

Gorchmynion Drafft Cyffyrdd 14 ac 15 yr A55 Weminar Llanfairfechan A55 Junctions 14 and 15 Draft Orders Llanfairfechan Webinar

AR-LEIN WEMINAR – 5 MAI 2021 6:15YT

ONLINE WEBINAR - 5 MAY 2021 6:15PM

During the webinar, you asked us questions using the on-screen text box. A summary of the questions and answers is available below. Some questions have been grouped.

You can also watch the webinar online at <https://a55engagement.gov.wales/events.html>.

Q.	What dictates whether or not the scheme moves to a public enquiry? Are there a certain number of objections that need to be made?
A.	It will be the type of objections that will determine whether the scheme has an Inquiry. The Welsh Government Project Team will attempt to reach agreement with residents so that many of the more localised objections can be resolved prior to Inquiry. However, it is not anticipated that global objections to the scheme can be dealt with in this manner and such objections would likely trigger an Inquiry. More details can be found in the following document https://gov.wales/understanding-public-inquiries-road-proposals .
Q.	How does the active travel approach help people who are less mobile and use the bus stop at Pendalar which is being removed and not replaced? They will have a longer walk to Pant-y-Rhedyn which they may not be able to manage. Surely this will encourage more short unsustainable car journeys?
A.	The foot-cycleway would have gentler gradients and be more suitable for wheelchair users and others with reduced mobility than the existing very steep road into Pendalar. The project team have explored several solutions to provide improved public transport into Pendalar, including bus turnaround points, increasing the frequency of the mini-bus service and use of Uber taxis. Discussions are ongoing and it is hoped that a solution can be reached in due course.
Q.	Will you be planting any mature shrubs and trees to replace the ones that are being taken down? Or will it all be very young saplings and wildflower seeding?
A.	A significant number of shrubs and trees will be planted. Details are shown on the Environmental Master Plan drawings, see https://a55engagement.gov.wales/exhibition-J14-J15.html#environmental Master Plan . Where it's identified that mature trees or shrubs are required, they would be included within the planting scheme. However mature trees are harder to establish.
Q.	How does this Scheme sit with the Climate Emergency declared by the Welsh Office in 2019? Ken Skates has said that the reduction of speed on the M4 at Newport from 70mph to 40mph "We are doing this in the context of the climate emergency and our clear objective of reducing emissions from the transport sector."
A.	There is Welsh Government policy in relation to Climate Change, and if you would like to contact us directly, we can forward your query to the appropriate person.
Q.	What is the point of putting in disability compliant ramps on the footbridge if the bus stop at Pendalar is removed and people with limited mobility can't access it?

A.	The footbridge is a like-for-like replacement of the existing footbridge. However, in order to allow access for all, including disabled, cyclists, prams and pushchairs, the bridge would have fully accessible ramps. The northern ramp would be taken directly down onto the access track between A55 and railway, to allow access to the beach and promenade. Those residents in Pendalar currently able to reach the bus stop would equally be able to use the replacement bridge.
Q.	Please can you show us how far the sound barriers go along the south side of A55 along Penmaenmawr Road.
A.	The noise fencing runs along a length of the westbound off slip road, from its easterly extent at the easternmost property in Glan View (the new development), past Glan View and Sunny Bank (older housing block), with its westerly extent terminating prior to the junction of slip road and link road.
Q.	The scheme claims to improve resilience on the A55 for strategic and local traffic (OBJ4). At the moment, if there is an accident or flooding towards Aber, people from the A55 can be sent back around the roundabout. If this is removed, cars will be diverted through Llanfairfechan, does this not contradict OBJ4?
A.	The same traffic movements would be permitted in the new junction arrangement. For example, traffic heading towards J15 from the west would exit on the eastbound off slip, turn right over the link bridge and immediately right back down the westbound on slip. The turning circles for large vehicles have been checked.
Q.	Could there be a bus lane off the west bound slip way that would connect to penmaenmawr road to have a bus stop But buses slow down on the A55 now, an attendee asked "Could there be a bus lane off the west bound slip way that would connect to penmaenmawr road to have a bus stop") It's only for buses and you could fit a barrier as the case now, an attendee asked "Could there be a bus lane off the west bound slip way that would connect to penmaenmawr road to have a bus stop").
A.	This option was examined early in the process. It is not possible on safety grounds as vehicles would have to reduce speed too quickly. It would require the full length to the link road junction in which to slow safely without affecting the A55 through traffic.
Q.	Traffic will be travelling faster through Llanfairfechan so therefore noise will be increased, even with the mitigation measures of low noise road surface and noise barriers by up to 3dB. This can have adverse health effects. How will you reduce the noise, if those mitigation measures are still not enough?
A.	It is not possible to model the effect of the yellow rumble strips in the noise assessment, therefore they weren't taken into account. If the noise generated from traffic braking on these strips were to be taken into account, together with the effects of traffic accelerating away from the existing roundabout, then in practice any increase would be negligible. Discussions with several residents have highlighted removal of the rumble strips, and the noise generated, as one of the benefits of the scheme.
Q.	How will you mitigate for the increased particulate matter as traffic travels at higher speeds and road abrasion on the tyres increases?

A.	It is anticipated that particulate matter would reduce with removal of the roundabout rather than increase, principally due to the improved flow of traffic at constant speed through the junction. Tail pipe emissions would reduce, as traffic (particularly from older vehicles) accelerating out of the roundabout would reduce. In addition, particulates from tyres and brakes, especially on the approach to the roundabout and exacerbated by effect of the yellow the rumble strips, would reduce.
Q.	What advantages will there be to local people and long distance travellers in removing the roundabouts that would justify the amount of disruption and the costs involved?
A.	For long distance travellers, there would be a reduction in journey time and more journey time reliability. For local traffic, access to and from the A55 would be more reliable with less queuing during peak periods. The scheme would include provision of a foot/cycleway from Pen Y Clip/Penmaenmawr headland into the centre of Llanfairfechan, with an improved link to the Promenade via Shore Road East. This will improve access throughout the community for non-motorised users and promote healthy lifestyles. The scheme has a BCR (benefit:cost ratio) in excess of 1.0, indicating that it will bring positive benefits to the economy at large. More details can be found in the Economic Assessment Report https://gov.wales/a55- junctions-14-and-15-stage-3-economic-assessment-report .
Q.	Will the cycle path along Penmaenmawr Rd require the removal of the grass verge all the way along to account for the extra 3ms?
A.	East of the A55 junction up to the Pendalar Footbridge location, the existing footway would be widened from the current width to 3m and much of the remaining grass verge therefore retained. West of the junction up until near the Station Road junction, there is no existing footway and the grass verge would be largely lost.
Q.	What are your plans for J14?
A.	All four slip roads at the junction would be upgraded to comply with design standards. This would involve lengthening each slip road by approximately 30m and widening by 1m.
Q.	Is the narrow corridor between railway and road a concern ?
A.	The narrow corridor imposes more constraints on the contractor's operations than a normal green field site. Access through the works for construction operations and material deliveries would need to be phased and more closely controlled. Additional time would be allocated to account for the nature for works required in this corridor.
Q.	What safety barrier will be on the road along the beach side
A.	There would be a high containment metal barrier running the full length of the eastbound off and eastbound on slip roads, where the walls and viaduct are in close proximity to the railway. Between the viaduct and the A55, there would be a normal containment (Armco-type or similar) barrier.
Q.	Do you know whether or not anyone has actually stood there and read any of that paper info?
A.	The notices are required to be displayed by law.
Q.	Please could WG expand on its objectives for this scheme and explain how it will know that they have been met?

A.	More information on the project objectives and the alignment of the scheme with these objectives can be found in the Scheme Assessment Report https://gov.wales/sites/default/files/publications/2021-03/a55-junctions-14-and-15-scheme-assessment-report.pdf and the Sustainable Development Report https://gov.wales/a55-junctions-14-and-15-sustainable-development-report
Q.	Are the plans accessible in the library and has the town councils digital noticeboard in the Prom car park been used to give information?
A.	The plans and documents associated with the draft Orders have been accessible by appointment at the deposit locations (The Vestry). If people wish to view the documents once the Objection Period has finished, please contact the Public Liaison Officer Mike Gilbert on 07840 330238.
Q.	I understand that the school fields at Pant y Rhedyn will be used whilst construction takes place and also some used as part of the project. What are you doing about maintaining green space for the children to play and also their garden?
A.	It is the Heath Car Park that will be used as a site compound during construction, rather than Pant Yr Rhedyn school fields. The level of the school field will be re-profiled to provide additional flood compensation to cater for extreme (1 in 1000 year) flood events and be returned to grassland on completion. The Contractor would be required to undertake the works to the playing fields over a period to fit into the school calendar. Access to be agreed with Conwy CBC Education Department.
Q.	Notices in the co-op and other shops/businesses in Llanfair - outside Drs surgery etc.
A.	We are assuming you are asking where notices were placed in Llanfairfechan. The legal notices were placed throughout the scheme footprint. Additionally, information notices were placed at Mona Terrace, Penmaen View, The Vestry, Capel Yr Annibynwyr (next to Pant Yr Rhedyn School), Sunny Bank, Pendalar Footbridge. Also copies were distributed to Llanfairfechan Town Council to place within the community.
Q.	We welcome the webinar as a chance to go through exactly what is going to happen.
A.	Thank you.
Q.	Will access to the beach be restricted at any point and if so, for how long? Is there any consideration being made about disruption to th tourist trade, i.e. what time of year the most disruptive work will be done?
A.	The A55 bridge at Shore Road East is to be extended and new structures constructed over the road to carry the eastbound and westbound slip roads. It is anticipated that Shore Road East would be closed to vehicular through-traffic for the majority of the construction period to enable the construction of the aforementioned structures and the re-modelling of the junction with Penmaenmawr Road. Access for Network Rail maintenance vehicles to the track between the A55 and the railway would be maintained. It is anticipated that a through route for pedestrians would be maintained for much of the construction period.
Q.	(I second the point about the notices causing litter- they're strewn around the village and I've picked many up myself). My question is how will access to/from the village be managed during construction? I assume the works will take some years.

A.	The notices are being checked and replaced on a weekly basis. Any litter found is being collected and disposed of. Following the end of the Objection Period, all notices will be removed. The village will be accessed via Junction 14 for the majority of the construction period. The slip roads at Junction 14 are being improved in advance of closure of the Junction 15 roundabout.
Q.	How much land will Ysgol pant y Rhedyn lose
A.	The strip at the bottom of the fields will be lost to the new westbound on slip embankment and maintenance access. Following construction, the fields would continue to be used by the school.
Q.	At the end of the process can you please make sure that you collect all these pieces of paper that really are an eyesore in the community
A.	The notices are being checked and replaced on a weekly basis. Any litter found is being collected and disposed of. Following the end of the Objection Period, all notices will be removed.
Q.	In light of the changes following Brexit and especially as this scheme was created prior to that decision to leave the EU as well as the changes to travel in light of covid reality, is this still a realistic option?
A.	The scheme forms part of the Welsh Government Transport Strategy. This considers the long term economic health of the wider area.
Q.	The traffic noise it's already very disturbing to many of us and with faster road I anticipate to be even worse, Given the increasing evidence of the harmful effect of noise on health , which are the measures to mitigate such negative effect
A.	The scheme will provide the benefit that the yellow rumble strips will be removed. In addition, low noise surfacing will be used for all new surfacing. The raised slip roads to the south will provide natural noise reduction and noise fencing will be used in other areas to mitigate high noise levels as shown on the Environmental Master Plans, see https://a55engagement.gov.wales/exhibition-J14-J15.html#environmental_Master_Plan .
Q.	The futures of the Heath and Ysgol Pantyrhedyn are uncertain. Should these issues not be resolved BEFORE the J15 esign is finalised?
A.	The J15 works would be part funded by the EU. This funding is time limited due to Brexit. The programme for the works is therefore linked to this and funding would be lost if the works are delayed until The Heath and Ysgol Pant Yr Rhedyn issues are resolved. Liaison is ongoing with Conwy CBC.
Q.	COstruction of the scheme will produce over 20,000 tonnes of C02 emissions (not to mention other greenhouse gases). After 60 years, the scheme will have reduced emissions by only 6,000. It will take 309 years for it to become a carbon positive development - does this not contradict the Climate Emergency declared by the Welsh Government in 2019?
A.	The figures can be found in the Environmental Statement, https://gov.wales/a55-junctions-14-and-15 . If you wish to discuss this further, could you please contact us directly.

Q.	Has an EIA been carried out regarding the accessibility of the bus service? I don't think simply saying "it's being looked at" is a good enough response when the lives of those with disabilities will certainly be affected.
A.	Please refer to Chapter 14 of the Environmental Statement, https://gov.wales/a55-junctions-14-and-15 .
Q.	Please would you explain how the road drainage system currently works. and how it will work with the extra amount of hard surfacing. Are any of the greened verges being used as SUDs?
A.	The link road, westbound off slip road and re-aligned Penmaenmawr Road drainage would outfall via an attenuation pond located to the immediate north-east of the new Penmaenmawr Road signal-controlled junction into the existing network. The pond would attenuate to existing flow rates. The remainder of the scheme would discharge directly into the existing/replaced A55 drainage system with storage in over-sized pipes utilised to attenuate flows to existing discharge rates. Where possible, and subject to pollution control assessment, verges would be used as swales and other infiltration methods utilised to limit the size of ponds and over-sized pipes.
Q.	If the sound barriers stop at Glan View, why aren't they being put at Pendalar (near the bus barrier) which is just as close to the A55?
A.	The assessment indicates that, as you proceed further east from the junction, any apparent increase in noise level tends to decrease towards existing levels.
Q.	As CCBC are a stakeholder have they raised concerns that can be shared
A.	CCBC have been a main consultee throughout the development of the scheme and their comments have been incorporated into the scheme as published. Please contact Andy Wilkinson Andrew.J.Wilkinson@conwy.gov.uk to request any residual concerns that CCBC might have.
Q.	Do you have any statistics on the accident rates at the current roundabout? The consultation documents say it will improve road safety but I'm unclear as to how bad the situation currently is.
A.	We used the accident statistics available at production of the Traffic and Accident Data Report. However this data is publicly available on the following site https://www.crashmap.co.uk/Search .
Q.	How long is the aftercare period for the tree planting?
A.	The aftercare period for landscaping works will be 16 years. The first 3 years will be undertaken by the Contractor and responsibility will then transfer to the Maintaining Agent.
Q.	Will the sound barrier extend behind Maes Dolfor?
A.	The noise barrier extends along the westbound on slip, past Maes Dolfor.
Q.	The roundabout is an eco-friendly solution to a junction that is limited by space, so why can't we keep it?
A.	The basis for the scheme is outlined in the Scheme Assessment Report (page 4) https://gov.wales/a55-junctions-14-and-15-stage-3-scheme-assessment-report .

Q.	The Scheme will still not meet design standards: , the Stage 3 Scheme Assessment Report “there would be Departures from Standards in terms of highway geometry to minimise the impact on other constraints”.
A.	The existing A55 has many departures from standard through the junction. The new scheme seeks to minimise these and provides a junction with all major departures removed. It leaves several minor departures, where mitigatory measures will be introduced to lessen their effect.
Q.	The traffic will be going faster past Pendalar so the noise will be increased. It's not the rumble strips that make a noise but the increased speed
A.	The eastern part of Pendalar would not be affected, as traffic speeds would remain as existing. Traffic speeds would increase relative to existing on the approach to the junction and would affect the western part of Pendalar. However, the assessment indicates that noise only reaches levels where mitigation measures are appropriate when the Glan View properties are reached.
Q.	How does the proposed amount of lighting compare with the current lighting?
A.	As is the case with the existing junction, the new junction would be lit. This would include the slip roads and link roads, which contain signalised crossings. Modern lighting systems would be installed, which are more directional and with less light spill than the existing system.
Q.	Drivers will sit in traffic queues for 24 months during construction wasting hours simply to save a few milliseconds - that it will take them a lifetime to regain
A.	Two lanes of A55 traffic would be maintained in each direction at all times, except for short periods such as during bridge beam lifts. The lane widths and speed limits would be reduced. However, the J15 roundabout would be closed for the majority of the period. This is likely to result in improved flow through the junction during peak periods.
Q.	As there are going to be no roundabouts there won't be any chance for cars to reduce speed. Will there be a consideration for speed restrictions as the A55 goes through Llanfairfechan ?
A.	The speed limit for A55 would be the national speed limit (70 mph). For traffic exiting at Junction 15, the speed limit would be reduced to 30 mph at the signalised junction with Penmaenmawr Road.
Q.	At 3m total width, the cycleway will take up most of the verge along Penmaenmawr Road
A.	East of the A55 junction up to the Pendalar Footbridge location, the existing footway would be widened from the current width to 3m and much of the remaining grass verge therefore retained. West of the junction up until near the Station Road junction, there is no existing footway and the grass verge would be largely lost.
Q.	If the area is so constrained for this design, why is it being undertaken?
A.	The basis for the scheme is outlined in the Scheme Assessment Report (page 4) https://gov.wales/a55-junctions-14-and-15-stage-3-scheme-assessment-report .
Q.	Journey times for residents travelling eastbound will be reduced with the installation of 3 extra sets of traffic lights (Pant y Rhedyn, Penmaenmawr Road,

	eastbound slip road). How does this meet the need to "to improve journey times" (Explanatory Statement)?
A.	Access to the A55 for residents travelling eastbound would be more reliable, with less queuing during peak periods.
Q.	What will the children do if they can't access the playing fields at the Pant y Rhedyn during the 24 month construction period?
A.	The Contractor would be required to undertake the works to the playing fields over a much shorter period to fit into the school calendar. Access to be agreed with Conwy CBC Education Department.
Q.	Couldn't the heath and it's car park be used for offices and services for the construction?
A.	Yes, this is proposed.