

Dear Sir/Madam,

## **A55 Junction 16 and 16A Improvements**

6<sup>th</sup> May, 2021

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Sustrans works in partnership, bringing people together to find the right solutions. We make the case for walking and cycling by using robust evidence and showing what can be done. We are grounded in communities and believe that grassroots support combined with political leadership drives real change, fast.

Sustrans are pleased to see that consideration has been given to improving the provision for walkers and cycle users in the area of the A55 improvements at Junctions 16 and 16A.

Due to the lack of detail in the design at present, we cannot appraise the adequacy of the proposed infrastructure. However, we hope that Active Travel standards as laid out in the Welsh Government Active Travel Guidance will be adhered to wherever possible, and where this is not achievable due to physical constraints for example, that the Departure from Standards procedure is followed.

### **National Cycle Route 5**

Since the works on the A55 will include realigning the National Cycle Network alongside Junction 16A, we would like to see improvements to this important walking and cycling as required under Section 9 of the Active Travel Act. It is noted that there is an intention


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to make “Improvements to the existing National Cycle Network Route 5 (NCNR5) and Wales Coast Path for a length to the north of Junction 16.”

Due to the lack of detail it is difficult for us to comment, but generally, a widening of the path for as long a length as possible to at least 3m in width would make the path safer and more comfortable for everyone’s use. Any implications for land take under the CPO process should take this into account.

### Horse riding

Sustrans wants to make sure that wherever possible, walking and cycling infrastructure is accessible and inclusive for everybody who wants to use it, including those travelling by horse.

Sustrans’ local network development officer has been in contact with a local representative of the British Horse Society (BHS), and we would urge that the new routes currently marked as footpaths and cycleways at Junctions 16 and 16A be created as bridleways of at least 3m width in order to accommodate horse riding as well.

Accommodating horse riders would also mean the addition of Pegasus crossings of the proposed link road and eastbound off slip road, and a bridleway bridge with 1.8m parapets where a footbridge with disability compliant ramps are currently proposed. The improvement of the subway under the railway to the beach should also be included in order to aid ease of access for all non-motorised users.

### Glan yr Afon Road

Could the shared use path alongside Glan yr Afon Road be prioritised across the field entrance?

Could the footpath (Old Bangor Fields Road) be paved in order to provide users with a more direct cycling route to the west along the new link road?

A short section of pavement rather than a grassed verge on the southeastern side of Glan yr Afon Road tying in with the uncontrolled crossing point and the Pendyffryn Caravan Park would be beneficial for those travelling on foot and by cycle.

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It will be important for the new shared use path alongside Glan yr Afon Road to tie in well where the road narrows. There is a section of c.200m of Glan yr Afon Road where there is presently no footway, and whilst the scheme ends at this point, it would prudent for consideration to be given to how this could be remedied, especially since the widening of the highway up to this point may well result in increased speeds. Again, any land acquisition under CPO should take this into account to maximise available width.

There is no information on where the bus stop will be relocated. It would be great to see enhanced provision for public transport users in the form of a bus shelter.

**New link road**

Can the ramp linking to Maes-y-Llan be wide enough to be used as a shared use path, and/or be of such a gradient so as not to count as a ramp? This would improve access and make the link from Dwygyfylchi to the National Cycle Network more direct for cycle users.

As the modelling shows flows of fewer than 4000 vehicles per day, and the proposed speed limit will be 30mph (50kph) the crossing to link to the NMU bridge near the Puffin Café should be able to accommodate pedestrians and cycle users, as well as be on a raised crossing.

**Ysguborwen Road**

The crossing of the priority junction of Ysguborwen Road should be facilitated with tight radii. There should also be a well-designed transition feature for those wishing to continue their journey by cycle along Ysguborwen Road. The plans do not show the existing footway alongside the carriageway on Ysguborwen Road which pedestrians and other footway users can continue along into Dwygyfylchi.

Again, there is no information as to where the bus stop will be relocated. We would urge that the opportunity be taken to enhance the provision for bus users by including bus shelters, and ensure that enough footway space is provided to minimise potential for conflict in movements.

**Conwy Road**

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It will be important to understand how best the shared use path along this road can tie in to the existing highway at the furthest western extent of the improvements in Penmaenmawr.

Sustrans would be grateful of acknowledgement of receipt of this letter and further involvement in the detailed design stages in order to ensure the best outcomes for walking and cycling.

Best regards,

Gwen Thomas  
Network Development and Partnerships Manager