

ISLE OF ANGLESEY COUNTY COUNCIL

Report to:	Executive Committee
Date:	29th January 2018
Subject:	A545 Menai Bridge to Beaumaris
Portfolio Holder(s):	Councillor Bob Parry
Head of Service:	Dewi R Williams
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Local Members:	Councillor Carwyn Jones Councillor Lewis Davies Councillor Alun Roberts

A –Recommendation/s and reason/s

That the Highways, Waste and Property Service receives £95k funding to appoint consulting engineers to design strengthening improvements for the A545 between Glyn Garth and Beaumaris and also to contribute towards the cost of strengthening the slope below Beaumaris Cemetery, in conjunction with Welsh Government and Beaumaris Town Council.

B – What other options did you consider and why did you reject them and/or opt for this option?

The alternative to improving and strengthening the A545 would be to construct a new road at a cost in the region of £30 million. That cost would be excessive and problems would remain on the A545.

C – Why is this a decision for the Executive?

To obtain the funding.

CH – Is this decision consistent with policy approved by the full Council?

Yes

D – Is this decision within the budget approved by the Council?

Yes

E – Impact on our Future Generations(if relevant)		
1	How does this decision impact on our long term needs as an Island	It secures the future of the A545 which is the main strategic route to and from Beaumaris.
2	Is this a decision which it is envisaged will prevent future costs / dependencies on the Authority. If so, how:-	Yes, it will draw funding from Welsh Government and will prevent costly collapses below the A545 in the future.
3	Have we been working collaboratively with other organisations to come to this decision, if so, please advise whom:	Yes, Welsh Government and Beaumaris Town Council.
4	Have Anglesey citizens played a part in drafting this way forward? Please explain how:-	There have been calls from the residents of the Beaumaris area for improving this road.
5	What impact if any does this decision have on the Equalities agenda and the Welsh language	None.

DD – Who did you consult?		What did they say?
1	Chief Executive / Senior Leadership Team (SLT) (mandatory)	Supports the contents of the report
2	Finance / Section 151 (mandatory)	No observations
3	Legal / Monitoring Officer (mandatory)	Comments answered
4	Human Resources (HR)	
5	Property	
6	Information Communication Technology (ICT)	
7	Procurement	
8	Scrutiny	
9	Local Members	

F - Appendices:
Appendix A – A545 Landslides

FF - Background papers (please contact the author of the Report for any further information):

Appendix A – A545 Landslides

Background

There is a history of landslides along the A545 between Glyn Garth and Beaumaris, with major landslides above the road in 2004 (Casita) and 2015 (Beaumaris Cemetery). The latest landslide on the 22nd November, 2017 was minor but unfortunately it blocked a substantial culvert and as a consequence there was a huge flow of water along the A545 until it left the road at a gap in the wall at Plas Menai. It subsequently washed away the garden of the property.

Remedial work started immediately to provide an anchored mass concrete wall to support the carriageway, such that the road would be reopened within a week. Traffic lights remain at the location until the work of providing a retaining wall at beach level and reinstating the garden is complete. This work is expected to be completed in early February.

The Beaumaris Cemetery landslip was cleared, but remedial work to stabilise the slope still needs to be carried out. This work can hopefully proceed in February if funding can be provided by Welsh Government (WG), Beaumaris Town Council and Ynys Môn County Council. The estimated total cost for anchoring and netting this slope is £180k.

During 2016 the Highways Service funded the anchoring and netting of a potentially unstable section of the A545 some 200m to the east of Plas Menai. Small landslides were visible below the road at this location, hence early action was taken to avoid future problems at a cost of £150k.

Proposals

Initial discussions with both Ken Skates, WG's Minister for the Economy and Infrastructure and WG officers, indicate that funding would be available over the next few years to proceed with a combination of slope stabilisation and road widening on bends to strengthen and improve sections of the A545 from Glyn Garth to Beaumaris. Where possible, widening to provide room for a cycle route as part of the Wales Active Travel Act would also be included. To enable these schemes it is proposed to employ consulting engineers, specialising in slope stabilisation, to provide suitable designs for schemes at these designated locations.

Discussions have already taken place with Sir Richard Williams-Buckley the landowner above and below the A545. He is very supportive of improving the A545 and will agree to release the required land.

Funding for these designs, together with contribution towards the Beaumaris Cemetery works is anticipated to be in the region of £95k.