

A55 JUNCTIONS 15 & 16 IMPROVEMENTS

PRELIMINARY DESIGN PROPOSALS

PRESENTATION TO LLANFAIRFECHAN

TOWN COUNCIL



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Welsh Government



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PRESENTERS

- **James Healey** - **Welsh Government, Project Engineer**
- **Gareth Barker** - **Corderoy, Employer's Agent**
- **Rob Griffiths** - **Ramboll (Designer), Project Manager**
- **Mike Gilbert** - **Ramboll (Designer), Public Liaison Officer**
- **Andy Wilkinson** - **Conwy CBC, Head of Neighbourhood Services, Environment, Roads & Facilities**



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AGENDA

- Introduction
- Project Roadmap
- Preferred Routes
- Public Information Exhibition No.2
- Amendments following Feedback
- Layout Approval Plans & Draft Environmental Master Plans
- Forward Programme



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INTRODUCTION



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- 2005-2012 Studies investigating improvement options carried out by Capita Symonds and Atkins
- 2015 Corderoy appointed as Employer's Agent
- 2017 Carillion appointed, with Ramboll as the lead designer to:
 - complete Key Stage 2 (option selection)
 - Key Stage 3 (draft orders and environmental statement)
 - Key Stage 4 (statutory process, public inquiries if required)
 - Key Stage 6 (detailed design and construction)
- 2018 (January) Carillion in liquidation, Ramboll appointed to undertake all but Key Stage 6 as Designer



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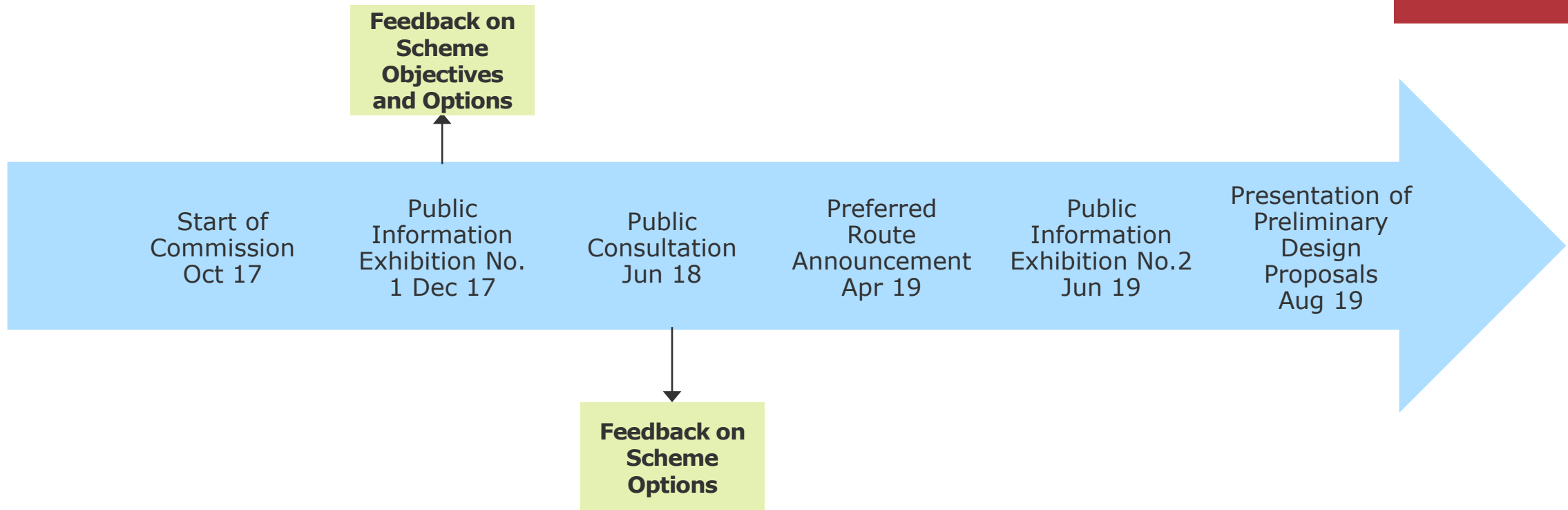
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PROJECT ROADMAP



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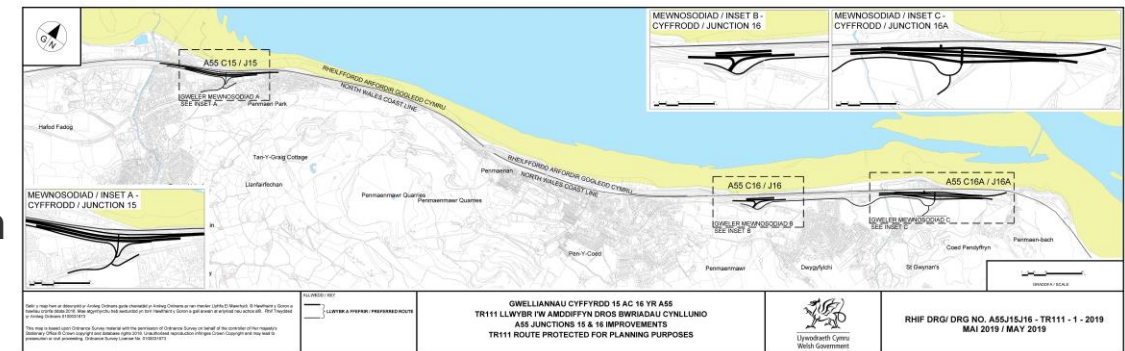
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PREFERRED ROUTES



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- Preferred Routes for each junction announced on 5th April
- Any Planning Applications within 67m of the preferred route centrelines shown on the TR 111 plans to be referred to Welsh Government
- Reasons for selection of the preferred options at each junction given with the route announcement in the 'Summary of Responses' document available on WG website
- Draft engineering layouts and environmental masterplans prepared
- Following WG approval, design freeze will take place and Draft Orders and Environmental Statement will be prepared on the basis of the approved plans



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PROJECT OBJECTIVES

- Assessed using the Welsh Transport Appraisal Guidance (WelTAG) 2017 procedure
- Project objectives **updated** following the December 2017 Public Information Exhibition

OBJ1 Improve access to regional, national and international markets and improve access to employment opportunities.

OBJ2 OBJ2 Improve road safety on the A55 from Junction 14 to Junction 16A.

OBJ3 Improve journey times and journey time reliability on the A55 from Junction 14 to Junction 16A.

OBJ4 Improve resilience on the A55 for strategic and local traffic.

OBJ5 Improve journey times, journey time reliability and safety for access onto the A55.

OBJ6 Reduce severance with coastal areas for the Non-Motorised Users and enhance provision made for walkers and cyclists.

OBJ7 To take reasonable steps to build healthier communities and better environments.

OBJ8 Opportunities to provide integrated transport are increased.

TECH OBJ9 Minimise technical departures from standard (to improve safety).

TECH OBJ10 Minimise the need to reduce speed limits (to reduce delays).

TECH OBJ11 Minimise disruption during construction (to local residents and business, as well as along the A55 itself).



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PREFERRED OPTION VISUALISATION, AS PRESENTED AT THE JUNE 2019 PUBLIC INFORMATION EXHIBITIONS



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A55 Junction 15 Preferred Option
(without additional mitigation)



A55 Junction 16 Preferred Option

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PUBLIC INFORMATION EXHIBITION NO.2 (1)



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Attendance

- Total attendance **753 people** at the three Public Information Exhibitions
- Marginally lower (by 1%) than the number of people who attended the December 2017 PIE (762)
- Higher than the June 2018 Public Consultation (738)

Feedback on Exhibitions

- 340 feedback forms received
- 3D modelling and videos excellent; ideally information would have been available sooner as it might have allayed concerns
- Staff generally helpful; however some staff unable to answer questions on construction
- Plenty of information on display; some not clear for partially sighted people



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PUBLIC INFORMATION EXHIBITION NO.2 (2)



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Analysis of Responses, Junction 15

Positive feedback included that the improvement works are required, and it will mean that the local community will be safer. Notwithstanding the following issues were raised with regards to the proposals for Junction 15:

- Height of walls
- Visual impact and loss of light
- Property Demolition
- Noise impact
- Impact on buses



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PUBLIC INFORMATION EXHIBITION NO.2 (3)



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Analysis of Responses, Junction 16

Positive feedback included that the preferred option is an improvement for Penmaenmawr and Dwygyfylchi, and that they would like the work to start as soon as possible. A number of people also remarked about the proposed embankment to screen views, and how they feel more positive about the proposals since they have a clear idea of the visualisations. The following issues were raised:

- Link road route
- More traffic travelling through Penmaenmawr
- Noise and views
- Development
- Amenities
- Impact on cycleway
- Cattle grids / fencing
- Design of slip roads
- Cost (of whole scheme)



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AMENDMENTS FOLLOWING EXHIBITIONS



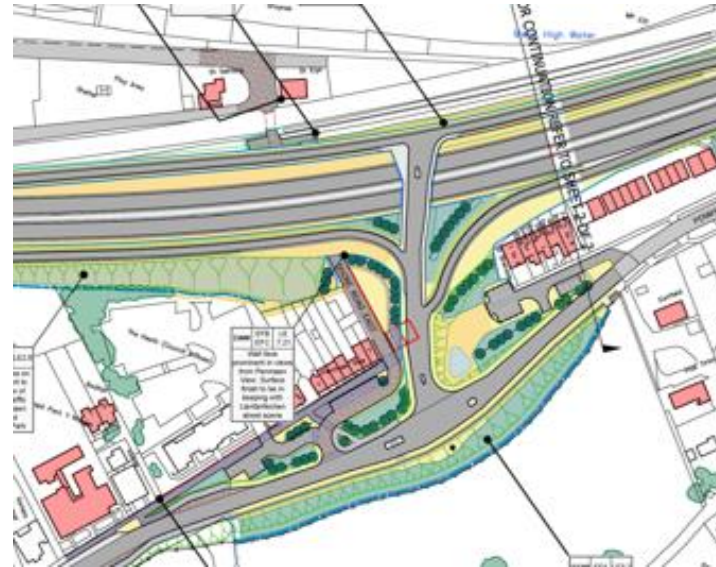
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1. Junction 15 Demolition

The design has been amended to retain the social housing (including 16 flats) at Sunnybank



Previous



Revised

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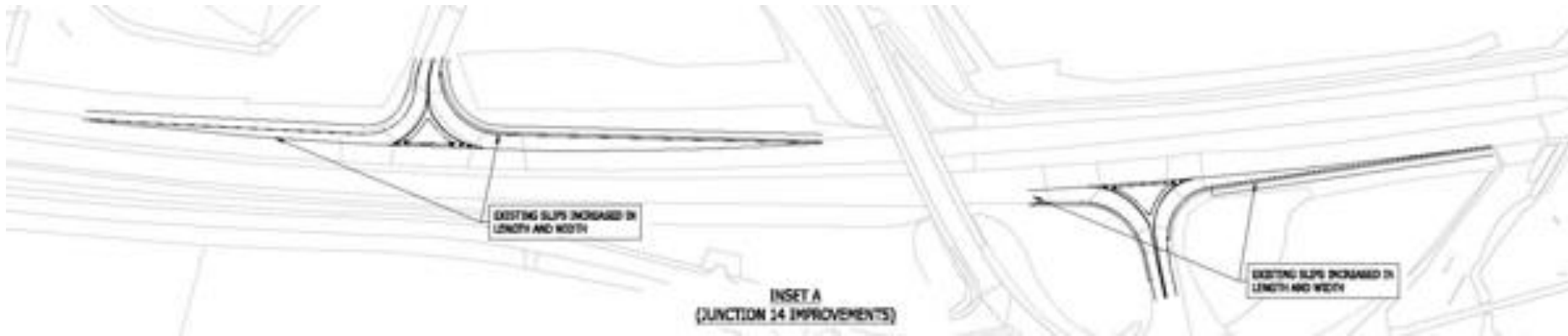
AMENDMENTS FOLLOWING EXHIBITIONS



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2. Junction 14 Advance Works

The slip roads at Junction 14 (Madryn) will be improved in advance of the closure of Junction 15, which is required through a large portion of the works



Lengthening and widening of slip roads to make compliant with current standards



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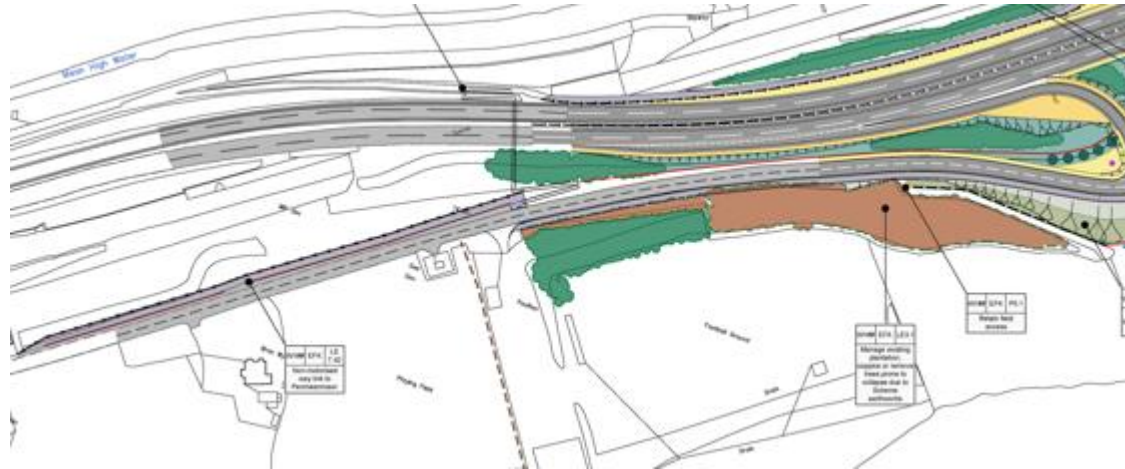
AMENDMENTS FOLLOWING EXHIBITIONS



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3. Active Travel Improvements

In addition to the proposals identified at the time of the PIE, various other improvements have been identified by stakeholders. These have been assessed technically against the Active Travel Act and are currently being reviewed to ensure they provide adequate value for money



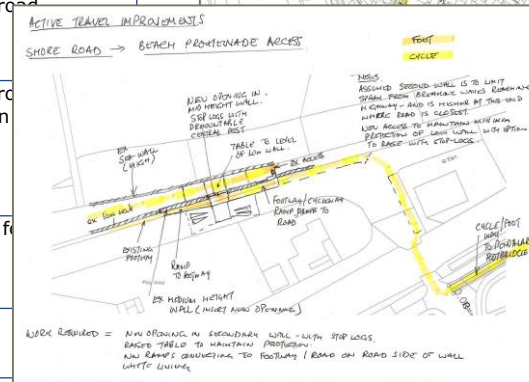
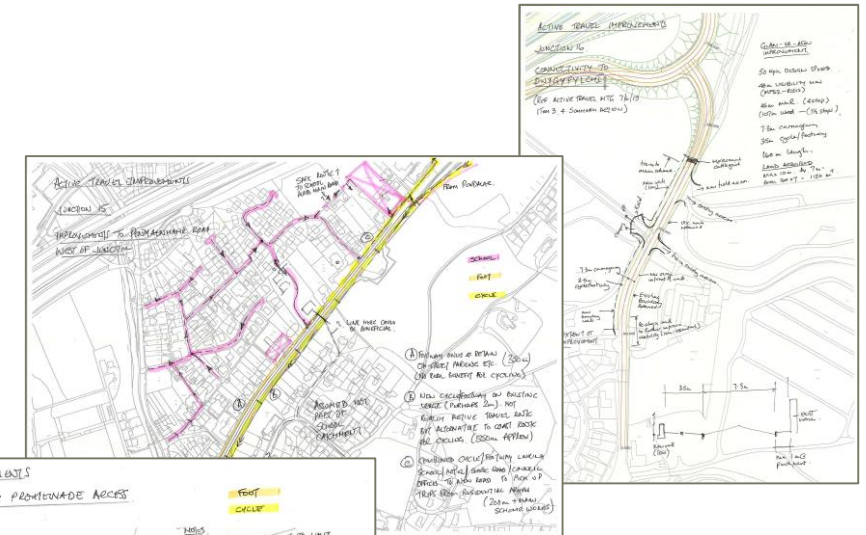
Example Active Travel Improvement

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Improvement	Active Travel Score	Works	NMU Benefits	Road Users
1 J16 Glan-y-Afon	A – 42	160m carriageway New cycle/footway Rebuild stone walls (north side) Option to rebuild caravan park walls locally to further enhance visibility.	Improved walking / cycling route to village from east. Improved connectivity to long distance routes New link parallel to A55 will provide similar benefits	Improved width and forward visibility on road into village, allow busses to pass, less risk associated with pedestrians/cyclists.
2 J16 Conway Road Improvement	A – 44	400m approx. of footway upgraded to cycle/footway. Option to segregate west of sports club.	Improved (segregated) cycling route; Consistent standard into Penmaenmawr	Less risk associated with cyclist.
3 J16 Footbridge Link to Beach	A – 44	Relocated existing Pendalar Bridge	Additional linkage to beach for cyclists and pedestrians	
4 J15 Mona Terrace Improvement	A/L – 42	Cycle/footway between terrace and A55 Retaining Wall. Retaining required to one or both sides over significant length.	More direct cycle route, with less steep gradients. Fully segregated route	Minimal impact. Parking generally maintained for residents. Less cyclists on current route through adjacent residential area
5 J15 Penmaenmawr Road East of Junction Improvements	A – 42	Cycleway on existing verge adjacent to footway	Segregated route for cyclists Links to replacement footbridge	Cyclist taken off road
6 J15 Penmaenmawr Road West of Junction Improvements	A – 39	Cycle/footway to south side of road	Segregated route on south side would provide direct route into village centre without multiple crossings North side maintained as footway only.	Cyclist taken off road street parking can be maintained.
7 Replacement Footbridge at Pendalar	L – 43 (Existing facility)	Replacement footbridge with compliant ramps and enhanced access	Compliant gradients and access down to NR track (see 8 below) Improved beach access	Alternative route for
8 J15 Pendalar to Shore Road North of A55	L – 37 (Disturbed during construction)	Cycle Footway on exist maintenance access track.	Improved link to beach from Pendalar and alternative route for cyclists	No impact
9 J15 Llanfairfechan Promenade Access	L (Very minor works)	Reconfiguration of walls to improve access whilst maintaining level of protection	Continuity of route, no need to dismount.	Clear route for cyclists will reduced conflict with vehicles approaching low/narrow bridge

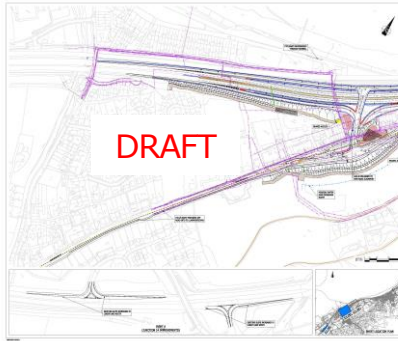


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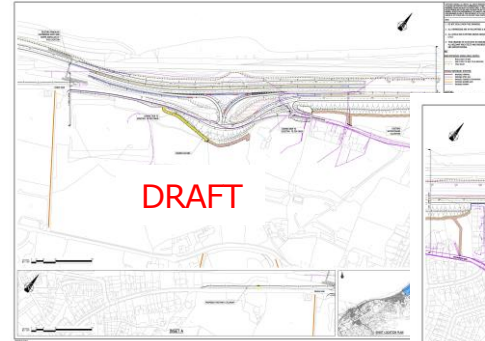
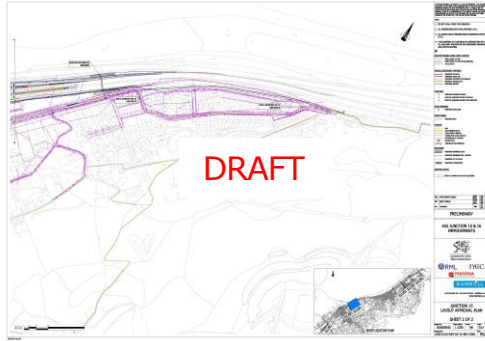
DRAFT LAYOUT PLANS & DRAFT EMP



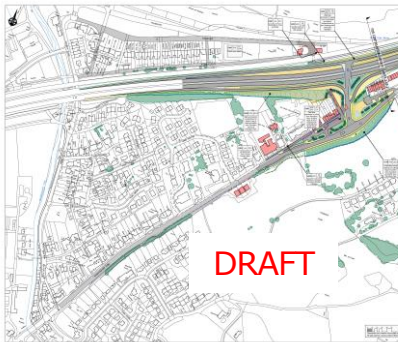
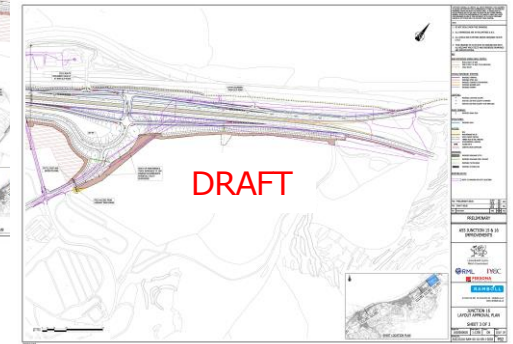
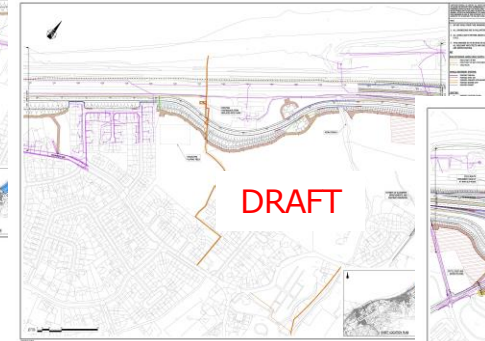
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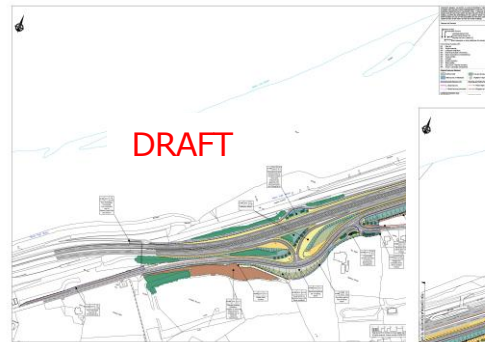
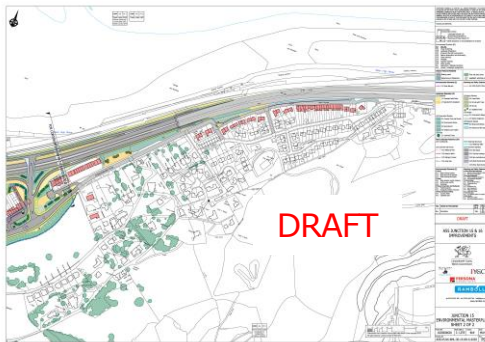
Junction 15 – Layout
Approval Plans



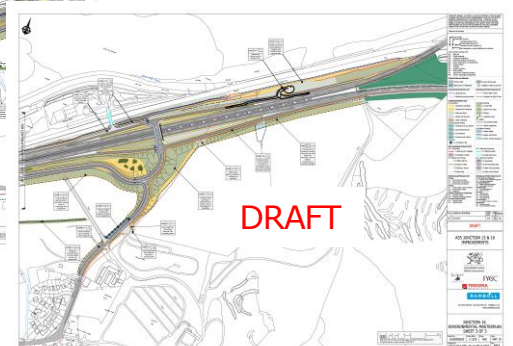
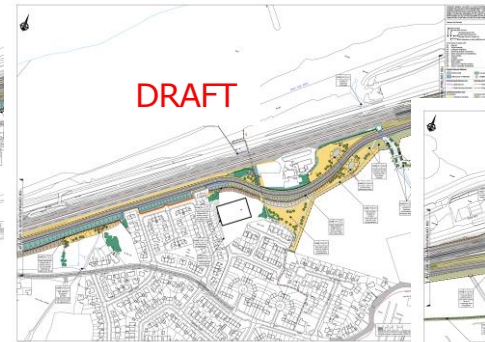
Junction 16 – Layout
Approval Plans

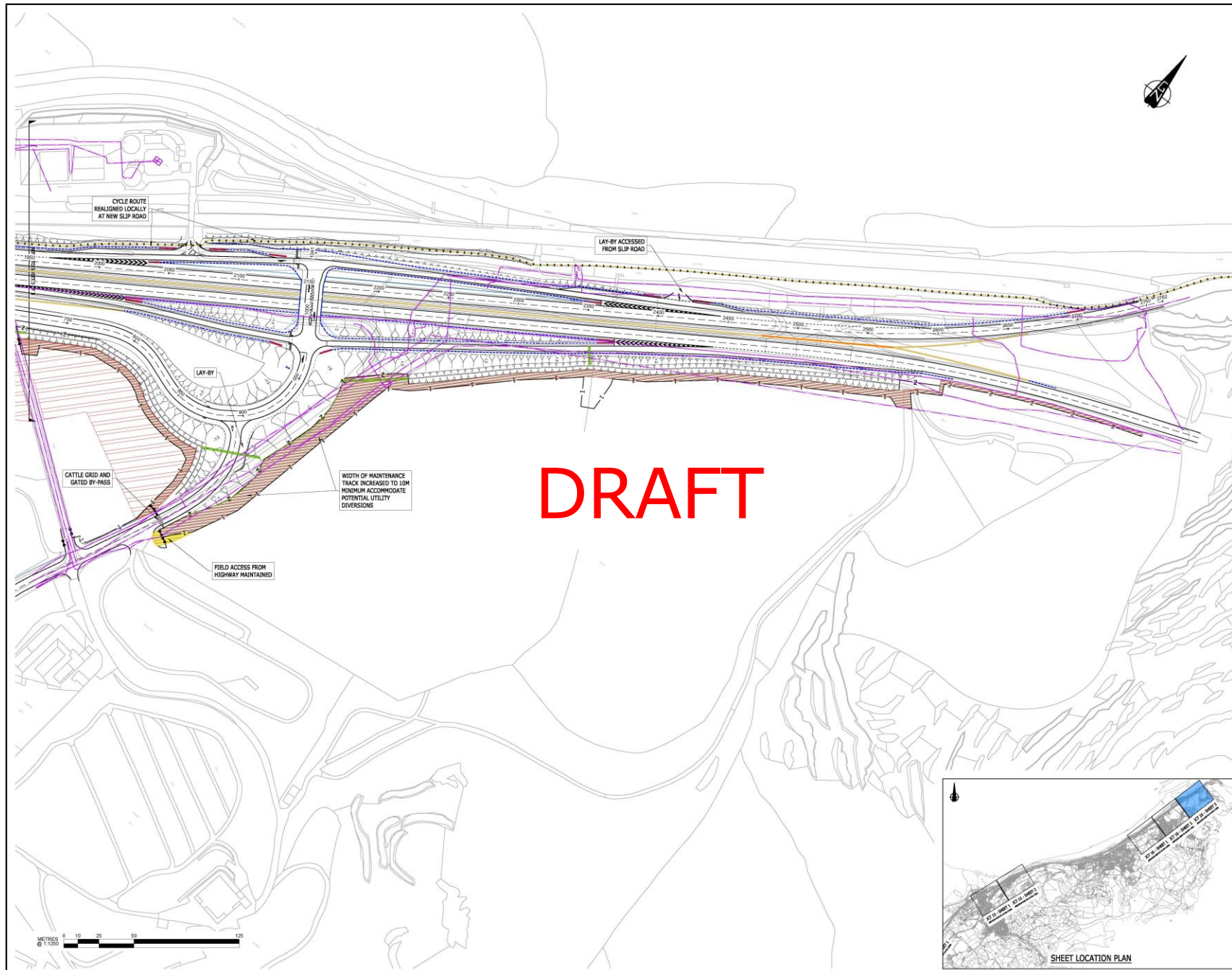


Junction 15 – Draft EMP



Junction 16 – Draft EMP





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Notes

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN MILLIMETRES U.N.O.
- ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.

KEY

NON-MOTORIZED USERS (NMI) ROUTES:

- PUBLIC RIGHT OF WAY
- PUBLIC RIGHT OF WAY (TO BE REMOVED)
- CYCLE ROUTE

VEHICLE RESTRAINT SYSTEMS:

- PROPOSED TERMINAL
- PROPOSED STEEL WRS
- PROPOSED CONCRETE STEP BARRIER
- PROPOSED BARRIER GATE
- PROPOSED PARAPET

LIGHTING:

- PROPOSED LIGHTING COLUMN
- EXISTING LIGHTING COLUMN TO REMAIN
- EXISTING LIGHTING COLUMN TO BE REPLACED

ROAD SIGNAGE:

- PROPOSED ROAD SIGN

STRUCTURES:

- PROPOSED WALL

ACCESS:

- PWA
- MAINTENANCE ROUTE
- STEEL RAIL FENCING
- TIMBER POST & RAIL FENCING
- ENVIRONMENTAL FENCING
- ACCESS GATE
- CONSTRUCTION COMPOUND

DRAINAGE:

- PROPOSED DRAINAGE DITCH
- PROPOSED DRAINAGE PIPE / CULVERT
- PROPOSED FILTER DRAIN
- PROPOSED ATTENUATION

EXISTING STATS:

- REFER TO DRAWING FOR STAT LOCATIONS

Rev	Description	Date	By	App
P02	PRELIMINARY ISSUE	31/07/2019	DB	NB
P01	DRAFT ISSUE	12/07/2019	DB	SC

PRELIMINARY

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JUNCTION 16 LAYOUT APPROVAL PLAN

SHEET 3 OF 3

Project No:	Scale (A3):	Drawn:	Date:
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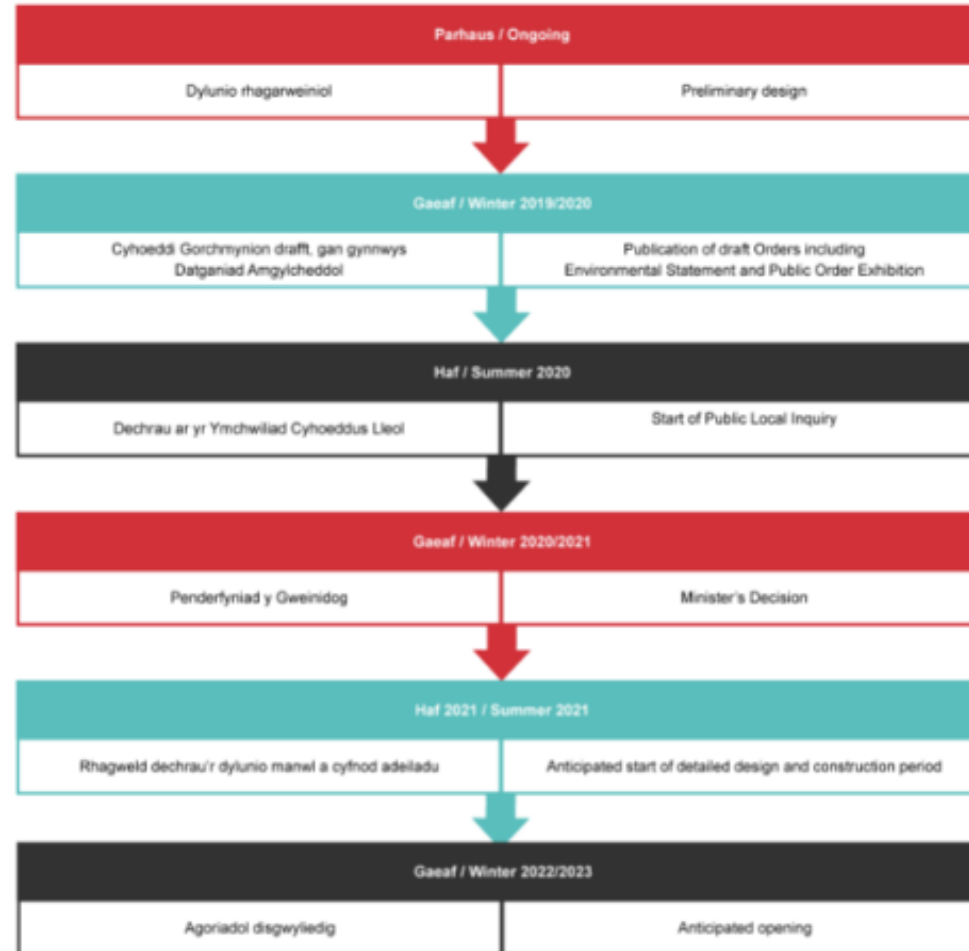
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A55 JUNCTIONS 15 & 16 IMPROVEMENTS LAYOUT APPROVAL PRESENTATION

THANK YOU FOR YOUR ATTENTION

- Next steps
- Any questions?



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