

National Assembly for Wales

Trunk Road Forward Programme November 2009

This research paper maps the changes to the Trunk Road Forward Programme from 2002 to 2008

It details the changes to the programme and includes information on the development of Wales' National Transport Plan and the four Regional Transport Plans.

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Trunk Road Forward Programme

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Trunk Road Forward Programme

1 Introduction

There are 34,100 kilometres of highways in Wales, of which about 5 per cent are trunk roads and motorways. However, these roads carry over 50 per cent of all traffic and thus the majority of the land based movement of people and goods. In Wales, 78 per cent of households have one or more cars available, with a higher proportion in rural Wales.

Responsibility for the management of highways in Wales is split between the Welsh Government and local highway agencies. The Welsh Government is responsible for trunk roads and motorways, whilst the 22 local authorities are responsible for all other highways.

In March 2002, the Welsh Government developed their Trunk Road Forward Programme, which listed their plans for major improvements and new road schemes. Following a review of their transport policy in 2004, the Welsh Government developed a “supplement” of the programme which updated the original programme. In December 2008 a reprioritisation of the Trunk Road Forward Programme was published to take account of the Welsh Governments *One Wales* commitments.

This paper maps the changes to the Trunk Road Forward Programme from 2002 to 2008 and includes information on the development of Wales’ National Transport Plan and the four Regional Transport Plans.

The annex provides details of the Welsh Government’s transport appraisal tool, Welsh Transport Planning and Appraisal Guidance (WelTAG).

An electronic version of the paper is available on the [**Members’ Research Service**](#) pages of the National Assembly for Wales’ website.

2 Trunk Road Forward Programme 2002

The aim of the Welsh Government's 2002 Trunk Road Forward Programme¹ was to improve the economic and social conditions in Wales, through increasing efficiency and accessibility in all areas², while working in line with the Welsh Government's Sustainable Development scheme³ at the time.

The Forward Programme published in 2002 indicated the Welsh Government's intentions for road schemes that were expected to cost £1 million or more. The programme was set out under four principal strategic corridors which were identified in the *Transport Framework for Wales*⁴, the Welsh Government's National Transport Strategy document at the time. This has since been replaced by *One Wales: Connecting the Nation*⁵, the National Transport Strategy for Wales.

The Trunk Road Forward Programme was set out under the following strategic corridors:

- East – West (north) corridor (Map A)
- East – West (mid) corridor (Map B)
- East – West (south) corridor (Map C)
- North – South corridor (Maps D and E)

Each of these corridors is presented on a separate map in Chapter 7, highlighting the changes to the Trunk Road Forward Programme in 2002, 2004 and 2008. Details of each scheme from the original programme (2002) are represented as **circles** on the maps.

The programme of delivery of each scheme was prioritised into three phases:

- **Phase 1:** Short term schemes, high ranking and programmed to **start before March 2005**;
- **Phase 2:** Medium term schemes, high ranking but in need of more technical work; could be ready to **start between April 2005 and March 2008**;
- **Phase 3:** Long term schemes, high ranking, but need studies to identify best solutions to problems, **unlikely to start before April 2008**; and

¹ Welsh Government: *Trunk Road Forward Programme 2002* (March 2002) [on 20 November]

² Ibid, Section 4, page 9

³ Welsh Government: *A Sustainable Wales: Learning to Live Differently*, (November 2000) - copies are available in the Members' Library

⁴ Welsh Government: *The Transport Framework for Wales* (2001) - copies are available in the Members' Library

⁵ Welsh Government, *One Wales: Connecting the Nation, The Wales Transport Strategy*, May 2008 [on 20 November]

- **On hold:** Where problems have been identified but no ranking has been applied.

The schemes were prioritised on the basis of the relative strength of the overall net benefits and then allocated to one of the three phases in accordance with practical time constraints related to the development and delivery of the schemes. In 2002 the programme consisted of 50 schemes:

- 8 in phase 1;
- 15 in phase 2;
- 14 in phase 3; and
- 13 on hold.

3 2004 Review of Trunk Road Forward Programme

In December 2004, the then Minister for Economic Development and Transport, Andrew Davies AM, outlined the conclusions of his review of existing transport programmes, including the 2002 Trunk Road Forward Programme. In his review, Andrew Davies stated:

The review has confirmed that our current programmes are starting to deliver on our integrated transport agenda. Good progress is being made in a number of areas, particularly when we have direct control, but overall not fast enough to deliver our vision⁶.

Following the review, the Welsh Government issued an update to the trunk road forward programme, described as a “supplement” to the 2002 programme⁷. The changes were intended to reflect developments in the programme and the aims of *Wales: a Better Country*⁸ and the Spatial Plan⁹.

The most significant change to the forward programme in 2004 was the reprioritisation of the new M4 between Magor and Castleton and the addition of a Cardiff International Airport access route to the programme. There were also changes to the timescales of each phase of the 2002 programme, which were updated as follows;

- **Phase 1: programmed to start by March 2007;**
- **Phase 2: could be ready to start by April 2010;**
- **Phase 3: unlikely to start before April 2010; and**
- **On hold**

Overall the 2004 supplement resulted in the programme consisting of 47 schemes, with:

- the addition of 2 schemes;
- the removal of 2 schemes;
- 2 schemes (previously in phase 1), were built or under construction;
- 5 schemes were moved from phase 2 to phase 1;
- 4 schemes were moved from phase 3 to phase 2;

⁶ Welsh Government, Andrew Davies (the then Minister for Economy and Transport) *Transport review – Conclusions*, Cabinet Written Statement (7 December 2004) [on 20 November]

⁷ Welsh Government; *Transport Wales, 2004 supplement*, (2002) [on 20 November]

⁸ *Wales: a Better Country* - the strategic agenda for the new Welsh Assembly Government (September 2003) [on 20 November]

⁹ Welsh Government: *Wales Spatial Plan* [on 20 November]

- 4 schemes were brought forward from 'on hold' into the forward programme; and
- 3 schemes were re-classified/merged/split.

Details of all the changes and developments to the forward programme in 2004 are highlighted in the maps included in this paper. The 2004 updates are represented as **triangles** on the maps.

The review also included changes to the management of trunk roads in Wales; the number of trunk road agencies was reduced from eight agencies to only three: the **South Wales**, **Mid Wales** and **North Wales** trunk road agencies.

4 Reprioritisation of the Trunk Road Forward Programme – 2008

In December 2008, the Deputy First Minister and Minister for Economy and Transport, Ieuan Wyn Jones AM, published a “reprioritisation” of the Trunk Road Forward Programme¹⁰ and developed the Welsh Government’s first “Rail Forward Programme”¹¹. The update of the Trunk Road Forward Programme and the Rail Programme were developed to reflect the Welsh Government’s *One Wales* commitment:

We will develop and implement a programme for improved North-South links, including travel by road and rail.¹²

As a result of this commitment a large number of the North-South schemes were “moved up” the programme, with 9 out of 11 of the schemes that were “moved up” the programme located within the North – South corridor. This was emphasised by the Deputy First Ministers’ statement in December 2008 on his review of the Trunk Road Forward Programme:

[...] the existing trunk road forward programme has been re-focused to produce a revised list of schemes in three timed phases. They are ranked in priority, reflecting ‘One Wales’ commitments. The full list of re-prioritised trunk road schemes appears on the maps that you have, and you will see that the phase 1 group includes a number of projects that will help improve communications between north and south.¹³

In addition to the re-prioritisation of some of the schemes within the programme, the review also updated the timescales for each of the phases:

- **Phase 1:** High ranking and programmed to be ready to **start between now [December 2008] and April 2011**
- **Phase 2:** High ranking and programmed to be ready to **start between April 2011 and April 2014**
- **Phase 3:** High ranking but studies needed to identify best solutions to problems but **unlikely to be ready to start before April 2014**
- **On Hold:** Problem identified but no ranking applied

¹⁰ Welsh Government; *2008 Reprioritisation of the Trunk Road Forward Programme*, (December 2008) [on 20 November]

¹¹ Welsh Government; *The Rail Forward Programme* (December 2008) [on 20 November]

¹² Welsh Government; *One Wales Document* (page 19) (June 2007) [on 20 November]

¹³ Welsh Government, Deputy First Minister, Ieuan Wyn Jones, *One Wales Transport Commitments and Review of Rail Programme and Forward Trunk Road Programme*, Cabinet (oral) Statement (2 December 2008) [on 20 November]

After the 2008 re-prioritisation, there were:

- 10 schemes in phase 1;
- 10 in phase 2;
- 11 in phase 3;
- 10 were on hold; and
- 6 schemes had been built or were under construction.

Details of the 2008 reprioritisation are represented as **squares** in the maps in chapter 6.

4.1 Factors Contributing to the Reprioritisation

From the information already provided in this paper there is significant evidence of the delays to the Trunk Road Forward Programme. During the Finance Committee inquiry into funding road infrastructure, the Deputy First Minister and Minister for Economy and Transport, Ieuan Wyn Jones AM, gave evidence on the 2008 reprioritisation. In his evidence he stated that there had been ‘considerable slippage’ since the 2004 update.

When I looked at the slippages, I saw that many of the reasons are to do with a range of factors. I will ask officials to explain some of them to you—they are quite interesting. First is the impact of construction index inflation against the retail price index, which means that the cost of building roads inflation is higher than RPI. Secondly, you deal with ‘optimism bias’ [...]

[...] Also, as the schemes are being developed, there are ever tighter EU environmental regulations. There is also the fact that, historically, transport schemes have always been over programmed. I can explain that one, because it is fairly simple. What happens is that road engineers tend to over programme because they recognise that some programmes will be delayed, and therefore they can bring other ones in to spend the money in that year. So, they over programme.[...]¹⁴

The Deputy First Minister also noted the caveat attached to all the schemes in the Trunk Road Forward Programme, that all schemes are:

Subject to completion of statutory consent procedures and the availability of finance from budgets approved by the Assembly.¹⁵

In addition to the oral evidence provided by the Deputy First Minister, the following table provides details of the causes of slippage to specific schemes in the forward programme. The slippage quoted is based on the time bands for each phase and not that for individual schemes. As Phase 3 schemes are not firmly programmed in the

¹⁴ [RoP p10, 18 March 2009, Finance Committee](#) (paragraphs 51 and 54) [on 20 November]

¹⁵ [RoP p10, 18 March 2009, Finance Committee](#) (paragraph 49) [on 20 November]

Trunk Road Forward Programme the Welsh Government stated that it was not possible to provide details of any slippage concerning phase three.

Table 1: Comparison of 2004 TRFP and 2008 TRFP Proposed Start Dates

Scheme	Corridor	Cost (£m)	2004 TRFP Phase	Slippage
Phase 1 – High ranking and programmed to be ready to start between now and April 2011				
A483 Four Crosses	North -South	4	1 (by Mar 2007)	Up to 4yrs (Note 1)
A470 Penloyn to Tan Lan, Llanrwst	North -South	6	1 (by Mar 2007)	Up to 4yrs (Note 1)
A487 Porthmadog, Minffordd, and Tremadog	North -South	50	2 (by Apr 2010)	None
A470 Cwmbach to Newbridge	North -South	30	2 (by Apr 2010)	None
A470 Alltawr	North -South	5	1 (by Mar 2007)	Up to 4yrs (Note 1)
A470 Gelligemlyn	North -South	6	3 (after Apr 2010)	None
A470 Maes yr Helmau to Cross Foxes	North -South	10	2 (by Apr 2010)	Up to 1yr (Note 1)
A470 Pentrefelin to Bodnant West Lodge	North -South	8	2 (by Apr 2010)	Up to 1yr (Note 1)
A40 Penblewin to Slebech	East-West (South)	35	2 (by Apr 2010)	Up to 1yr (Note 2)
A40 The Kell	East-West (South)	2	1 (by Mar 2007)	Up to 4yrs (Note 1)
Phase 2 – High ranking and programmed to be ready to start between April 2011&April 2014				
A470 Plas Maenan and Bodhyfryd	North -South	22	2 (by Apr 2010)	Up to 1yr (Note 1)
A487 Caernarfon to Bontnewydd	North -South	57	3 (after Apr 2010)	None
A470 Builth Wells	North -South	15	3 (after Apr 2010)	None
A483 Newtown	North -South	28	3 (after Apr 2010)	None
A470 Rhayader	North -South	14	3 (after Apr 2010)	None
A477 St Clears to Red Roses	East-West (South)	50	2 (by Apr 2010)	Up to 1yr (Note 1)
A465 Brynmawr to Tredegar	East-West (South)	120	2 (by Apr 2010)	See Note 3
A465 Gilwern to Brynmawr	East-West (South)	170	2 (by Apr 2010)	See Note 3
Cardiff International Airport Access	East-West (South)	73	3 (after Apr 2010)	None
New M4 – Magor to Castleton	East-West (South)	28	2 (by Apr 2010)	See Note 4
Phase 3 – High ranking but studies needed to identify best solutions to problems but unlikely to be ready before April 2014				
A483 Llandeilo	North -South	30	2 (by Apr 2010)	See Note 6
A470 Llanrwst	North -South	18	3 (after Apr 2010)	None
A40 Llanddewi Velfrey to Penblewin	East-West (South)	32	2 (by Apr 2010)	See Note 6
A4042 Llanellen	East-West (South)	11	3 (after Apr 2010)	None
A465:A470 to Hirwaun	East-West (South)	120	3 (after Apr 2010)	None
A465 Dowlais Top to A470	East-West (South)	130	3 (after Apr 2010)	None
A494 Drome Corner to Ewloe	East-West (North)	60	1 (by Mar 2007)	See Note 5
A55/A494 Ewloe Interchange	East-West (North)	100	2 (by Apr 2010)	See Note 5
A55 Ewloe to Northop	East-West (North)	26	2 (by Apr 2010)	See Note 5
A55 Abergwyngregyn to Tai'r Meibion	East-West (North)	13	2 (by Apr 2010)	See Note 6
A458 Buttington Cross to Wollaston Cross	East-West (Mid)	40	3 (after Apr 2010)	None
On Hold – Problem identified but no ranking applied				
A40 Abergavenny	North -South		On Hold	On Hold
A470 Llandinam	North -South		3 (after Apr 2010)	On Hold
A470 Commins Coch	North -South		On Hold	On Hold
A470 Llangurig to Wern Villa	North -South		On Hold	On Hold
A483 Brynsadwrn	North -South		On Hold	On Hold
A4042 Penperlleni	East-West (South)		On Hold	On Hold
A55 Climbing Lane Northop to Coed-y-Cra	East-West (North)		On Hold	On Hold
A458 Sylfaen to Cyfronydd	East-West (Mid)		3 (after Apr 2010)	On Hold
A44 Llanbadarn Fawr	East-West (Mid)		On Hold	On Hold
A494 Ffynnon-y-Berth	East-West (Mid)		On Hold	On Hold

Source: Welsh Government

1. These schemes have been delayed due to technical difficulties, such as more onerous standards, changes in European environmental legislation, issues arising from Consultation and Statutory Consent Procedures.
2. This scheme has been delayed as a result of issues arising from Special Assembly Procedures process.
3. Although there has been some slippage in the Sections 2 and 3 of the Heads of the Valleys Dualling there is now a firm commitment to meet the planned completion of the whole dualling by 2020.
4. The New M4 scheme has been affected by the changes in International Financing Reporting Standards rules introduced in 2008.
5. Following the decision not to make the Orders for the A494 Drome Corner to Ewloe scheme all the A55/494 schemes were reprioritised to Phase 3 of the TRFP whilst a further study of options was undertaken.
6. These schemes were reprioritised to Phase 3 in 2008 as they were not aligned with the One Wales Commitment to improve North-South Links.

5 National Transport Plan

5.1 *Wales Transport Strategy*

The Deputy First Minister and Minister for Economy and Transport, Ieuan Wyn Jones AM, published Wales' Transport Strategy, **One Wales: Connecting the Nation**, in May 2008, which replaced the 2001 *Transport Strategy for Wales*¹⁶. The Strategy outlines the Welsh Government's plans to create an integrated transport network that meets the challenge of environmental sustainability whilst facilitating transport links to all of Wales¹⁷. The Strategy has the following key aims:

- Cutting transport emissions
- Joining up local transport
- Improving access to key communities and settlements
- Enhancing Wales' international connectivity
- Promoting safety and security

This also includes the Welsh Government's aim that by 2011 there will be a three per cent cut in annual carbon-equivalent emissions in areas of devolved competencies.

There are no specific links between the 2008 reprioritisation of the Trunk Road Forward Programme and the Transport Strategy.

5.2 *National Transport Plan*

The main aim of the Wales Transport Strategy was to create an integrated transport system as part of the *One Wales* commitments. The **National Transport Plan** is the mechanism by which the Welsh Government aims to integrate transport in Wales on a national scale. The draft national plan¹⁸ was published in July 2009 and sits alongside the regional transport plans in delivering the Transport Strategy. The aims of the National Transport Plan are:

- to meet the demand for enhanced mobility to enable economic growth and to improve the quality of life we seek for the people of Wales,
- to put transport onto a more sustainable and less carbon-intensive path;

¹⁶ Welsh Government, *The Transport Framework for Wales* (2001) – copies are available in the Members' Library

¹⁷ Welsh Government, Ieuan Wyn Jones (Deputy First Minister), **Wales Transport Strategy**, Cabinet Oral Statement, 6 May 2008 [on 20 November]

¹⁸ The consultation period for the National Transport Plan ended in October 2009.

- and to use transport funding more effectively in light of increasing pressures on public finances¹⁹.

In total the transport plan is made up of 17 “interventions” comprising rail, road and public transport initiatives, including a number of schemes from the Trunk Road Forward Programme.

There have been two major implications to the 2008 Trunk Road Forward Programme as a result of the draft National Transport Plan, the decision **not to proceed with the M4 relief road between Magor and Castleton and the Cardiff International Airport access route**.

In July 2009 the Deputy First Minister and Minister for Economy and Transport, Ieuan Wyn Jones AM, outlined the National Transport Plan.²⁰ This plan stated that the cost of the M4 relief road had been re-estimated to be in the region of £1 billion, in comparison to the 2004 estimate of £340 million, and had therefore become unaffordable. He stated the intention to replace the planned relief road with a range of new measures over the next two years, consisting of:

- new rail facilities and stations within the Newport area and the introduction of park-and-ride sites throughout south-east Wales;
- improvements and modifications to motorway junctions; and
- improvements to the local road network.

The Minister’s statement also explained that due to the ‘limited economic benefits to the airport’ the access route would not be built; instead improvements to the A4226-Five Mile Lane and to public transport access from Cardiff, Barry and Bridgend would be carried out.

5.3 *Regional Transport Plans*

Four Regional Transport Consortia, made up of local authorities are responsible for delivering the Welsh Transport Strategy and the National Transport Plan at a regional level. Each of the four regional transport consortia was required to prepare Regional Transport Plans by the end of June 2009. These plans were originally meant to be in place by the end of June 2008 – however this was then modified to 30 June 2009 by the ***Regional Transport Planning (Wales) Order 2008***,²¹ and modified again to 31

¹⁹ Welsh Government Press Release, ***A modern, sustainable transport system for Wales***, 15 July 2009 [on 20 November]

²⁰ Welsh Government, Ieuan Wyn Jones, ***National Transport Plan***, Cabinet (Oral) Statement, 15 July 2009 [on 20 November]

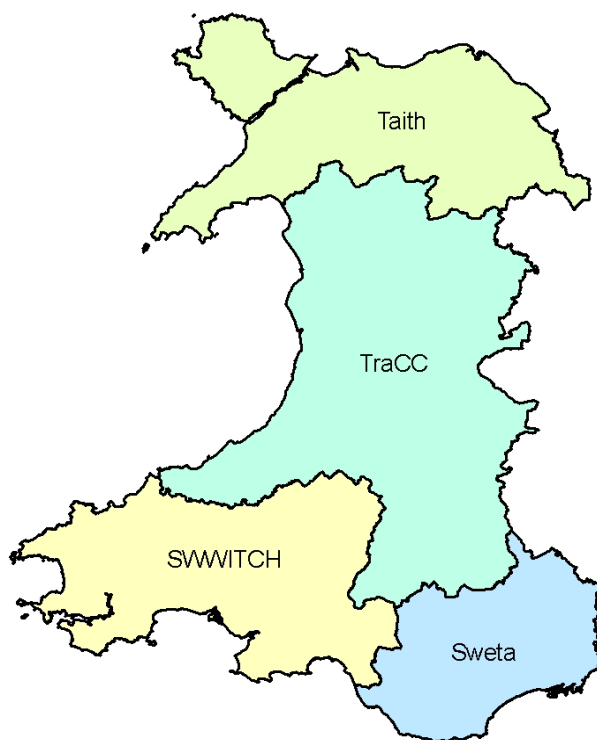
²¹ ***Regional Transport Planning (Wales) Order 2008*** [SI 2008/1286 W.135] [on 20 November]

December 2009 by the *Regional Transport Planning (Wales) Order 2009*,²² as a result of delays in producing the national transport plan.

The four regional transport consortia and links to their plans are as follows:

- **SWWITCH** (South West Wales Integrated Transport Consortium) – **Regional Transport Plan**
- **TAITH** (North Wales) – **Regional Transport Plan**
- **TRACC** (Mid Wales Partnership) – **draft Regional Transport Plan**
- **SEWTA** (South East Wales Transport Alliance) – **Regional Transport Plan**

Map 1: Areas covered by each Regional Transport Consortia



²² Regional Transport Planning (Wales) Order 2009 [SI 2009/109 (W.22)] [on 20 November]

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6 Mapping the changes of the Forward Programme

The Welsh Government has provided maps of each stage of the Trunk Road Forward Programme. However it is difficult to understand the changes year on year as there is no map showing the combined changes (the Welsh Government maps are provided in Annex A).

The Members' Research Service has therefore put together a collection of maps that aim to highlight the changes in each scheme from 2002 to 2004 and 2008. The Trunk Road Forward Programme has been split into five maps, one representing each corridor (the North – South corridor has been separated into two for clarity). Each map provides details of the phase to which an individual scheme has been allocated for each version of the programme.

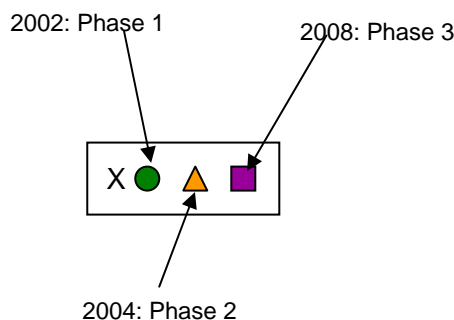
Each version has been coded:

- 2002 Forward Programme – Circular
- 2004 Supplementary – Triangular
- 2008 Update – Square

The phases have been colour coded for each version:

- Phase 1 – Green
- Phase 2 – Orange
- Phase 3 – Purple
- On Hold – Red

The diagram below is an example of how the changes of each scheme have been represented in the maps, the example shows that scheme X was allocated to **phase 1** in **2002** and “moved down” to **phase 2** in the **2004** supplementary, and “moved down” again to **phase 3** in the **2008** reprioritisation.



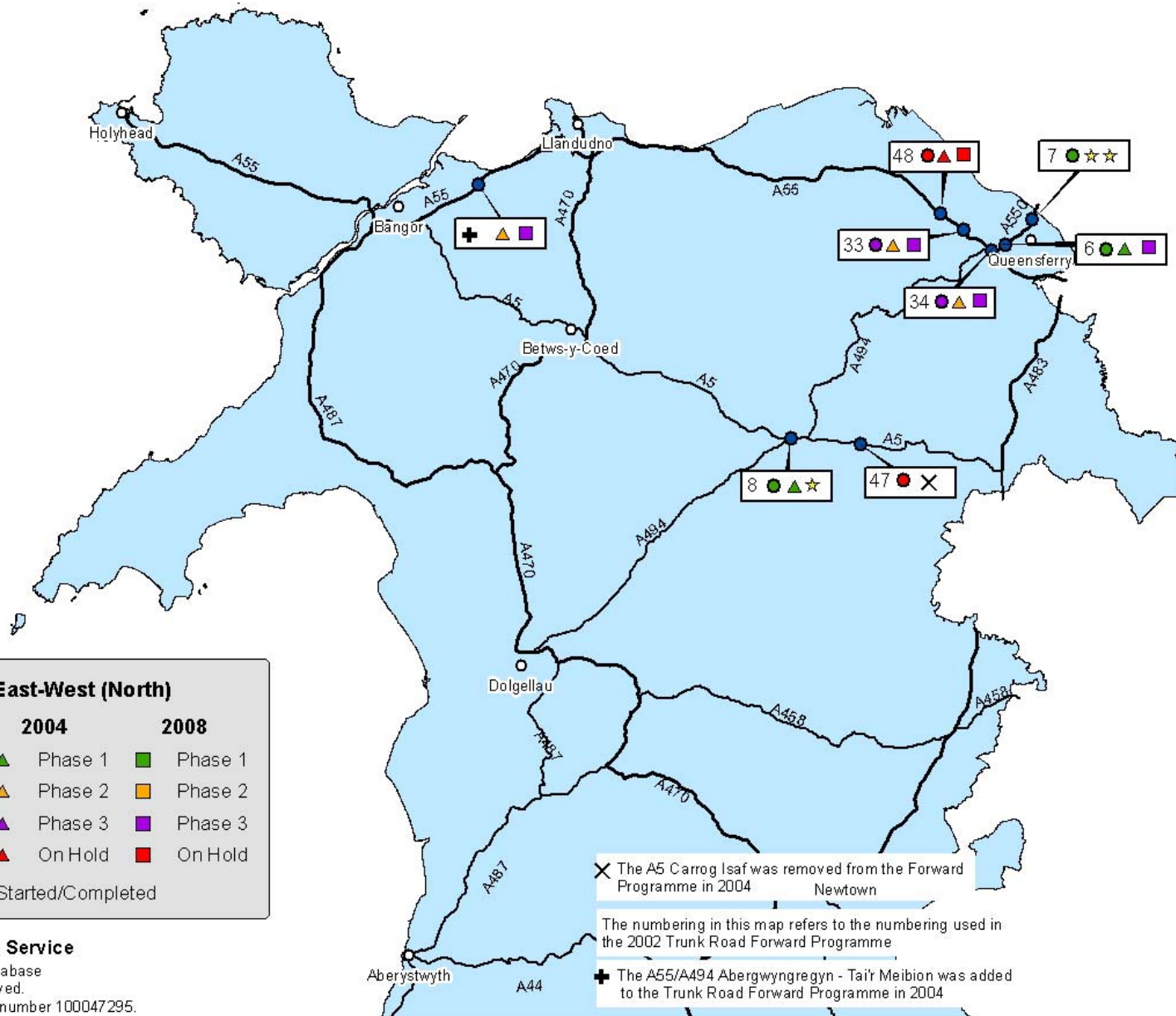
The schemes have been numbered using the numbers originally used by the Welsh Government in the 2002 forward programme.

The tables following each map provide further detail of the changes to the Trunk Road Forward Programme. The tables are colour coded in the same way as the maps are, highlighting which phase each scheme is in. In addition, descriptions of each scheme are also included, noting any changes between programmes. For example: in the East – West (South) corridor, scheme 4 is ‘A465 Abergavenny to Hirwaun Section 1’ in the 2002 programme but is changed to ‘A465 Abergavenny to Gilwern’ in the 2004 supplement.

The following lists the schemes according to the 2002 Trunk Road Forward Programme and which map they can be found in:

- 1 A470 Blaenau Ffestiniog to Cancoed (Map E)
- 2 A479 Talgarth (Map D)
- 3 A40 The Kell (Map C)
- 4 A465 Abergavenny to Hirwaun Section 1 (Map C)
- 5 A477 Nash Fingerpost to Bangeston (Map C)
- 6 A494 Drome Corner to Ewloe (Map A)
- 7 A494/A550 Deeside Park to Drome Corner (Map A)
- 8 A5 Pont Melin Rug (Map A)
- 9 A470 Cwmbach to Newbridge (Map D)
- 10 A470 Bod Hyfryd Bends (Map E)
- 11 A470 Alltmaw (Map D)
- 12 A470 Penloyn to Tan Lan, Llanrwst (Map E)
- 13 A487 Porthmadog to Tremadog (Map E)
- 14 A470 Plas Maenan (Map E)
- 15 A470 Bwlch Oer Ddrws (Map E)
- 16 A470 Llanrwst to Hafod (Map E)
- 17 A470 Pentrefelin to Croesau, Glan Conwy (Map E)
- 18 A483 Four Crosses (Map E)
- 19 A40 St Clears to Haverfordwest (Map C)
- 20 A477 Llanddowror to Red Roses (Map C)
- 21 M4 Castleton to Coryton Widening (Map C)

- 22 A465 Abergavenny to Hirwaun Section 2 (Map C)
 - 23 A465 Abergavenny to Hirwaun Section 3 (Map C)
 - 24 A470 Builth Wells (Map D)
 - 25 A470 Rhayader (Map D)
 - 26 A470 Llanrwst (Map E)
 - 27 A470 Llandinam (Map D)
 - 28 A470 Gelligemlyn, Ganllwyd (Map E)
 - 29 A470 Maes yr Helmau to Cross Foxes (Map E)
 - 30 A483 Llandeilo Eastern (Map D)
 - 31 A483/A489 Newtown (Map D)
 - 32 A487 Caernarfon to Bontnewydd (Map E)
 - 33 A55 Ewloe to Northop (Map A)
 - 34 A55/A494 Ewloe Interchange (Map A)
 - 35 A458 Buttington Cross to Wollaston Cross (Map B)
 - 36 A458 Sylfaen to Cyfronydd (Map B)
 - 37 A494 Llanbedr DC (Map B)
 - 38 A40 Abergavenny (Map D)
 - 39 A470 Commins Coch (Map D)
 - 40 A470 Llangurig to Wern Villa (Map D)
 - 41 A483 Brynsadwrn (Map D)
 - 42 M4 Relief Road Magor to Castleton (Map C)
 - 43 A465 Abergavenny to Hirwaun Section 5 (Map C)
 - 44 A465 Abergavenny to Hirwaun Section 6 & 7 (Map C)
 - 45 A4042 Llanellen (Map C)
 - 46 A4042 Penperlleni (Map C)
 - 47 A5 Carrog Isaf (Map A)
 - 48 A55 Climbing Lane Northop to Coed-y-Cra (Map A)
 - 49 A44 Llanbadarn Fawr (Map B)
 - 50 A494 Ffynnon-y-Berth (Map B)
- Cardiff International Airport Access (35 in the 2004 Supplement) (Map E)
- A55 Abergwyngregyn – Tai'r Meibion (26 in the 2004 Supplement) (Map A)



Map A: East-West (North)

2002	2004	2008
● Phase 1	▲ Phase 1	■ Phase 1
● Phase 2	▲ Phase 2	■ Phase 2
● Phase 3	▲ Phase 3	■ Phase 3
● On Hold	▲ On Hold	■ On Hold
★ Work Started/Completed		

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✗ The A5 Carrog Isaf was removed from the Forward Programme in 2004
 Newtown

The numbering in this map refers to the numbering used in the 2002 Trunk Road Forward Programme

✚ The A55/A494 Abergwyngregyn - Tai'r Meibion was added to the Trunk Road Forward Programme in 2004

Schemes in the East – West (North) Corridor

Numbering on the map correlates with those used in the 2002 Trunk Road Forward Programme

2002		2004		2008	
6	A494 Drome Corner to Ewloe Phase1	A494 Drome Corner to Ewloe Phase1	↓	A494 Drome Corner to Ewloe Phase3	
7	A494/A550 Deeside Park to Drome Corn Phase1	BUILT / COMPLETED		BUILT / COMPLETED	
8	A5 Pont Melin Rug Phase1	A5 Pont Melin Rug Phase1		BUILT / COMPLETED	
33	A55 Ewloe to Northop Phase3	↑ A55 Ewloe to Northop Phase2	↓	A55 Ewloe to Northop Phase3	
34	A55/A494 Ewloe Interchange Phase3	↑ A55/A494 Ewloe Interchange Phase2	↓	A55/A494 Ewloe Interchange Phase3	
47	A5 Carrog Isaf On Hold	REMOVED		REMOVED	
48	A55 Climbing Lane Northop to Coed-y-Ci On Hold	A55 Climbing Lane Northop to Coed-y-C On Hold		A55 Climbing Lane Northop to Coed-y-C On Hold	
+		26 A55 Abergwyngregyn - Tai'r Meibion Phase2	↓	A55 Abergwyngregyn - Tai'r Meibion Phase3	

Phase 1 = before March 2005

Phase 2 = could be ready to proceed by March 2008

Phase 3 = unlikely to proceed before April 2008

On Hold

Phase 1 = before March 2007

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2010

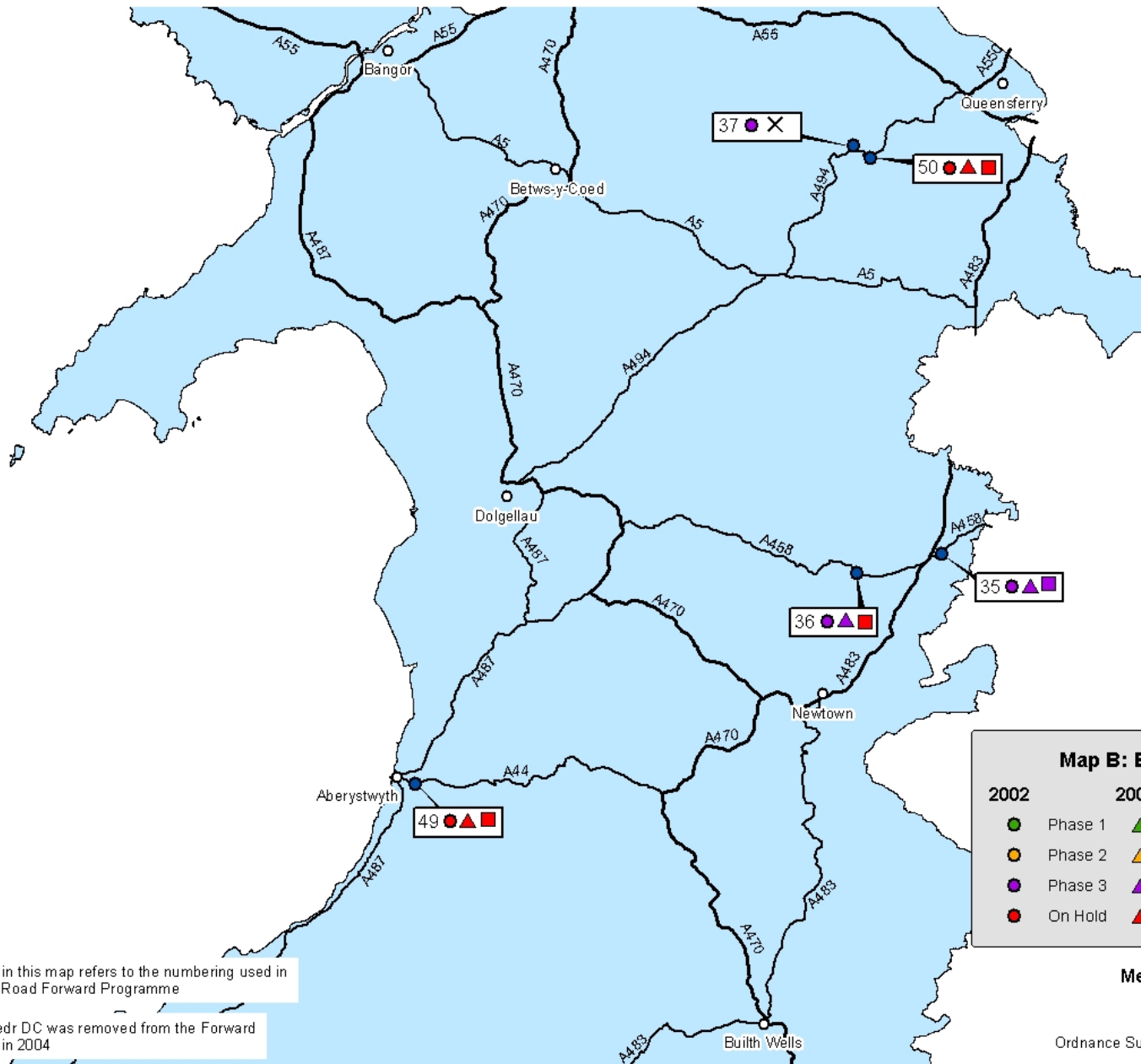
On Hold

Phase 1 = before April 2011

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2014

On Hold



The numbering in this map refers to the numbering used in the 2002 Trunk Road Forward Programme

X A494 Llanbedr DC was removed from the Forward Programme in 2004

Map B: East-West (Mid)

2002	2004	2008
Phase 1	Phase 1	Phase 1
Phase 2	Phase 2	Phase 2
Phase 3	Phase 3	Phase 3
On Hold	On Hold	On Hold

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Schemes in the East – West (Mid) Corridor

Numbering on the map correlates with those used in the 2002 Trunk Road Forward Programme

2002		2004		2008	
35	A458 Buttington Cross to Wollaston Cros Phase3	A458 Buttington Cross to Wollaston CrosPhase3		A458 Buttington Cross to Wollaston Cross Phase3	
36	A458 Sylfaen to Cyfronydd Phase3	A458 Sylfaen to Cyfronydd Phase3	↓	A458 Sylfaen to Cyfronydd	On Hold
37	A494 Llanbedr DC Phase3	REMOVED		REMOVED	
49	A44 Llanbadarn Fawr On Hold	A44 Llanbadarn Fawr On Hold		A44 Llanbadarn Fawr	On Hold
50	A494 Ffynnon-y-Berth On Hold	A494 Ffynnon-y-Berth On Hold		A494 Ffynnon-y-Berth	On Hold

Phase 1 = before March 2005

Phase 2 = could be ready to proceed by March 2008

Phase 3 = unlikely to proceed before April 2008

On Hold

Phase 1 = before March 2007

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2010

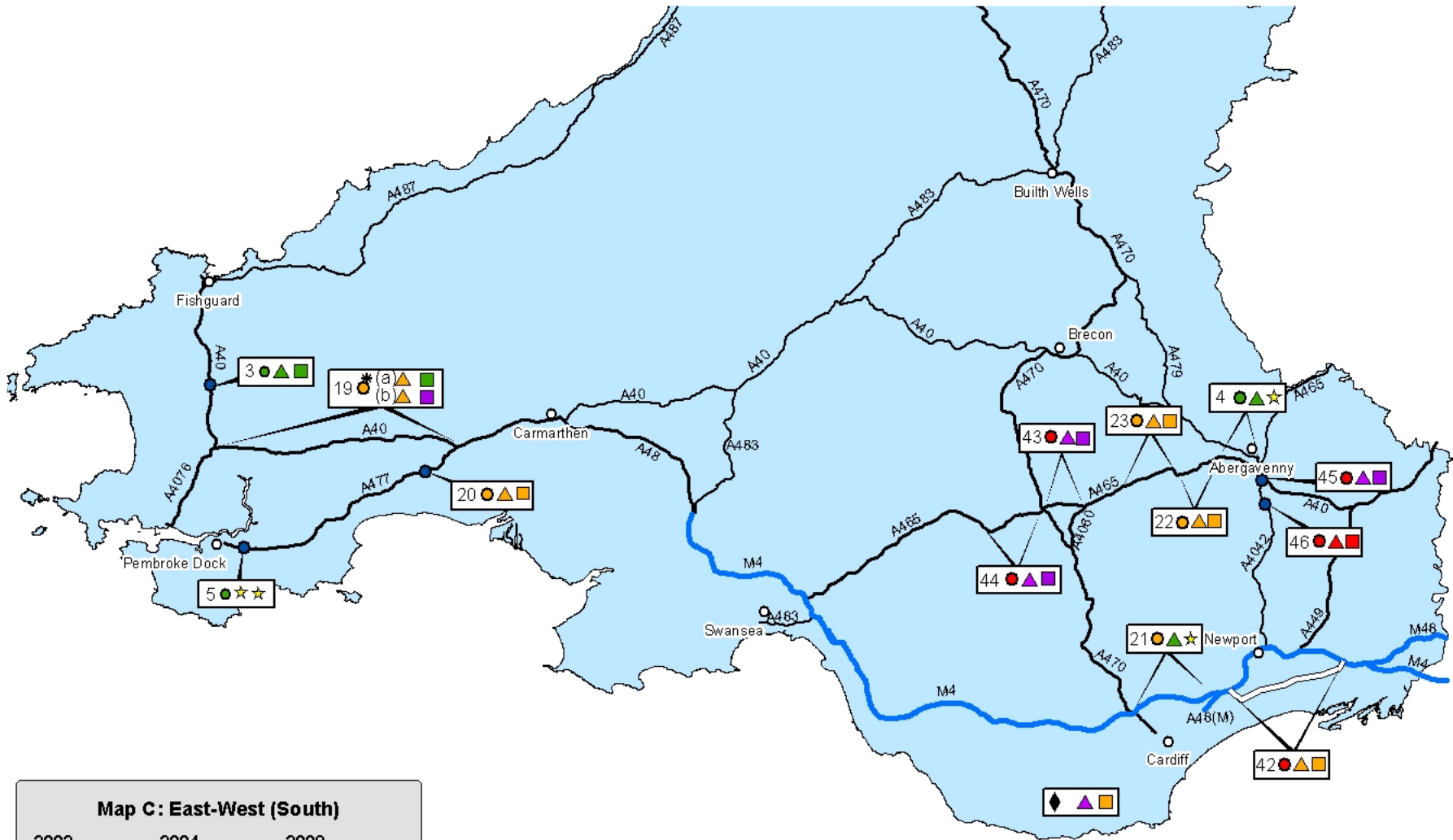
On Hold

Phase 1 = before April 2011

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2014

On Hold



Map C: East-West (South)

2002	2004	2008
● Phase 1	▲ Phase 1	■ Phase 1
● Phase 2	▲ Phase 2	■ Phase 2
● Phase 3	▲ Phase 3	■ Phase 3
● On Hold	▲ On Hold	■ On Hold
★ Work Started/Completed		

The numbering in this map refers to the numbering used in the 2002 Trunk Road Forward Programme

◆ Cardiff International Airport Access was only added to the Trunk Road Forward Programme in 2004

* A40 St Clears to Haverfordwest scheme was split into two separate schemes in 2004 ((a) A40 Llanddewi Velfrey to Penblewin and (b) A40 Penblewin to Sleafch Park).

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Schemes in the East – West (South) Corridor

Numbering on the map correlates with those used in the 2002 Trunk Road Forward Programme

2002			2004			2008		
3	A40 The Kell	Phase1		A40 The Kell	Phase1		A40 The Kell	Phase1
4	A465 Abergavenny to Hirwaun Section 1	Phase1		A465 Abergavenny to Gilwern	Phase1		BUILT / COMPLETED	
5	A477 Nash Fingerpost to Bangeston	Phase1		UNDER CONSTRUCTION			BUILT / COMPLETED	
19	A40 St Clears to Haverfordwest*	Phase2	19b	A40 Llanddewi Velfrey to Penblewin	Phase2	↓	A40 Llanddewi Velfrey to Penblewin	Phase3
			19a	A40 Penblewin to Slebech Park	Phase2	↑	A40 Penblewin to Slebech Park	Phase1
20	A477 Llanddowror to Red Roses	Phase2		A477 St.Clears to Red Roses	Phase2		A477 St.Clears to Red Roses	Phase2
21	M4 Castleton to Coryton Widening	Phase2	↑	M4 Castleton to Coryton Widening	Phase1		UNDER CONSTRUCTION	
22	A465 Abergavenny to Hirwaun Section 2	Phase2		A465 Gilwern to Brynmawr	Phase2		A465 Gilwern to Brynmawr	Phase2
23	A465 Abergavenny to Hirwaun Section 3	Phase2		A465 Brynmawr to Tredegar	Phase2		A465 Brynmawr to Tredegar	Phase2
42	M4 Relief Road Magor to Castleton	On Hold	↑	New M4 - Magor to Castleton	Phase2		New M4 - Magor to Castleton	Phase2
43	A465 Abergavenny to Hirwaun Section 5	On Hold	↑	A465 Dowlais Top to A470	Phase3		A465 Dowlais Top to A470	Phase3
44	A465 Abergavenny to Hirwaun Section 6 &	On Hold	↑	A465 : A470 to Hirwaun	Phase3		A465 : A470 to Hirwaun	Phase3
45	A4042 Llanellen	On Hold	↑	A4042 Llanellen	Phase3		A4042 Llanellen	Phase3
46	A4042 Penperlleni	On Hold		A4042 Penperlleni	On Hold		A4042 Penperlleni	On Hold
◆			35	Cardiff International Airport Access	Phase3	↑	Cardiff International Airport Access	Phase2

* The A40 St Clears to Haverfordwest was split into 2 schemes; they are labelled on the map as 19a and 19b.

Phase 1 = before March 2005

Phase 2 = could be ready to proceed by March 2008

Phase 3 = unlikely to proceed before April 2008

On Hold

Phase 1 = before March 2007

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2010

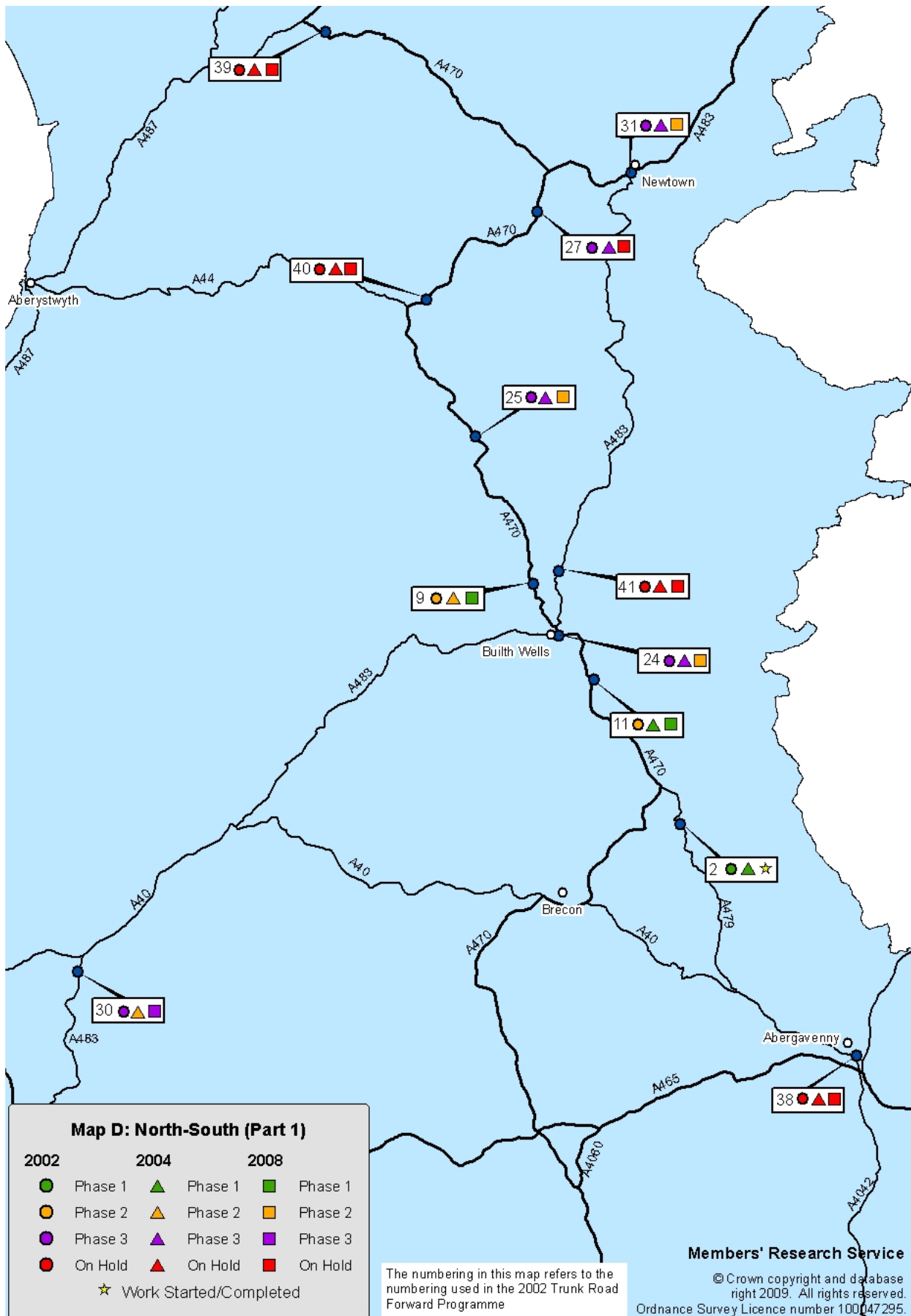
On Hold

Phase 1 = before April 2011

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2014

On Hold



Schemes in the North – South (Part 1) Corridor

Numbering on the map correlates with those used in the 2002 Trunk Road Forward Programme

2002		2004		2008	
2	A479 Talgarth	Phase1	A479 Talgarth/Bronllys	Phase1	BUILT / COMPLETED
9	A470 Cwmbach to Newbridge	Phase2	A470 Cwmbach to Newbridge	Phase2	↑ A470 Cwmbach to Newbridge
11	A470 Alltmaw	Phase2	↑ A470 Alltmaw	Phase1	A470 Alltmaw
24	A470 Builth Wells	Phase3	A470 Builth Wells	Phase3	↑ A470 Builth Wells
25	A470 Rhayader	Phase3	A470 Rhayader	Phase3	↑ A470 Rhayader
27	A470 Llandinam	Phase3	A470 Llandinam	Phase3	↓ A470 Llandinam
30	A483 Llandeilo Eastern	Phase3	↑ A483 Llandeilo	Phase2	↓ A483 Llandeilo
31	A483/A489 Newtown	Phase3	A483 Newtown	Phase3	↑ A483 Newtown
38	A40 Abergavenny	On Hold	A40 Abergavenny	On Hold	A40 Abergavenny
39	A470 Commins Coch	On Hold	A470 Commins Coch	On Hold	A470 Commins Coch
40	A470 Llangurig to Wern Villa	On Hold	A470 Llangurig to Wern Villa	On Hold	A470 Llangurig to Wern Villa
41	A483 Brynsadwrn	On Hold	A483 Brynsadwrn	On Hold	A483 Brynsadwrn

Phase 1 = before March 2005

Phase 2 = could be ready to proceed by March 2008

Phase 3 = unlikely to proceed before April 2008

On Hold

Phase 1 = before March 2007

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2010

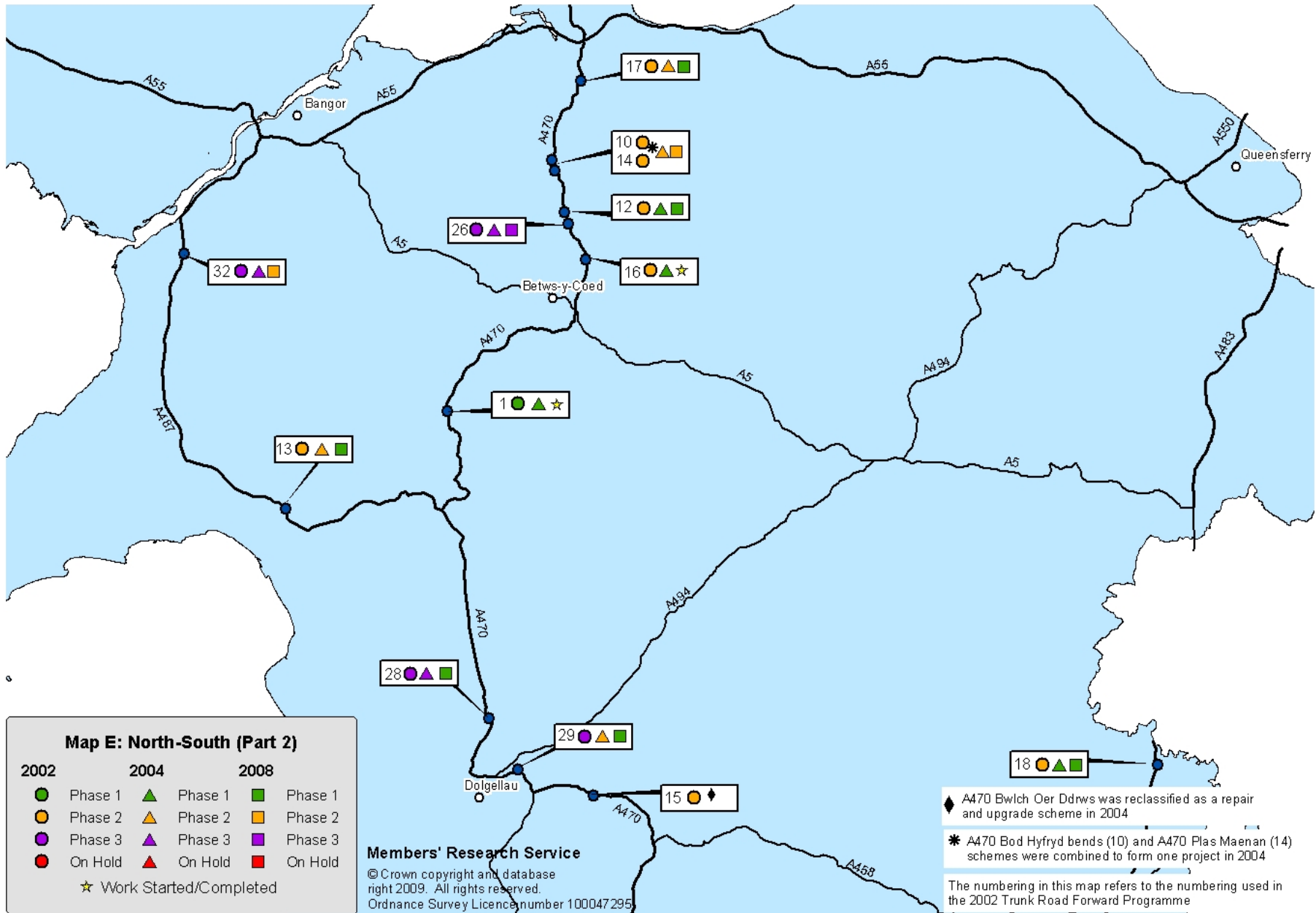
On Hold

Phase 1 = before April 2011

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2014

On Hold



Schemes in the North – South (Part 2) Corridor

Numbering on the map correlates with those used in the 2002 Trunk Road Forward Programme

2002			2004			2008		
1	A470 Blaenau Ffestiniog to Cancoed	Phase1		A470 Blaenau Ffestiniog to Cancoed	Phase1		BUILT / COMPLETED	
10	A470 Bod Hyfryd Bends	Phase2		A470 Plas Maenan & Bodhyfryd	Phase2		A470 Plas Maenan & Bodhyfryd	Phase2
12	A470 Penloyn to Tan Lan, Llanrwst	Phase2	↑	A470 Penloyn to Tan Lan, Llanrwst	Phase1		A470 Penloyn to Tan Lan, Llanrwst	Phase1
13	A487 Porthmadog to Tremadog	Phase2		A487 Porthmadog to Tremadog	Phase2	↑	A487 Porthmadog, Minffordd and Trem	Phase1
14	A470 Plas Maenan	Phase2		COMBINED WITH 10			COMBINED WITH 10	
15	A470 Bwlch Oer Ddrws	Phase2		RECLASSIFIED/REMOVED FROM PROGRAMME			RECLASSIFIED/REMOVED FROM PROGRAMME	
16	A470 Llanrwst to Hafod	Phase2	↑	A470 Llanrwst to Hafod	Phase1		UNDER CONSTRUCTION	
17	A470 Pentrefelin to Croesau, Glan Conv	Phase2		A470 Pentrefelin to Bodnant West Lodg	Phase2	↑	A470 Pentrefelin to Bodnant West Lodg	Phase1
18	A483 Four Crosses	Phase2	↑	A483 Four Crosses	Phase1		A483 Four Crosses	Phase1
26	A470 Llanrwst	Phase3		A470 Llanrwst	Phase3		A470 Llanrwst	Phase3
28	A470 Gelligemlyn, Ganllwyd	Phase3		A470 Gelligemlyn	Phase3	↑	A470 Gelligemlyn	Phase1
29	A470 Maes yr Helmau to Cross Foxes	Phase3	↑	A470 Maes yr Helmau to Cross Foxes	Phase2	↑	A470 Maes yr Helmau to Cross Foxes	Phase1
32	A487 Caernarfon to Bontnewydd	Phase3		A487 Caernarfon to Bontnewydd	Phase3	↑	A487 Caernarfon to Bontnewydd	Phase2

Phase 1 = before March 2005

Phase 2 = could be ready to proceed by March 2008

Phase 3 = unlikely to proceed before April 2008

On Hold

Phase 1 = before March 2007

Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2010

On Hold

Phase 1 = before April 2011

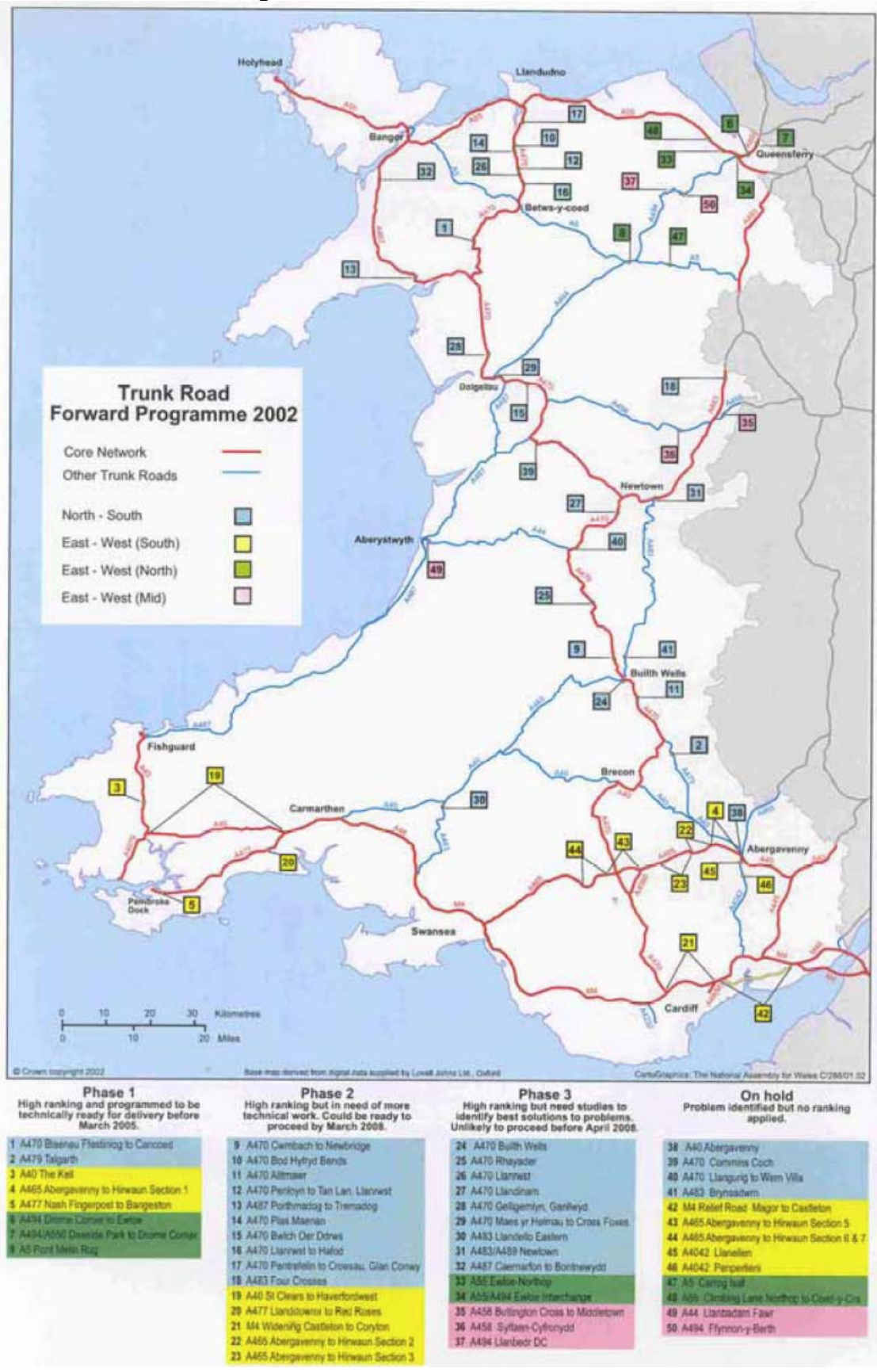
Phase 2 = could be ready to proceed by April 2010

Phase 3 = unlikely to proceed before April 2014

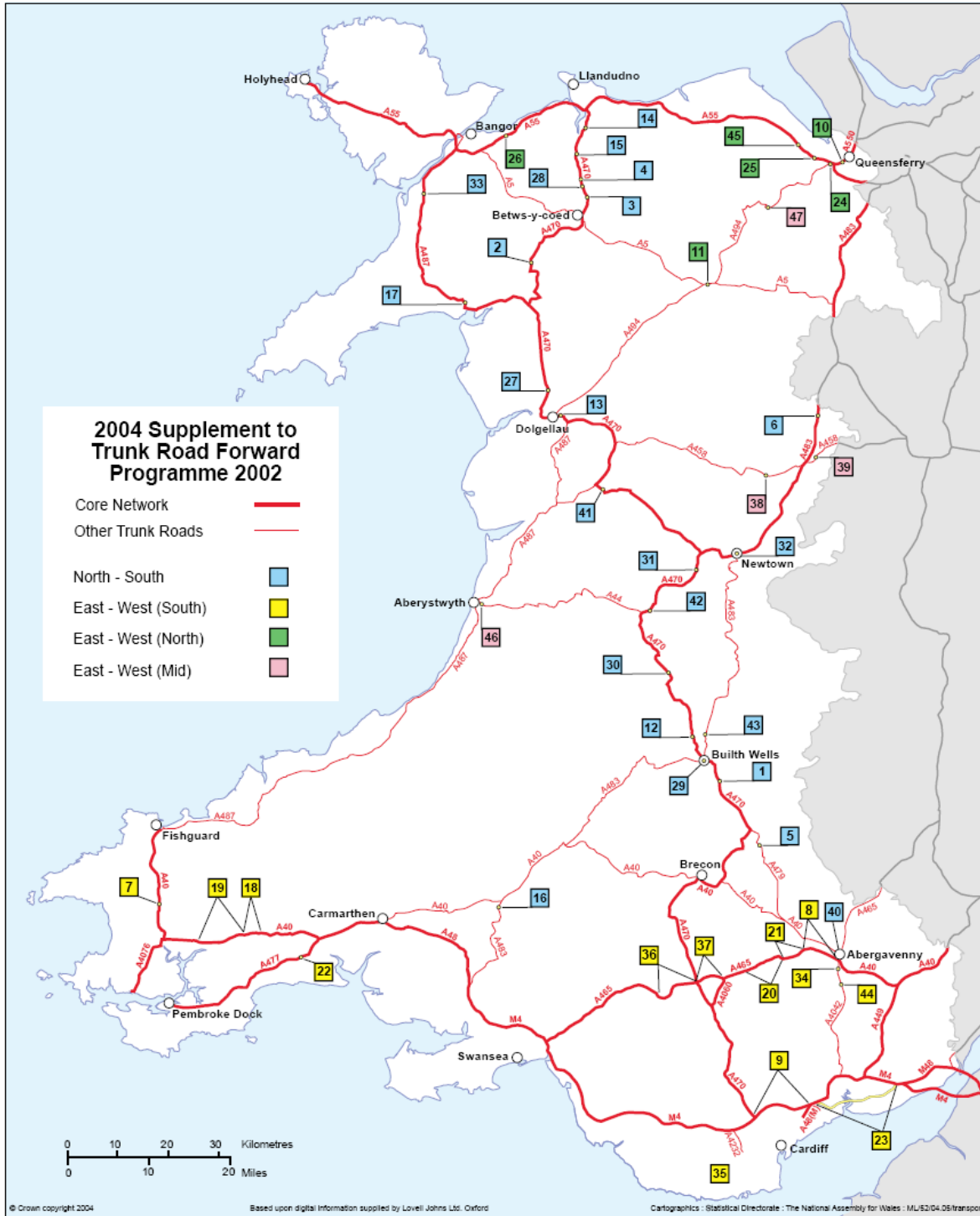
On Hold

Annex A

Trunk Road Forward Programme 2002

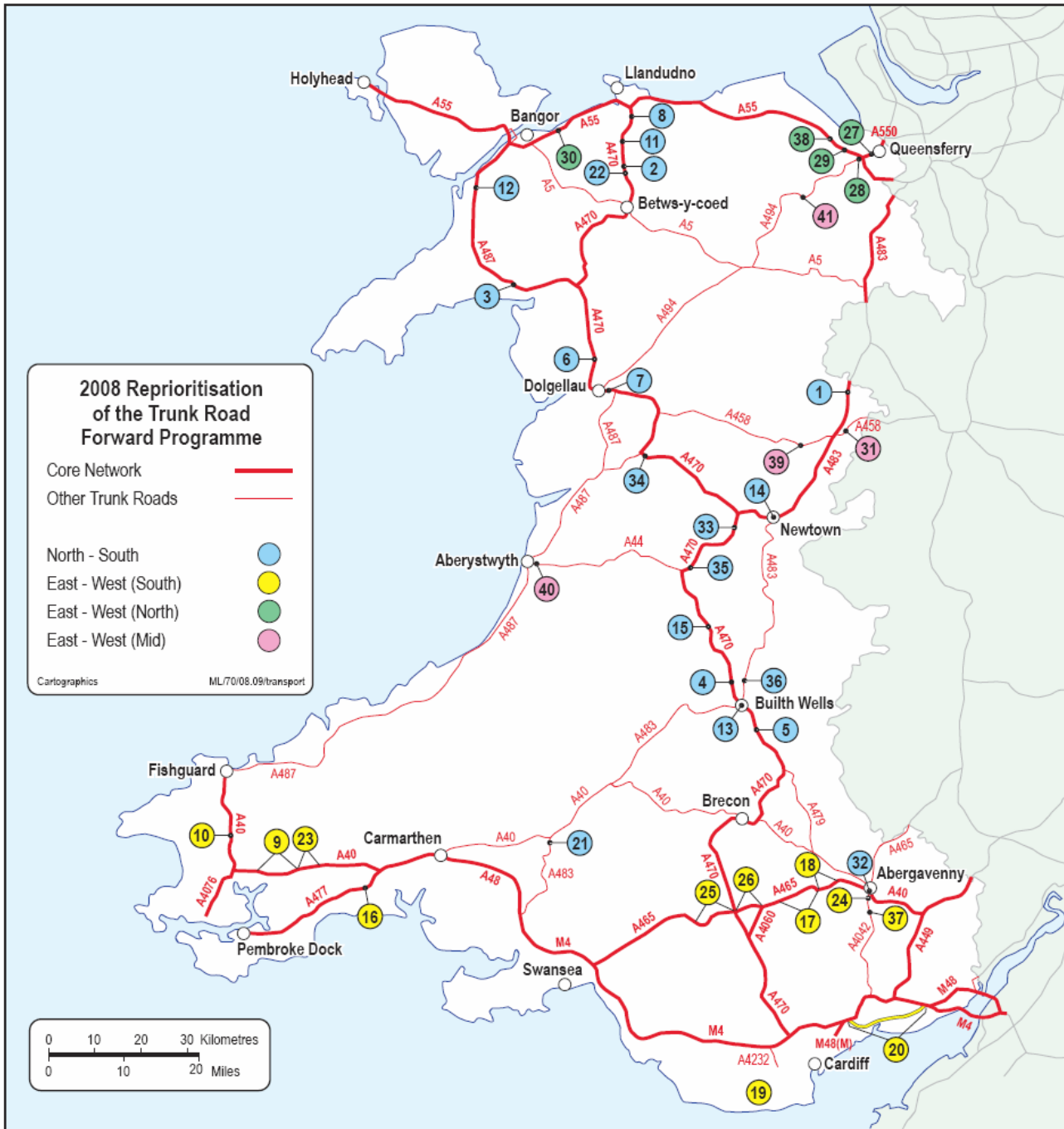


2004 Supplement to Trunk Road Forward Programme 2002



Phase 1 Programmed to start by March 2007.	Phase 2 Could be ready to start by April 2010.	Phase 3 Unlikely to start before April 2010.	On hold
1 A470 Alltnewydd	12 A470 Cwmbach to Newbridge	27 A470 Gelligemlyn	40 A40 Abergavenny
2 A470 Blaenau Ffestiniog to Cancoed	13 A470 Maes yr Helmau to Cross Foxes	28 A470 Llanrwst	41 A470 Commins Coch
3 A470 Llanrwst to Hafod	14 A470 Pentrefelin to Bodnant West Lodge	29 A470 Builth Wells	42 A470 Llangurig to Wern Villa
4 A470 Penllyn to Tan Lan, Llanrwst	15 A470 Plas Maenan & Bodhyfryd	30 A470 Rhyader	43 A483 Brynsadwm
5 A479 Talgarth/Bronllys	16 A483 Llandello	31 A470 Llandinam	44 A4042 Penperlleni
6 A483 Four Crosses	17 A487 Porthmadog to Tremadog	32 A483 Newtown	45 A55 Climbing Lane Northop to Coed-y-Cra
7 A40 The Kell	18 A40 Llanddewi Velfrey to Penblewin	33 A487 Caernarfon to Bontnewydd	46 A44 Llanbadarn Fawr
8 A485 Abergavenny to Gilwern	19 A40 Penblewin to Sleafch Park	34 A4042 Llanellen	47 A494 Ffynnon-y-Berth
9 M4 Castleton to Coryton Widening	20 A485 Brynmawr to Tredegar	35 Cardiff International Airport Access	
10 A494 Drome Corner to Ewloe	21 A485 Gilwern to Brynmawr	36 A485 ; A470 to Hirwaun	
11 A5 Pont Melin Rug	22 A477 St Clears to Red Roses	37 A485 Dowlais Top to A470	
	23 New M4 - Magor to Castleton	38 A488 Sylfaen to Cyfronydd	
	24 A56/A494 Ewloe Interchange	39 A458 Buttington Cross to Wollaston Cross	
	25 A55 Ewloe to Northop		
	26 A55 Aberystwyth - Tal-y-Medion		

2008 Reprioritisation of the Trunk 2008 Forward Programme



Phase 1 - High ranking and programmed to be ready to start between now and April 2011

- 1 A483 Four Crosses
- 2 A470 Penllyn to Tan Lan, Llanrwst
- 3 A487 Porthmadog, Minfordd, and Tremadog
- 4 A470 Cwmbach to Newbridge
- 5 A470 Allt-mawr
- 6 A470 Gelligemlyn
- 7 A470 Maes yr Helmau to Cross Foxes
- 8 A470 Pentrefelin to Bodnant West Lodge
- 9 A40 Penblewin to Slebech
- 10 A40 The Kell

Phase 2 - High ranking and programmed to be ready to start between April 2011 and April 2014

- 11 A470 Plas Maenan and Boddyfryd
- 12 A487 Caernarfon to Bontnewydd
- 13 A470 Builth Wells
- 14 A483 Newtown
- 15 A470 Rhayader
- 16 A477 St Clears to Red Roses
- 17 A465 Brynmawr to Tredegar
- 18 A465 Gilwern to Brynmawr
- 19 Cardiff International Airport Access
- 20 New M4 - Magor to Castleton*
* (Awaiting Business Case)

Phase 3 - High ranking but studies needed to identify best solutions to problems but unlikely to be ready to start before April 2014

- 21 A483 Llandello
- 22 A470 Llanrwst
- 23 A40 Llanddewi Velfrey to Penblewin
- 24 A4042 Llanellen
- 25 A465/A470 to Hirwaun
- 26 A465 Dowlais Top to A470
- 27 A494 Drome Corner to Ewloe
- 28 A55/A494 Ewloe Interchange
- 29 A55 Ewloe to Northop
- 30 A55 Abergwyngregyn to Tai'r Meibion
- 31 A458 Buttington Cross to Wollaston Cross

On Hold - Problem identified but no ranking applied

- 32 A40 Abergavenny
- 33 A470 Llandinam
- 34 A470 Commins Coch
- 35 A470 Llangurig to Wern Villa
- 36 A483 Brynsadwrn
- 37 A4042 Penperlleni
- 38 A55 Climbing Lane Northop to Coed-y-Cra
- 39 A458 Sylfaen to Cyfronydd
- 40 A44 Llanbadarn Fawr
- 41 A494 Ffynnon-y-Berth

Annex B

Welsh Transport Planning and Appraisal Guidance (WelTAG)

Welsh Transport Planning and Appraisal Guidance (WelTAG)²³ is the transport appraisal tool for Wales. It has been developed by the Welsh Government with the intention that it is applied to all transport strategies, plans and schemes being promoted or requiring funding from the Welsh Government.

WelTAG is intended to enable practitioners to set transport objectives, plan, evaluate and monitor initiatives in accordance with the Wales Transport Strategy. Appraisal is centered around three main impact areas: **economy, environment and society**. WelTAG applies to transport initiatives that are in the planning stage, but does not apply to those that have completed statutory procedures.

There are two primary purposes of WelTAG:

- To assist in the development of proposals to enable the most appropriate scheme to be identified and progressed – one that is focused on objectives, maximises the benefits and minimises the impacts; and
- To allow the comparison of competing schemes on a like-for-like basis, so decision-makers can make difficult funding decisions.

WelTAG is structured into the following stages:

- A **planning** stage which includes problem identification/proposal rationale, objective setting (these are interactive processes), option development and testing;
- An **appraisal** stage, which involves a two-stage process;
- A **post appraisal** stage which involves both on-going monitoring of performance and evaluation/value for money assessment; and
- **Participation** (including **consultation**), which occurs at several stages in the planning process (from setting objectives through to proposal appraisal and quite possibly implementation) and should start being considered from the outset.

However, during debate on the Sustainability Committee's Report 'Carbon Reduction by Transport in Wales',²⁴ it was suggested by Mike German AM that:

WelTAG favours large expensive schemes in excess of £5 million that very often increase carbon emissions.

²³ More information on can be found in the [Welsh Transport Planning and Appraisal Guidance](#). [on 20 November 2009]

²⁴ [RoP p69, 4 June 2008](#) [on 20 November 2009]

