



Ein cyf/Our ref: ATISN 26981

10 June 2026

Dear ,

Request for Information - ATISN 26981

Further to your request for information of 18 May. You asked for information on the installation of speed control measures on the Menai Suspension Bridge. You wanted to know:

- 1) The legal basis for the introduction of the speed measures and whether they comply with relevant UK legislation
- 2) Health and safety assessments specifically the impact of vibration on the structural integrity of the bridge and risk posed to road users particularly motorcyclists including wet or icy conditions.
- 3) Why these works were scheduled at peak daytime hours on 15 May including any traffic management planning undertaken consideration of the resulting road closure and disruption to traffic on the Britannia Bridge
- 4) The roles and responsibilities of UK Highways A55 DBFO Ltd and the Welsh Government in the decision making, approval and implementation of these measures (I am taking this mean the scheduling of the works as per 3 above)

Our response

The Welsh Government holds some of the information you have requested.

- 1) *The legal basis for the introduction of these measures, including whether they have been assessed for compliance with relevant UK legislation*
<https://www.legislation.gov.uk/ukxi/1999/1025/regulation/4/made>



Llywodraeth Cymru /
Welsh Government
Parc Cathays / Cathays
Park
CF10 3NQ

FOI.ETCC@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

This assessment would be a function of UK Highways A55 Ltd. (Term Operator) therefore an aspect for them to confirm.

- 2) *Details of any Health and Safety assessments undertaken prior to installation, specifically:*
- *The impact of vibration on the structural integrity of the Menai Bridge.*
 - *Risks posed to road users, particularly motorcyclists, including in wet or icy conditions.*

Welsh Government do not hold this information, any assessments would have been completed by UK Highways A55 Ltd. (Term Operator)

- 3) *The reasoning behind scheduling these works during peak daytime hours on Friday 15 May, including:*
- *Any traffic management planning undertaken.*
 - *Consideration of the resulting road closure and disruption to traffic on the Britannia Bridge.*

The bridge closure was necessary to facilitate emergency operations involving the communication cables located beneath the structure. To optimise the use of this closure, the Operator also took the opportunity to install temporary speed ramps. Scheduling of the communication works was carefully aligned with the availability of specialist resources, and particular consideration was given to minimising disruption for the nearby secondary school, especially as some students are in the midst of their GCSE examinations. This approach ensured that essential maintenance and safety improvements were carried out efficiently while reducing the impact on the local community.

- 4) *The respective roles and responsibilities of UK Highways A55 DBFO Ltd and the Welsh Government in the decision-making, approval, and implementation of these measures. For context, I understand that maintenance of the A55, including the Menai Bridge, is carried out by UK Highways A55 DBFO Ltd under a 30-year PFI contract, while the Welsh Government retains overall responsibility as both the client and highway authority.*

The initiative to install temporary speed ramps arose from a detailed site-specific risk assessment undertaken by the Term Operator, UK Highways A55 Ltd, in conjunction with the Principal Contractor, Spencers, during the Phase 2 works. This assessment identified an increased risk to the workforce from vehicle speeds, particularly following an incident in February where a vehicle entered the active work zone. Temporary speed ramps were therefore recommended as a proportionate mitigation measure to help control vehicle speeds and improve the safety of operatives during the works.

In terms of roles and responsibilities, UK Highways A55 DBFO Ltd, as the Term Operator under the DBFO contract, is responsible for the operation, maintenance and implementation of works on the A55, including the development of site-specific risk assessments and the proposal of appropriate safety measures. This includes the design and delivery of temporary traffic management arrangements necessary to safely undertake works.

The Welsh Government, as the highway authority and client, retains overall responsibility for the strategic road network and provides governance and oversight of the DBFO contract. While the Operator is responsible for identifying and implementing appropriate operational measures, such measures must be undertaken in accordance with relevant legislation, standards, and contract requirements.

Next Steps

If you are dissatisfied with the Welsh Government's handling of your request, you can ask for an internal review within 40 working days of the date of this response.

Requests for an internal review should be addressed to the Welsh Government's Freedom of Information Officer at:

Information Rights Unit,
Welsh Government,
Cathays Park,
Cardiff,
CF10 3NQ

or Email: Freedom.ofinformation@gov.wales.

Please remember to quote the ATISN reference number above. You also have the right to complain to the Information Commissioner. The contact details for the Information Commissioner's Office are:

Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

Telephone: 0303 123 1113

Website: www.ico.org.uk

However, please note that the Commissioner will not normally investigate a complaint until it has been through our own internal review process.

Yours sincerely