



Ein cyf/Our ref KS/00263/18

David John Rowlands AM
Chair - Petitions committee.

government.committee.business@wales.gsi.gov.uk

Dear David,

13 February 2018

Thank you for your letter of 25 January regarding P-05-690 Resurfacing of the A40 Raglan-Abergavenny Road.

Following completion of the Noise Action Plan Priority Area (NAPPA) assessments in 2012, the South Wales Trunk Road Agent (SWTRA) commissioned a study in June 2015 to review in further detail the 16 Priority 1 NAPPA sites, which includes several on this section of A40. The study concluded that:

'The sites assessed are all adjacent to concrete carriageways. Whilst a low noise surfacing inlay or overlay may prove to provide acceptable noise reduction, the existing condition of the concrete carriageways is questionable and so only a full reconstruction is deemed to provide a satisfactory long term solution. Due to the logistical challenges and costs associated with reconstructing relatively short sections of carriageway, it was considered that noise barriers would provide a simpler and less disruptive solution in the shorter term. This is discussed further in the Cost/Benefit Analysis section below.

Should a programme of concrete carriageway renewal be adopted by the Welsh Government, the current NAPPA sites would further benefit from the noise reducing properties of low noise surfacing. Therefore, this study focused mainly on the feasibility of noise barriers according to the topography of the site and the line of sight from the noise sensitive receptor to the road...'

The concrete carriageway sections have still not deteriorated to a point where full renewal or replacement is necessary. There are also difficulties with regards to the A40 in that laying an asphalt surface layer on top of the concrete surface is not feasible, as it would potentially require the redesign and full replacement of a number of the existing assets, including the safety barriers and carriageway drainage. An additional surface layer would also reduce the headroom clearance at a number of the bridges that cross the A40.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

As noted in my previous response, noise fencing has been considered as part of an initial design assessment for noise mitigation at this location. However, mitigation measures are being implemented on a priority basis with progress dependent on available funding. The following link provides further information:

<http://gov.wales/topics/environmentcountryside/epq/noiseandnuisance/environmentalnoise/noisemonitoringmapping/noise-action-plan/?lang=en>

A handwritten signature in black ink, appearing to read 'Ken Skates', with a stylized flourish below the name.

Ken Skates AC/AM

Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth
Cabinet Secretary for Economy and Transport