

## Report to accompany the Active Travel Network Map submission

The data available will vary between authorities; therefore the template gives examples for the type of data that can be used.

To the Welsh Ministers,

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

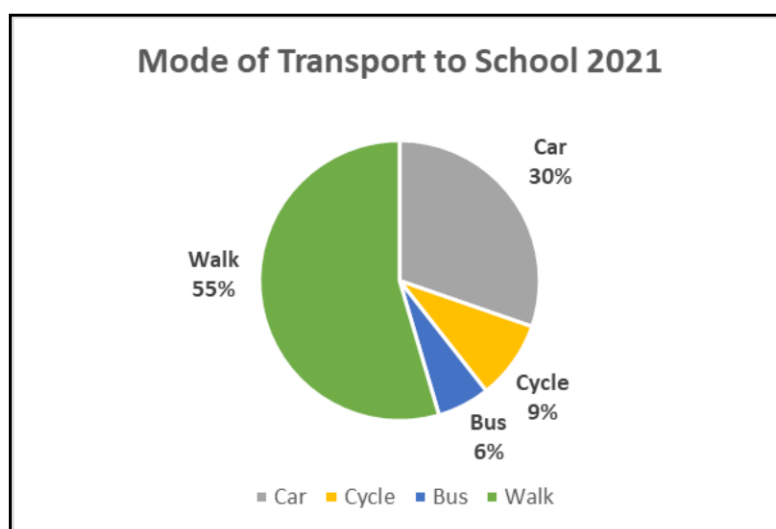
In accordance with the duties under section 3 (7) of the Active Travel (Wales) Act 2013, please find below Blaenau Gwent CBC's report on the level of use of active travel routes.

Number of existing Active Travel Routes	<p>There are seven existing routes in total. Below is a list of all our existing Active Travel Routes as of 2017. Each of these routes are designated as shared use, therefore, suitable for walking and cycling.</p> <p>AB1: Abertillery – Llanhilleth = 4453m EV 1: Rassau Industrial Estate – Ebbw Vale Railway Station = 3964m EV2: Ebbw Vale Railway Station – Cwm = 5920m NGB1: Nantyglo – Blaina = 3110m NGB2: Blaina – Abertillery = 3895m TR1: Tredegar – Bedwellty Pits = 3782m TR2: Tafarnaubach Ind Estate – Tredegar = 2954m</p> <p>Total length of existing network = 28,078 m (28 km).</p> <p>-</p>
Baseline data at 2016	<p>Footfall counters were installed at 7 sites along the Ebbw Fach Trail, which starts at Beaufort in the north of Blaenau Gwent and ends at Llanhilleth in the south. The footfall counters are predominantly located at the southern end of AB1. Footfall was monitored in 2014/15 and again in 2016/17 and comparisons between each year were made. The data showed that footfall had increased at each of the 7 sites, most notably, site SB04 which is the location of The Guardian monument in Six Bells. At SB04, on the Parc Arrail Nature Reserve, the footfall count increased from zero in 2014/15 to 18,444 in 2016/17. No further data is available.</p> <p>In 2018, a widespread consultation exercise was undertaken, which included a survey of local residents, visitors and an Active Travel workshop for the Children's School Council (GSC).</p>

	<p>During the Active Travel workshop for the GSC in 2018, primary school pupils were asked how they travelled to school. The following data was recorded:</p> <p>48 % travelled by car 8 % travelled by bus 44 % used their bike 0 % walked to school</p> <p>The data is presented in a pie chart below:</p> <div data-bbox="486 600 1260 1122" data-label="Figure"> <p>A pie chart titled "Mode of Transport to School 2018" showing the distribution of transport modes. The chart is divided into four segments: a large grey segment for "Car" at 49%, a large yellow segment for "Cycle" at 43%, a small blue segment for "Bus" at 8%, and a very thin green segment for "Walk" at 0%. A legend at the bottom identifies the colors: grey for Car, yellow for Cycle, blue for Bus, and green for Walk.</p> <table border="1"> <thead> <tr> <th>Mode of Transport</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Car</td> <td>49%</td> </tr> <tr> <td>Cycle</td> <td>43%</td> </tr> <tr> <td>Bus</td> <td>8%</td> </tr> <tr> <td>Walk</td> <td>0%</td> </tr> </tbody> </table> </div> <p>A review of the 2018 Consultation Report doesn't show whether participants were asked about active travel for every day journeys (travelling to work, the local shops, appointments etc). The review concentrated more on asking would participants of the survey use certain routes more for walking, cycling and running.</p>	Mode of Transport	Percentage	Car	49%	Cycle	43%	Bus	8%	Walk	0%
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What data was available in your local authority to record usage?	The data available to us was footfall counter data and survey data from the consultation exercise.										
New data at 2021	<p>During Phase 1 of the Commonplace consultation in Spring 2021, the GSC was once again consulted. When pupils were asked how they travelled to school, the following responses were recorded:</p> <ul style="list-style-type: none"> <li>• 30% travelled by car (18 per cent reduction since 2018)</li> <li>• 6% travelled by bus (2 per cent reduction since 2018)</li> <li>• 55 % walked (55 per cent increase since 2018)</li> </ul>										

- 9 % cycled (35 % lower since 2018)

The data is presented in a pie chart below:

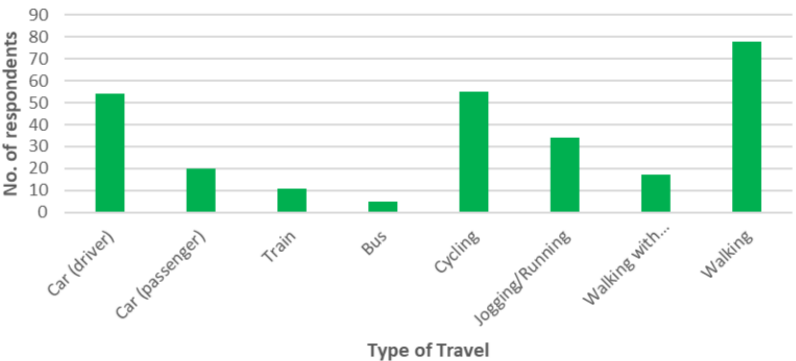


This is encouraging as it shows a reduction in motorised transport for school journeys and a vast increase in walking journeys amongst primary school children. However, the sharp reduction in cycling to school is noted and this is something we will look to investigate and help to turn around in future years. One possibility in the lack of cycling compared to 2018 could be a lack of cycling proficiency amongst older primary school children who would have undertaken a cycling proficiency course in school. Due to the lockdown and restrictions encountered in 2020, these classes would not have gone ahead.

As part of the 2021 consultation, visitors to the Commonplace platform were asked how they travel in or around the area. The following data was recorded:

- 74 no. respondents used a car, either as the driver or as a passenger
- 55 no. of respondents used a bike
- 78 no. of respondents walked
- 17 no. of respondents walked with a pram/pushchair
- 55 no. of respondents used a train
- 5 no. of respondents used a bus
- 34 no. of respondents jogged or walked

The data is presented in the table below:

	<p style="text-align: center;"><b>Mode of Travel amongst survey respondents 2021</b></p>  <table border="1"> <thead> <tr> <th>Type of Travel</th> <th>No. of respondents</th> </tr> </thead> <tbody> <tr> <td>Car (driver)</td> <td>55</td> </tr> <tr> <td>Car (passenger)</td> <td>20</td> </tr> <tr> <td>Train</td> <td>10</td> </tr> <tr> <td>Bus</td> <td>5</td> </tr> <tr> <td>Cycling</td> <td>55</td> </tr> <tr> <td>Jogging/Running</td> <td>35</td> </tr> <tr> <td>Walking with...</td> <td>15</td> </tr> <tr> <td>Walking</td> <td>80</td> </tr> </tbody> </table> <p>This data is encouraging, as walking is the preferred mode of travel amongst the survey group.</p>	Type of Travel	No. of respondents	Car (driver)	55	Car (passenger)	20	Train	10	Bus	5	Cycling	55	Jogging/Running	35	Walking with...	15	Walking	80
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<p>What data will be available to support the next iteration of this report?</p>	<p>We will ensure that we increase and extend the scope of our data collection over the next few years. This will improve both the quality and quantity of the data available for the next phase of planning future active travel routes.</p> <p>Proposed data collection methods include:</p> <ul style="list-style-type: none"> <li>• Increase the number of footfall counters: By extending the catchment area of footfall counters to include other existing routes and future routes</li> <li>• Add cycle counters along existing shared use routes</li> <li>• School Data Surveys: Work with schools to increase awareness of active travel and survey each school in the borough, in conjunction with existing Grand School Council collaboration. Quarterly monitoring of schools could be undertaken to count mode of transport to the school and see how active travel is affected by different seasons.</li> <li>• Liaising with appointed Travel Plan Co-ordinators to gather data and encourage active travel by both public and private sectors</li> <li>• Community/Town Centre Data: Work with our Town Centre Manager to install footfall and cycle counters in our town centres.</li> <li>• Pilot a Mobility Ways assessment at the Blaenau Gwent Learning Zone (Coleg Gwent) to see how college learners and staff currently travel to work and assess how they could travel to the college in a more sustainable way.</li> </ul>																		

(Please adapt the template to suit your requirements)

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:

19/12/2021