



Dear

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-R011 A55J15J16-2021-109-R-J16)

I refer to your correspondence relating to the publication of the above draft Orders received via email on the 07 May 2021. You should have received a Welsh Government letter dated 25 May 2021 confirming that a Public Local Inquiry is to be held. I can confirm that your letter has been registered as an Objection and has been forwarded to the Inspector for consideration as part of the Inquiry process. The Inspector, at the Public Local Inquiry, will consider the objections and representations in support of the proposed road scheme. The Inspector will subsequently produce a Report which will be presented to the Welsh Ministers who will then decide whether to make the Draft Orders to enable the road scheme to be built.

I note that you have raised a number of concerns in your objection and I have provided an initial response to these below.

Benefits to the local community and users of the A55

The beneficial and adverse impacts of the proposals are assessed in full in the Environmental Statement which was published alongside the Draft Orders. The Non-Technical Summary (NTS) summarises the findings of the various technical assessments that form chapters in the Environmental Statement. These assessments are carried out in accordance with regulations and published guidance to ensure objectivity and consistency. Each chapter reports on the effects of the proposals on the environment during construction and afterwards, when the Scheme will be in use.

The NTS summarises the effects of the Scheme (both beneficial and adverse) in a form that is intended as a first step to guide readers with a specific concern or interest towards a more detailed report on the effects of the Scheme. The ES and NTS can be found on the Welsh Government website at the following link: [A55: Junctions 16 and 16a | GOV.WALES](#) and I have explained below some of the specific benefits to Dwygyfylchi and Penmaenmawr.

Concerns about Value for Money/Benefits vs Cost

All schemes of this nature are required to be appraised using the Welsh Transport Planning Appraisal Guidance (WelTAG) 2017 procedure. WelTAG is a framework for assessing proposed changes to the transport system. It contains best practice for the development, appraisal and evaluation of proposed transport interventions in Wales including Value for Money. 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 output of the WelTAG appraisal is the Business Case for the Scheme and the Outline Business Case Report, which was published with the Draft Orders, can be found at Appendix 3.2 of the Environmental Statement ([A55 Junctions 16 and 16a: environmental statement 3a appendices 2 to 5 | GOV.WALES](#)).

Road transport will remain an important part of any future integrated Transport Strategy with Government commitment to moving the road fleet to electric by 2030.

Impact on climate change and carbon from use of concrete

In the Environmental Statement the Scheme's total emissions are compared to the whole of the UK Carbon Budget. The Climate Change (Wales) Regulations 2021 were not published until February 2021, which was after December 2020 when the Environmental Impact Assessment and the Environmental Statement were completed. The information provided within the original report, which compared the UK carbon budget was correct at time of writing. Now that the relevant information has been published, comparisons can be made with the Welsh carbon budget.

The annual Welsh carbon baseline is 56 million tonnes. Annual carbon emissions for Wales averaged 41.2 million tonnes (2016 to 2020) and Carbon Budget 2 for 2021-2025 is reduced to 35.5 million tonnes per year. The total construction carbon emissions for the proposed project are estimated to be about 11,600 tonnes. This therefore represents about 0.03% or about 1/3000th of the carbon budget and is not expected to materially affect the Welsh Government's ability to achieve its target. As a result, the estimated emissions for the proposed Scheme are not considered significant. But, throughout construction, continuing efforts will be made to minimise carbon emissions wherever possible and such measures will be outlined within the Construction Environmental Management Plan.

The impacts and appropriate mitigations are described through many of the published documents including the Environmental Statement. We would refer you to some of the assessment work in Chapter 18 of the Environmental Statement which looks at the Well Being of Future generations Act (FGA) and Chapter 11 which covers the assessment on Community Assets for the proposals.

Welsh Government's Future Generations Act 2015

An assessment of the Scheme against the Welsh Government goals and policies (as they stood at the time) has been recorded in Chapter 5 of the Environmental Statement and in the WelTAG Appraisal at Appendix 3.2 of the Environmental Statement. As with all schemes of this nature there may be changes in policy as the Scheme develops. Any changes in policy will be taken into consideration in the documents submitted to the Public Local Inquiry (PLI) and will be included in the updated WelTAG assessment as part of the Final Business Case after the PLI if the Scheme is taken forward.

The Sustainable Development Report (which is available on the Welsh Government Website [A55 junctions 16 and 16a: sustainable development report | GOV.WALES](#)) 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.

What will the specific long term benefits be for Penmaenmawr?

You have specifically asked for some of the stated benefits of the scheme to be highlighted. The published Environmental Statement (ES) contains a good summary of the high level benefits in relation to Policy. However, please see a small selection of more specific benefits below:

- 1) Safer access and egress from the A55 for local traffic arising from the separation of the conflicting flows associated with the current roundabout
- 2) More predictable journey times, particularly during peak periods, due to the removal of conflicting flows associated with the current roundabout
- 3) An increase in resilience afforded by the new link road, such that if there were to be a serious incident on the A55 between Junctions 16 and 16A, then traffic could divert onto the local network. Presently

during such an event, some traffic diverts through Dwygyfylchi and Capelulo to the Sychnant Pass and on to Conwy.

- 4) Traffic calming measures in the centre of Dwygyfylchi.
- 5) The scheme provides a new link between Dwygyfylchi and the coastline via Glan Yr Afon Road and the improved Junction 16A, with access to the beach via the NCNR5 and the railway underpass east of the sewage treatment works.
- 6) An improvement to journey time for eastbound bus journeys, as buses serving Dwygyfylchi currently have to double back westbound from Junction 16A to Junction 16 before turning back eastbound
- 7) As part of the 'All Travellers' assessment in Chapter 21 of the Environmental Statement it is described that the team have liaised in some detail with Conwy County Borough Council, Sustrans and Cycling UK to include beneficial active travel measures as part of the scheme. These include links back into both Penmaenmawr and Dwygyfylchi.
- 8) The pedestrian footbridge and ramps linking the community to the NCNR5 and the beach will be replaced and will be fully compliant with the Equality Act.
- 9) Screening the view of the existing of the existing A55 traffic for properties in Dwygyfylchi, as well as the proposed link road.
- 10) A reduction in noise for many properties due to inclusion of noise bunds, walling and fencing
- 11) A reduction from emissions for a small number of properties in the area around the A55 junction
- 12) Landscaping and planting to form a wildlife corridor linking Junctions 16 and 16A

I hope I have satisfactorily addressed the points you have raised in your correspondence of the 7 May 2021.

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

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