

I understand the deadline for submission is 14th February 2018 as stated on the National Assembly Website therefore I would like to present the following information as evidence for the Active Travel (Wales) Act 2013 - Post-Legislative Scrutiny:

Large Scale Road works:

There have been a number of recent large scale roadwork improvements that have not included sufficient Active Travel Improvements. In most cases pedestrian movement has been improved with new crossings but no cycle provision has been provided.

4 examples are given -

1. Talbot Green Roundabout - over £1M improvements. Possibly developer funded but likely to have received Welsh Government Grant funding. Pedestrian Crossings given cycle (toucan) displays but staggers and width are not compliant with Active Travel Design Guidance for cycles.
2. Pwll-y-Pan Roundabout, Caerphilly: Currently in progress. Over £1M. Majority WG grant. Despite having an designated route on Integrated Network Map the roundabout work will not include any implementation of this Active Travel Route for cycles. WG should not have approved the grant funding without cycle crossings. It will be publically unacceptable to re-do the crossings to cater for cycles due to the problems these works have caused locally.
3. Cross Valley Link, Mountain Ash =- Multi-million £ bridge development. Foot ways planned to be only 2 m wide and no consideration for cycles. Local Councillor, Leader and Chair of City Region has made statements that the roadway is compliant with Active Travel Design Guidance but with a planned speed limit of 30mph and predicted traffic flows, this design is definitely not compliant.
4. Beddau Halt redesign. Welcomed with new pedestrian crossings but again no catering for Cycle movements.

Direct LA Funding Problems

I present evidence where Local Authority funds 'allocated' for Active Travel have been diverted to fund solely road works for benefit of motorists when Welsh Government have stepped in to award grant funding for the Active Travel scheme. This is probably a wide spread problem and shows lack of direct funding for Active Travel from Local Authorities.

E.g. Llantrisant Footway works at Brynteg, £400,000 of LA funds allocated. WG grant awarded for scheme so LA funds diverted to Llantrisant Community Route. In Feb 2018 WG grant funding covered the cost of the Llantrisant Community Route so again the £400,000 has been diverted elsewhere.

Assumption is LA funds now plan to be spent on Cross Valley Link Road which contains no Active Travel provision.

Barriers

While some major Active Travel projects have complied with the Design Guidance. Highways Development Control teams are still requiring barriers on new housing estates in their Section 106 agreements with developers. 1 recent example in Talbot Green is impossible to negotiate on a trik or with a tailor.

Regards
Mr Jones