

South Wales  
Trunk Road  
Agent

Managing and Improving  
Motorways and Trunk Roads  
through South Wales



Asiant  
Cefnffyrdd  
De Cymru

Rheoli a Gwella'r Traffyrdd  
a'r Cefnffyrdd yn Ne  
Cymru

# National Assembly for Wales Public Account Committee Inquiry into Value for Money of Motorway and Trunk Road Investment

South Wales Trunk Road Agent  
Additional Questions following Oral evidence

8<sup>th</sup> April 2015



# National Assembly for Wales Public Accounts Committee: Inquiry into Value for Money of Motorway and Trunk Road Investment

*South Wales Trunk Road Agent- Additional Questions: Written response 8th April 2015*

## **1. During this Assembly term, have you had any year when you haven't known by the 1<sup>st</sup> April what the indicative budget will be for that year?**

1.1 The following table provides dates during the current assembly term when initial budget allocation was provided to the South Wales Trunk Road Agent.

Financial Year	Date of Initial Budget	Details
2015/16	27.03.15	Email confirmation from Nina Ley to Richard Jones
2014/15	02.04.14	Email confirmation from Richard Morgan to Richard Jones
2013/14	13.03.13	Email confirmation from Richard Morgan to Richard Jones
2012/13	22.03.12	Email confirmation from Ian Davies to Richard Jones
2011/12	14.04.11	TWIS approval although Some early allocations were provided in February

## **2. Response to the question raised by Mr Mike Hedges AM in relation to the level of coordination between Swansea CC, SWTRA and Welsh Water in relation to work undertaken by Welsh Water on the A48 in Morriston.**

2.1 In relation to the query raised by Mr Hedges AM, SWTRA have reviewed details of the period between January 2015 and March 2015 and have not been able to trace records of correspondence or complaints regarding congestion due to conflicting works on the M4 and the A48 at Morriston, however should information in relation to specific dates be available this would enable us to investigate further.

2.2 Legislation exists (NRSWA 1991, Traffic Management Act 2004 and Coordination Code of Practice (Wales 2008)) which require Street Authorities to coordinate work and for statutory undertakers to cooperate in the process with the view to do all reasonably practicable to manage its road effectively with a view to keeping traffic moving.

2.3 The South Wales Trunk Road Agent is designated as Street Authority for the Motorway and trunk road network on behalf of

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Welsh Government and the designated Street Authority for the A48 is Swansea CC.

- 2.4 The coordination meeting is a forum to discuss any works which are deemed to have the potential to cause a conflict or disruption based on pre-submitted schedule of planned works. Should clashes be identified from the schedule the meeting's primary focus is for the parties concerned to discuss opportunities for either rescheduling or restricting works to periods of lighter traffic flows e.g. night time/off peak working or during school holidays.
- 2.5 The M4 is designated as traffic sensitive between junction 43 and 45 which means that planned and cyclic maintenance is restricted to night time only. Any planned maintenance on the M4 or trunk road network requiring road closures and subsequent diversion of traffic onto local roads is coordinated in advance with the local authorities and other stakeholders at these meetings where they are also cross referenced against the coordination schedules to identify any potential conflicts.
- 2.6 The coordination meeting for the Swansea, Neath Port Talbot and Bridgend Areas for the period up to April 2015 was held on the 22<sup>nd</sup> of September 2014.
- 2.7 SWTRA had no planned maintenance which could cause localised disruption scheduled for that period and therefore a nil response was submitted in advance of the meeting.
- 2.8 The Dwr Cymru Welsh Water sewer renewal works at Morriston were submitted as part of the coordination schedule to the meeting but no clashes with SWTRA or Swansea work were identified. In discussion between all parties no specific concerns were identified as the works were considered to be sufficiently far enough from the motorway.
- 2.9 We are aware that one incident occurred on the Swansea network in the vicinity Llanlilwen road following a traffic signal failure relating to minor works. Whilst this incident did cause congestion for a short period until the fault was addressed we feel that this was not a result of the failure in the coordination process.

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