A465 Dualling Section 3 Brynmawr to Tredegar
Objectors' Alternative Proposals March 2012
The Welsh Government published draft Orders for the A465 Dualling Section 3 Brynmawr to Tredegar in September 2011 (the Scheme). Objections have been received and will be heard at a Public Local Inquiry to commence at 10.00am on 20 March 2012 at The General Offices, Steelworks Road, Ebbw Vale, Blaenau Gwent, NP23 6DN.

Two 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. The Inspector cannot recommend in his report that an alternative proposal be adopted, but he could advise the Welsh Ministers that one or more of them warrants further investigation. In such an event, and if such investigations were undertaken that conclude an alternative should be adopted, it would then need to be the subject of new statutory orders which themselves would be open to formal objection.

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. Larger scale plans showing these alternatives may be viewed at the following locations:

**Orders Branch (TPG3)**  
Local Government and Communities  
Welsh Government  
Cathays Park  
Cardiff CF10 3NQ

**Brynmawr Community Centre**  
Orchard Street  
Brynmawr NP23 4ET

**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

**Tredegar Town Council**  
Bedwellty House  
Bedwellty Park  
Tredegar NP23 3XN

Please note that the Welsh Government is not promoting the Objectors’ Alternative Proposals.

Anyone wishing to comment on the Objectors’ Alternative Proposals should do so as soon as possible by writing to:

**Orders Branch (TPG3)**  
Local Government and Communities  
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 the The General Offices, Steelworks Road, Ebbw Vale, Blaenau Gwent, NP23 6DN, commencing at 10am on 20 March 2012.

Objectors’ Alternative Proposals

Objectors’ Alternative 1 - Pink: additional Junction at Llangynidr Road
Objectors’ Alternative 2 - Orange: additional pedestrian and cycling provision at Wells Farm
Published Scheme - The Welsh Government’s Published Scheme (included for reference only)

Please note that the Welsh Government is not promoting the Objectors’ Alternative Proposals.

The Published Scheme and Objectors’ Alternatives Proposals have been assessed 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 transport planning objectives and assesses it against the Welsh Government’s three criteria of Economy, Environment and Social impacts.

The scheme specific objectives are:

Objective 1. To improve the A465 Heads of the Valleys Road between Brynmawr and Tredegar (Section 3 of the overall project) from a single 3-lane carriageway to dual 2-lane carriageways in accordance with the made Line Order and its associated Environmental Statement.

Objective 2. To deliver the Works to programme and budget.

Objective 3. To maintain the current level of service and to carry out improvements.

Objective 4. To reduce journey times for private and commercial road users.

Objective 5. To facilitate economic regeneration.

Objective 6. To bypass congested towns and villages.

Objective 7. To enhance road safety and reduce casualties.

Objective 8. To do all this with proper care for the environment.

Objective 9. To deliver a scheme that is sustainable.

Objective 10. To promote cycling and walking and provide opportunities for healthy lifestyles.

Objective 11. To deliver a scheme which minimises future maintenance requirements and disruption to the network.

Objective 12. To reduce journey time variability and improve resilience on the A465.

Objective 13. To use the A465 to manage traffic effectively and improve resilience on the strategic road network in South East Wales.
The three Welsh Government criteria are Economy, Environment and Social.

**Economy**, the economic assessment considers:
- **Construction Cost** | Cost of constructing scheme based on 2009 prices.
- **Benefit Cost Ratio (BCR)** | Numerical value of the benefits of the scheme divided by the cost.

**Environment**, the environmental assessment considers:
- **Noise** | Assessment of the effect on noise.
- **Local Air Quality** | Assessment 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 assessment 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** | Assessment 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 assessment considers:
- **Transport safety** | The number of personal injury accidents avoided.
- **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.

**Assessment Summary Table**

Assessment 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.
The Welsh Government's Published Scheme Overleaf
This scheme proposes to dual the A465 between Brynmawr and Tredegar. The overall length of the scheme is approximately 7.8 km. Approximately 4.7km departs from the line of the existing trunk road passing to the north of Ebbw Vale.

Assessment against Scheme Specific Transport Planning Objectives

The published scheme meets all the scheme specific objectives (1-13).

Assessment against appraisal criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction Cost</td>
<td>£97 million.</td>
</tr>
<tr>
<td>Benefit Cost Ratio (BCR)</td>
<td>1.30.</td>
</tr>
<tr>
<td>Noise</td>
<td>The overall effect of the scheme is rated as not significant.</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Slight improvement.</td>
</tr>
<tr>
<td>Landscape</td>
<td>The online sections of the Scheme have little significant impact on the landscape. Where the Scheme is off-line there are significant adverse landscape and visual impacts. Whilst mitigated by land form and planting design elements to screen the Scheme, there would be a significant change in the landscape character of and views to those areas.</td>
</tr>
<tr>
<td>Bio-diversity</td>
<td>Slight negative impacts resulting from potential changes to the hydrology and management on three grassland areas. 16ha of grassland and 6ha of woodland are taken by the scheme with 32ha of replacement grassland and 12ha of woodland.</td>
</tr>
<tr>
<td>Heritage</td>
<td>Slight adverse impact predicted for ten sites.</td>
</tr>
<tr>
<td>Water environment</td>
<td>No increase to flooding and overall improvement in existing drainage.</td>
</tr>
<tr>
<td>Soils</td>
<td>No effect.</td>
</tr>
<tr>
<td>Transport Safety</td>
<td>One third reduction in the number of collisions.</td>
</tr>
<tr>
<td>Personal security</td>
<td>Some benefits.</td>
</tr>
<tr>
<td>Permeability</td>
<td>Moderate to substantial relief from existing severance arising from detrunking of the existing A465 and grade separation of junctions. Some slight adverse impacts associated with severance of public rights of way and key NMU routes. However, diversions and alternative crossing provided so connectivity north and south of the road is maintained.</td>
</tr>
<tr>
<td>Physical fitness</td>
<td>The provision of approximately 3km of new cycleway to enhance existing Sustrans network will provide some incentive to travel by active means.</td>
</tr>
<tr>
<td>Social inclusion</td>
<td>Improves local, regional and national accessibility to key services.</td>
</tr>
<tr>
<td>Equality diversity and human rights</td>
<td>No impact.</td>
</tr>
</tbody>
</table>

Key points

- Meets all 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 regeneration of 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 (cope with incidents)
- Reduces the number of traffic collisions.
- Re-instatement of the right turn for B4560 traffic travelling from Garn Lydan heading west.
- A rest area at Garn Lydan would provide a facility for road users and support the tourist and visitor economy of the Heads of the Valleys area.
- Provides 3km of new cycleway to help encourage cycling.
- One farm holding would be severed. Four houses and one barn would be demolished.
Objectors' Alternative Proposals

Overleaf
Objectors’ Alternative 1:
Additional Junction at Llangynidr Road Summary Table

This alternative proposal comprises an additional grade separated junction between the Scheme at the B4560 Llangynidr Road at the north of Garn Lydan. The junction would have two new link roads to provide access with the Scheme from each direction. The new junction would be lit.

Assessment against Scheme Specific Transport Planning Objectives

This alternative meets 7 of the scheme specific objectives (1, 3, 4, 5, 6, 7, 10).

Assessment against appraisal criteria

**Construction Cost:** Additional £3.4 million to the published scheme: total of £100.4 million.

**Benefit Cost Ratio (BCR):** 1.41. Increased from 1.30 as a result of introducing junction.

**Environment**

- **Noise:** Likely increased negative impacts local to junction with some benefits further south.
- **Air Quality:** Likely increased negative impacts local to junction with some benefits further south.
- **Landscape:** Where the Scheme is off-line there are significant adverse landscape and visual impacts. The junction would be lit. This would be visible from the National Park and would extend the urban edge of development. The bigger footprint and larger land take would result in impact on views from the Park and Garn Lydan.
- **Bio-diversity:** Additional 3.1ha of common land and 3.4ha of grassland would be required for the junction requiring more compensation land to be provided.
- **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:** Similar to the Published Scheme.
- **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 seven of the thirteen objectives.
- Would demonstrate value for money and increased economic performance of overall scheme.
- Provides direct access to the dualled A465 for users of the A4560 Llangynidr Road.
- Reduces traffic on B4560 south of the junction.
- Greater noise and visual impacts for Llangynidr Road and on the northern edge of Garn Lydan.
- Additional junction would likely devalue the A465 with respect to long distance through traffic.
- Would have greater visual impact on the Brecon Beacons National Park.
- Greater loss of grassland habitat.
- Would require the acquisition of additional common land.
- Would require part of the community playing fields at Garn Lydan.
- Would require additional departures from Welsh Government highway standards due to the proximity of the rest area exit, which would need to be modified.
Published Scheme

Objectors' Alternative 1: Additional Junction at B4560 Llangynidr Road
Objectors' Alternative 2: Public Rights of Way at Wells Farm

This alternative comprises public rights of way at Wells Farm.

Assessment against Scheme Specific Transport Planning Objectives

The published scheme meets all the scheme specific objectives (1-13).

Assessment against appraisal criteria

<table>
<thead>
<tr>
<th>Economy</th>
<th>Construction Cost: Additional £0.3 million to the published scheme to give a total of £97.3 million. Benefit Cost Ratio (BCR): 1.30.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environment</td>
<td>Noise: As the Published Scheme. Air Quality: As the Published Scheme. Landscape: As the Published Scheme. Bio-diversity: Would likely devalue the site for lapwing habitat. Heritage: As the Published Scheme. Water environment: As the Published Scheme. Soils: As the Published Scheme.</td>
</tr>
<tr>
<td>Social</td>
<td>Transport Safety: As the Published Scheme. Personal security: Present some personal security risks. Permeability: As the Published Scheme. Physical fitness: As the Published Scheme. Social inclusion: As the Published Scheme. Equality diversity and human rights: As the Published Scheme.</td>
</tr>
</tbody>
</table>

Key points

- No significant effect on the scheme objectives.
- Costs an additional £0.3 million.
- Impact on mitigation measures for Lapwings.
- Not suitable for vehicles or equestrians.
- Route would be additional to the published scheme which is required for access and equestrians.
- The diversion length is reduced by 285m compared to the published scheme, for walkers and cyclists only.
- Ties in to the bridleway at each end.
- Additional earthworks and a longer bridge would be required.
- Mainline and slip roads would require realignment.
Published Scheme

Objectors' Alternative 2: Public Rights of Way at Wells Farm