

Draft Joint Local Transport Plan

Consultation Responses

Name:

Organisation: Carmarthenshire Cycle Forum

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Question One – Do you support the Objectives of the draft Local Transport Plan?

Yes

Question Two – Do you support the Long Term Strategy of the draft Local Transport Plan?

Sadly the plan appears to be without ambition or innovation. What about extending/reopening railway lines and stations eg St Clears and Traws link Cymry.

Question Three – Do you support the policies set out in the draft Local Transport Plan?

Broadly yes

Question Four – Do you agree with the potential projects (to achieve the Plan objectives) set out in the programmes of the draft Local Transport Plan?

We disagree with the programme given its DISCONNECT between the priorities of the emerging Carmarthenshire Walking and Cycling strategy (currently in draft format). Also the Active Travel Act guidelines and principles which give top priority to building urban networks. Specifically we argue that the following four schemes in order of priority and deliverability are:
a/ Llanelli Cycle Network - top scoring in the strategy and very deliverable with a Dafen Industrial Estate to Railway station and town centre to Pemberton/Trostre routes creating a

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very useable network building on what already exists.

b/ Ammanford to Cross Hands - the "stand out" gap with Ammanford being the largest conurbation without connection to the NCN and Cross Hands emerging as a strategic growth area. Emerging road and commercial developments will include some of this connection.

c/ Carmarthen to St Clears - unfinished route along the A40 with Bancyfelin to St Clears left to do (approx. 1 mile) which would connect to the St Clears to Whitland route. RTP should recognise the contribution that Trunk Road schemes can deliver and include these in the programme.

d/ Carmarthen to Llandeilo - a route that we would of course support but very difficult to deliver and would not want this to be prioritised to the cost of those above. Again probably a scheme that will need to cross reference strongly with the Trunk Road cycle scheme programme since the railway and flood plain represent significant barriers to a successful completion by 2020.

Question Five – Do you think the monitoring and evaluation proposals set out in the draft Local Transport Plan are the right ones?

We suggest monitoring cycle parking in Town Centres as an indication of increase or decrease in cycle activity (formal or informal).

Question Six – Are there any other comments you would like to contribute about the draft Local Transport Plan?

Yes.

No reference to cost of schemes. Do the road schemes have a higher priority and what is their estimated value? Without such figures then groups like ourselves have no way of gauging where the cycle schemes stand in the programme.

All the road schemes should include a reference to complying with the Active Travel guidelines and as a matter of course include cyclepaths.

RTP officers should be able to engage with Trunk Road agencies/Welsh Government and assist with their prioritisation of walking and cycle schemes and not leave this as being outside the

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jurisdiction of regional transport officers as stated in the draft plan.