



Llywodraeth Cymru  
Welsh Government

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

Dear

Our Ref: qA1420023  
Date: 03 August 2021

**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 A55J15J16-2021-110-R)**

I refer to your letter making a representation to the above Draft Orders dated 6 May 2021 on behalf of . Please note that your response has been registered as an Objection to the above Draft Orders as you have raised some issues and you should since have received a Welsh Government letter dated 25 May 2021 confirming that a Public Local Inquiry is to be held.

I note that you 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. I also note your expectation that Active Travel standards as laid out by the Welsh Government will be adhered to wherever possible, and that where this is not possible that the Departures from Standards procedure be used. The scheme has been designed in accordance with appropriate guidance in consultation with Conwy County Borough Council, Sustrans Cymru and Cycling UK.

You have raised a number of points on the proposals at the National Cycle Network (NCN) Route 5 which I have responded to below.

- 1. 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.**

The Welsh Government has undertaken to improve the NCN Route 5 between Penmaenmawr Beach Front and the Penmaenbach headland by widening the current path to generally 3 metres width, excepting several short lengths where existing constraints prevent this. Examples would include at the railway bridge headwall where the path will be widened but the full 3 metres width cannot be achieved and at positions of existing A55 communications infrastructure.

- 2. 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.**

The Welsh Government has undertaken to improve the NCN Route 5 between Penmaenmawr Beach Front and the Penmaenbach headland by widening the current path to generally 3 metres width, excepting several short lengths where existing constraints prevent this. Examples would include at the railway bridge headwall where the path will be widened but the full 3 metres width cannot be achieved and at positions of existing A55 communications infrastructure. The Detailed Designer will make a Departure Application should Ministers deem that the scheme proceeds to construction.

I note that your wishes to ensure that wherever possible, walking and cycling infrastructure is accessible and inclusive for everybody who wants to use it, including those travelling by horse. The need of all users has been considered in the development of the scheme including pedestrians, cyclists, equestrians and those with visual impairments and mobility issues. You have raised a number of points on the proposals for horse riding which I have responded to below.

**1. 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.**

Members of the Project Team met recently with [redacted] of the British Horse Society (BHS) at the proposed works site. The Welsh Government can confirm that a route to facilitate equestrian access to the NCN Route 5 and to the beach beyond, from Glan Yr Afon Road, will be provided.

It should be noted that equestrians have a legal right to use land designated as highway and cannot be prevented from using this land. The designations of the routes would remain as per existing. We are currently verifying the status of the NCN Route 5.

**2. 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.**

The measures proposed to accommodate equestrians include the provision of a bridleway parapet on the Junction 16A Overbridge as well as high access buttons at signal-controlled crossings. Full Pegasus crossings were discussed with the BHS but seen as unnecessary due to the limited number of users.

Additional improvements will include measures to link the NCN Route 5 with the beach, comprising minor improvements at the approaches to the railway underpass and improvement of an existing pedestrian link from Darbyshire's Bridge (the rail overbridge accessing the Sewage Treatment Works) to the beach, all subject to the agreement of landowners.

The Dwygyfylchi Footbridge adjacent to Orme Services will be disability compliant and equestrians will not be excluded. Further measures were discussed with the BHS but seen as unnecessary due to the limited number of users.

You have raised a number of points on the proposals at Glan yr Afon Road which I have responded to below.

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

The detailed design of the interaction with property entrances and side roads will be undertaken in accordance with design guidance and in consultation with Conwy County Borough Council, Sustrans Cymru, Cycling UK and property owners.

**2. 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?**

It is not proposed to resurface the footpath (Old Bangor Fields Road). A dedicated route is provided along Glan yr Afon Road and the new link road for pedestrians and cyclists. Old Bangor Fields Road will remain as at present, but with new junctions to both Glan Yr Afon Road and the new Link Road and the direct link to the A55 severed.

**3. A short section of pavement rather than a grassed verge on the south eastern 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.**

Noted. This will be considered at detailed design stage using design guidance and in consultation with Conwy County Borough Council.

**4. 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.**

Opportunity to extend the footway at this location has been considered. However as the 200 metre length identified is not joined to the scheme, it is deemed by the Highways Act as not being essential for the trunk road scheme and therefore outside the scope of the scheme. The section of widened carriageway will contain traffic calming measures to reduce speed.

**5. 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.**

The bus stop will be relocated on Glan yr Afon Road, though its exact location is subject to detailed design. The opportunity for bus shelter improvements is noted.

You have raised a number of points on the proposals at the new link road which I have responded to below.

**1. 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.**

The path can be wide enough to use as a shared use path and the gradient is approximately 7.5% and within design standards, so the term "ramp" as currently used in the plans is probably misleading.

**2. 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.**

Noted. The proposed speed limit is currently envisaged to be 40 mph on the link road. It is envisaged that the crossing, linking to both the NMU bridge and the Orme Services, will be a toucan crossing, though this will be considered at detailed design stage in consultation with Conwy CBC, Sustrans Cymru and Cycling UK.

You have raised a number of points on the proposals at Ysguborwen Road which I have responded to below.

- 1. 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.**

Noted. These will be considered during detailed design and will be in accordance with required design standards and in consultation with the local authority.

- 2. 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.**

The bus stop will be relocated on Ysguborwen Road, subject to detailed design. The opportunity for bus shelter improvements is noted.

You have raised the following point on the proposals at Conwy Road which I have responded to below.

- 1. 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.**

This will be considered at detailed design and will be in accordance with the required design standards and in consultation with the Conwy CBC, Sustrans Cymru and Cycling UK.

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

Please note that you can find more details about the scheme in the Online Exhibition which is now live, including flythroughs, and can be found on the Welsh Government A55 Junction 14/15 & 16/16A Engagement website at the following link: <https://a55engagement.gov.wales/exhibition.html>.

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](mailto: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