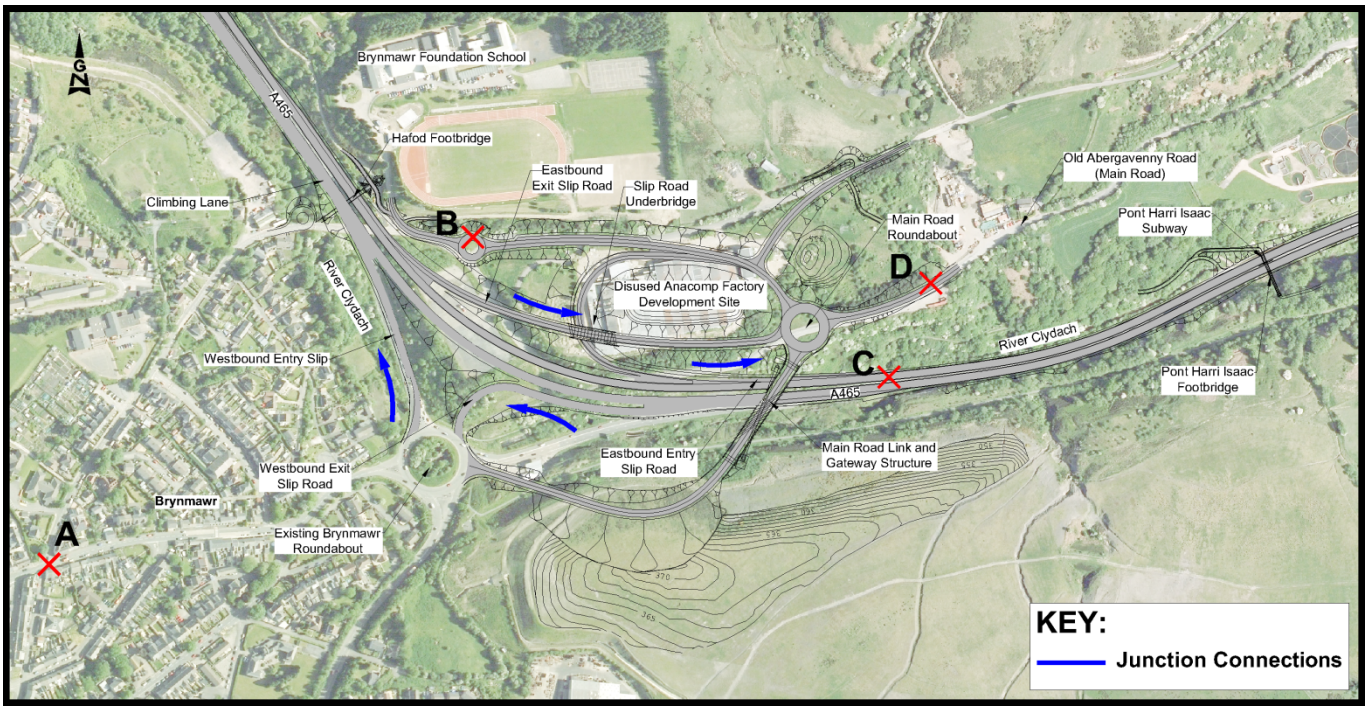
Economy	**Construction cost:** In excess of £25 million additional cost to the Published Scheme: total of £176.2 million. **Benefit cost ratio (BCR):** 1.47.
Environment	**Noise:** Similar to the Published Scheme, main carriageway closer to Brynmawr generates slight increase in noise levels in town. Perceived increase in Brynmawr due to HGV's from Main Road still being routed through town to reach A465. **Air quality:** Similar to Published Scheme, new Intermediate Road Bridge provides route for traffic through Brynmawr. Perceived air quality deterioration in Brynmawr due to HGV's from Main Road still being routed through town to reach A465. **Landscape:** Adverse effects on landscape compared to the Published Scheme, due to increased impact on Clydach Dingle, River Clydach and Brynmawr Sections Geological Site of Special Scientific Interest. Longer length of cutting into disused colliery site and encroachment into Special Area of Conservation and the Mynydd Llangatwg Site of Scientific Interest. Less landtake required to north of Usk Bat Sites Special Area of Conservation. **Bio-diversity:** Adverse impact on bat foraging area and River Clydach. **Heritage:** Adverse impact on setting of Hafod Arch Schedule Ancient Monument and direct adverse effect cutting through the Clydach Coal Level Schedule Ancient Monument. **Water environment:** Adverse impact as significant length of River Clydach would require culverting. **Soils:** Adverse impact on Brynmawr Sections Geological Site of Special Scientific Interest.
Social	**Transport safety:** Similar to the Published Scheme. Slight increased risk in Brynmawr due to HGV's from Main Road still being routed through residential streets to reach A465. **Personal security:** Similar to the Published Scheme. **Permeability:** Less provision of Non-Motorised User routes across the A465. **Physical fitness:** Slight adverse as less footway and cycleway provision. Adverse impact on National Cycle Route 46. **Social inclusion:** Avoids acquisition of the entire the Disused Anacomp Factory Development Site identified for housing in the Brecon Beacons National Park Authority Local Development Plan. Avoids demolition of two properties in Clydach Dingle. **Equality, diversity and human rights:** Similar to the Published Scheme.

Key points

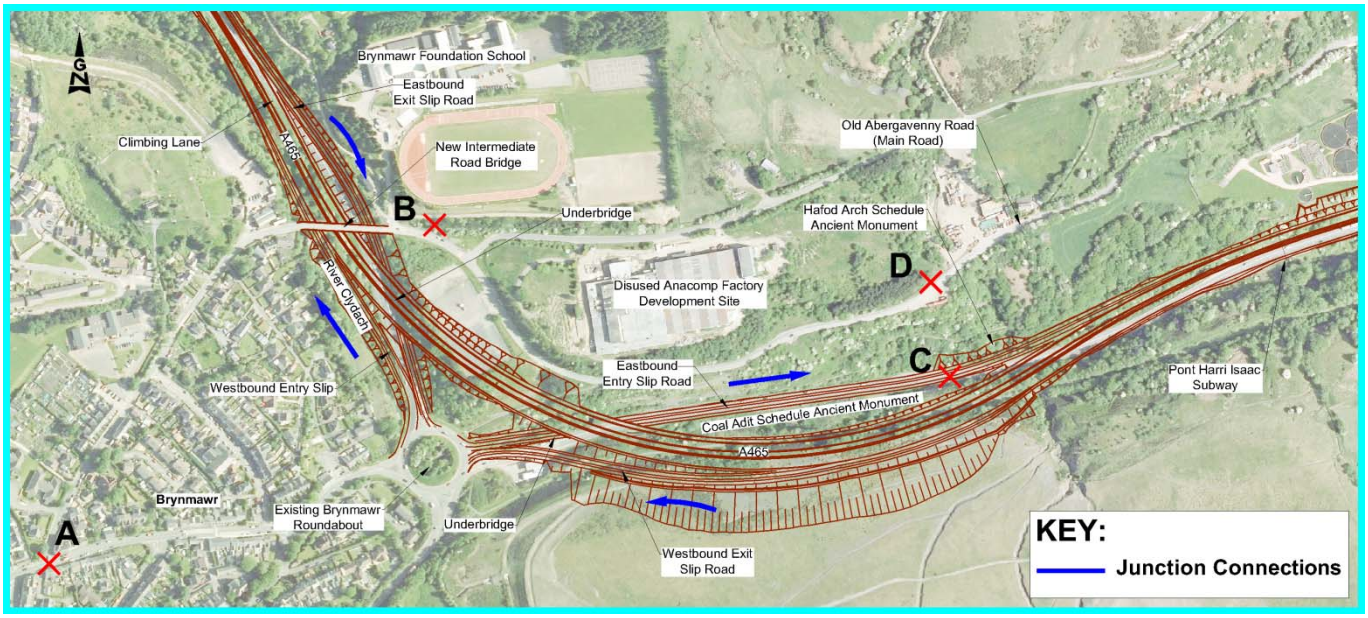
- Supports 12 scheme objectives as well as the Published Scheme.
- Similar benefit-cost ratio compared to the Published Scheme.

- Increased environmental impact on European and nationally important environmental designated sites.
- Significant cost increase associated with requirement to dispose surplus material off site due to increase in excavated earthworks material. This would generate additional construction traffic on the highway network.
- No split level carriageway compared to the Published Scheme.
- Greater paved area in Published Scheme. Similar number of bridge structures required.
- Culverting of River Clydach against Natural Resources Wales policy.
- Less Non-Motorised User provision.
- Less landtake required.
- Does not promote safe walking routes to Brynmawr Foundation School.

Published Scheme



Objectors' alternative 3a: Brynmawr junction 1999 configuration



The Welsh Government is not promoting the Objectors' Alternative Proposals

Journey Time Comparison		
Journey	**Published Scheme journey time / seconds**	**Alternative 3a journey time / seconds**
A – B **King Street / Intermediate Road to Brynmawr Foundation School via new overbridge**	129 47	
D – C **Old Abergavenny Road (Main Road) to A465 eastbound entry slip road**	62	164
All journey times are based on afternoon (PM) peak 2032 traffic flows		

Objectors' alternative 3b: Brynmawr junction 2011 configuration appraisal summary table

This alternative proposal consists of a modification to the eastbound entry slip road at Brynmawr. The slip road would start on the easterly side of Main Road Roundabout and continue in the same direction to join the main A465 carriageway in a conventional manner, rather than the loop arrangement in the Published Scheme. The access to Brynmawr Foundation School is steeper than the Published Scheme, as Main Road Roundabout is at a significantly lower level than in the Published Scheme.

Appraisal against scheme objectives

This alternative meets 13 scheme objectives (1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13 and 14) as well as the Published Scheme, with objective 6 less well (see key points).

Appraisal against appraisal criteria

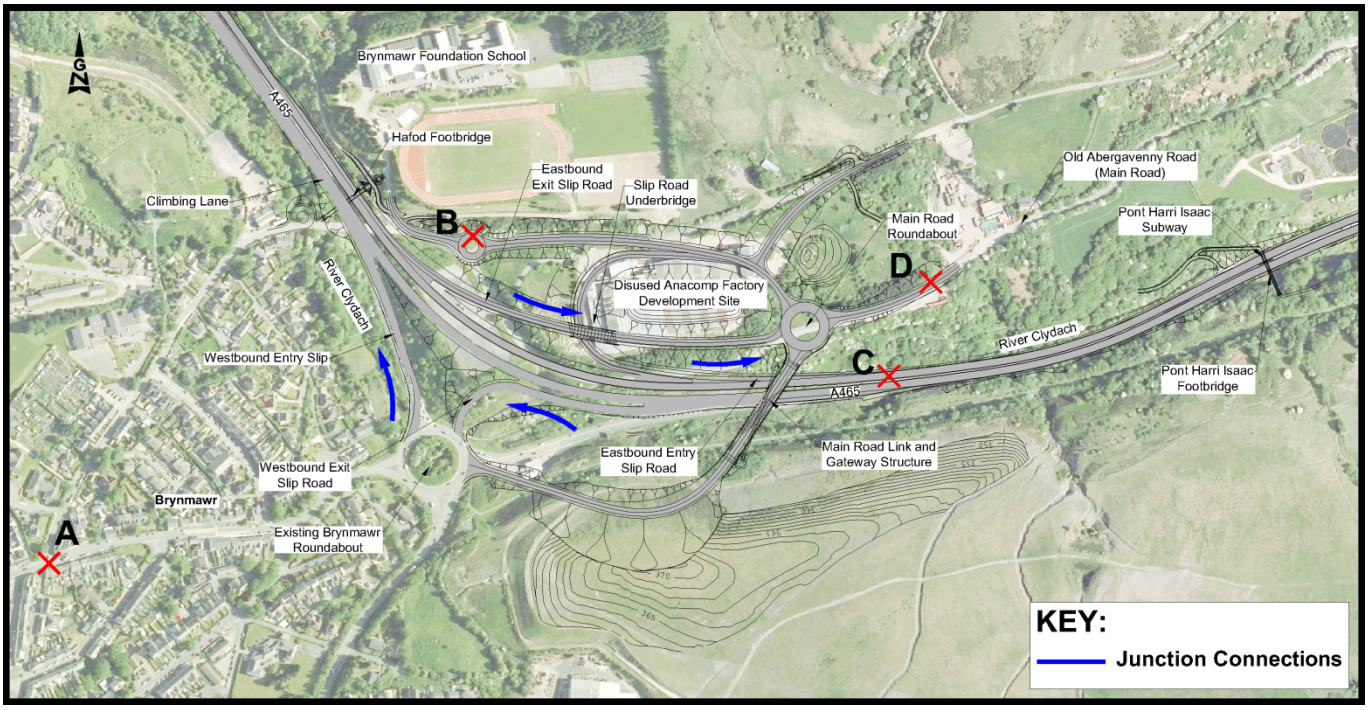
Economy	**Construction Cost:** Additional £1.6 million to the Published Scheme: total of £152.8 million. **Benefit Cost Ratio (BCR):** 1.48.
Environment	**Noise:** Similar to the Published Scheme. **Air quality:** Similar to Published Scheme. **Landscape:** Similar to the Published Scheme, less compact junction arrangement with slightly greater impact within Special Area of Conservation, Mynydd Llangatwg Site of Scientific Interest and cutting face of Brynmawr Sections Geological Site of Special Scientific Interest. **Bio-diversity:** Increased adverse impact compared to the Published Scheme due to increased landtake in Usk Bat Sites Schedule Ancient Monument and diversion of River Clydach to the south of the main carriageway. **Heritage:** Increased adverse impact on the setting of Hafod Arch Schedule Ancient Monument and increased removal of tramway. **Water environment:** Adverse impact on River Clydach with 400m diversion required to south of main carriageway. Tributaries affected to a greater extent. **Soils:** Adverse impact on Brynmawr Sections Geological Site of Special Scientific Interest.
Social	**Transport safety:** Similar to the Published Scheme. **Personal security:** Similar to the Published Scheme **Permeability:** Similar to the Published Scheme. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** Requires acquisition of land (Disused Anacomp Factory Development Site) identified for housing in the Brecon Beacons National Park Authority Local Development Plan. **Equality, diversity and human rights:** Similar to the Published Scheme.

Key points

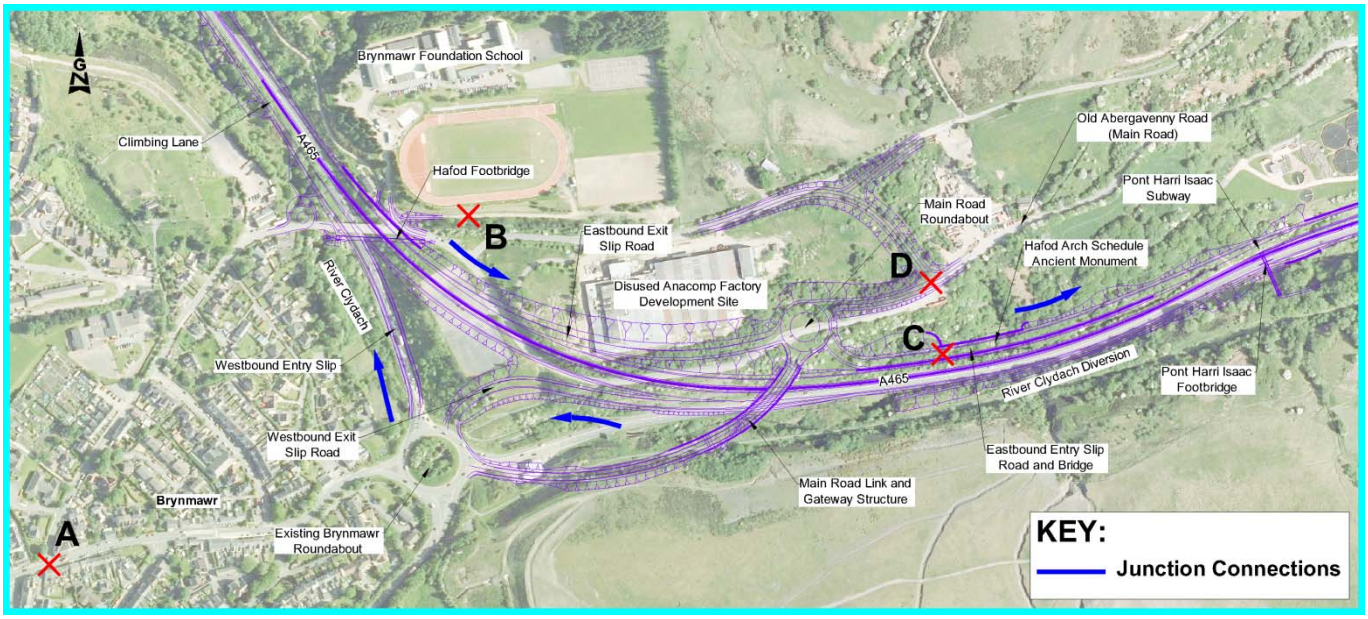
- Meets 13 scheme objectives as well as the Published Scheme.
- Similar benefit-cost ratio compared to the Published Scheme.
- Increased environmental impact on woodland and bat foraging and River Clydach.
- Reduced permanent landtake.
- Similar number of structures with associated construction costs and future maintenance liabilities.
- Greater impact on Hafod Arch Scheduled Ancient Monument.

- Significantly greater impact on River Clydach and adjacent Brynmawr Sections Geological Site of Special Scientific Interest, due to diversion and excavation to form river channel.
- Culverting of River Clydach against Natural Resources Wales policy.
- Fewer highway geometry Departures from Standards required.
- Gradient to Brynmawr Foundation School steeper than Published Scheme.

Published Scheme



Objectors' alternative 3b: Brynmawr junction 2011 configuration



The Welsh Government is not promoting the Objectors' Alternative Proposals

Journey Time Comparison		
Journey	**Published Scheme journey time / seconds**	**Alternative 3b journey time / seconds**
A – B **King Street / Intermediate Road to Brynmawr Foundation School via new overbridge**	129 133	
A – C **King Street / Intermediate Road to eastbound entry slip road via new overbridge**	126	100
A – D **King Street / Intermediate Road to Old Abergavenny Road (Main) via new overbridge**	126 115	
D – C **Old Abergavenny Road (Main Road) to eastbound entry slip road**	62	44
All journey times are based on afternoon (PM) peak 2032 traffic flows		

The Welsh Government is not promoting the Objectors' Alternative Proposals

Notes:

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

A465 Dualling Section 2 Gilwern to Brynmawr

Objectors' Alternative Proposal 4

March 2014

Objectors' Alternative Proposal

The Welsh Government published draft Orders for the A465 Dualling Section 2 Gilwern to Brynmawr in October 2013 (the scheme). Objections have been received and are currently being heard at a Public Local Inquiry which commenced at 10.00am on 18 March 2014 at Gilwern Old School Community Centre, Gilwern NP7 0AT

Suggested alternatives to the Published Scheme have been received by the Welsh Government. While the Welsh Government is not promoting or supporting this alternative proposal, it is obliged to consider it so that the Inspector conducting the Public Local Inquiry can report on its relative merits in his report to the Welsh Ministers.

You may wish to know that the alternative suggested might, if adopted, affect your property and/or interest. This Objectors' Alternative Proposal brochure shows details of the proposed alternative. Brochures are available at the following locations during all reasonable business hours:

Orders Branch
Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

Brynmawr Library
Market Square
Brynmawr
NP23 4AJ

Blaenau Gwent County Borough Council
Municipal Offices
Civic Centre
Ebbw Vale
NP23 6XB

Brecon Beacons National Park Authority
Plas y Ffynnon
Cambrian Way
Brecon
Powys LD3 7HP

Monmouthshire County Council
One Stop Shop
Market Hall
Cross Street
Abergavenny
Monmouthshire
NP7 5HD

Gilwern Old School Community Centre
Gilwern
NP7 0AT

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposal.

Anyone wishing to comment on the Objectors' Alternative Proposal should do so as soon as possible, ideally by 2 April 2014 but no later than 7 April 2014 by writing to:

Orders Branch

Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

All comments received will be passed to the Inspector for his consideration. You are reminded that the substance of your comments may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the Inquiry and, that in that event the Inspector may require to disclose the comments at the Inquiry; and, unless there are special reasons to the contrary, the identity of the authors. A copy of all such correspondence is normally kept in the Public Local Inquiry and is open to public inspection.

Copies of this brochure can be obtained, free of charge, from the locations mentioned or by contacting Orders Branch at the above address, telephone number 029 2082 1577.

The Public Local Inquiry

The Public Local Inquiry is being held before Mr W S C Wadrup BEng (Hons), CEng, MICE, FIHT at Gilwern Old School Community Centre, Gilwern NP7 0AT, which commenced at 10am on 18 March 2014.

Alternative proposal

Objectors' alternative 4 - Removal of Gilwern junction

The Welsh Government's Published Scheme is included for reference only.

Alternatives 1, 2 and 3 are shown in Objector's Alternative Proposals brochures and are available at the locations listed above.

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposal

The Published Scheme and Objectors' Alternative Proposal has been appraised against the Welsh Government's criteria as set out in WelTAG (Welsh Transport Appraisal Guidance).

This objective led approach considers the ability of the option to meet the scheme's transport planning objectives and appraises it against the Welsh Government's three impact areas of Economy, Environment and Social.

The Welsh Government's objective (Objective 1) for the scheme is to improve the A465 Heads of the Valleys Road between Gilwern and Brynmawr (Section 2 of the overall dualling programme) from a single 3-lane carriageway to dual 2-lane carriageways in accordance with the made Line Order and its associated Environmental Statement and to deliver the scheme to programme and budget.

The scheme specific objectives are:

Objective 2. To maintain the current level of service and to carry out improvements.

Objective 3. To reduce journey times for private and commercial road users.

Objective 4. To facilitate economic regeneration.

Objective 5. To enhance road safety and reduce casualties.

Objective 6. To do all this with proper care for the environment.

Objective 7. To deliver a scheme that is sustainable.

Objective 8. To promote non-motorised user provision and provide opportunities for a healthy lifestyle.

Objective 9. To deliver a scheme that minimises future maintenance requirements and disruption to the network.

Objective 10. To reduce journey time variability and improve resilience on the A465.

Objective 11. To use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.

Objective 12. To deliver a scheme that integrates with public transport and the local transport network.

Objective 13. To improve access to healthcare, education and leisure facilities.

Objective 14. To reduce community severance.

The Welsh Government's impact areas for WelTAG appraisal are Economy, Environment and Social.

Economy: The economic appraisal considers:

Construction cost	Cost of constructing the scheme based on 2012 prices.
Benefit cost ratio (BCR)	Numerical value of the benefits of the scheme divided by the cost.

Environment: The environmental appraisal considers:

Noise	Appraisal of the effect on noise.
Local air quality	Appraisal of the effect on local air quality.
Landscape and townscape	The number of properties experiencing an improvement, deterioration or neutral effect to views, and an impact appraisal of the changes to the landscape, as a result of the proposal.
Bio-diversity	The creation, enhancement, loss, damage or disturbance of fauna and flora species, ecosystems and habitats.

Heritage	Appraisal of the effects on cultural heritage sites.
Water environment	The effect on water quality including any changes likely to occur to existing watercourses.
Soils	The effect on soils, vegetation, general habitats, agriculture and horticultural practices.

Social: The social appraisal considers:

Transport safety	The change in personal injury accidents.
Personal security	The risk to and fear for personal safety.
Permeability	The ease of travel by non-motorised modes.
Physical fitness	The health benefits associated with active travel.
Social inclusion	The relative ease with which people can get to their destinations and obtain the services that are important to them.
Equality, diversity and human rights	Equality of access to transport, sites, services and facilities.

Appraisal summary table

Appraisal summary tables including key points are enclosed for the Published Scheme and the Objectors' Alternative Proposal.

The Objectors' Alternative Proposal included within this brochure are for an amendment at an individual location along the Published Scheme. The appraisal undertaken considers the impact both local to where it is proposed and in the context of the whole scheme.

Published Scheme appraisal summary table

This scheme proposes to dual the A465 between Gilwern and Brynmawr. The overall length of the scheme is approximately 8.1 kilometres, with a speed limit of 50 miles per hour.

Appraisal against scheme objectives

The Published Scheme meets all the scheme objectives (1-14).

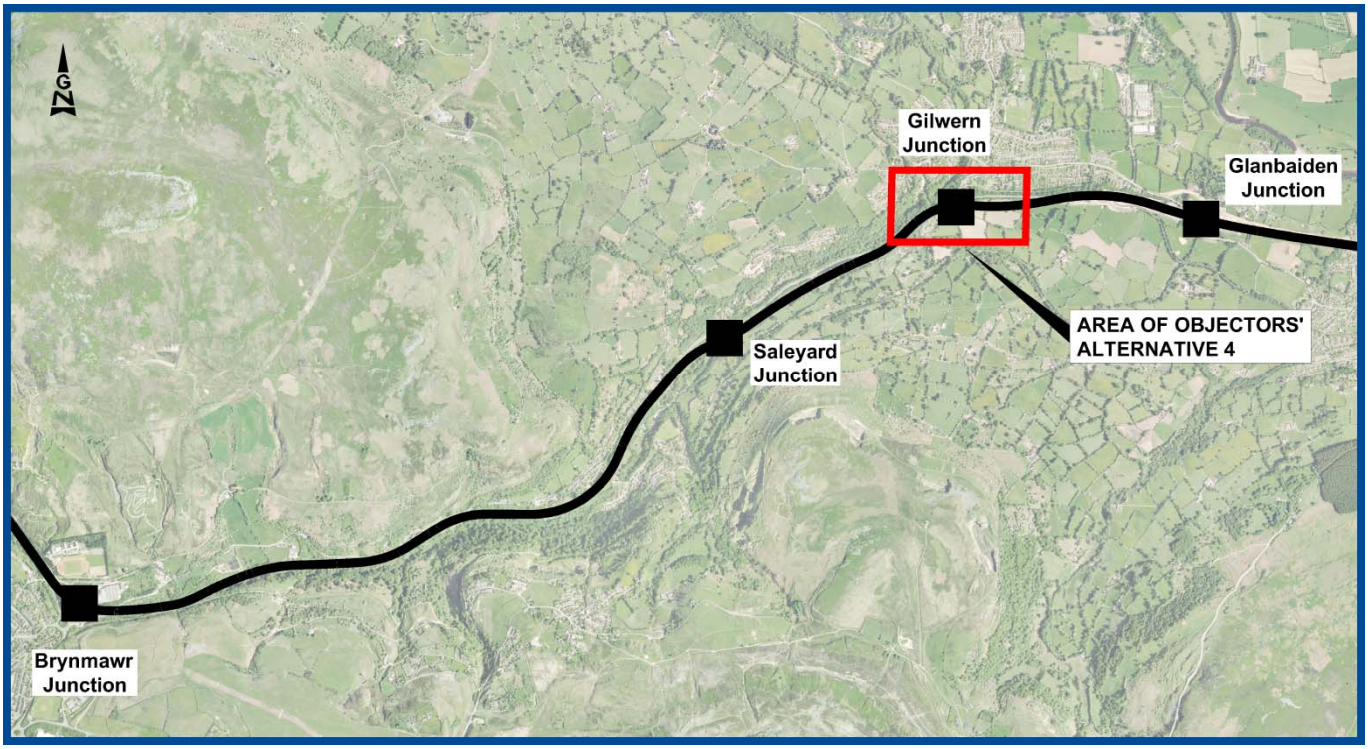
Appraisal against appraisal criteria

Economy	**Construction cost:** £151.2 million. **Benefit cost ratio (BCR):** 1.46.
Environment	**Noise:** The overall effect of the scheme is rated as negligible beneficial. **Air Quality:** The overall effect of the scheme is rated as not significant. **Landscape:** With mitigation consisting of woodland planting, earth mounding and false cuttings, the overall effect 15 years after opening is rated as slight adverse. There would remain some local moderate adverse effects at Brynmawr, at Blackrock, between Clydach North and Cwm Sion Matthew, and at Gilwern. **Bio-diversity:** Overall, and on the Usk Bat Sites Special Area of Conservation and locally designated sites, the scheme would result in a slight adverse effect. Proposed mitigation includes replacement woodland planting, maintaining bat flight lines and providing new bat roosts. **Heritage:** The overall effect of the scheme on the historic landscape is rated as slightly adverse. **Water environment:** The overall effect of the scheme is rated as neutral. **Soils:** There is an adverse effect on the Geological Site of Special Scientific Interest. However, new cuttings will provide access to new geological exposures. Some loss of agricultural land.
Social	**Transport safety:** 10% reduction in the number of collisions. **Personal security:** Some benefits, for example from new footbridges following the removal of subways. All footbridges and roadbridges would be lit. **Permeability:** Non-motorised user access is provided across the A465 via footbridges at Brynmawr, Pont Harri Isaac, Blackrock, Clydach, and Pant Glas and roadbridges with footways at Brynmawr, Saleyard (Clydach link) and Navigation Inn. Safer walking and cycling routes to Brynmawr Foundation School. **Physical fitness:** Improved facilities for non-motorised users which promotes walking and cycling. **Social inclusion:** Non-motorised access across A465 via Navigation Inn overbridge compared to existing stepped footbridge. Safer walking and cycling routes to Brynmawr Foundation School. **Equality diversity and human rights:** The scheme is not discriminatory.

Key points

- Meets all scheme objectives.
- Offers value for money. This means that the economic benefits of the scheme exceed the costs.
- Delivers positive local economic impacts and contributes to the regeneration of the Heads of the Valleys area.
- Enhances capacity which significantly improves the operation of the links and junctions.
- Reduces congestion which improves journey time reliability and resilience (to cope with incidents).
- Reduces the number of traffic collisions.
- Provides new footpaths and replaces existing crossing points of the A465 to help encourage walking.

Published Scheme



Objectors' alternative 4: removal of Gilwern junction appraisal summary table

This alternative proposal comprises removal of the eastbound entry and exit slip road at the Gilwern junction (removing the junction). The main carriageway alignment would be raised and the local Station Road realigned and lowered to allow it to pass under the mainline by way of an underbridge.

Appraisal against scheme objectives

This alternative meets 6 scheme objectives (1, 5, 7, 8, 10 and 11) as well as the Published Scheme and objectives 2, 3, 4, 6, 9, 12, 13 and 14 less well (see key points).

Appraisal against appraisal criteria

Economy	**Construction cost:** Additional £2 million to the Published Scheme: total of £153.2 million. **Benefit cost ratio (BCR):** 1.39.
Environment	**Noise:** Similar to the Published Scheme overall but with reduced traffic noise on A4077 Main Road, Gilwern and increase on A4077 Abergavenny Road, Gilwern. However potential increase adverse effect for towpath and properties north of mainline due to omission of false cutting. **Air quality:** Similar to Published Scheme with improvement on A4077 Main Road, Gilwern and deterioration on A4077 Abergavenny Road, Gilwern due to increased transport usage. **Landscape:** Overall decreased effect on landscape character but increased effect on visual receptors north of the mainline compared to the Published Scheme, due to increased height of the A465 mainline and associated retaining wall height adjacent to Monmouthshire and Brecon Canal Schedule Ancient Monument and omission of false cutting east of Navigation Inn. **Bio-diversity:** Slight benefit to Published Scheme due to less landtake to the south allowing retention of grassland and hedgerow which is used for bat foraging. **Heritage:** Adverse impact on the Canal Embankment Schedule Ancient Monument setting and canal compared to the Published Scheme. **Water environment:** Similar to the Published Scheme. **Soils:** Slight benefit to the Published Scheme, reduction in loss of agricultural land.
Social	**Transport safety:** Neutral, removal of a junction at Gilwern will reduce accidents at this location but more traffic using Glanbaiden and local roads may increase accident rate. **Personal security:** Underbridge less attractive than Published Scheme although it would be lit. **Permeability:** A more direct access for Non-Motorised Users between Station Road and Main Road via an underbridge, but with steeper gradients on local roads. **Physical fitness:** Similar to the Published Scheme. **Social inclusion:** Reduced accessibility to/from A465 for residents of Old Trap Road and Station Road. **Equality, diversity and human rights:** Similar to the Published Scheme.

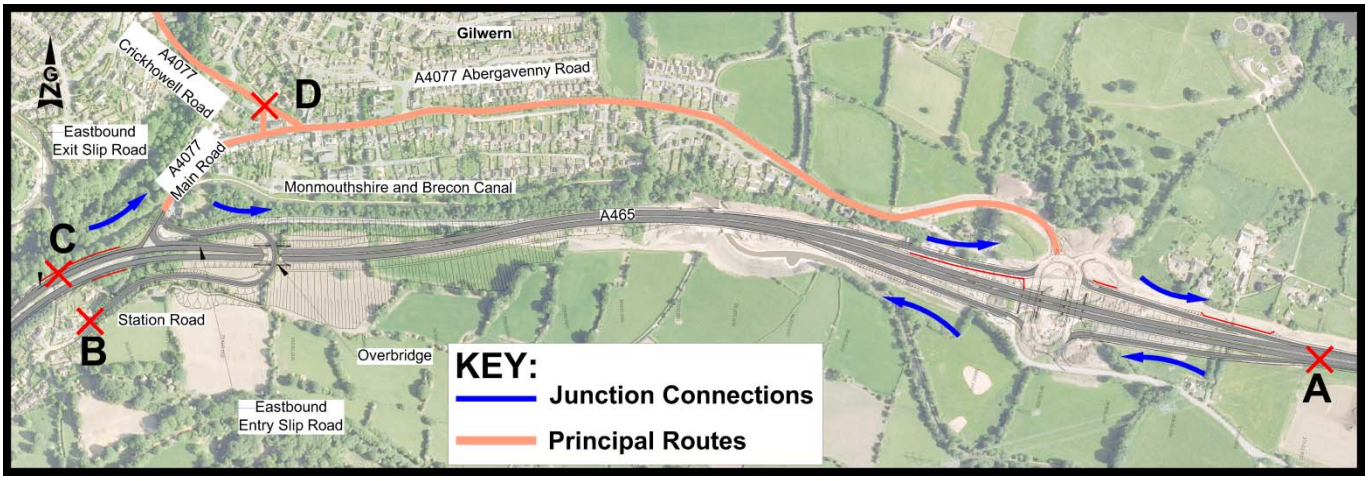
Key points

- Supports 6 scheme objectives.
- Would not demonstrate value for money, with a reduced benefit-cost ratio compared to the Published Scheme.

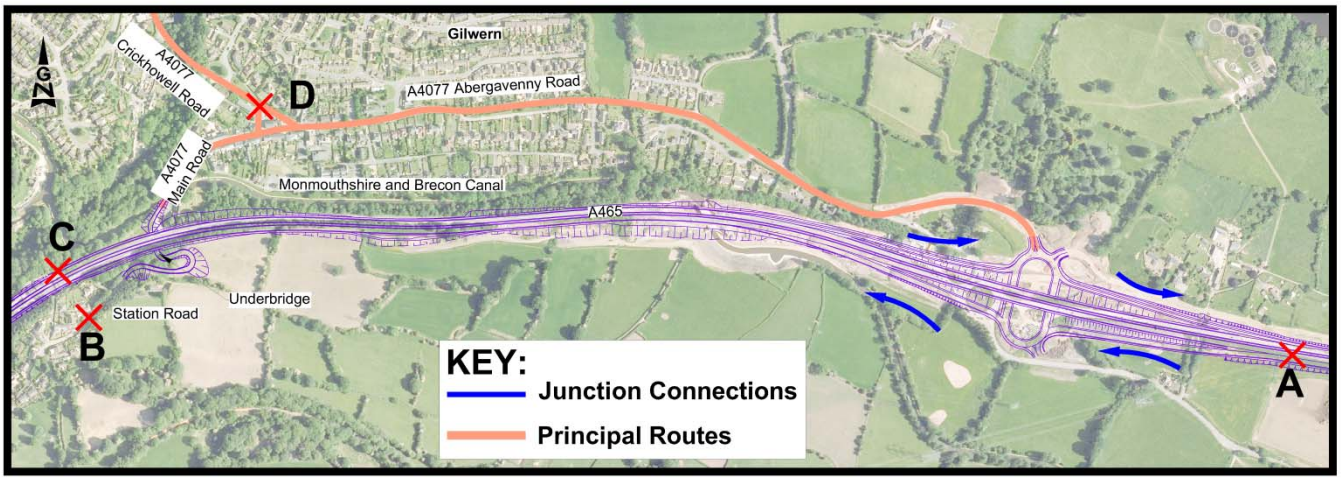
The Welsh Government is not promoting the Objectors' Alternative Proposal

- The additional cost increase is associated with the reduction in earthworks deposition areas in the vicinity of Gilwern. The effect would be a requirement to dispose surplus earthworks material off site, and which would generate additional construction traffic on the highway network.
- Prevents eastbound access to and from the A465 at Gilwern, identified as an important local link.
- Minimises the number of junctions on the trunk road.
- Requires modification of existing bus routes that use the existing junction to exit and enter the A465, potentially effecting the viability of the bus service.
- Reduction in traffic on A4077 Main Road in Gilwern, but with increase an on A4077 Abergavenny Road.
- Less direct connectivity into the A4077 Crickhowell Road.
- Shorter realignment of Station Road, but with reduced benefit to Non-Motorised Users due to longer length of steep gradients to the south of A465.
- Reduced permanent landtake.
- Alternative A465 mainline raised above and side road lowered below existing A465 ground levels to allow side road to pass beneath mainline via an underbridge.
- Greater visual impact on Canal Scheduled Ancient Monument and Gilwern residents.
- Fewer highway geometry departures from standards required.

Published Scheme



Objectors' alternative 4: removal of Gilwern junction



The Welsh Government is not promoting the Objectors' Alternative Proposal

Journey Time Comparison		
Journey	**Published Scheme journey time / seconds**	**Alternative 4 journey time / seconds**
A - B	197 192	
A - D	134	No change
B - D	76 64	
C - D	46	175
C - B	79	243
B - A	134	166

All journey times are based on afternoon (PM) peak 2032 traffic flows

Increase in traffic on A4077 Abergavenny Road in 2032, which would be 12,141 vehicles per day compared to 9,996 for the Published Scheme, a 21% increase. This would be offset by a 80 - 90% reduction in vehicles on A4077 Main Road.

The Welsh Government is not promoting the Objectors' Alternative Proposal

Notes:

Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

A465 Dualling Section 2 Gilwern to Brynmawr

Objectors' Alternative Proposal 5

March 2014

Objectors' Alternative Proposal

The Welsh Government published draft Orders for the A465 Dualling Section 2 Gilwern to Brynmawr in October 2013 (the scheme). Objections have been received and are currently being heard at a Public Local Inquiry which commenced at 10.00am on 18 March 2014 at Gilwern Old School Community Centre, Gilwern NP7 0AT

Suggested alternatives to the Published Scheme have been received by the Welsh Government. While the Welsh Government is not promoting or supporting this alternative proposal, it is obliged to consider it so that the Inspector conducting the Public Local Inquiry can report on its relative merits in his report to the Welsh Ministers.

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Orders Branch
Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

Brynmawr Library
Market Square
Brynmawr
NP23 4AJ

Blaenau Gwent County Borough Council
Municipal Offices
Civic Centre
Ebbw Vale
NP23 6XB

Brecon Beacons National Park Authority
Plas y Ffynnon
Cambrian Way
Brecon
Powys LD3 7HP

Monmouthshire County Council
One Stop Shop
Market Hall
Cross Street
Abergavenny
Monmouthshire
NP7 5HD

Gilwern Old School Community Centre
Gilwern
NP7 0AT

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposal.

Anyone wishing to comment on the Objectors' Alternative Proposal should do so as soon as possible, ideally by 3 April 2014 but no later than 7 April 2014 by writing to:

Orders Branch

Department of Economy, Science and Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

All comments received will be passed to the Inspector for his consideration. You are reminded that the substance of your comments may be communicated to other people who may be affected by them; that they will be passed to the Inspector holding the Inquiry and, that in that event the Inspector may require to disclose the comments at the Inquiry; and, unless there are special reasons to the contrary, the identity of the authors. A copy of all such correspondence is normally kept in the Public Local Inquiry and is open to public inspection.

Copies of this brochure can be obtained, free of charge, from the locations mentioned or by contacting Orders Branch at the above address, telephone number 029 2082 1577.

The Public Local Inquiry

The Public Local Inquiry is being held before Mr W S C Wadrup BEng (Hons), CEng, MICE, FIHT at Gilwern Old School Community Centre, Gilwern NP7 0AT, which commenced at 10am on 18 March 2014.

Alternative proposal

Objectors' alternative 5 - Retention of the existing A465 road through Clydach Gorge

The Welsh Government's Published Scheme is included for reference only.

Alternatives 1, 2, 3 and 4 are shown in Objector's Alternative Proposals brochures and are available at the locations listed above.

Please note that the Welsh Government is not promoting or supporting the Objectors' Alternative Proposal

The Published Scheme and Objectors' Alternative Proposal has been appraised against the Welsh Government's criteria as set out in WelTAG (Welsh Transport Appraisal Guidance).

This objective led approach considers the ability of the option to meet the scheme's transport planning objectives and appraises it against the Welsh Government's three impact areas of Economy, Environment and Social.

The Welsh Government's objective (Objective 1) for the scheme is to improve the A465 Heads of the Valleys Road between Gilwern and Brynmawr (Section 2 of the overall dualling programme) from a single 3-lane carriageway to dual 2-lane carriageways in accordance with the made Line Order and its associated Environmental Statement and to deliver the scheme to programme and budget.

The scheme specific objectives are:

Objective 2. To maintain the current level of service and to carry out improvements.

Objective 3. To reduce journey times for private and commercial road users.

Objective 4. To facilitate economic regeneration.

Objective 5. To enhance road safety and reduce casualties.

Objective 6. To do all this with proper care for the environment.

Objective 7. To deliver a scheme that is sustainable.

Objective 8. To promote non-motorised user provision and provide opportunities for a healthy lifestyle.

Objective 9. To deliver a scheme that minimises future maintenance requirements and disruption to the network.

Objective 10. To reduce journey time variability and improve resilience on the A465.

Objective 11. To use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.

Objective 12. To deliver a scheme that integrates with public transport and the local transport network.

Objective 13. To improve access to healthcare, education and leisure facilities.

Objective 14. To reduce community severance.

The Welsh Government's impact areas for WelTAG appraisal are Economy, Environment and Social.

Economy: The economic appraisal considers:

Construction cost	Cost of constructing the scheme based on 2012 prices.
Benefit cost ratio (BCR)	Numerical value of the benefits of the scheme divided by the cost.

Environment: The environmental appraisal considers:

Noise	Appraisal of the effect on noise.
Local air quality	Appraisal of the effect on local air quality.
Landscape and townscape	The number of properties experiencing an improvement, deterioration or neutral effect to views, and an impact appraisal of the changes to the landscape, as a result of the proposal.
Bio-diversity	The creation, enhancement, loss, damage or disturbance of fauna and flora species, ecosystems and habitats.

Heritage	Appraisal of the effects on cultural heritage sites.
Water environment	The effect on water quality including any changes likely to occur to existing watercourses.
Soils	The effect on soils, vegetation, general habitats, agriculture and horticultural practices.

Social: The social appraisal considers:

Transport safety	The change in personal injury accidents.
Personal security	The risk to and fear for personal safety.
Permeability	The ease of travel by non-motorised modes.
Physical fitness	The health benefits associated with active travel.
Social inclusion	The relative ease with which people can get to their destinations and obtain the services that are important to them.
Equality, diversity and human rights	Equality of access to transport, sites, services and facilities.

Appraisal summary table

Appraisal summary tables including key points are enclosed for the Published Scheme and the Objectors' Alternative Proposal.

The Objectors' Alternative Proposal included within this brochure are for an amendment at an individual location along the Published Scheme. The appraisal undertaken considers the impact both local to where it is proposed and in the context of the whole scheme.

Published Scheme appraisal summary table

This scheme proposes to dual the A465 between Gilwern and Brynmawr. The overall length of the scheme is approximately 8.1 kilometres, with a speed limit of 50 miles per hour.

Appraisal against scheme objectives

The Published Scheme meets all the scheme objectives (1-14).

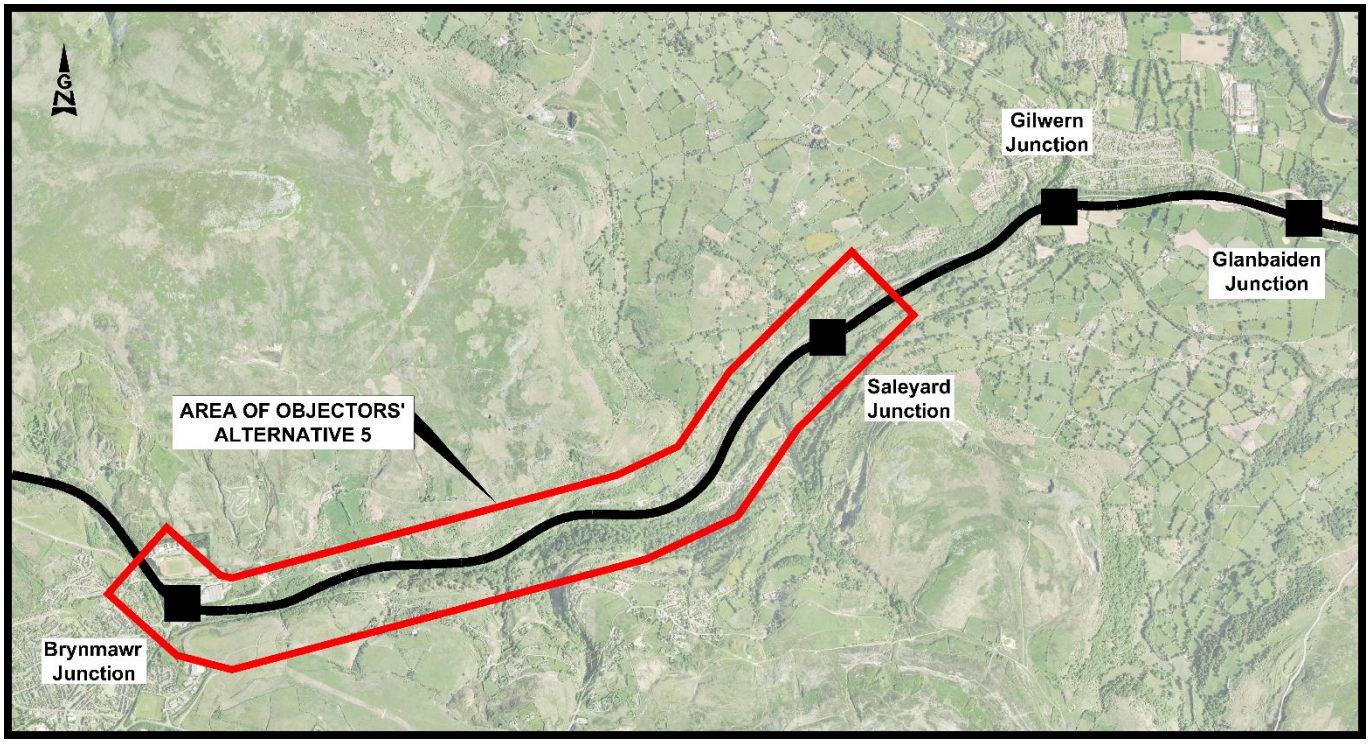
Appraisal against appraisal criteria

Economy	**Construction cost:** £151.2 million. **Benefit cost ratio (BCR):** 1.46.
Environment	**Noise:** The overall effect of the scheme is rated as negligible beneficial. **Air Quality:** The overall effect of the scheme is rated as not significant. **Landscape:** With mitigation consisting of woodland planting, earth mounding and false cuttings, the overall effect 15 years after opening is rated as slight adverse. There would remain some local moderate adverse effects at Brynmawr, at Blackrock, between Clydach North and Cwm Sion Matthew, and at Gilwern. **Bio-diversity:** Overall, and on the Usk Bat Sites Special Area of Conservation and locally designated sites, the scheme would result in a slight adverse effect. Proposed mitigation includes replacement woodland planting, maintaining bat flight lines and providing new bat roosts. **Heritage:** The overall effect of the scheme on the historic landscape is rated as slightly adverse. **Water environment:** The overall effect of the scheme is rated as neutral. **Soils:** There is an adverse effect on the Geological Site of Special Scientific Interest. However, new cuttings will provide access to new geological exposures. Some loss of agricultural land.
Social	**Transport safety:** 10% reduction in the number of collisions. **Personal security:** Some benefits, for example from new footbridges following the removal of subways. All footbridges and roadbridges would be lit. **Permeability:** Non-motorised user access is provided across the A465 via footbridges at Brynmawr, Pont Harri Isaac, Blackrock, Clydach, and Pant Glas and roadbridges with footways at Brynmawr, Saleyard (Clydach link) and Navigation Inn. Safer walking and cycling routes to Brynmawr Foundation School. **Physical fitness:** Improved facilities for non-motorised users which promotes walking and cycling. **Social inclusion:** Non-motorised access across A465 via Navigation Inn overbridge compared to existing stepped footbridge. Safer walking and cycling routes to Brynmawr Foundation School. **Equality diversity and human rights:** The scheme is not discriminatory.

Key points

- Meets all scheme objectives.
- Offers value for money. This means that the economic benefits of the scheme exceed the costs.
- Delivers positive local economic impacts and contributes to the regeneration of the Heads of the Valleys area.
- Enhances capacity which significantly improves the operation of the links and junctions.
- Reduces congestion which improves journey time reliability and resilience (to cope with incidents).
- Reduces the number of traffic collisions.
- Provides new footpaths and replaces existing crossing points of the A465 to help encourage walking.

Published Scheme



Objectors' alternative 5: retention of the existing A465 road through Clydach Gorge appraisal summary table

This alternative proposal comprises retaining the existing A465 carriageway (2 lanes uphill and 1 lane downhill) through Clydach Gorge between Brynmawr and Saleyard. There will be minor localised carriageway widening through Clydach Gorge to address areas where forward visibility and horizontal radius are sub-standard. At Brynmawr a signalised "at grade" through roundabout will be provided with a Dual 2 Lane All-Purpose road to the west. At Saleyard an "at grade" roundabout will be provided with a Dual 2 Lane All-Purpose road to the east, as per the current Published Scheme.

Appraisal against scheme objectives

This alternative meets 3 scheme objectives (6, 8 and 12) as well as the Published Scheme and meets 11 scheme objectives (1, 2, 3, 4, 5, 7, 9, 10, 11, 13 and 14) less well (see key points).

Appraisal against appraisal criteria

Economy	**Construction cost:** A saving in the region of £25 million to the Published Scheme: total of £126.2 million. **Benefit cost ratio (BCR):** Less than 1.0.
Environment	**Noise:** Less adverse impact through Clydach Gorge. Localised increase in noise at the "at grade" roundabouts of Brynmawr and Saleyard. **Air quality:** Less adverse impact through Clydach Gorge. Localised decrease in air quality at the "at grade" roundabouts of Brynmawr and Saleyard. **Landscape:** Less adverse impact on landscape character within Clydach Gorge. **Bio-diversity:** Less adverse impact on Clydach Gorge, due to reduction in land take and removal of vegetation. **Heritage:** Less adverse impact through Clydach Gorge, as the road will follow the current alignment. **Water environment:** Similar to the Published Scheme. **Soils:** Marginally less adverse impact than the Published Scheme, due to slight reduction in loss of low grade agricultural land.
Social	**Transport safety:** Adverse impact compared to Published scheme, due to the inclusion of at grade roundabouts which will lead to an increase in nose to tail collisions. The omission of a central reserve barrier within Clydach Gorge will increase the potential for serious accidents. **Personal security:** The retention of existing subways within Clydach Gorge although lit, will be less attractive than footbridges within the Published Scheme. **Permeability:** Less provision of Non-Motorised User routes across the A465. **Physical fitness:** Slight adverse impact due to less footway and cycleway provision. **Social inclusion:** Requires less acquisition of land (Disused Anacomp Factory Development Site) identified for housing within the Brecon Beacons National Park Authority Development Plan. **Equality, diversity and human rights:** Similar to the Published Scheme.

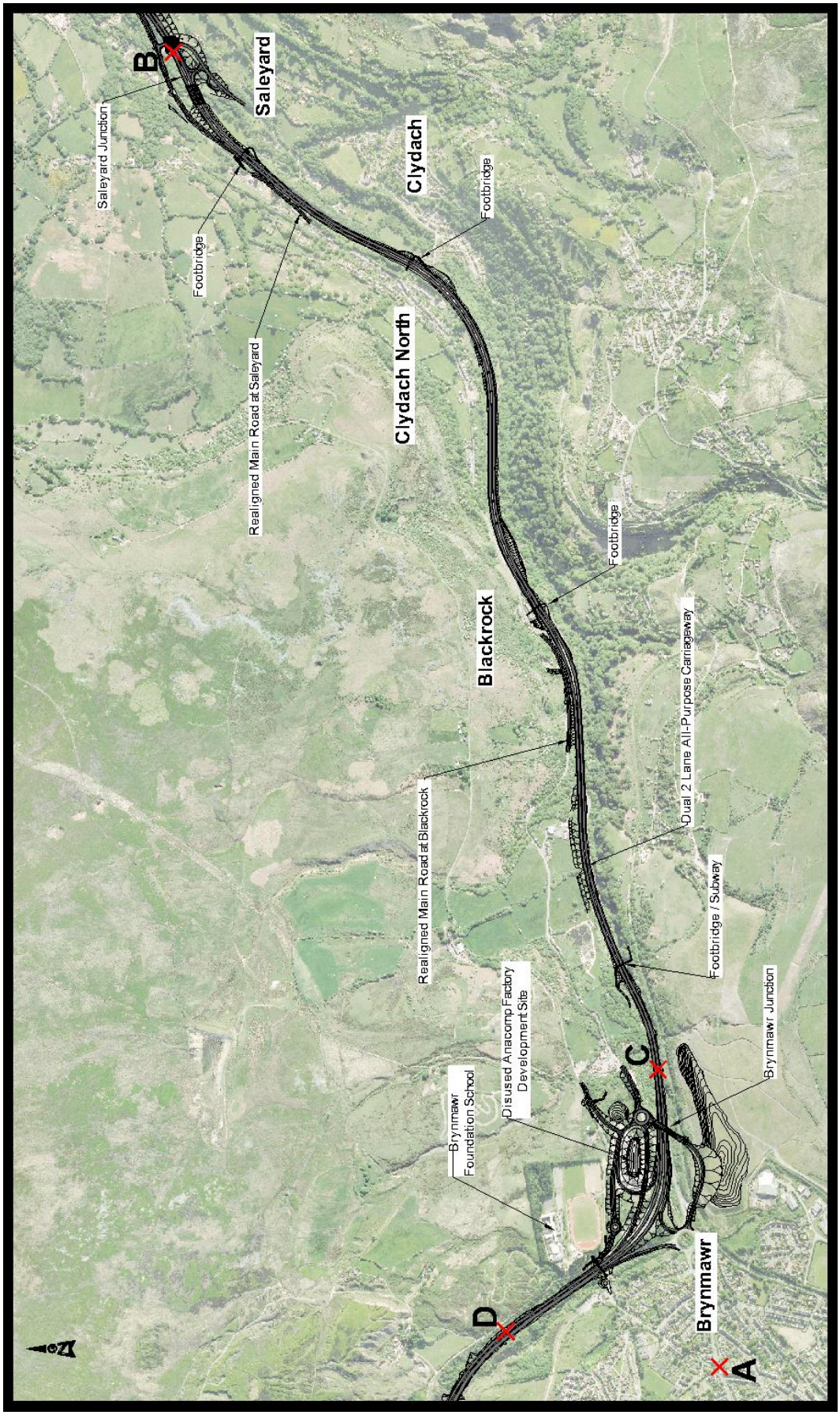
Key points

- Supports 3 scheme objectives.

- Would not demonstrate value for money, with a reduced benefit-cost ratio compared to the Published Scheme.
- Travel times would be longer than the Published Scheme.
- Peak time congestion through Clydach Gorge will worsen with time.
- Significant reduction to the construction work being carried out within Clydach Gorge.
- Reduced heritage impact compared to the Published Scheme.
- Reduced landscape impact compared to the Published Scheme.
- Would require the acquisition of less land than the Published Scheme.
- Reduced impact on biodiversity compared to the Published Scheme.
- Will not support regeneration of the area to the extent of the Published Scheme.
- Increased safety and accident risks to local and trunk road users compared to the Published Scheme.
- Reduced resilience compared to the Published Scheme during periods of accidents and maintenance.
- Less disruption during construction.

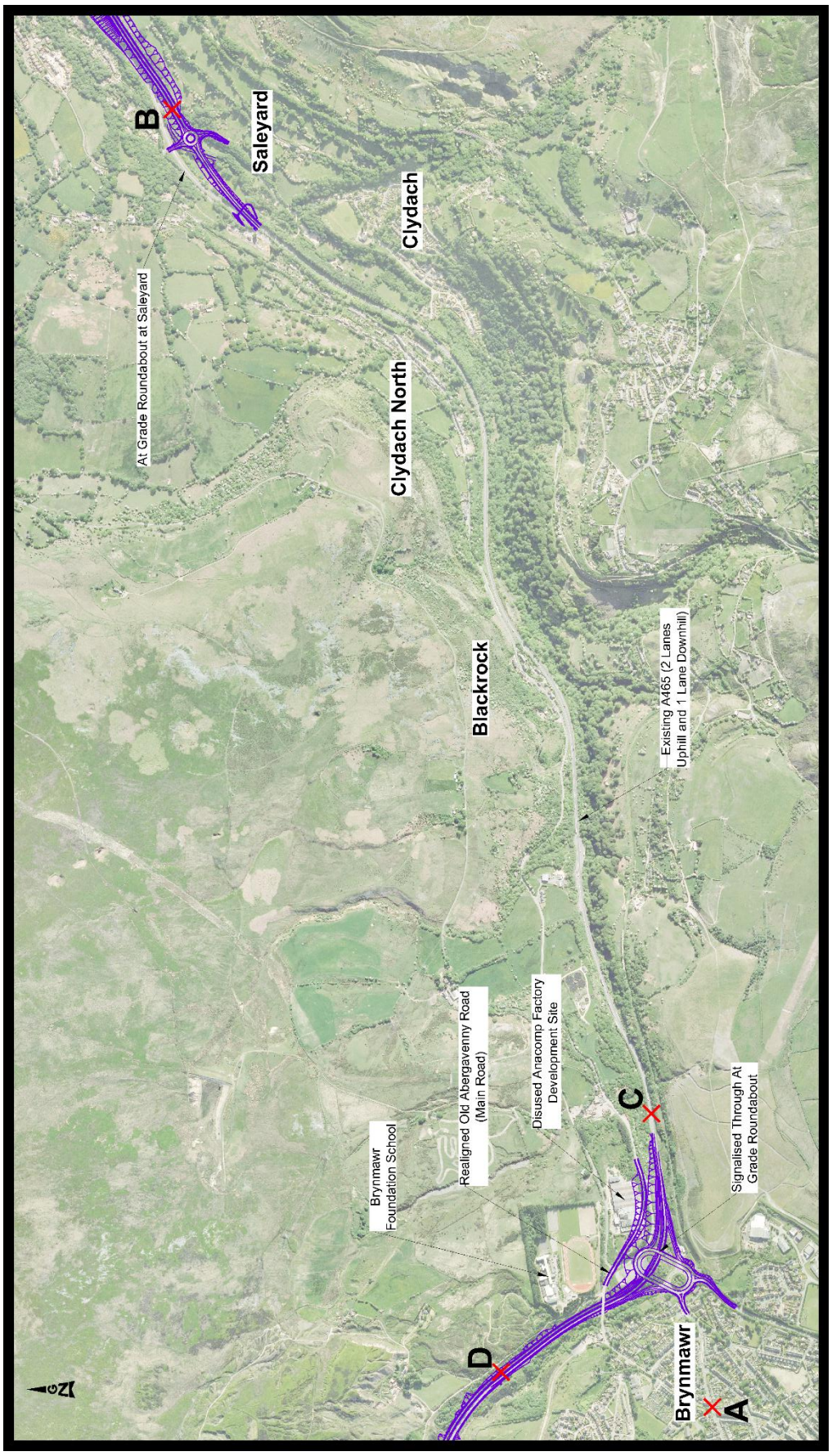
The Welsh Government is not promoting the Objectors' Alternative Proposal

Published Scheme



The Welsh Government is not promoting the Objectors' Alternative Proposal

Objectors' alternative 5: retention of the existing A465 road through Clydach Gorge



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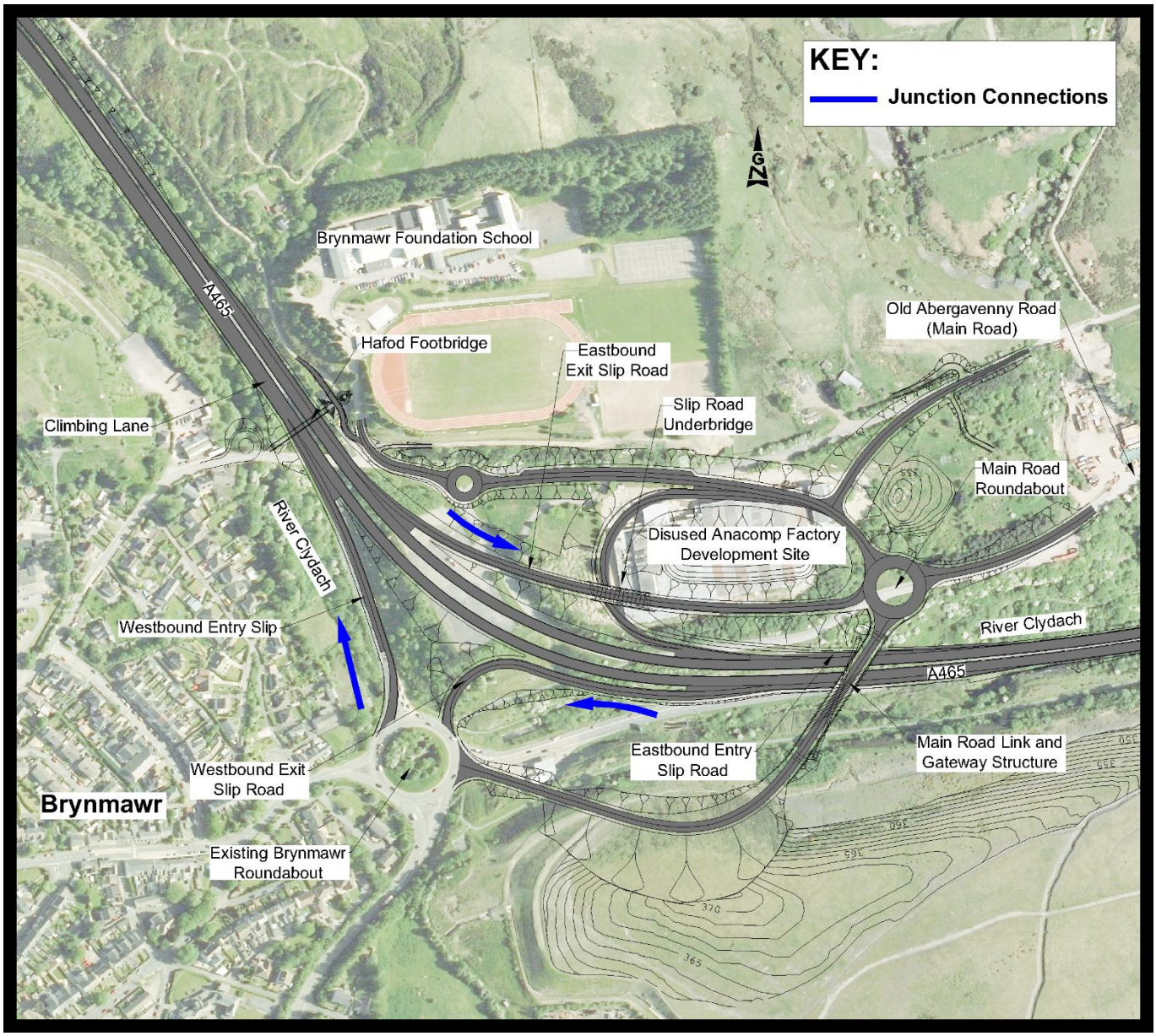
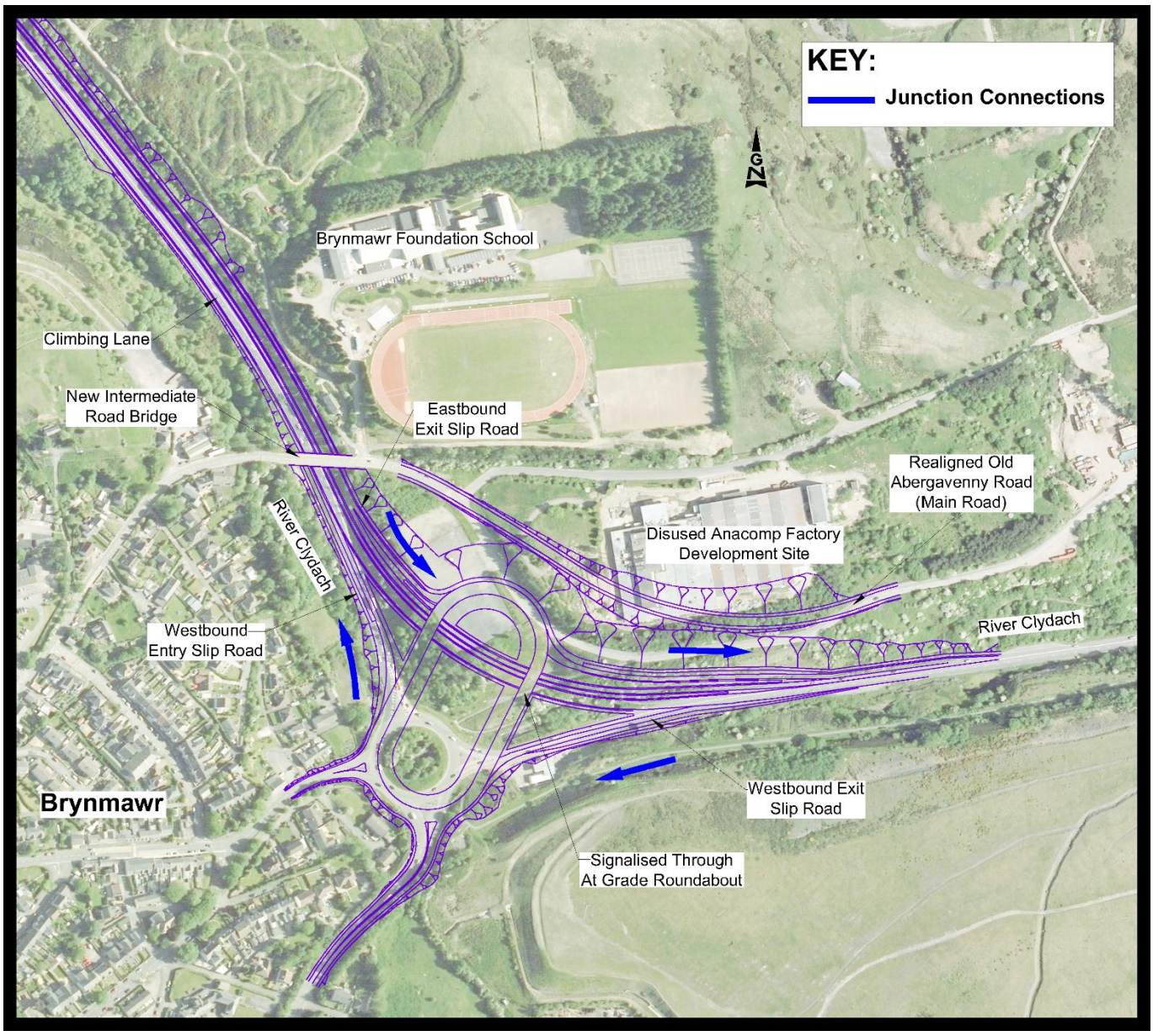
Published Scheme: Brynmawr junction



The Welsh Government is not promoting the Objectors' Alternative Proposal

Objectors' alternative 5: signalised through at grade roundabout at Brynmawr



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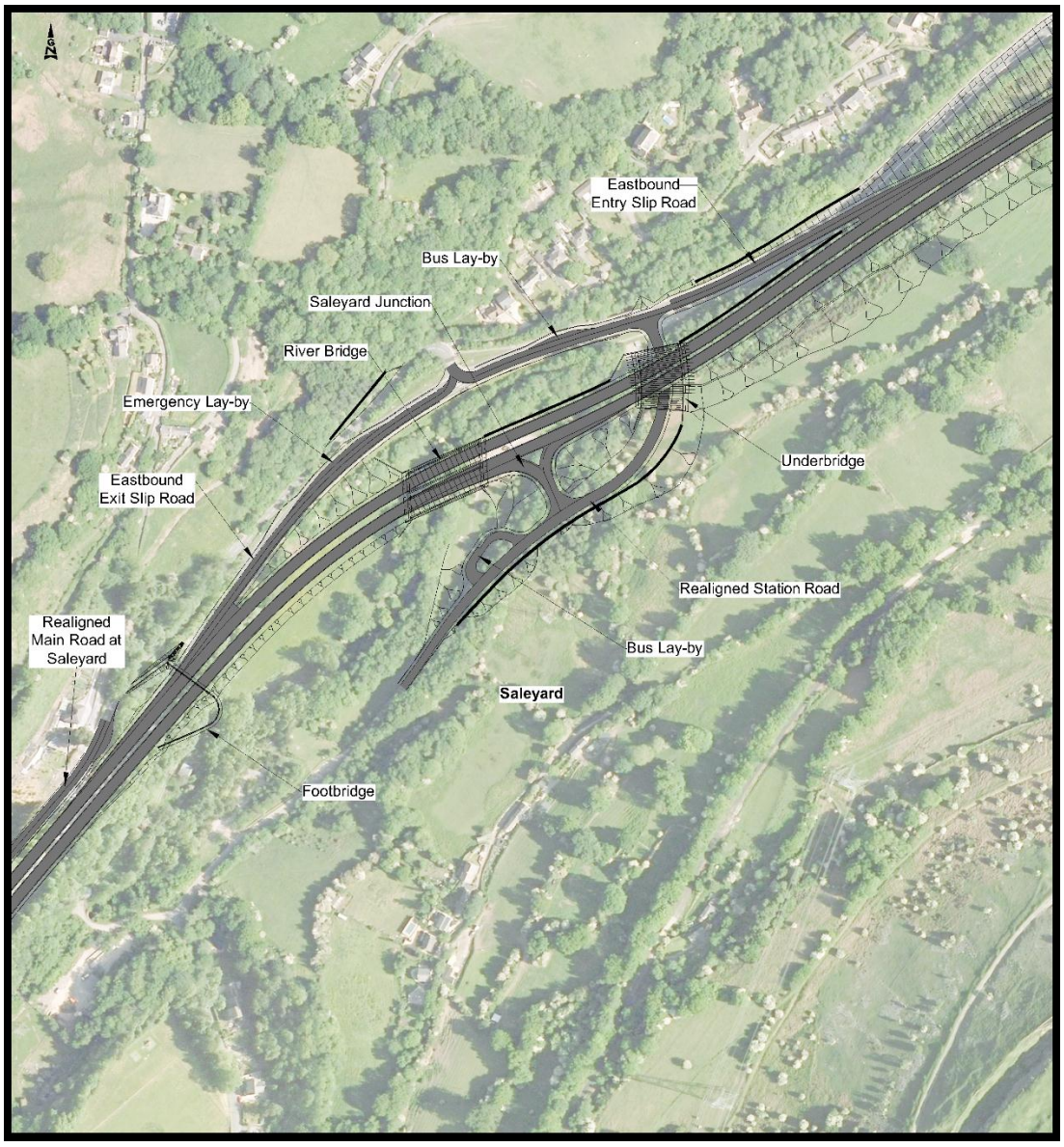
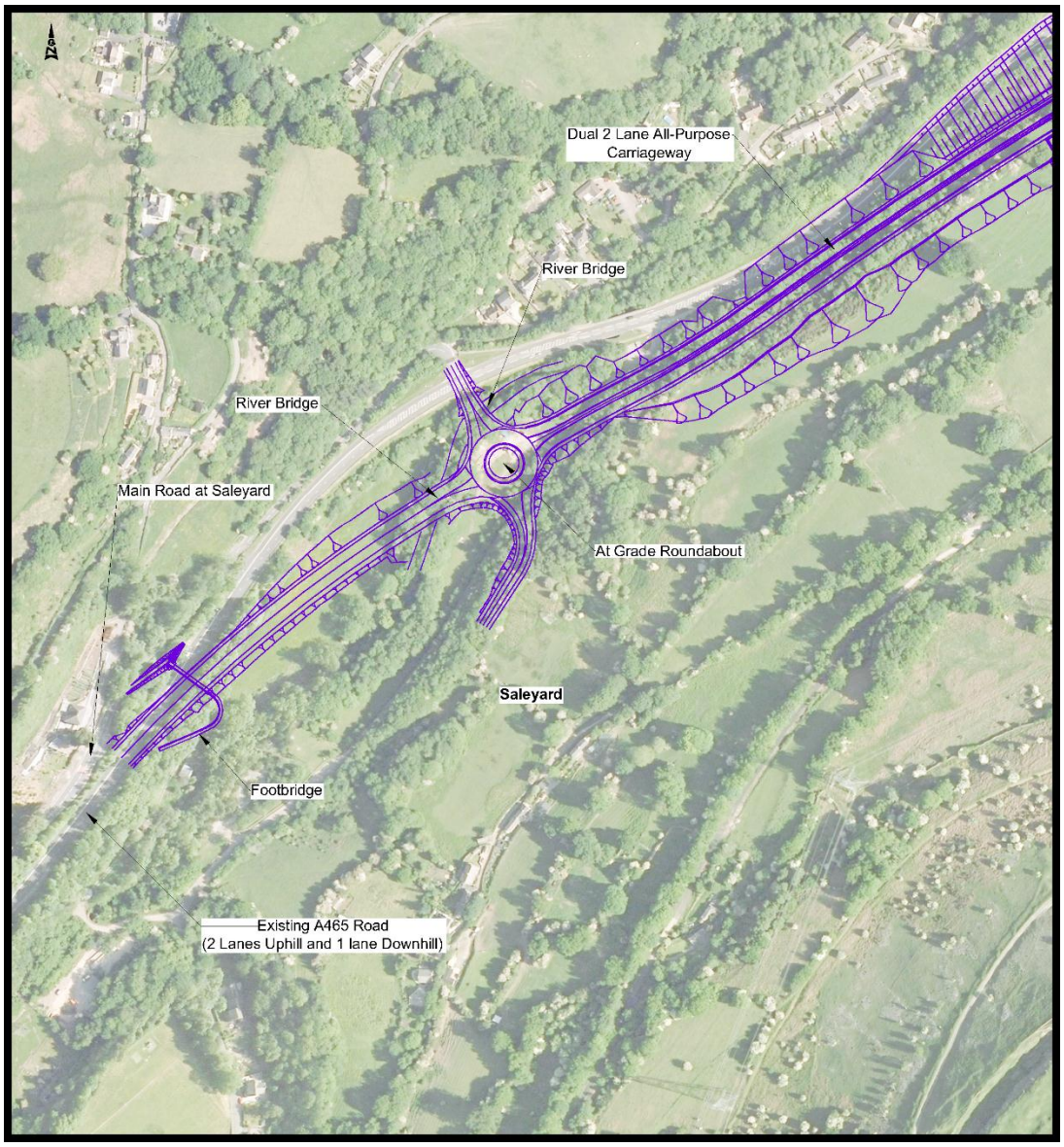
Published Scheme: Saleyard junction



The Welsh Government is not promoting the Objectors' Alternative Proposal

Objectors' alternative 5: at grade roundabout at Saleyard



The Welsh Government is not promoting the Objectors' Alternative Proposal

Journey Time Comparison		
Journey	**Published Scheme journey time / seconds**	**Alternative 5 journey time / seconds**
A-B	346	661
B-A	265	267
A-C	139	101
C-A	75	69
D-B	244	608
B-D	225	253

All journey times are based on afternoon (AM) peak 2032 traffic flows.

The Welsh Government is not promoting the Objectors' Alternative Proposal

Notes: