



Llywodraeth Cymru
Welsh Government

A55 Junctions 16 and 16A Improvements Walking, Cycling and Horse-Riding Review

March 2021



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A55 JUNCTIONS 15 AND 16 IMPROVEMENTS WALKING, CYCLING & HORSE-RIDING REVIEW (PRELIMINARY DESIGN)

A55 JUNCTIONS 15 AND 16 IMPROVEMENTS WALKING, CYCLING & HORSE-RIDING REVIEW (PRELIMINARY DESIGN)

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1. INTRODUCTION AND BACKGROUND

1.1 Introduction

The A55 Junctions 15 and 16 are the only two roundabouts on the mainline of the Euroroute E22 Trans-European Transport Network (TEN-T). This causes problems to the traffic using the A55 travelling along the route, in particular in relation to resilience, delays and safety. The purpose of the project is to remove the two roundabouts at the junctions and replace them with grade-separated junctions.

Following a 12-week public consultation in the summer of 2018, further design development was carried out to address concerns raised by the public during the consultation. The following preferred options were then announced by the Welsh Transport Minister on 5 April 2019:

- Junction 15 Option D was selected as the preferred option to replace the roundabout at Llanfairfechan, referred to as Proposed Scheme Junction 15; and
- Junction 16 Option A was selected as the preferred option to replace the roundabout between Penmaenmawr and Dwygyfylchi, referred to as Proposed Scheme Junction 16.

In accordance with DMRB GG 142 (formerly HD 42/17), the scale of the scheme has been assessed (by the Lead Assessor) and is considered to qualify as a 'large' scheme for the purposes of this assessment. Therefore, the scheme has been subject to a Walking, Cycling & Horse Riding Assessment (WCHAR; A55J15J16-RAM-60-XX-RP-T-0009 P02) during the options stage of the proposed highway scheme; which has now been followed by this Walking, Cycling & Horse Riding Review at the preliminary stage. A further Walking, Cycling & Horse Riding Review will be produced at the detailed design stage.

It is noted that GG 142 states '*where a highway scheme is delayed by more than 12 months between the Assessment and Review phases, the Assessment Report shall be revised....*'. Although the WCHAR Assessment was issued in October 2018, the project has remained active and the team have continued to engage with key stakeholders throughout. Therefore, it is not proposed to revise the Assessment on this occasion.

The aims of the WCHAR Review are:

- To review proposals for pedestrians, cyclists and equestrians throughout the highway scheme design process;
- To review the potential impact of the proposed highway scheme on users in the area and on existing facilities; and
- To identify new opportunities for improvement (or constraints) for users that may arise from the development of the highway scheme that were not evident during the Assessment phase.

In line with GG 142, this WCHAR Review includes:

- Review of highway scheme proposal;
- Review of WCHAR Assessment Report;
- Consultation; and
- Review of steps taken to implement opportunities.

1.2 Review Team

No changes have been made to the review team since the previous WCHAR.

1.3 Study Area

The approximate study area for this Review Report can be found in Appendix 2. The study area includes the section of A55 and the local highway network between Penmaenmawr, Llanfairfechan and Dwygyfylchi.

2. REVIEW OF HIGHWAY SCHEME PROPOSAL

2.1 Proposed Scheme Junction 15

The proposed scheme Junction 15 provides four-way movement by utilising an overbridge with a T-junction to the north of the A55 and a priority junction to the south of the existing roundabout. The slip roads are raised locally to allow the bridge to pass over the A55. Access via Shore Road East would be retained. This option requires the realignment of Penmaenmawr Road and consequently the Sustrans National Cycle Network Route 5.

2.2 Proposed Scheme Junction 16

The proposed scheme Junction 16 comprises of a four-way movement junction, replacing junction 16A. The roundabout at Junction 16 would be removed and replaced by westbound on and off slip roads.

A new link road connecting Junctions 16 and 16A runs roughly parallel to the A55, behind the Puffin Café linking back into Ysguborwen Road near to Junction 16. The link road incorporates a new active travel route which connects to the existing Sustrans National Cycle Network Route (NCNR) 5, which runs parallel to the north of the A55. As described in Section 2, Active Travel improvements are proposed as part of the preferred option.

The Junction 16A arrangement consists of an overbridge, located to the north-west of Glan-y-Afon Road. The slip roads would be constructed on raised embankments. The preferred option extends towards the Penmaenbach tunnels to the east of Junction 16A and encompasses the maintenance cross over area.

The proposed scheme Junction 15 and proposed scheme Junction 16, including Public Rights of Way and Cycleway routes, are presented in Appendix 1.

The key objective for the scheme is to improve access to regional, national and international markets and employment opportunities, in addition to improving resilience and safety and reducing delays both to local traffic as well as for people travelling along the A55.

2.3 Scheme Objectives

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

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

OBJ3 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.

The scheme objectives include improving conditions for walking and cycling as the current route has limited facilities and connections for users. The project team have consulted with local groups, eg Cycling UK, Sustrans, CCBC and WG, to identify opportunities to improve Active Travel in connection with the project.

3. REVIEW OF WALKING, CYCLING & HORSE-RIDING ASSESSMENT

This chapter provides a summary of the opportunities identified as part of the Assessment Report (A55J15J16-RAM-60-XX-RP-T-0009 P02) and the actions taken, or outcomes related to these during the preliminary design phase of the highway scheme.

The previously issued WCHAR did not identify any specific equestrian facilities within the scheme area. On further review three bridleways within the study area have been identified, as presented in Figure RAM-ZZ-ZZ-SK-J-3002 P03 (Appendix 1).

Bridleway 18/01B is approximately 100m in length to the north of Llanfairfechan railway station, between West Shore and the Promenade. This route provides equestrians with access to the beach from the highway network.

There are also two bridleways to the south and east of Llanfairfechan (18/32 and 18/38 respectively), which provide access to the hills above.

A review of reported incidents involving horses within the study area highway has been provided by the British Horse Society as follows:

Road Incident: 19/08/2004

Lat: 53.2500 Long: -3.9561

Car tried to pass, skidded on verge and loose chippings causing horses to rear and bolt. Mild injury.

Road Incident: 22/12/2008 12pm

Lat: 53.2652 Long: -3.9101

Fast car with trailer too far over road onto opposite side where horse and rider were. Hit side of horse on back leg and sent her flying down steep bank to the left. No injuries.

The locations of these road incidents (in green), are displayed on the map below, extracted from the British Horse Society website:



Source: <https://www.bhs.org.uk/our-work/safety/incident-map> [01.06.20]

Despite previous efforts to consult directly with The British Horse Society (BHS), no responses or representations had been made. Mike Vitkovitch of the BHS was therefore contacted directly on 3rd June 2020 to determine what their views were in relation to the scheme.

No immediate concerns were raised. Both the lack of existing designated bridleways connecting into the scheme and the lack of horse-riding in the area were discussed and the connection between the two issues.

BHS were keen that the Scheme, and particularly the Active Travel provision, should not preclude use by equestrians. Small measures such as inclusion of bridleway rather than cycleway parapets on bridges, and additional high stop controls on signalised crossings, would be encouraged.

As the scheme footprint does not currently directly impact on the Bridleways identified, therefore the assessment and review have focused on walking and cycling opportunities.

Opportunities			Realised	Review against preliminary design
Ref	Scheme Specific Opportunity			
	Location			
1	Dwygyfylchi	Improvements to overbridges to accommodate cyclists, specifically A55 overbridge at Shell Garage.	YES	The Scheme includes a replacement footbridge with Disability Discrimination Act (DDA) compliant ramps at the Puffin services (Shell Garage). Bridge is compliant with CD 353 standards for unsegregated cycle/pedestrian use. The footbridge at Puffin will generally be both DE046 and BD 29/04 compliant, except for the ramp to the NCN5 located between the A55 and the railway. For this ramp there is insufficient space to accommodate either changes in direction (for 1:12 ramps) or the required length (for 1:20 ramps). Re-alignment of the A55 or railway is not possible. Therefore additional safety measures will be considered to mitigate for this non-compliance at detailed design stage.
2	Llanfairfechan	Improvements to overbridges to accommodate cyclists, specifically at existing overbridge at Pendalar	YES	The Scheme also includes for a new footbridge over the A55 at Pendalar providing improved connectivity to the coastline. (Mini Scheme 7). Ramps will provide improved accessibility for pedestrians and cyclists. Cyclists will be required to dismount to cross the bridge. The footbridge at Pendalar will be both DE046 and BD 29/04 compliant.
3	Llanfairfechan	Cyclists on Penmaenmawr Road, which forms a section of the NCN Route 5, are exposed to traffic and thus dedicated/shared cycleway are recommended to be provided	YES	The Scheme consists of a 550m segregated cycleway/footway to south side of Penmaenmawr Road, providing a direct route into the village centre and associated local facilities. The cycleway also provides a segregated route between Llanfairfechan village and Ysgol Pant Y Rhedyn. The existing route on the north side is maintained as footway only. (Mini Scheme 5 and 6)
4	Llanfairfechan	Ensure continuity of NCN 5 through Penmaenmawr Road/Junction 15	YES	
5	Llanfairfechan	Provision of pedestrian crossing on Penmaenmawr Road (to the north of Junction 15)	NO	Not required due to provision of segregated cycleway/footway to south side of Penmaenmawr Road and toucan crossing on south side of Junction 15. (see Ref 6)

Opportunities			Realised	Review against preliminary design
6	Llanfairfechan	Provision of pedestrian crossing on Penmaenmawr Road (to the south of Junction 15)	YES	Inclusion of toucan crossing on Penmaenmawr Road adjacent to Ysgol Pant Y Rhedyn, and staggered toucan crossing at Penmaenmawr Road/Junction 15 providing access to the cycleway/footway.
7	Dwygyfylchi	Repositioning of bus stops on Glan Yr Afon Road	YES	Bus stops will be repositioned on Glan Yr Afon Road.
8	All	Improvements to footway surfacing/dropped kerb provision along NCN 5 (in proximity to scheme design)	YES	Improvements to footway surfacing/dropped kerb provision along NCN 5 have been included within the scheme design.
9	All	Seek to incorporate footway/cycleway provision on any new highway/infrastructure (where permitted) to improve access to coastline	YES	See Ref 1 for improved footbridges providing access to the coastline for peds and cyclists. Ref 4/6 provides improved access to/from Shore Road East and the Promenade, and coastline.
Opportunities Identified Through Site Visit				
10	Llanfairfechan	Upgrade pedestrian bridge across A55 near Pendalar to provide cycle access. NCN 5 runs along Penmaenmawr Road and this would provide access for cyclists onto the beach, and Shore Road East.	YES	See Ref 2
11	Llanfairfechan	Improve current unlit stepped access to Network Rail 'track' which provides access to the beach and Shore Road East.	NO	This has been considered beyond the scope of the scheme.
12	Llanfairfechan	Improvements to Network Rail 'track' – surfacing/lighting etc.	NO	This has been considered beyond the scope of the scheme.

Opportunities			Realised	Review against preliminary design
13	Llanfairfechan	Provision of dropped kerbs and resurfacing of footways along Penmaenmawr Road (to east of Junction 15).	YES	See Ref 3, 4 and 6 (Mini Scheme 5)
14	Llanfairfechan	Provision of dropped kerbs and resurfacing of footways along Shore Road East/ Penmaenmawr Road (to west of Junction 15).	YES	See Ref 3, 4 and 6 (Mini Scheme 6)
15	Llanfairfechan	Provision of pedestrian crossing facility on Penmaenmawr Road.	YES	See Ref 6 (Mini Scheme 6)
16	Llanfairfechan	Provision of cycle lanes along Penmaenmawr Road.	YES	See Ref 4 (Mini Scheme 5 and 6)
17	Llanfairfechan	Provision of advanced stop line at Station Road/Aber Road/Village Road – signalised crossing, to help cyclists pull away in front of traffic	NO	This has been considered beyond the scope of the scheme.
18	Llanfairfechan	Provision of cycle lanes along Aber Road, Llanfairfechan.	NO	This has been considered beyond the scope of the scheme.
19	Penmaenmawr	Improvements to drainage to reduce flooding on NCN5 steps linking to High Street.	NO	This has been considered beyond the scope of the scheme.
20	Penmaenmawr	Improvements to lighting underneath the A55 bridge.	NO	This has been considered beyond the scope of the scheme.
21	Llanfairfechan	Improvements to lighting along the NCN 5 near Beach Cafe.	NO	This has been considered beyond the scope of the scheme.
22	Penmaenmawr	Dropped kerbs on Bangor Road.	NO	This has been considered beyond the scope of the scheme.

Opportunities			Realised	Review against preliminary design
23	Penmaenmawr	Provision of advanced stop line on Conway Road to help cyclists pull away in front of traffic.	NO	This has been considered beyond the scope of the scheme.
24	Dwygyfylchi/Penmaenmawr	Relocation of bus stop Conway Road/Ysguborwen Road.	NO	No relocation of bus stop required.
25	Dwygyfylchi/Penmaenmawr	Realignment of cycleway/footway through Conway Road/Ysguborwen Road junction	YES	Dedicated cycleway/footway provision through the junction.
26	Dwygyfylchi/Penmaenmawr	Designated waiting area for cyclists at Conway Road/Ysguborwen Road junction.	NO	No on road provision required due to alignment.
Active Travel Opportunities				
27	Llanfairfechan	Improvement to the unpaved sections of the Coastal Path to the West of the Llanfairfechan promenade.	NO	This has been considered beyond the scope of the scheme.
28	Llanfairfechan	Improved links to Llanfairfechan station from the Coastal Path, including the provision of signage and cycle storage.	NO	This has been considered beyond the scope of the scheme.
29	Llanfairfechan	Improvement to access from Shore Road East and the Promenade to the Beach Front Path, which is currently unsuitable for cyclists and disabled users due to the kerb and steps through the sea wall.	YES	Improvements would include the reconfiguration of the existing walls to improve cycle access, whilst maintaining level of protection for tidal flooding. The works would tie into the shared open space improvements which extend along Shore Road East and the improvements along the existing Network rail maintenance access track.
30	Llanfairfechan	Improvements through the footprint of the scheme, to improve links onto the sea front from the Sustrans Route 5, including signing, markings and landscaping.	YES	See Ref 1, 2, 4 and 6 (Mini Schemes 7 and 8)

Opportunities			Realised	Review against preliminary design
31	Llanfairfechan	An improved Cycling and walking link from the Promenade to the railway underpass (adjacent to the Pendalar footbridge), consisting of coastal protection works and a short 150m footway link.	NO	This has been considered beyond the scope of the scheme.
32	Llanfairfechan	A replacement footbridge, to link Pendalar to the coast.	YES	Ref 2 (Mini Scheme 7)
33	Penmaenmawr	Penmaenmawr Station improvements, including the provision of cycle storage.	NO	This has been considered beyond the scope of the scheme.
34	Penmaenmawr	Improved signage, road and footpath markings to create a Beach Front to Station to Town Link.	NO	This has been considered beyond the scope of the scheme.
35	Dwygyfylchi	Provision of a cycleway ramp down to Sustrans Route 5 from the existing Puffin Footbridge.	YES	Ref 1
36	Dwygyfylchi	A circular walking link via Darbyshire's Bridge, via the beach and dunes and Puffin Footbridge, by providing a new footbridge crossing the A55.	NO	This has been considered beyond the scope of the scheme.
37	Penmaenmawr	Advanced Stop Lines on Penmaenmawr Road/Station Road junction to allow cyclists to be positioned ahead of the traffic.	NO	This has been considered beyond the scope of the scheme.

Table 3.1: Review of Walking, Cycling and Horse-Riding Assessment Opportunities

4. CONSULTATION WITH KEY STAKEHOLDERS

There has been ongoing consultation through the development of the scheme design. A Public Information Exhibition (PIE) was held at Penmaenmawr Museum, Penmaenmawr on Wednesday, 13 December 2017, The Church Institute, Llanfairfechan on Thursday, 14 December 2017 and St Gwynin's Parish Hall, Dwygyfylchi on Friday, 15 December 2017.

Further public consultation exhibitions were held at St. Gwynin's Parish Hall, Dwygyfylchi on Tuesday, 12 June 2018, Penmaenmawr Community Centre, Penmaenmawr on Wednesday, 13 June 2018 and Llanfairfechan Community Centre, Llanfairfechan on Thursday, 14 June 2018.

During the consultation event on Tuesday, 12 June 2018, a meeting was held between the Project Team and Paul Smith, Active Travel, CCBC, Carole Willgoose, Active Travel, WG and James Healey Project Manager, WG. Details of each of the options were presented and existing pedestrian, cyclist and equestrian facilities within the vicinity of the proposed scheme were discussed and recorded. In addition, the meeting was used to explore planned and aspirational routes, connections and other facilities for the benefit of pedestrians, cyclists and equestrians.

An active travel consultation meeting was held on 7 June 2019 to provide an update on the scheme and proposed options, and to review walking and cycling opportunities in relation to each of the proposed options.

The meeting was attended by the Project Team, representatives from Conwy County Borough Council, Welsh Government, Cycling UK and Sustrans.

In addition, a second PIE was held between Tuesday, 25 June 2019, to Thursday, 27 June 2019, to present the preferred options to the public. A separate presentation was held on Monday, 24 June 2019 to members of the local council.

5. REVIEW OF STEPS TAKEN TO IMPLEMENT PRELIMINARY DESIGN STAGE WALKING, CYCLING & HORSE-RIDING REVIEW OPPORTUNITIES IDENTIFIED

This chapter documents any additional user related opportunities identified during the preliminary design phase (after the assessment report has been issued). They have been developed through discussions between the Lead Assessor and the wider design team, project team, key stakeholders following PIE etc.

5.1 NMU Mini-Schemes

As a result of ongoing consultation with key stakeholders, a number of 'mini schemes' were identified which aimed to improve walking and cycling connections within the local area. Figures A55J15J16-RAM-60-15-DR-C-0001 and A55J15J16-RAM-60-16-DR-C-0001 (Appendix 3) identify those mini schemes to be progressed below. It is anticipated that these would improve the quality and connectivity of the existing walking and cycling routes.

NMU Mini Scheme 1: Improvements to Glan-y-Afon Road

A new 160m cycle/footway along Glan-y-Afon Road would provide improved connectivity to Dwygyfylchi from the east and to the proposed new segregated route along the new link road towards Penmaenmawr. The improvements would include a route avoiding the replacement cattle grid on to the signalised crossing at the proposed overbridge, where provision would be made for cyclists and pedestrians.

NMU Mini Scheme 2: Improvements to Conway Road

Consists of a 400m segregated cycle/footway along Conway Road, providing connectivity between Dwygyfylchi and Penmaenmawr.

NMU Mini Scheme 4: Mona Terrace

Mona Terrace is a private no-through road for vehicles. Although it is feasible for cyclists and pedestrians to use the road, this is discouraged by residents. The official National Cycle Network Route 5 (NCN 5) follows Pendalar, with a gradient of 21%. This is an on-road route, through a residential area with on street parking.

The proposed mini-Scheme consists of a 240m segregated cycle/footway adjacent to Mona Terrace within Welsh Government highway land. The mini-Scheme would be set at a lower level than Mona Terrace to minimise the impact on residents' views. This would reduce the gradient of the route to approximately 6% providing improved accessibility and connectivity to amenities in Penmaenmawr (or further afield in Conwy) or in Llanfairfechan.

NMU Mini Scheme 5: Penmaenmawr Road - East of Junction Improvements

Consists of a 240m segregated cycle/footway way on the verge adjacent to the existing highway. The off-road cycle/footway would provide a link from Penmaenmawr to the replacement footbridge. In addition, the link would also provide on off road cycle/footway from Pendalar to Ysgol Pant Y Rhedyn.

NUM Mini Scheme 6: Penmaenmawr Road - West of Junction Improvements

The Scheme consists of a 550m segregated cycleway/footway to south side of Penmaenmawr Road, providing a direct route into the village centre and associated local facilities. The cycleway also provides a segregated route between Llanfairfechan village and Ysgol Pant Y Rhedyn. The existing route on the north side is maintained as footway only.

NMU Mini Scheme 7: Replacement footbridge at Pendalar

Consists of a replacement footbridge with Disability Discrimination Act (DDA) compliant ramps and enhanced access, to replace a footbridge that would no longer fit due to the increased span. This would provide improved access to the coast.

NMU Mini Scheme 8: Llanfairfechan Promenade Access

Improvements would include the reconfiguration of the existing walls to improve cycle access, whilst maintaining level of protection for tidal flooding. The works would tie into the shared open space improvements which extend along Shore Road East.

5.2 Design Opportunities

The development of the scheme design is ongoing. There are new signals proposed at Junction 16a which could facilitate walking and cycling access to the Wales Coast Path and NCN5. This is an opportunity which should be considered further during the detailed design stage.

5.3 Summary Table

Scheme specific opportunities, as well as opportunities from the site visit and through the active travel consultation, were presented in the WCHAR and as identified in Table 3.1. A number of these are considered to be the same opportunities and have therefore been consolidated. A summary of the walking and cycling opportunities identified in the Assessment Report and included in the scheme design, plus any new opportunities which have since been identified are presented in Table 5.1. The table also identifies the needs of specific user groups ie pedestrians or/and cyclists.

Ref	Previous Ref (Table 3.1)	Location	Opportunity	Review against preliminary design	User Group
1	1. 9. 30. 35.	Dwygyfylchi	Improvements to overbridges to accommodate cyclists, specifically A55 overbridge at Shell Garage.	The Scheme includes a replacement footbridge with Disability Discrimination Act (DDA) compliant ramps at the Puffin services (Shell Garage).	Cyclists/ Pedestrians
2	2. 10. 30. 32.	Llanfairfechan	Improvements to overbridges to accommodate cyclists, specifically at existing overbridge at Pendalar	The Scheme also includes for a new footbridge over the A55 at Pendalar providing improved connectivity to the coastline. (Mini Scheme 7)	Cyclists
3	3. 8. 13. 14. 25.	Llanfairfechan	Cyclists on Penmaenmawr Road, which forms a section of the NCN Route 5, are exposed to traffic and thus segregated cycle/footway are recommended to be provided	The Scheme consists of a 550m segregated cycle/footway to south side of Penmaenmawr Road, providing a direct route into the village centre and associated local facilities. The cycleway also provides a segregated route between Penmaenmawr village and Ysgol Pant Y Rhedyn. The existing route on the north side is maintained as footway only. (Mini Scheme 5 and 6)	Cyclists/ Pedestrians
4	4. 8. 9. 13. 14. 16. 25. 30.	Llanfairfechan	Ensure continuity of NCN 5 through Penmaenmawr Road/Junction 15		Cyclists/ Pedestrians
6	6. 9. 13. 14. 15. 30.	Llanfairfechan	Provision of pedestrian crossing on Penmaenmawr Road (to the south of Junction 15)	Inclusion of toucan crossing on Penmaenmawr Road adjacent to Ysgol Pant Y Rhedyn, and staggered toucan crossing at Penmaenmawr Road/Junction 15 providing access to the cycleway/footway.	Pedestrians
7	7.	Dwygyfylchi	Repositioning of bus stops on Glan Yr Afon Road	Bus stops will be repositioned on Glan Yr Afon Road.	Pedestrians
8	25.	Dwygyfylchi/ Penmaenmawr	Realignment of cycleway/footway through Conway Road/Ysguborwen Road junction.	Dedicated cycleway/footway provision through the junction (Mini Scheme 2).	Cyclists/ Pedestrians
9	29.	Llanfairfechan	Improvement to access from Shore Road East and the Promenade to the Beach Front Path, which is currently unsuitable for cyclists and disabled users due to the kerb and steps through the sea wall.	Improvements would include the reconfiguration of the existing walls to improve cycle access, whilst maintaining level of protection for tidal flooding. The works would tie into the shared open space improvements which extend along Shore Road East (Mini Scheme 8).	Cyclists

Ref	Previous Ref (Table 3.1)	Location	Opportunity	Review against preliminary design	User Group
10	N/A	Dwygyfylchi	Provision of walking and cycling crossing facilities at J16A signals.	New opportunity to be considered during detailed design.	Cyclists/ Pedestrians
11	N/A	Dwygyfylchi	Improvements to Glan-Y-Afon Road (Mini Scheme 1)	New 160m cycle/footway to improve connectivity between Dwygyfylchi, Penmaenmawr, New Link Road and the Welsh Coast Path and NCN5.	Cyclists/ Pedestrians
12	N/A	Llanfairfechan	Mona Terrace (Mini Scheme 4)	240m segregated cycle/footway adjacent to Mona Terrace. Reducing gradient from approx. 21% to 6%.	Cyclists/ Pedestrians

Table 5.1: Summary of Walking, Cycling and Horse-Riding Assessment Opportunities

6. WALKING, CYCLING & HORSE-RIDING REVIEW TEAM STATEMENT

As Lead Assessor, I confirm that this Walking, Cycling & Horse-Riding Review Report has been compiled in accordance with DMRB GG 142 and thus records all design team deliberations and decisions relating to Walking, Cycling & Horse-Riding issues and opportunities.

The Walking, Cycling & Horse-Riding Review was undertaken by the following team:

Walking, Cycling & Horse-Riding Lead Assessor

Nicola Evans

Signed:



Associate Transport Planner
Ramboll UK

Date

17.02.20

Walking, Cycling & Horse-Riding Assessor

Ioannis Spyropoulos

Signed:



Transport Planner
Ramboll UK

Date

17.02.20

As design team leader I confirm that the assessment has been undertaken at the appropriate stage of scheme development and that the wider design team has been involved in the process.

I confirm that in my professional opinion the appointed Lead Assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Design Team Leader

Rob Griffiths

Signed:



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Date

17.02.20

APPENDIX 1

EXISTING NMU ROUTES



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KEY

PUBLIC FOOTPATHS —

BRIDLEWAYS —

P03	FOR INFORMATION	28/10 2020	TM IS	RG
P02	BRIDLEWAYS ADDED	17/06 2020	DB IS	NE
P01	DESCRIPTION	DDMM YYYY	DRN CHK	APP
Rev	Description	Date	By	App

FOR INFORMATION

A55 JUNCTION 15 & 16 IMPROVEMENTS



Llywodraeth Cymru
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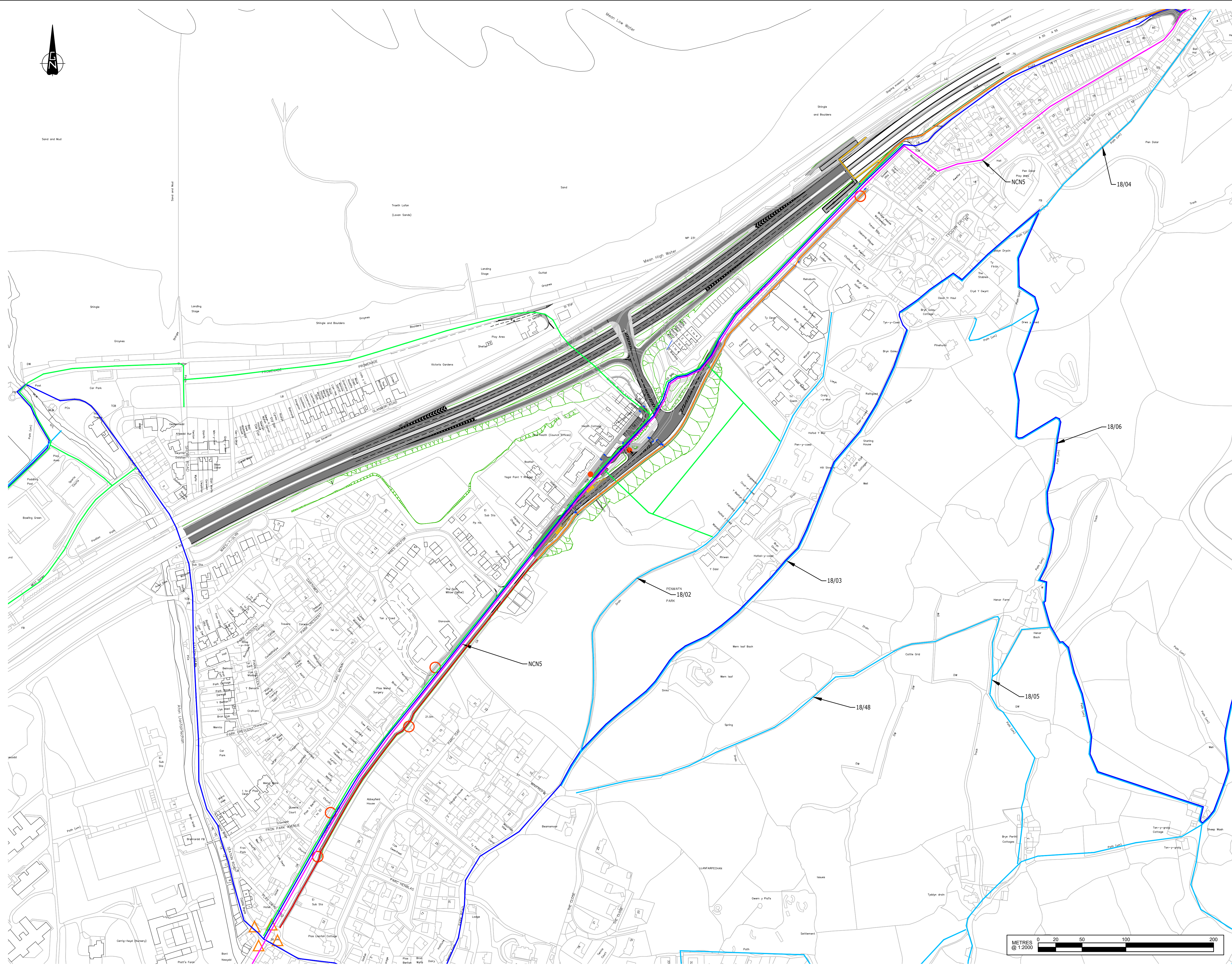


Gateley / HAMER



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Project No: 1620000620		Scale (@A1): 1:12000	Drawn: JW	Date: DEC 18
Drawing No: RAM-ZZ-ZZ-SK-J-3002		Rev: P03		



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- KEY
- EXISTING PUBLIC RIGHT OF WAY
 - EXISTING NATIONAL CYCLE NETWORK
 - EXISTING WELSH COAST PATH
 - EXISTING FOOTBRIDGE
 - CONWY CBC PROPOSED INTEGRATED NETWORK MAP
 - PROPOSED SEGREGATED CYCLEWAY / FOOTWAY
 - PROPOSED SHARED CYCLEWAY / FOOTWAY
 - EXISTING BUS STOP
 - EXISTING BUS STOP TO BE RELOCATED
 - EXISTING CONTROLLED PEDESTRIAN CROSSING POINTS
 - TACTILE PAVING

P05	PRELIMINARY	28/10 2020	TM NE	RG
P04	PRELIMINARY	29/01 2020	IB NE	RG
P03	PRELIMINARY	19/11 2019	DB NE	RG
P02	PRELIMINARY	08/10 2019	DB NE	RG
P01	PRELIMINARY	07/06 2019	TM NE	SC
Rev	Description	Date	By CHK	App

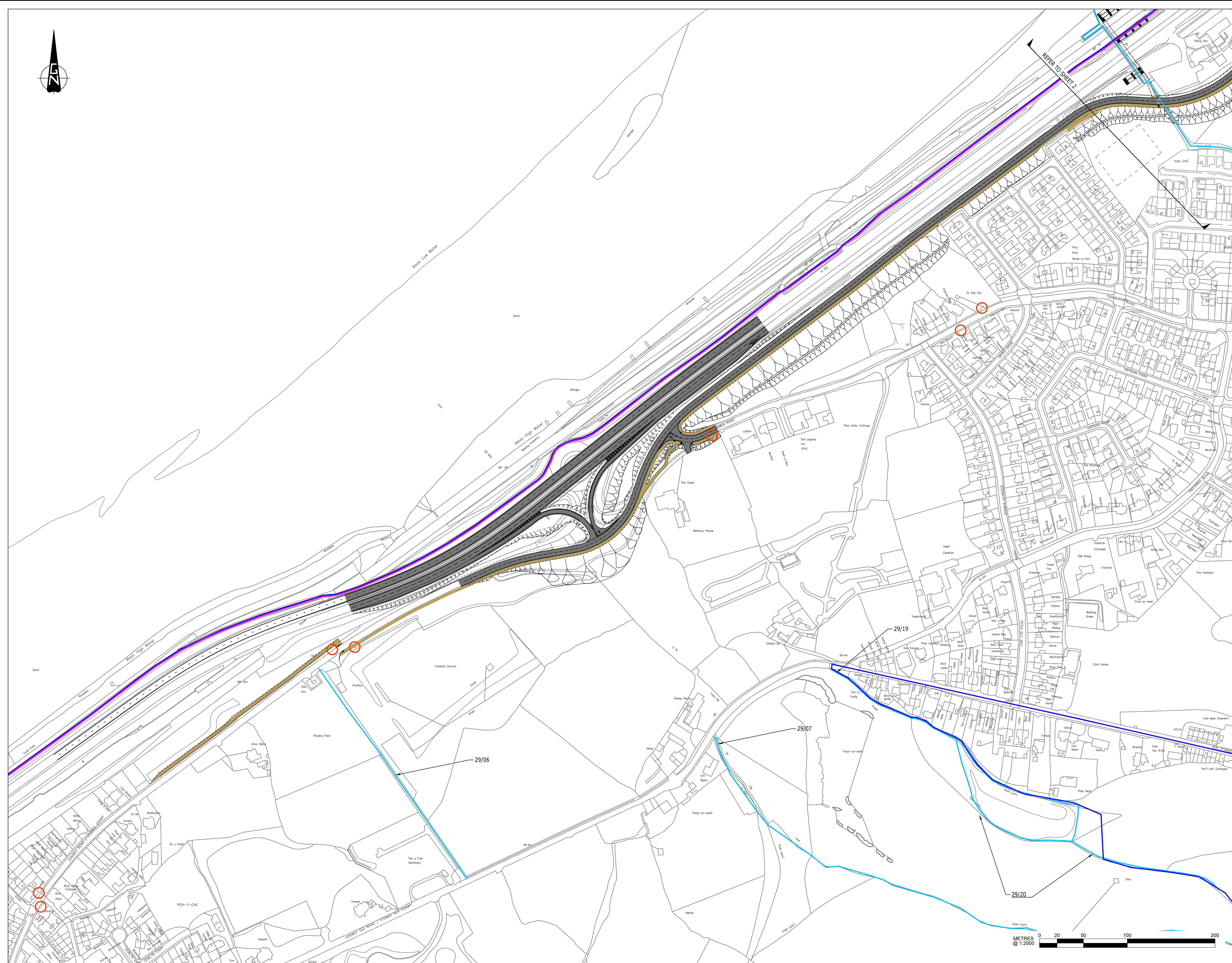
PRELIMINARY

A55 JUNCTION 15 & 16 IMPROVEMENTS



JUNCTION 15 PROPOSED LAYOUT SHOWING EXISTING NMU ROUTES

Project No:	Scale (@A1):	Drawn:	Date:
1620000620	1:2000	TM	JUN 19
Drawing No:	Rev:		
A55J15J16-RAM-XX-15-DR-J-1001	P05		



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- KEY
- EXISTING PUBLIC RIGHT OF WAY
 - EXISTING NATIONAL CYCLE NETWORK
 - EXISTING WELSH COASTAL PATH
 - PROPOSED NEW SHARED CYCLEWAY / FOOTPATH
 - EXISTING BUS STOP
 - EXISTING BUS STOP TO BE RELOCATED
 - EXISTING CONTROLLED PEDESTRIAN CROSSING POINTS

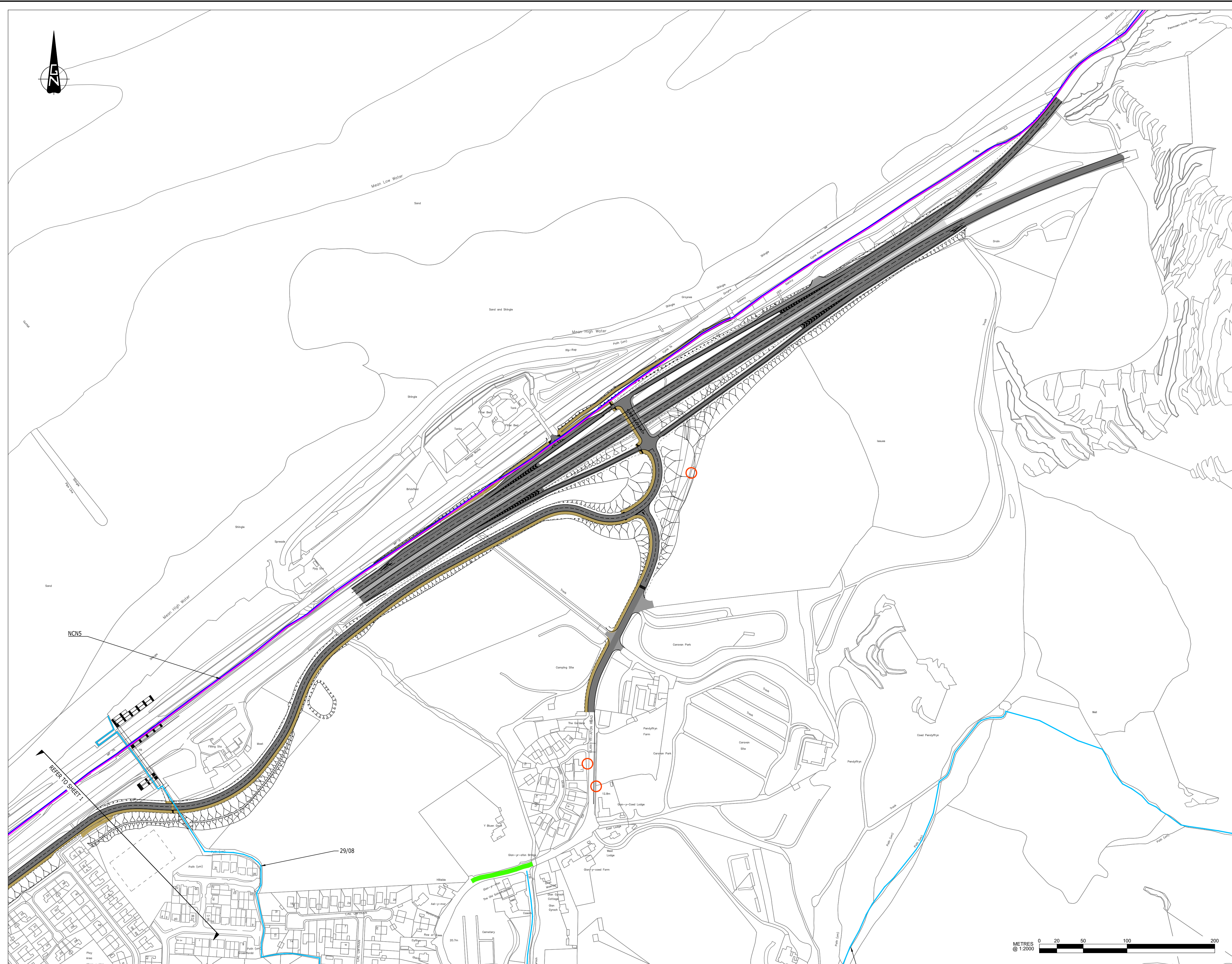
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		2019	NE	
P01	PRELIMINARY	07/06	TM	SC
		2019	NE	
Rev	Description	Date	By	App
			CHC	

A55 JUNCTION 15 & 16 IMPROVEMENTS



JUNCTION 16 PROPOSED LAYOUT SHOWING EXISTING NMU 1 & 2 ROUTES SHEET 1 OF 2

Project No:	Scale (8A1):	Drawn:	Date:
1620000620	1:2000	TM	JUN 19
Drawing No:		Rev:	
A55J15J16-RAM-XX-16-DR-J-1003			P03



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- KEY
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 - EXISTING NATIONAL CYCLE NETWORK
 - EXISTING WELSH COASTAL PATH
 - PROPOSED NEW SHARED CYCLEWAY / FOOTPATH
 - EXISTING BUS STOP
 - EXISTING BUS STOP TO BE RELOCATED
 - EXISTING CONTROLLED PEDESTRIAN CROSSING POINTS

P04	PRELIMINARY	29/01	IB	RG
P03	PRELIMINARY	20/11	DB	RG
P02	PRELIMINARY	08/10	DB	RG
P01	PRELIMINARY	07/06	TM	SC
Rev	Description	Date	By	App
			CHC	

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JUNCTION 16 PROPOSED LAYOUT SHOWING EXISTING NMU 1 & 2 ROUTES SHEET 2 OF 2

Project No:	Scale (@A1):	Drawn:	Date:
1620000620	1:2000	TM	JUN 19
Drawing No:	Rev:		
A55J15J16-RAM-XX-16-DR-J-1004	P03		

APPENDIX 2

STUDY AREA



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KEY

NCN ROUTE 5

P01	DESCRIPTION	DD/MM YYYY	DRN CHK	APP
Rev	Description	Date	By CHK	App

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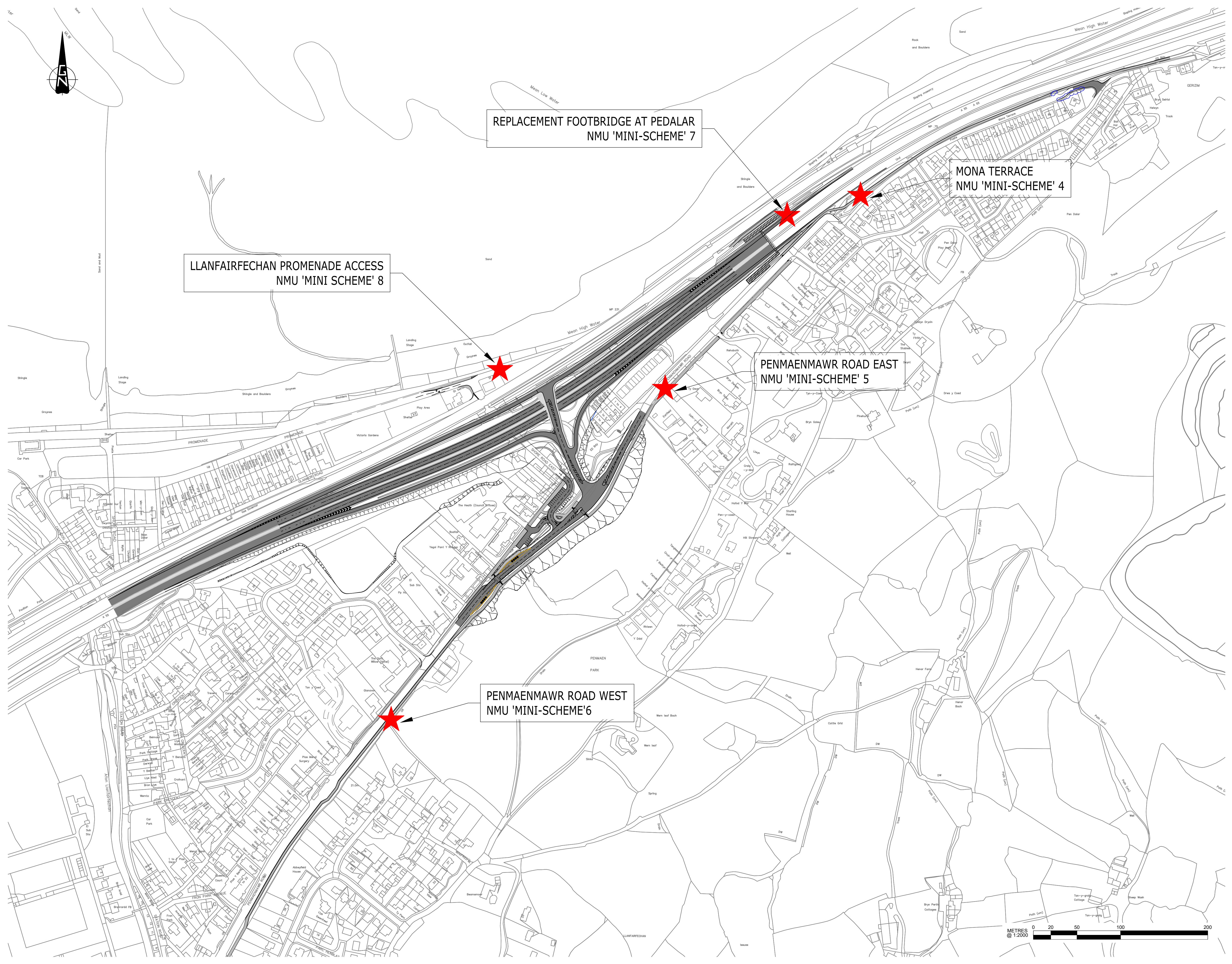
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STUDY AREA

Project No:	Scale (@A1):	Drawn:	Date:
1620000620	1:12000	JW	DEC 18
Drawing No:			Rev:
RAM-ZZ-ZK-SK-J-3000			P01

APPENDIX 3

NMU MINI SCHEMES



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102	FOR INFORMATION	25.11	DB	NE
101	FOR INFORMATION	29.10	DB	NE
100	FOR INFORMATION	2019	DB	NE
Rev	Description	Date	By	App
			CHC	

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A55 JUNCTION 15 & 16 IMPROVEMENTS



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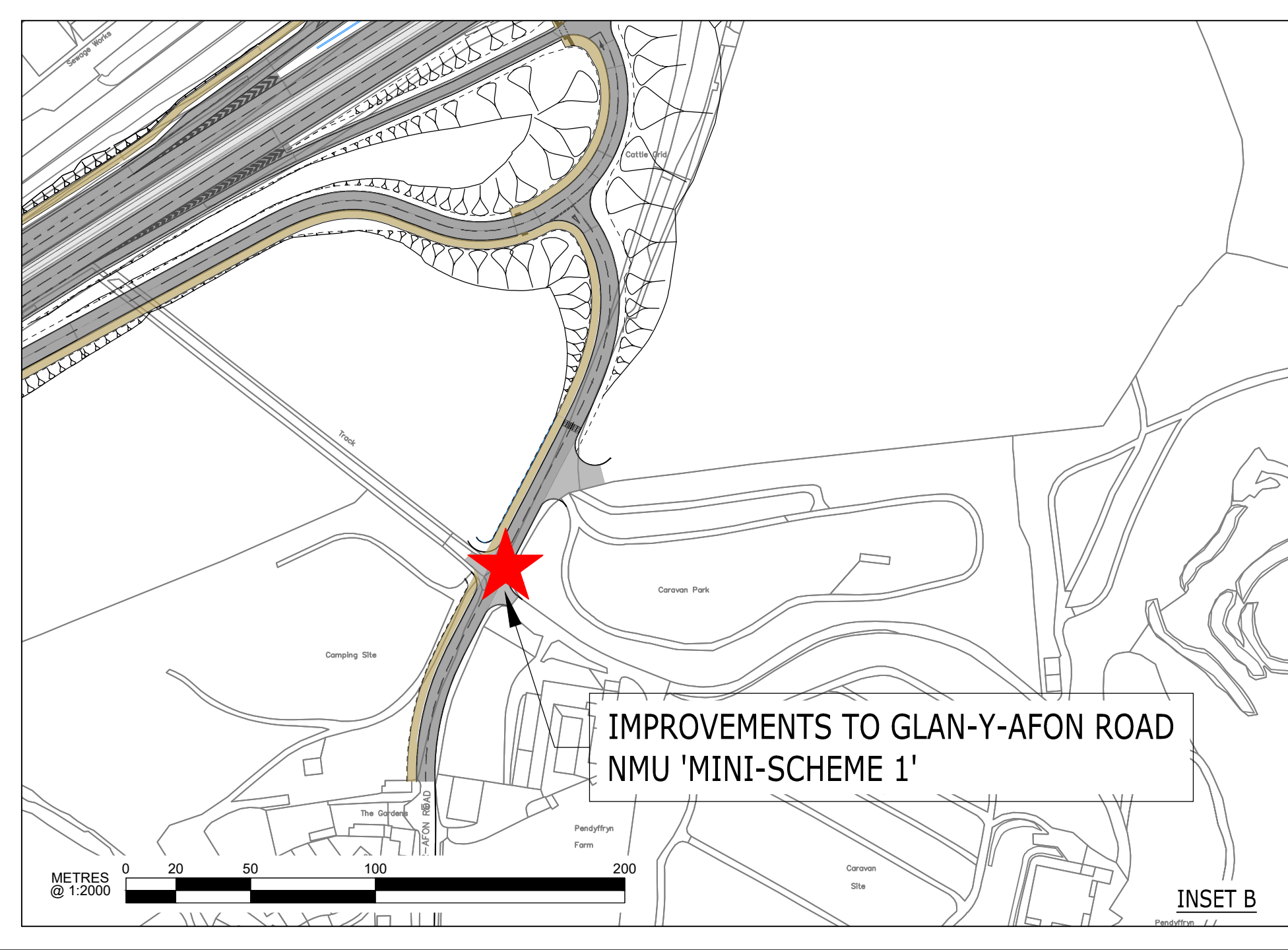
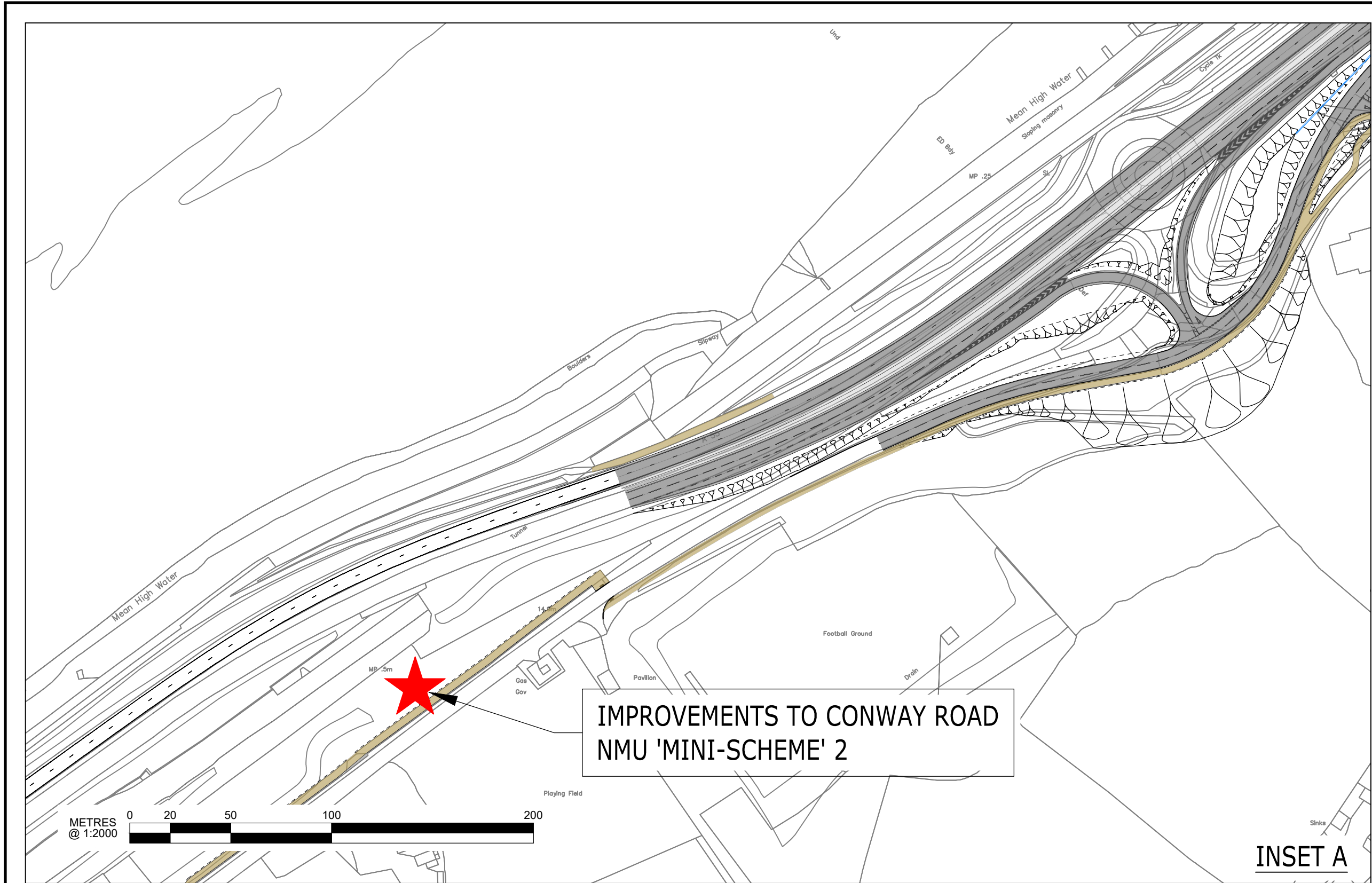




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JUNCTION 15
NMU
MINI-SCHEMES

Project No:	Scale (8A1):	Drawn:	Date:
1620000620	1:2000	DB	OCT 19
Drawing No:		Rev:	
A55J15J16-RAM-60-15-DR-C-0001			I02



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101	FOR INFORMATION	29.10.2019	DB	NE
Rev	Description	Date	By	App
			CHC	

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1620000620	AS SHOWN	DB	OCT 19
Drawing No:	Rev:		
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