

Economic Development and Transport Committee

Date: Thurs 17 July 03

Time: 2.00 – 5.20pm

Venue: Committee Room 1, National Assembly for Wales, Cardiff Bay

Title: Trunk Road Review (A paper from the Economic Development and Transport Minister)

Purpose

1. As requested at the meeting on 17 June, to inform members of the progress made with the Trunk Road Review.

Summary

2. A review of the extent and definition of the Trunk Road network in Wales has been carried out following a public consultation and a number of proposals for changing the classification of defined lengths of trunk and principal road have been agreed.

3. At its meeting on 17 June, the Committee asked to be informed of the progress made with the Trunk Road Review. Accordingly, the Committee is invited to note that I have agreed that:

- the conclusions of the Trunk Road Review be considered as the basis for producing costed proposals (see Annex below); and,
- the conclusions of the Review be published by the end of July.

Background

4. Trunk road arrangements date back to a time when Wales was a region. The trunk road network formed the strategic routes passing through England, Scotland and Wales.

5. Since this time traffic patterns and conditions on the road network have changed dramatically. Many principal roads have been improved and built to trunk road standards. The trunk road network has been divided into core and non-core networks, with priority for improvement being given to the core network.

6. In 1998 the trunk roads were defined in 'Driving Wales Forward' as 'a national system of strategic routes providing:

- a. links to the main centres of population.
- b. key routes to major communications interchanges.
- c. links from peripheral areas to the centre.
- d. key cross-border links to the English network.
- e. link to the rest of Europe'

7. Adjustments have been made to the network since 1936, normally as a consequence of improvement and bypasses. The last full review was undertaken as part of the development of 'Driving Wales Forward'. No significant adjustments were made at that time although a new core network was defined of 'nationally important routes'.

8. In October 2002 the public were consulted on 26 proposals to amend the trunk road network. These proposals mainly consisted of suggestions by the Local Highway Authorities as to where the trunk roads could be extended or reduced to provide the best network for the movement of goods and people throughout Wales, while, at the same time, maintaining safety, economy, environment, accessibility and integration.

9. Responses to the consultation have been systematically analysed, both quantitatively and qualitatively. Considerations given to the responses in arriving at the recommendations were:

- a. the perceived importance of the road to the well being of Wales.
- b. the need to maintain a cohesive network.
- c. accessibility to major transport interchanges (Ports, Railway Stations, Airports and Bus Stations).
- d. inter-regional and cross border access.
- e. accessibility to centres of tourism and National Parks.
- f. the need to contribute towards tackling Social Disadvantage: the network needs to provide equal opportunities across Wales for commerce and industry.
- g. road safety and impact on the environment .

Financial Implications

10. The next step will be to conduct a cost benefit analysis and turn the conclusions into an affordable and manageable programme for the coming years.

Action for Subject Committee

11. To note my intention to publish the conclusions of the Review of Trunk Roads.

12. A further paper, for information, will be submitted to the Committee once final decisions have been

taken.

Andrew Davies AM
Minister for Economic Development and Transport

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ANNEX

Summary Table of Conclusions

Small Adjustments

Proposal no	Road no	description	PROPOSAL FAVOURED
			Y/N
1	A40	Section through Abergavenny is De-trunked	Y
	A4143	A4143 is to be trunked between A465 and A40	
2	A48	Section through Chepstow is De-Trunked	Y
3	A466	De-Trunk from M48 to A48	Y
		High Beech Roundabout	
4	A483	Trunk from the A465 to its junction with A4067	Y
5	A477	Extend to meet A4076 across Cleddau Bridge	Y
6	A44	De-Trunk through Aberystwyth Town	
	A487	De-Trunk from Southgate to Bow St.	Y
	A4120	Trunk from Southgate to Llanbadarn	
	A4159	Trunk from A44 to Bow Street	

7	A40	De-trunk Salutation Square to Withybush Roundabout in Haverfordwest, i.e. Cartlett Rd, Sidney Rees Way & Fishgaurd Road	Y
8	A496	Trunk from Maentwrog to Blaenau Ffestiniog	Y
	A470	De-Trunk from Gellilydan to Blaenau Ffestiniog	
9	B4381	Trunk from A483 at Station Roundabout to A458 in Welshpool Town Centre (The Cross)	Y
	A458	De-trunk from The Cross to the A483	

Significant Adjustments

proposal no	road no	description	PROPOSAL FAVOURED
			Y/N
10	A487	De-Trunk between Fishguard and Cardigan	N
	A478	Trunk between Cardigan & Penblewin roundabout	
11	A476	Trunk from A48 at Cross Hands to A483 at Ffairfach	Y
	A483	De-Trunk from M4/A48 at Pont Abraham to A476 at Ffairfach	

Significant De-Trunking Options

proposal no	road no	description	PROPOSAL FAVOURED
			Y/N
12	A48	De-Trunk Section Between Baglan and Earls Wood	Y

13	A458	De-Trunk Mallwyd to Welshpool	N
14	A465	De-Trunk from Abergavenny to the English Border	N
15	A483	De-Trunk between Builth Wells and Newtown	N
16	A487	De-Trunk between Machynlleth and Cross Foxes junction with A40	N
17	A4060	De-Trunk following A465 dualling	Y

Significant Trunking Options

proposal no	road no	description	PROPOSAL FAVOURED Y/N
18	A485 & A486	Trunk between Carmarthen and A487 at Synod Inn	Y
19	A4138	Trunk from Llanelli to M4	Y
20	A499	Trunk from A487 at Llanwnda to Pwllheli	Y
21	A497	Trunk from A487 at Porthmadog to Pwllheli	Y
22	A548	Trunk from A550 at Queensferry to Mostyn Docks	Y
23	A472	Trunk from A4042 at Pontypool to A470 at Abercynon	N
24	A44	Trunk from Rhayader to the English border	N
25	A4232	Extend Trunk Road from Culverhouse Cross to Cardiff International Airport	Y