

GWELLIANNAU'R A40 PENBLEWIN I GROESFFORDD MAENCOCH

ARDDANGOSFEYDD GWYBODAETH I'R CYHOEDD

30 Mai 2019

CROESO I'R ARDDANGOSFA

Yn ystod Arddangosfeydd Gwybodaeth i'r Cyhoedd ar Gwelliannau'r A40 Llanddewi Felffre i Benblewin, a gynhaliwyd yng Ngwanwyn a Hydref 2017, rhoesoch eich barn i ni ynghylch Cyffordd Croesffordd Maencoch. Gan ystyried eich barnau, rydym wedi datblygu opsiynau posibl ar gyfer gwelliannau, sy'n cael eu harddangos yma heddiw.

Diben yr arddangosfa hon yw ceisio adborth gennych ynglyn â'r problemau, amcanion ac atebion posibl.

Pe baech yn dymuno cael gwybodaeth yn gyson, cofnodwch eich presenoldeb gan ddefnyddio cofrestr yr arddangosfa sydd i'w cael wrth y fynedfa.

Byddwch gystal ag edrych ar y byrddau arddangos. Mae staff o Lywodraeth Cymru a thîm y prosiect yma i'ch helpu i ddeall y cynigion ac ateb unrhyw ymholiadau a all fod gennych.

Er mwyn ein helpu i ystyried eich adborth, llenwch yr holiadur a ddarparwyd. Mae copïau papur ar gael wrth y ddesg gofrestru.

Mae gwybodaeth am y prosiect ar gael ar wefan Llywodraeth Cymru hefyd:
<https://beta.llyw.cymru/a40-llanddewi-felffre-i-penblewin>

A40 PENBLEWIN TO REDSTONE CROSS IMPROVEMENTS

PUBLIC INFORMATION EXHIBITIONS

30 May 2019

WELCOME TO THE EXHIBITION

During the A40 Llanddewi Velfrey to Penblewin Improvements Public Information Exhibitions, held in Spring and Autumn 2017, you gave us your views about the Redstone Cross Junction. Taking into account your views we have developed potential options for improvements, which are displayed here today.

The purpose of this exhibition is to seek your feedback on the problems, objectives and possible solutions.

Should you wish to stay informed, please record your attendance using the exhibition register found at the entrance.

Please view the exhibition display boards. Staff from Welsh Government and the project team are here to help you understand the proposals and answer any queries you may have.

To help us take into account your feedback please complete the questionnaire provided. Paper copies are available at the registration desk.

Information about the project is also available on the Welsh Government website:
<https://beta.gov.wales/a40-llanddewi-velfrey-penblewin>

Y BROBLEM

- Mae prinder cyfleoedd i oddiweddyd yn arwain at amseroedd teithio annibynadwy ac yn achosi rhwystredigaeth i yrwyr.
- Mae achlysuron o gymdeithiau o gerbydau nwyddau trwm o'r porthlaoedd fferi a cherbydau amaethyddol sy'n symud yn araf yn cyfrannu at gyfnodau o blatonio ac amseroedd teithio annibynadwy. Mae hyn yn cael ei waethygu gan brinder o chyfleoedd i oddiweddyd.
- Mae adegau prysur tymhorol o ran nifer y cerbydau sy'n teithio ar hyd yr A40 yn ystod misoedd yr haf yn arwain at deithiau araf gan achosi amseroedd teithio annibynadwy. Mae hyn yn cael ei waethygu gan brinder o chyfleoedd i oddiweddyd.
- Mae'r rhan hon o ffordd yr A40 yn is na'r safonau dylunio diweddar.
- Mae llawer o gyffyrdd ffyrdd ymyl a mynedfeydd uniongyrchol i eiddo a chaeau amaethyddol o'r A40, sy'n cyfrannu at broblemau gweithredol ar hyd y ffordd.
- Mae cyflwr gweledig gwael a chynllun cyffordd is-safonol yn gallu arwain at ddamweiniau ffordd difrifol.
- Yn gyffredinol, mae diffyg cysylltedd trafndiaeth gyhoeddus strategol yn Sir Benfro yn golygu bod dibyniaeth ar y car preifat ar gyfer cysylltiadau rhyng-drefol.

THE PROBLEM

- Limited overtaking opportunities lead to poor journey time reliability and driver frustration.
- Occasional convoys of heavy goods vehicles from the ferry ports and slow-moving agricultural vehicles contribute to periods of platooning and journey time unreliability. This is exacerbated with limited overtaking opportunities.
- Seasonal spikes in traffic volumes along the A40 (especially during the summer months) leads to slow moving traffic causing journey time unreliability. This is exacerbated with limited overtaking opportunities.
- This section of the A40 road is below modern design standards.
- There are many side road junctions and direct accesses to properties and agricultural fields off the A40, which contributes to operational problems along the road.
- Poor visibility and substandard junction layout can lead to severe road accidents.
- A lack of strategic public transport connectivity in Pembrokeshire generally means there is a dependence on the private car for inter-urban connections..

AMCANION Y CYNLLUN

- Cynyddu cydnerthedd y rhwydwaith a gwella hygyrchedd ar hyd y coridor trafnidiaeth o’r dwyrain i’r gorllewin i gyflogaeth allweddol, cymunedau a chyrchfannau twristiaeth.
- Gwella ffyniant a chynnig mynediad gwell i dref sirol Hwlfordd, Ardal Fenter Dyfrffordd y Ddau Gledau a phorthladdoedd Abergwaun, Aberdaugleddau a Doc Penfro yn y gorllewin.
- Lleihau achosion lle caiff cymunedau eu gwahanu gan y ffordd a darparu buddiannau o ran iechyd ac amwynder.
- I wella diogelwch (a diogelwch canfyddedig) Cyffordd Croesffordd Maencoch a lleihau nifer a difrifoldeb y gwrthdrawiadau.
- Hyrwyddo dulliau teithio llesol drwy feicio, marchogaeth a cherdded er mwyn rhoi cyfleoedd i fyw bywydau iach.
- Darparu cynllun sy’n hyrwyddo cynhwysiant cymdeithasol ac sy’n integreiddio â’r rhwydwaith trafnidiaeth lleol er mwyn cysylltu cymunedau lleol â chanolfannau trafnidiaeth allweddol yn well.
- Darparu prosiect sy’n gynaliadwy mewn Cymru sy’n gyfrifol ar lefel fyd-eang, gan gymryd camau i leihau neu wrthbwysu gwastraff a charbon.
- Rhoi ystyriaeth ddyledus i effaith trafnidiaeth ar yr amgylchedd a gwneud gwelliannau pan fo hynny’n ymarferol.

SCHEME OBJECTIVES

- To enhance network resilience and improve accessibility along the east-west transport corridor to key employment, community and tourism destinations.
- To improve prosperity and provide better access to the county town of Haverfordwest, the Haven Enterprise Zone and the West Wales ports at Fishguard, Milford Haven and Pembroke Dock.
- To reduce community severance and provide health and amenity benefits.
- To improve the safety (and perceived safety) of the Redstone Cross Junction and reduce the number and severity of collisions.
- To promote active travel by cycling, horse riding and walking to provide opportunities for healthy lifestyles.
- To deliver a scheme that promotes social inclusion and integrates with the local transport network to better connect local communities to key transport hubs.
- Deliver a project that is sustainable in a globally responsible Wales, taking steps to reduce or offset waste and carbon.
- Give due consideration to the impact of transport on the environment and provide enhancement when practicable.

Tirwedd

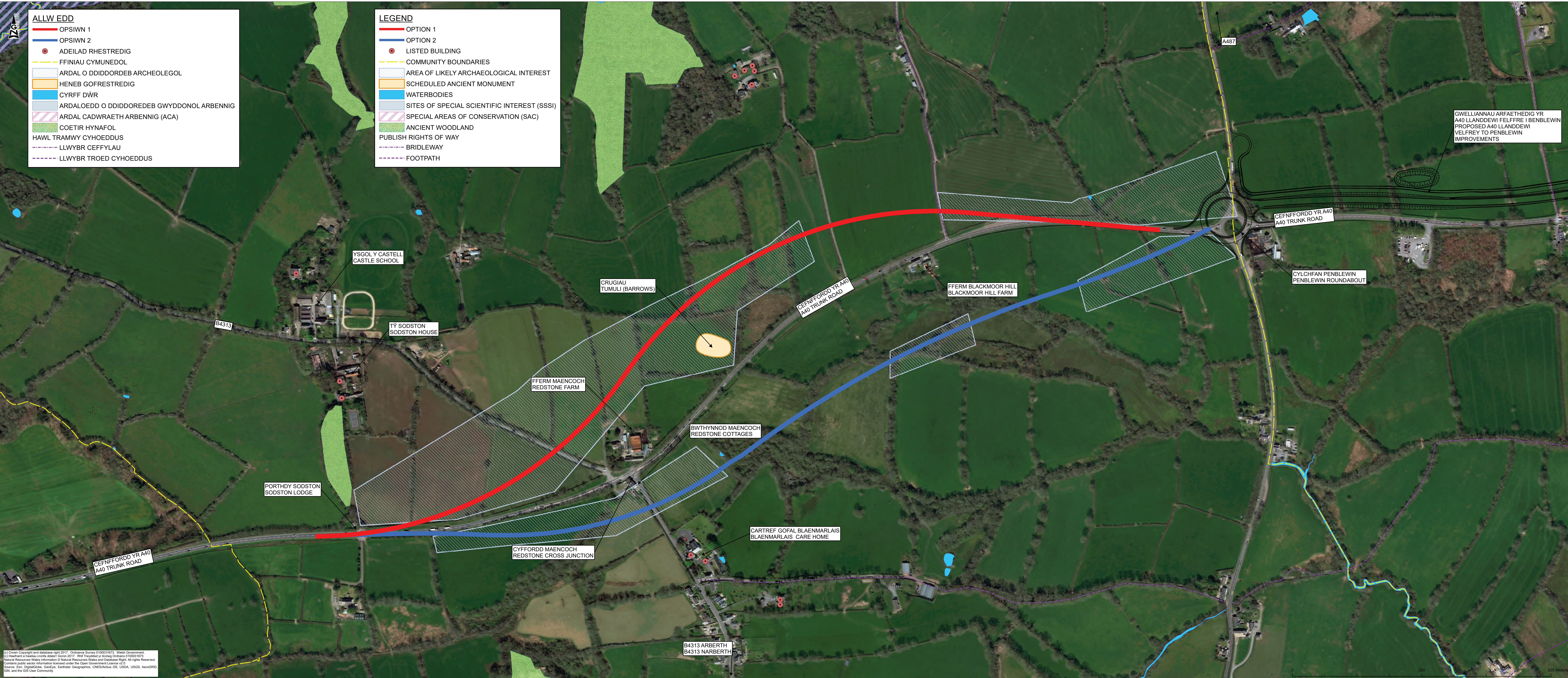
- Mae’r dirwedd wedi’i ffurfio o dir pori bryniog ysgafn gyda chymoedd bas wedi’u gwahanu gan gefnennau isel.
- Mae’r cefnennau yn tueddu bod tua 80 i 100 o fetrau uwchlaw lefel y môr gyda’r dyffrynnoedd rhyngddynt yn amrywio o ran dyfnder.
- Mae ffordd bresennol yr A40 yn ymestyn i’r gorllewin o gylchfan Penblewin ar hyd ymyl deheuol Cefnen Sodston, o amgylch y darddlin gyda chyrsiau dŵr bach yn ffurfio dyffrynnoedd gwlyb cul gyda glaswelltir llaith a choetir.
- I’r gogledd o’r A40 bresennol, mae Cefnen Sodston yn codi i ffurfio llethrau sych graddol lle ceir tir pori o ansawdd gwell i mewn i gaeau perthog unionlin.
- O fewn 500m i Opsiynau 1 ac Opsiwn 2, ceir 4.77 a 1.63 hectar o Goetir Hynafol yn y drefn honno.

Ecoleg

- Credir bod llawer o’r ardal o amgylch y ffordd bresennol yn addas ar gyfer Rhywogaethau a Warchodir gan Ewrop, gan gynnwys ystlumod pedol mwyaf a lleiaf, pathewod a dyfrgwn.

Archaeoleg

- Credir bod y caeau i’r gogledd o’r A40 bresennol yn gorchuddio archaeoleg o’r Oes Efydd sydd o bwysigrwydd cenedlaethol, a phâr o dwmpathau beddrod (wedi’u dynodi yn Henebion Cofrestedig) yw’r unig arwydd gweledol.
- Mae’r A40 bresennol wedi’i lleoli o fewn 30 metr i’r heneb hon ac mae Opsiwn 1 yn pasio o fewn 50 metr.
- Mae yna 12 a 6 o Adeiladau Rhestredig o fewn 100 metr o Opsiwn 1 ac Opsiwn 2 yn y drefn honno.



Landscape

- The landscape is formed of gently rolling pastureland with shallow valleys divided by low ridges.
- The ridges tend to be around 80 to 100 metres above sea level with the intervening valleys varying in depth.
- The existing A40 extends west from Penblewin Roundabout along the south side of the Sodston Ridge, at around the spring line with small watercourses forming narrow wet valleys with damp grassland and woodland.
- North of the existing A40, the Sodston Ridge rises to form gentle dry slopes occupied by better quality pasture divided into rectilinear hedged fields.
- Within 500m of Options 1 and Option 2 there are 4.77 and 1.63 hectares of Ancient Woodland respectively.

Ecology

- Much of the area around the existing road is thought to be suitable for European Protected Species including greater and lesser horseshoe bats, dormice and otters.

Archaeology

- The fields to the north of the existing A40 are thought to overlay an area of nationally important Bronze Age archaeology, of which a pair of Barrow mounds (designated as a Scheduled Ancient Monument, SAM) are the only visible sign.
- The existing A40 is located within 30 metres of this monument and Option 1 pass within 50 metres.

Listed Buildings

- There are 12 and 6 Listed Buildings located within 500 meters of Options 1 and Option 2 respectively.

OPSIYNAU AC ARFARNU LLWYBRAU
OPSIWN 1

ROUTE OPTIONS AND APPRAISAL
OPTION 1

Opsiwn 1A – Northern Route with staggered T-junction at Redstone Cross

- Diogelwch gwell wrth gyffyrdd.
- Cysylltedd lleol a chenedlaethol gwell.
- Effaith ar dreftadaeth ddiwylliannol – beddrodau.
- Effaith ar y dirwedd ac effaith weledol.
- Effaith ar fioamrywiaeth.

Option 1A - Northern Route (including Redstone Cross Junction)

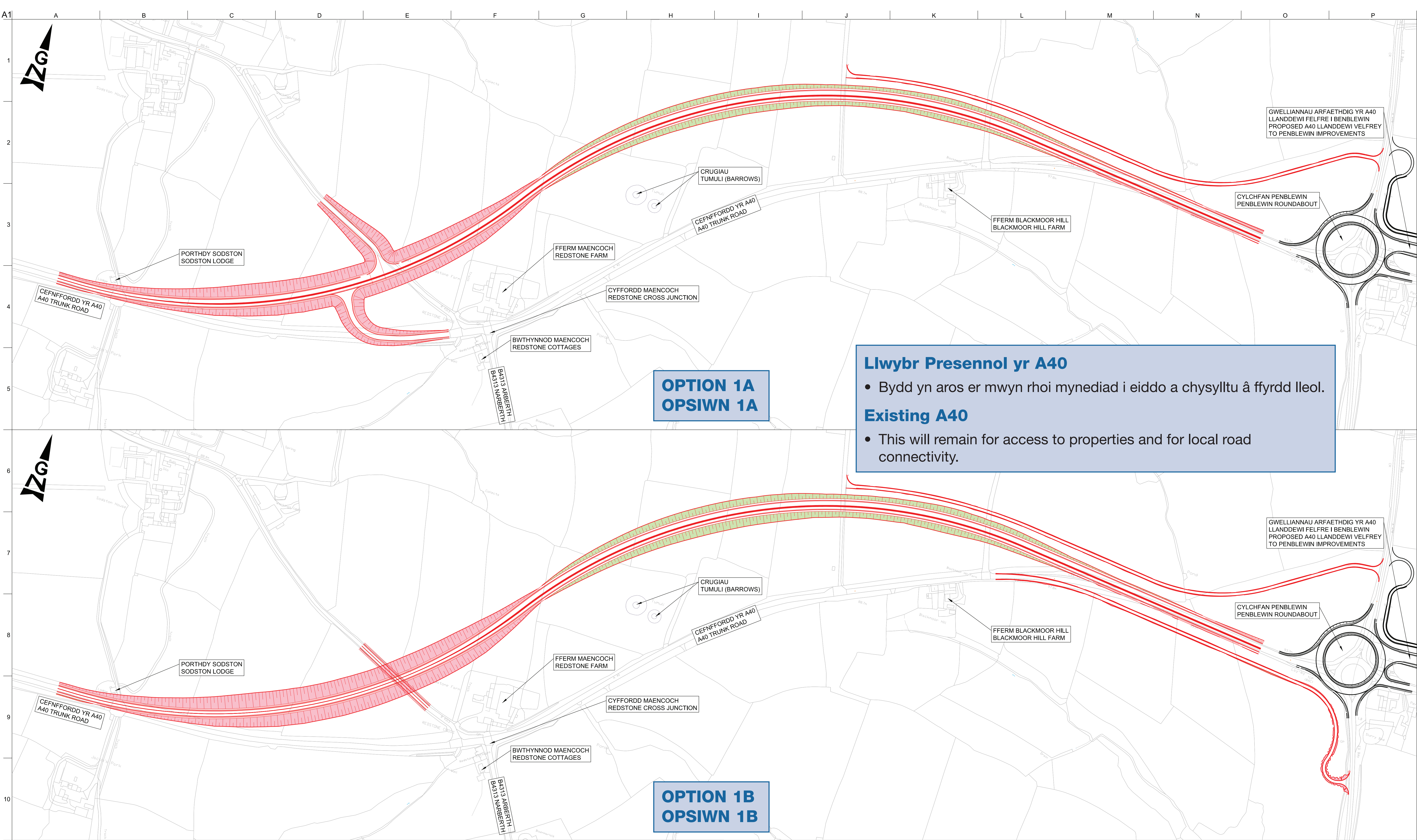
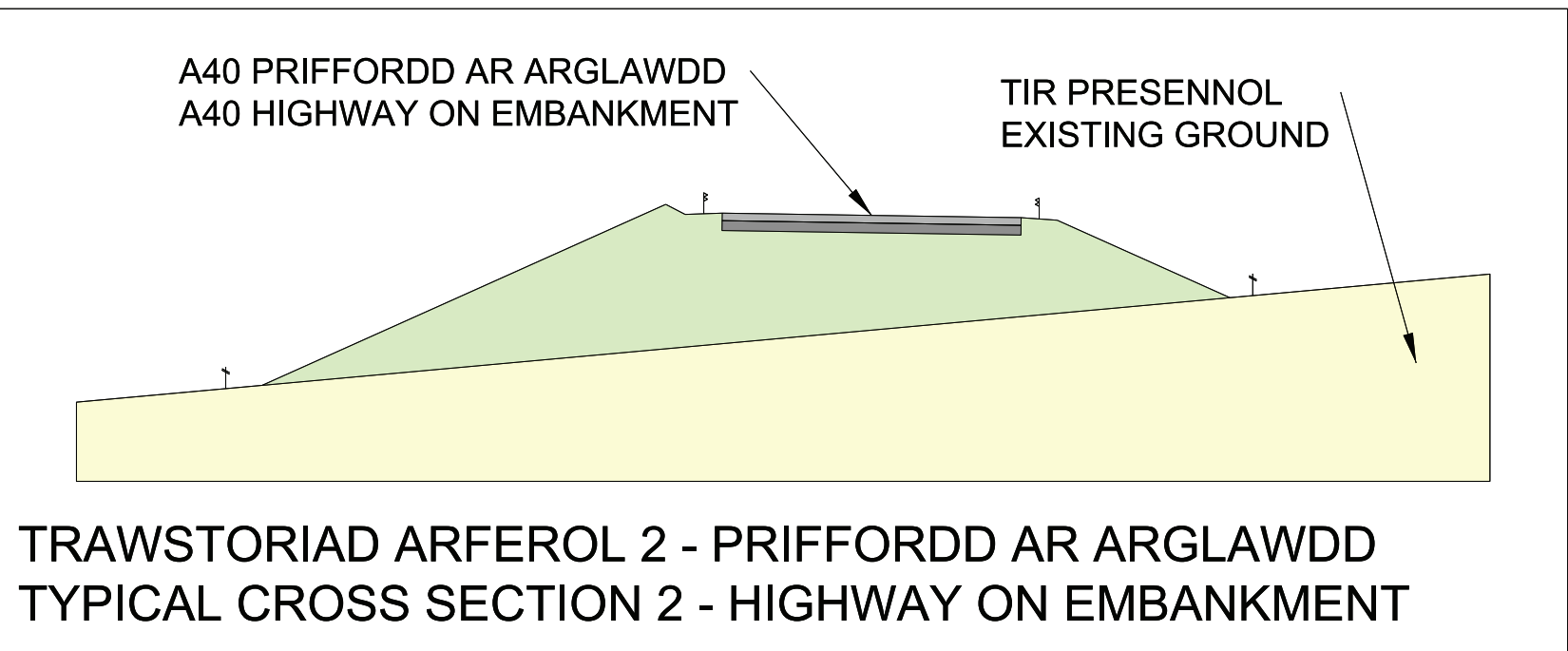
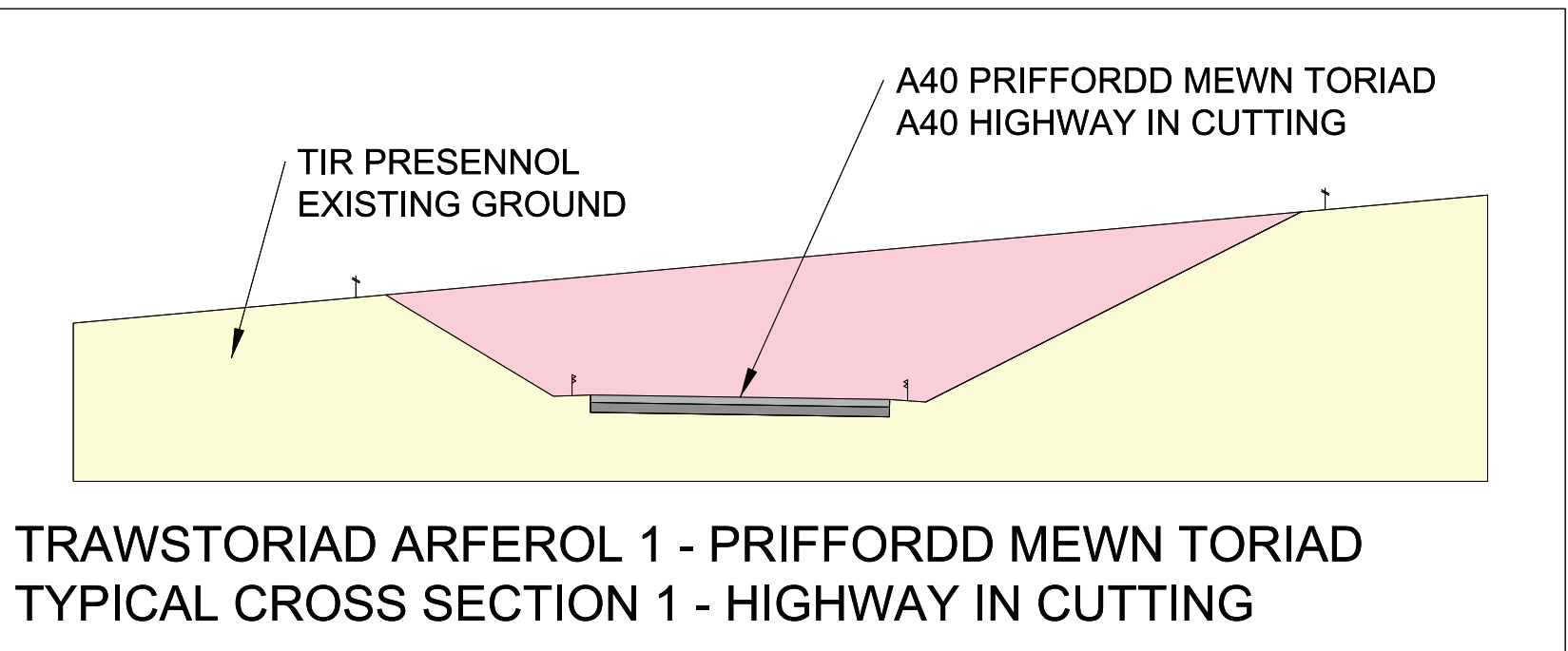
- Improved junction safety.
- Improved local and national connectivity.
- Impact on cultural heritage - barrows.
- Impact on landscape and visual.
- Impact on biodiversity.

Opsiwn 1B – Llwybr Gogleddol heb gyffordd wrth Groesffordd Maencoch

- Darpariaeth ychwanegol i oddiweddyd.
- Darparu trosbont ar y B4313 i gynnal cysylltedd lleol o'r gogledd-de a gwella diogelwch.
- Effaith ar dreftadaeth ddiwylliannol – beddrodau.
- Effaith ar y dirwedd ac effaith weledol.
- Effaith ar gysylltedd lleol i gefnffordd yr A40.
- Impact on biodiversity.

Option 1B - Northern Route (no Redstone Cross Junction)

- Additional overtaking provision.
- Provision of overbridge on B4313 to maintain north-south local connectivity and improve safety.
- Impact on cultural heritage - barrows.
- Impact on landscape and visual.
- Impact on local connectivity to A40 trunk road.
- Impact on biodiversity.



Cylchfan Penblewin

- Cylchfan Penblewin wedi'i hailfodelu.
- Mynediad i'r ardal gorffwys ac eiddo preswyl ar hyd yr A40 presennol o'r cylchdro.

Penblewin Roundabout

- Penblewin Roundabout remodelled.
- Access to rest area and properties along existing A40 from roundabout.

Datblygu'r Opsiynau

Rydym wedi datblygu ac arfarnu rhestr hir o opsiynau. Roedd hyn yn cynnwys trafnidiaeth gyhoeddus, priffyrdd a mesurau cerdded, beicio a marchogaeth.

Mae ein harfarniad yn defnyddio Arweiniad ar Arfarnu Trafnidiaeth Cymru, WelTAG, sy'n ymgorffori Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 ac yn ystyried effeithiau economaidd, amgylcheddol, cymdeithasol a diwylliannol.

O'r rhestr hir hon o opsiynau, rydym wedi nodi pedwar opsiwn i'w hystyried ymhellach.

Mae pob un o'r rhain yn darparu ffordd Lydan Sengl 2+1 i safonau presennol, yn cynnwys dwy lôn deithio i un cyfeiriad, gan ddarparu cyfleoedd diogel i oddiweddyd, ac un lôn i'r cyfeiriad arall.

Rydym yn cynnal arfarniad pellach i'n helpu penderfynu ar ateb a ffefrir. Bydd eich barn chi yn helpu llywio'r canlyniad hwnnw, ynghyd ag arolygon amgylcheddol ac asesiadau technegol.

Option Development

We have developed and appraised a long list of options. This included public transport, highways and walking, cycling and horse riding measures.

Our appraisal uses Welsh Transport Appraisal Guidance, WelTAG, which embeds the Well-being of Future Generations (Wales) Act 2015 and considers economic, environmental, social and cultural impacts.

From this long list of options, we have identified four options for further consideration.

Each of these provide a Wide Single 2+1 road to current standards, consisting of two lanes of travel in one direction, providing safe overtaking opportunities and a single lane in the opposite direction.

We are undertaking further appraisal to help us arrive at a preferred solution. Your view will help shape that outcome, alongside environmental surveys and technical assessments.

OPSIYNAU AC ARFARNU LLWYBRAU
OPSIWN 2

ROUTE OPTIONS AND APPRAISAL
OPTION 2



Opsiwn 2A – Llwybr Deheuol (gyda chyffordd-T groesgam wrth Groesffordd Maencoch)

- Diogelwch gwell wrth gyffyrdd.
- Cysylltedd lleol a chenedlaethol gwell.
- Effaith ar y dirwedd ac effaith weledol.
- Mewnforio cryn dipyn o ddeunydd ar gyfer adeiladu arglawdd.
- Effaith ar fioamrywiaeth.

Option 2A - Southern Route (with Redstone Cross Junction)

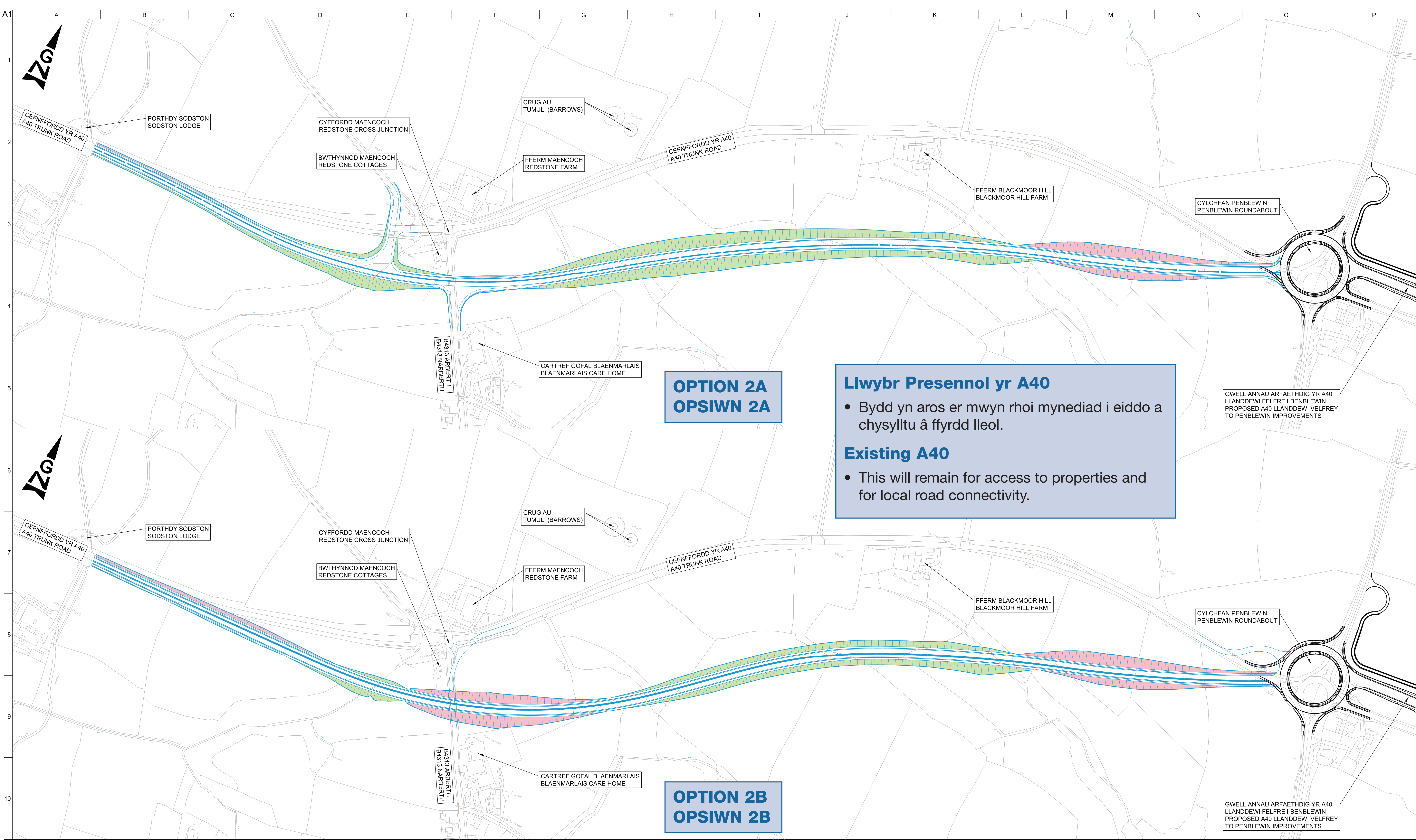
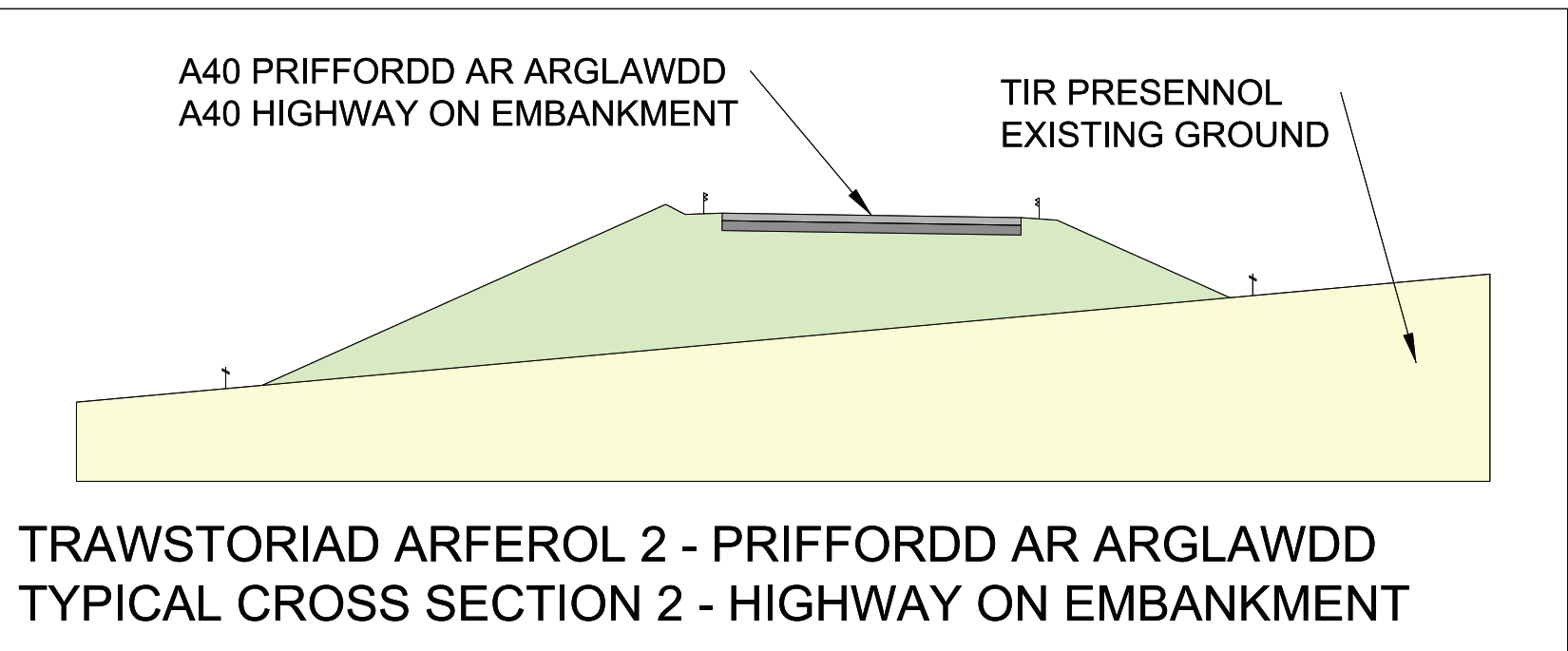
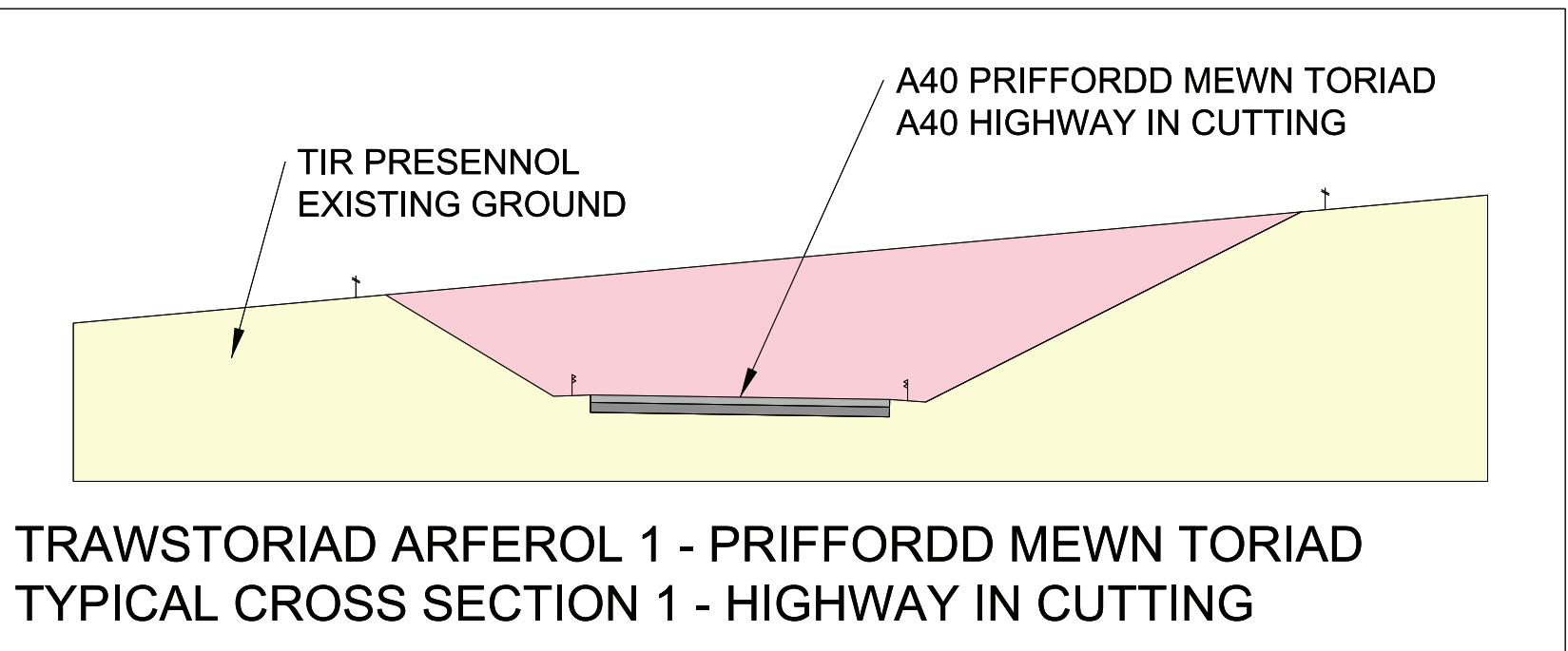
- Improved junction safety.
- Improved local and national connectivity.
- Impact on landscape and visual.
- Significant import of material for embankment construction.
- Impact on biodiversity.

Opsiwn 2B- Llwybr Deheuol (heb gyffordd wrth Groesffordd Maencoch)

- Darpariaeth ychwanegol i oddiweddyd.
- Darparu trosbont ar y B4313 i gynnal cysylltedd lleol o’r gogledd-de a gwella diogelwch.
- Lleihad ymylol yn safon dyluniad y priffordd (wrth gymharu gyda opsiynau eraill).
- Cysylltedd lleol i’r A40 wedi ei ddarparu wrth Cylchfan Penblewin.
- Effaith llai ar dirlun a effeithiau gweledol.

Option 2B – Southern Route (no Redstone Cross Junction)

- Additional overtaking provision.
- Provision of overbridge on B4313 to maintain north-south local connectivity and improve safety.
- Marginal reduction in mainline highway standard (when compared to other options).
- Local connectivity to A40 provided at Penblewin Roundabout.
- Reduced impact on landscape and visual.



Cylchfan Penblewin

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- Access to rest area and properties along existing A40 from roundabout.

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Option Development

We have developed and appraised a long list of options. This included public transport, highways and walking, cycling and horse riding measures.

Our appraisal uses Welsh Transport Appraisal Guidance, WelTAG, which embeds the Well-being of Future Generations (Wales) Act 2015 and considers economic, environmental, social and cultural impacts.

From this long list of options, we have identified four options for further consideration.

Each of these provide a Wide Single 2+1 road to current standards, consisting of two lanes of travel in one direction, providing safe overtaking opportunities and a single lane in the opposite direction.

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GWELLIANNAU’R A40 PENBLEWIN I GROESFFORDD MAENCOCH

BETH SY’N DIGWYDD NESAF?

Gweithgaredd	Dyddiadau Allweddol	Beth mae Hyn yn ei olygu?
Nodi Llwybr a Ffefrir	Diwedd y Gwanwyn	Yn dilyn yr arddangosfa wybodaeth hon, byddwn yn ystyried yr holl adborth ac yn cynnal arfarniad pellach o’r opsiynau er mwyn nodi opsiwn a ffefrir. Os oes angen, bydd llwybr a ffefrir yn cael ei gyhoeddi at ddibenion cynllunio.
Datblygu Dyluniad Rhagarweiniol	Haf 2019	Byddwn yn cynnal gwaith arolwg amgylcheddol pellach, peirianeg dylunio ac Asesiad o’r Effaith Amgylcheddol. Os bydd yn ofynnol, byddwn yn datblygu’r Gorchmynion drafft cyfreithiol ar gyfer y Cynllun yn barod ar gyfer eu cyhoeddi.
Cyhoeddi Gorchmynion drafft a Datganiad Amgylcheddol	Diwedd 2019	Bydd y rhain yn pennu’r tir y byddai ei angen i adeiladu’r Cynllun, a’r gwaith lliniaru amgylcheddol a fyddai’n gysylltiedig. Byddai’n nodi manylion mynedfeydd lleol a’r ddarpariaeth Mynedfeydd Preifat. Caiff y cyhoedd gyfle wedyn i wrthwynebu neu gefnogi’r Cynllun yn ffurfiol neu awgrymu cynnig amgen.
Ymchwiliad Cyhoeddus Posibl	Gwanwyn 2020	Os bydd angen Ymchwiliad Cyhoeddus, byddai Arolygydd annibynnol yn gwrando tystiolaeth, o flaen y cyhoedd, gan bartïon a buddiant a rhanddeiliaid. Byddai’r arolygydd yn gwneud argymhelliad i Weinidogion Cymru ar sut i fwrw ymlaen.
Penderfyniad Gweinidogion Cymru i wneud Gorchmynion	Hydref 2020	Byddai Gweinidogion Cymru’n penderfynu p’un ai i wneud Gorchmynion Statudol a bwrw ymlaen â’r gwaith o adeiladu’r prosiect.
Penodi Contractwr Dylunio ac Adeiladu	Haf 2021	Byddai’r contractwr a fydd yn ymgymryd â’r dyluniad manwl a’r adeiladu yn cael ei benodi gan Lywodraeth Cymru.
Dechrau Gwaith Adeiladu ar y Safle	Diwedd 2021	Byddai gwaith i adeiladu’r rhan newydd o’r gefnffordd yn dechrau.
Gwelliannau’r A40 yn Agor	Gwanwyn 2023	Byddai’r rhan o’r ffordd sydd wedi’i gwella yn agor i’r cyhoedd.

A40 PENBLEWIN TO REDSTONE CROSS IMPROVEMENTS

WHAT HAPPENS NEXT?

Activity	Key Dates	Description
Identify Preferred Route	Late Spring	Following this information exhibition, we will consider all feedback and undertake further option appraisals to help identify a preferred option. If necessary, a preferred route will be published for planning purposes.
Develop Preliminary Design	Summer 2019	We will undertake further environmental survey work, engineering design and an Environmental Impact Assessment. If required, we will develop the legal draft Orders for the Scheme ready for publication.
Publication of draft Orders and an Environmental Statement	Late 2019	If required, these will set out the land that would be required to build the Scheme and the environmental mitigation work that would be involved. It would detail local accesses and provision of Private Means of Access. The public will then have the opportunity to formally object or support the Scheme or suggest an alternative.
Potential Public Inquiry	Spring 2020	If a Public Inquiry is required, an independent Inspector would hear evidence, in front of the public, from interested parties and stakeholders. The Inspector would make a recommendation to the Welsh Ministers on how to proceed.
Welsh Ministers’ Decision to make the Orders	Autumn 2020	The Welsh Ministers would decide whether to make Statutory Orders to go ahead with the construction of the project.
Appoint Design & Build (D&B) Contractor	Summer 2021	A contractor would undertake detailed design and construction of the Scheme.
Commence Construction on Site	Late 2021	Construction works would start.
A40 Improvements Open	Spring 2023	The preferred solution would be implemented and opened to the public.

GWELLIANNAU’R A40 PENBLEWIN I GROESFFORDD MAENCOCH

A40 PENBLEWIN TO REDSTONE CROSS IMPROVEMENTS

DIOLCH

Diolch i chi am eich amser heddiw, gobeithiwn y bu’r wybodaeth o gymorth i chi.

Os nad ydych wedi dod o hyd i’r hyn rydych chi’n chwilio amdano, neu os oes unrhyw gwestiynau gennych o hyd, siaradwch ag aelod o’n tîm prosiect cyn i chi adael.

Fel arall, os oes angen rhagor o wybodaeth arnoch, cysylltwch â Martin Gallimore, Swyddog Cyswllt y Cyhoedd ar gyfer y Cynllun hwn dros y ffôn, 07923 887119, drwy’r e-bost ar A40enquiries@arup.com, neu ysgrifennwch at: Martin Gallimore, Arup, 4 Pierhead Street, Cardiff, CF10 4QP.

Bydd Martin ar gael yn Neuadd Bentref Llanddewi Felffre bob Dydd Iau rhwng 10yb a 4yp.

Ewch i wefan y prosiect lle bydd rhagor o wybodaeth yn cael ei darparu wrth i’r cynigion ddatblygu: <https://beta.llyw.cymru/a40-llanddewi-felffre-i-penblewin>

Peidiwch ag anghofio llenwi holiadur cyn i chi adael.

THANK YOU

Thank you for your time today, we hope you found the information helpful.

If you haven’t found what you are looking for, or still have any questions, please speak to a member of our project team before you leave.

Alternatively, if you require any further information please contact Martin Gallimore, the Public Liaison Officer for this Scheme on telephone 07923 887119 or by email at A40enquiries@arup.com or write to: Martin Gallimore, Arup, 4 Pierhead Street, Cardiff, CF10 4QP.

Martin will be available at the Llanddewi Velfrey Village Hall on Thursdays between 10am and 4pm.

Please visit the project website where further information will be provided as the proposals develop: <https://beta.gov.wales/a40-llanddewi-velfrey-penblewin>

Please don’t forget to complete a questionnaire before you leave.