



Lee Waters MS,  
Deputy Minister for Climate Change,  
Welsh Government,  
*By Email*

17 January 2024

**Re: Penmaen-bach Point**

Dear Deputy Minister, Lee,

I am writing further to the letter I sent you dated 4 January 2024 about the safety of the A55 at Penmaen-bach Point.

You will recall that I have asked you to arrange for a review of the safety of National Cycle Route 5 (NCR 5) at Penmaen-bach Point, due to the high number of incidents where the crash barrier/aluminium railings separating NCR 5 from the Eastbound carriageway of the A55 were damaged in 2023. Whilst I would appreciate a response to that request, I have further reasons to be concerned about the A55 at this location.

On 12 January 2024 you responded to my question about how many collisions have occurred near the Pen y Clip tunnel/Penmaen-bach Point on the A55 in the last three financial years by sharing the below table.

***Number of recorded Collision at the A55 Tunnels and Headlands***

<i>Location</i>	<i>FY20/21</i>	<i>FY21/22</i>	<i>FY22/23</i>	<i>Current FY23/24</i>
<i>Penmaenbach Westbound</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>
<i>Penmaenbach Eastbound headland</i>	<i>0</i>	<i>3</i>	<i>8</i>	<i>25</i>
<i>Pen y Clip Westbound</i>	<i>0</i>	<i>2</i>	<i>2</i>	<i>0</i>
<i>Pen y Clip Headland</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>2</i>

From looking at the data, it is apparent that there has been a considerable increase in collisions on the Eastbound carriageway at Penmaen-bach Point. I believe that the evidence merits action by the Welsh Government so to reduce the risk of further incidents at this point. For example, it may be worthwhile undertaking a meeting with relevant authorities so to understand the cause of the accidents and pursue a solution following that.

[Cont...]





[Cont...]

I am aware that Penmaenmawr Town Council have been working hard to highlight to the Welsh Government that action is also needed to see the contraflow system on the A55 used when there are collisions on the Eastbound A55 at this point. Opting not to use the contraflow system, in favour of diversions along the A470 and A5, results in serious congestion over the Sychnant Pass. It has been explained to me that the contraflow system takes three hours to implement, and often cannot be implemented outside normal working hours, such as on weekends. It follows that I would be grateful if you could consider whether the contraflow system is fit for purpose, and clarify if any changes can be made that would allow the contraflow system to be easier to implement.

Yours sincerely,

*Janet*

**Janet Finch-Saunders MS/AS**