

## **Report to accompany the Active Travel Network Map submission**

To the Welsh Ministers,

### **Active Travel (Wales) Act 2013 Reporting Duties**

In accordance with the duties under section 3 (7) of the Active Travel (Wales) Act 2013, please find below Isle of Anglesey County Council's report on the level of use of active travel routes.

<b>Number of existing Active Travel Routes</b>	<p>Insert number and length (if known) of existing active travel routes in your authority:</p> <ul style="list-style-type: none"><li>- Walking: 0</li><li>- Cycling: 10 (16163 metres)</li><li>- Shared-Use: 3 (13397 metres)</li></ul> <p>The routes on the Isle of Anglesey has decreased since the previous Active Travel Network Map submission due to the audit undertaken against the latest Welsh Government Audit Tool 2021.</p> <p>All previous 25 walking routes received critical fail status following an audit in November 2021 against the latest Welsh Government Audit Tool (2021) due to lack of dropped kerbs and/or tactile pavers across the breadth of the entire route. These will be prioritised for improvements in 2022 in order to restore their status as existing routes and meet the latest Active Travel Design Guidance standards.</p>
<b>Baseline data at 2016</b>	<p>As referred in the Isle of Anglesey County Council report submitted in 2016/17 there was no baseline data available and at the time it was not possible to collate such data in relation to:</p> <ul style="list-style-type: none"><li>- Number of trips recorded</li><li>- Percentage of children walking or cycling to school</li><li>- Percentage of travel to work trips by walking or cycling</li><li>- Percentage of people making active travel journeys</li><li>- If specific data is available for existing active travel routes, please indicate which routes and their usage levels</li></ul>
<b>What data was available in your local authority to record usage?</b>	<p>Due to no baseline information available for historical data, the IACC in 2021/22 are now investing in various monitoring and evaluation infrastructure such as automated counts, manual counts and surveying pupil active travel movements across the active travel settlements.</p>

New data at 2021	<p>During 2021, the IACC have been capturing new data where possible.</p> <p>As part of the review of the Active Travel Network Maps (ATNM) of Isle of Anglesey County Council (IACC) and in accordance with the duties outlined within the Active Travel (Wales) Act 2013, engagement with schools was undertaken separately. Primary, Secondary and Special schools in and near active travel designated settlements (or candidate designated settlements) of Isle of Anglesey County Council were contacted in an email campaign. All schools within or adjoining an active travel designated area were contacted.</p> <p>167 pupils undertook the survey. Pupils identified 220 places that they visit often and 300 barriers to travelling actively. 59% of the locations identified were schools, with green spaces and shops also important amenities. 49% of pupils walked to their noted places, with the majority of the remainder travelling by car/taxi/bus. 45% would like to travel by active modes more often, with 59% of pupils wanting to cycle more for everyday journeys.</p> <p>Due to limited historical data, following discussions with Welsh Government and Transport For Wales, the IACC decided to undertake Pedestrian &amp; Cycle Surveys during December 2021.</p> <p>Five locations were surveyed between the hours of 7am and 7pm for the 7 day period beginning Sunday 12th Dec and ending Saturday 18th Dec 2021. Overall, the weather was dry during the monitoring period.</p> <p>The survey locations are as follows:</p> <ul style="list-style-type: none"><li>• Parc Cybi, Holyhead.</li><li>• A5 Valley to Holyhead.</li><li>• Lon Las Cefni, Llangefni.</li><li>• Llangefni Link Road.</li><li>• A5025 Four Crosses to Llanfairpwll.</li></ul> <p>The usage levels for each site can be summarised as:</p> <table><tr><th>Site Location</th><th>No. of Cycle Movements for Direction shown to/from site location</th><th>No. of Pedestrians movements to/from site location</th></tr><tr><td>Parc Cybi</td><td>291</td><td>1121</td></tr><tr><td>A5 - Holyheaf to Valley (Near Former Anglesey Aluminium site)</td><td>260</td><td>359</td></tr></table>	Site Location	No. of Cycle Movements for Direction shown to/from site location	No. of Pedestrians movements to/from site location	Parc Cybi	291	1121	A5 - Holyheaf to Valley (Near Former Anglesey Aluminium site)	260	359
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Parc Cybi	291	1121								
A5 - Holyheaf to Valley (Near Former Anglesey Aluminium site)	260	359								

	Lon Las Cefni	173	400
	Link Road Roundabout, Llangefni (near Grwp Llandrillo Menai Site)	37	343
	A5025 - Four Crosses to Llanfairpwll	88	785
What data will be available to support the next iteration of this report?	<p>Various methods would be utilised to capture information in respect of monitoring and evaluating user levels and demands on proposed schemes.</p> <p>In relation to funding secured during 2021/22 at Lon Las Cefni and the Llangefni Town Centre scheme, anticipated methods include installing permanent cycling and pedestrian monitoring units.</p> <p>The benefits of such monitoring includes:</p> <ul style="list-style-type: none"> <li>• Utilised on dedicated cycle paths or mixed traffic lanes</li> <li>• Distinguish true bicycles from other types of traffic with speed and gap/headway measurements</li> <li>• Operate effectively with sustainable power supplies</li> <li>• Integrate with active signage for real-time display of cycles and pedestrians</li> </ul> <p>The information can also be analysed and evaluated through a live dashboard to access real-time information through data management functions on the route usage and can be compared across hours of the day, days of the week, and by month.</p> <p>Please see Appendix A (below) for an example of a scheme specific Monitoring and Evaluation Plan and this will be replicated across all schemes of similar scale. This will be refined and reviewed throughout the project development activities in conjunction with Transport for Wales, Sustrans and Welsh Government.</p>		

I confirm that this report will be published online and made available in hard copy on request, in accordance with the statutory Active Travel Act Guidance (2021 edition).

Chief Executive Signature:

Redacted - Personal Data

Chief Executive Name:

Date of submission to Welsh Ministers:

31/12/2021

## **Appendix A - Trearddur Bay to Holyhead Train Station (Incorporating Parc Cybi, Kingsland, Penrhos Retail Park) Monitoring and Evaluation Plan**

### **1.0 Introduction**

The following plan outlines how the development of an active travel route from Holyhead Railway Station to Treaddur Bay will be monitored and evaluated to assess the impact of the scheme.

### **2.0 Delivery Objectives:**

- Provide shared route and crossing connecting Trearddur Bay, Penrhos Retail Park with Holyhead Railway Station and provide a route across the A55 Junction 2, connecting Parc Cybi to Penrhos Retail Park
- Provide a 5.5km shared active travel route between Trearddur Bay and Holyhead Station by constructing three key sections of path by March 2023:

Section	Start Point	End Point	Distance
1	Treaddur Bay	Holyhead Leisure Centre	3.0 km
2	Holyhead Leisure Centre	Tesco roundabout	1.2 km

<b>3</b>	Tesco roundabout	Holyhead Station	1.3 km
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### **3.0 Active Travel Grant Objectives**

#### **3.1 The grant objectives are:**

- Encourage modal shift from car to active travel in isolation or in combination with public transport
- Improve active travel access to employment, education, key services and other key traffic generating destinations
- Increase levels of active travel
- Connect communities

#### **3.2 To meet the grant objectives, the scheme between Trearddur Bay to Holyhead Train Station (Incorporating Parc Cybi, Kingsland, Penrhos Retail Park) would incorporate the following:**

- Ensure that the first and last mile of journeys to Holyhead Railway Station prioritise access by Active Travel mode.
- Provide a safe route that will promote non-motorised travel between two desirable destinations.
- Trips along the route will be for business / further travel afield as well as for pleasure, providing a sustainable route that will be of use for many years to come
- Increase proportion of utility trips made by active travel among residents of Llanfawr Road

## 4.0 Logic Map

4.1 To comply with the Active Travel Design Guidance (page 277) a draft logic map has been prepared to explain the methodology in respect of preparing and developing an monitoring and evaluation plan. Table 1 provides an example logic map that is scheme specific for the improvements between Trearddur Bay and Holyhead Rail Station.

**Table 1 Logic framework outlining monitoring and evaluation plan for Holyhead Railway Station to Trearddur Bay**

What does the project aim to deliver?		What is the change you expect to see?				How do you plan to measure this change?	
Objective	Input	Output	Outcome	Impact	Indicator	Method	Frequency
<b>ATF Objective:</b> Increase levels of active travel							
Increase levels of active travel across all 3 sections of route	<i>Povision of active travel infrastructure from Trearddur Bay to Holyhead rail station bu various interventions such as shared use path, signage, off-road segregated section, road markings, etc.</i>	<i>Tto be confirmed at design stage): E.g.</i> <ul style="list-style-type: none"> <li>• 5.5km of new path installed</li> <li>• number of signs installed</li> <li>• 10 cycle stands installed</li> <li>• 2 Cycle storage (lockable) spaces provided</li> </ul>	People are able to increase their physical activity	Improved health and wellbeing	Increase in number of active travel mode users following construction	Pedestrian and cycle counts <sup>1</sup>  Installation of automatic cycling and pedestrian monitoring unit  User surveys	Pre: Prior to construction  Post: annually following construction for 3 years

<sup>1</sup> This is part of the recommended minimum approach in Chapter 16 of the Active Travel Fund Guidance.

		<ul style="list-style-type: none"><li>• 2 EV Charging points for bikes</li></ul>					
ATF Objective: Encourage modal shift from car to active travel in isolation or in combination with public transport							
Improve active travel access at Holyhead Station	Provision of active travel infrastructure from Trearddur Bay to Holyhead rail station bu various interventions such as shared use path, signage, off-road segregated section, road markings, etc.	What are the outputs that you can measure? (to be confirmed at design stage): E.g. <ul style="list-style-type: none"><li>• 5.5km of new path installed</li><li>• number of signs installed</li><li>• 10 cycle stands installed</li><li>• 2 Cycle storage (lockable) spaces provided</li><li>• 2 EV Charging points for bikes</li></ul>	People have positive perceptions of walking and cycling to the station	Active travel becomes the natural choice for last mile of journeys to Holyhead Station	Increase in proportion of respondents who view the station as a place they can easily walk or cycle to Increase in number of active travel users arriving at the station	Station Survey	Pre: Prior to construction  Post: 3-6 months following construction
			Active travel to the station increases		Decrease in proportion of users travelling to station by car, combined with increase in proportion of users who travelled by active modes	Pedestrian and cycle counts <sup>1</sup>  User surveys	Pre: Prior to construction  Post: annually following construction for 3 years
			Travel to the station by car decreases		Decrease in traffic speed and volume outside the station	Traffic speed and volume measurements	Post: annually following construction for 3 years
ATF Objective: Improve active travel access to employment, education, key services and other key traffic generating destinations (to be completed as part of project development phase)							
Improve active travel access at Holyhead Retail Park							

Improve active travel access at Holyhead Leisure Centre							
Improve active travel access to Parc Cybi							
Increase in usage to connecting communities by means of active travel (between Trearddur Bay and Holyhead							