

FULL COUNCIL 14TH JULY 2021

ACTIVE TRAVEL CONSULTATION RESPONSE

1. PURPOSE OF THIS REPORT

- 1.1 To approve the Town Council's response to the consultation on Active Travel Integrated Network Maps

2. BACKGROUND

- 2.1 MCC has a duty under the Active Travel Act to prepare Existing Network Maps and Integrated Network Maps. The purpose of the Integrated Network Maps or Active Travel Network Maps (ATNM) is:

- Identify and agree future routes that need to improve or new routes to ensure greater numbers of people walk and cycle more and not use their car to get to a destination.
- Agree key corridors (Primary routes) where the greatest number of people converting to Active Travel (walking and cycling) can be achieved

- 2.2 In Autumn 2020, MCC consulted on the draft ATNM. At this time, the Town Council submitted a response which highlighted the following issues:

- Lack of routes identified to all schools, hospital, industrial estates
- The 'active travel' barrier posed by the Hardwick roundabout and the need for an active travel solution
- Opportunities for improved active travel with the planned station improvement
- Priority for an active travel bridge across the river Usk

- 2.3 The first phase of the consultation exercise is now complete with all the routes have been assessed for safety and compliance with the active travel design guidance. The second phase of consultation relates to the final ATNMs and is for a period of 3 months ending September 2021. These maps are to be submitted to WG by December 2021

- 2.4 The proposals for Abergavenny for walking and cycling can be found on the Welsh Government sponsored website common place. You can also view the comments that have already been made. These tend to be general rather than specific.

<https://mccactivetravelconsultation.commonplace.is/>

3. RESPONSE

- 3.1 It is proposed that the following general and detailed comments are submitted regarding the walking proposals:

- Pen y pound (MCC-A09B) – the pavement here is too narrow for this to be classed as a primary route that meets the standard. It is only sufficient width for one person so cannot accommodate a parent with child(ren) or a wide pushchair.
- Monmouth Road (MCC-A03D) – there is a requirement for a pedestrian crossing on the A40 so that residents from Ysbytty Fields and from the meadows can cross safely. A small island in the middle of a busy trunk road is not sufficient and not safe.

3.2 It is proposed that the following general and detailed comments are submitted regarding the cycling proposals:

- The Town Council welcomes the inclusion of more routes to schools, hospital and industrial areas. However, the Town Council disagrees with a number of routes that have been categorised as primary routes that meet standards and ones that require improvement. We presume that the assessment of the route has been done looking at streetview and google maps rather than physically looking at the route which has led to the inclusion of 'safe routes' that are not safe or have dangerous access issues.
- Specifically, there is a need for a route into Abergavenny from the south but identifying the A40 Monmouth Road as a primary route is flawed. A primary route by definition is a key corridor where the greatest number of people converting to active travel can be achieved. The Town Council cannot see how this conversion can come about if the A40 is promoted as an active travel route either with a segregated cycle lane or cycling on the carriageway. HGVs as well as a high volume of traffic use this road.
- Park Avenue (MCC-A23B) – this has been categorised as a primary route that meets standards. The Town Council would disagree. Park Avenue has a problem with speeding vehicles which has led to SIDs being installed and a 20mph speed limit. Park Avenue is used as a shortcut for motorists. There are also parked vehicles on the highway. This does not make for a safe active travel route.
- Lower Castle Street (MCC-A20E) although this street may be a primary route that meets standards the access for cyclists onto this street from the east is extremely dangerous. It requires the cyclist to cross the A40 trunk road at a right hand bend. For the cyclist approaching from the south then it is less dangerous but still hazardous as motorist dart across the A40 into Lower Castle Street. In their haste to get across to Lower Castle Street they could potentially not see a cyclist. This route should not be considered to meet standards when access is so dangerous.
- Pen y pound (MCC-A08C) although this street may be a primary route that meets standards the access for cyclists onto this street from the east is extremely dangerous with poor visibility. This route should not be considered to meet standards when access is so dangerous
- Stanhope St (MCC- A30A) is narrow with a continuous line of parked cars. It is gets very busy at school drop off and collect times and is not wide enough for a bike and car so if a cyclist was cycling up Stanhope Street, motorists would have to wait behind with a temptation to try to push past.
- Western Avenue (MCC-A45C) this route does not link to another route at its western end. This cannot be part of a network if it doesn't join to another active travel route

3.3 Councillors who are more familiar with their areas may wish to offer comments on other routes indicated on the walking and cycling ATNM.

4. RECOMMENDATIONS

4.1 To approve the comments on 3.1 and 3.2 as the response from Abergavenny Town Council