



Llywodraeth Cymru
Welsh Government

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure

Our Ref: qA1420023
Date: 02 August 2021

Dear Sir / Madam

THE CHESTER TO BANGOR TRUNK ROAD (A55) (JUNCTIONS 16 AND 16A IMPROVEMENT REALIGNMENT AND SLIP ROADS) ORDER 202-

THE CHESTER TO BANGOR TRUNK ROAD (A55) (JUNCTIONS 16 AND 16A IMPROVEMENT REALIGNMENT AND SLIP ROADS) (SIDE ROADS) ORDER 202-

(Ref J16-R008 A55J5J16-2021-074-R)

I refer to your online submission relating to the above Draft Orders dated 06 May 2021. Please note that your submission has been registered as an Objection and you should have received a Welsh Government letter dated 25 May 2021 confirming that a Public Local Inquiry is to be held.

In your submission you said *"The plans to move ahead with this project are based on out of date data and contravenes the Wellbeing of Future Generations Act. You need to reconsider the disastrous impact this will have on the environment, on the community, the value of property and the economic impact on tourism. You are moving ahead without consideration of these crucial factors and I urge to urgently reconsider.."*

I have set out below our response to your concerns.

The data used is out of date

It is not clear from your submission precisely which data set you are referring to. I can confirm that the traffic modelling and environmental impact assessment (EIA) for the Scheme were based on the available knowledge/data and established methods of modelling and assessment at the time they were undertaken, in accordance with the relevant technical standards and legislation including the EIA Directive. Any subsequent changes to such data in the intervening period will be considered by the appropriate Expert Witness and if this results in the need for updates to the modelling and/or assessments this will be presented in their evidence for the Public Local Inquiry.

There is no doubt that Brexit and Covid-19 have had a short-term impact on traffic levels and, in all likelihood, there will be some longer-term impacts as well. Interim observations suggest that traffic levels are at a similar level as shown before the pandemic, but the make-up of traffic is different. There has been a reduction in the frequency of travel to work, as more working from home has taken place. However, there has been an increase in work travel by car as people have migrated from Public Transport. Additionally, recreation travel has increased as people holiday in the UK. How this is reflected in population growth, employment growth, social wellbeing and mobility, and ultimately long-term traffic growth, is difficult to say at present. There is, however, no reason to suspect that there will be a significant downturn in traffic volumes.

The proposals contravene the Wellbeing of Future Generations Act

The scheme has been assessed using the Welsh Transport Planning Appraisal Guidance (WelTAG) 2017 procedure. WelTAG is a framework for thinking about proposed changes to the transport system. It contains best practice for the development, appraisal and evaluation of proposed transport interventions in Wales. It has been developed by the Welsh Government to ensure that public funds are invested in a way that ensures

they maximise contribution to the well-being of Wales, as set out in the Well-being of Future Generations (Wales) Act 2015.

The Sustainable Development Report (which is available on the PLI Website <https://a55engagement.gov.wales/documents.html>) considers how the proposals align to the Welsh Governments' principles of sustainable development, particularly in the context of the Well-being of Future Generations (Wales) Act 2015.

The scheme should be reconsidered

There will be a Public Local Inquiry into the scheme. The Inquiry will be undertaken by an Independent Planning Inspector. The Planning Inspector will summarise the findings of the Inquiry in a Recommendation Report. The final decision whether or not to proceed with the construction of this project will be made by the Welsh Minister based on the Inspector's Recommendation Report.

I hope I have satisfactorily addressed the points you have raised.

Should you require clarification, or wish to discuss the matters prior to responding, please contact Rob Griffiths of Ramboll as follows: Tel: 07918 720458 / Email: Robert.Griffiths@ramboll.co.uk .

Yours faithfully,

James Healey. B.Eng. C.Eng. MHKIE. MICE.

Project Engineer – A55 Junctions 15/16 Improvement Scheme

Trafnidiaeth -Transport
Seilwaith yr Economi - Economic Infrastructure
Llywodraeth Cymru - Welsh Government
Sarn Mynach
Llandudno Junction
LL31 9RZ