

To the Welsh Ministers,

Active Travel (Wales) Act 2013 Reporting Duties

In accordance with the duties under sections 7 (3) and 10 (2) of the Active Travel (Wales) Act 2013, please find below Vale of Glamorgan Council's annual report.

<p>The actions taken to promote active travel journeys</p>	<ul style="list-style-type: none">- In partnership with Sustrans and PHW, the Council has been operating a scheme 'Sustrans Active Travel Journeys' where 4 primary schools were worked with to deliver various initiatives such as Scooter, Cycle, CPT and Bike Maintenance training. Further primary and secondary schools are going to be involved for this year.- Through its ERM consultation process, various groups have been presented to, including Youth Council, Local Service Board, internal departments, disabled groups etc. and the Council had a reasonable response through its consultation process (140 responses).-
<p>The actions taken to secure new active travel routes and related facilities and improvements</p>	<ul style="list-style-type: none">- All new development schemes within the Vale of Glamorgan are expected to Deliver Active Travel infrastructure and officers make comments on all travel plans that are conditioned through the Planning process to ensure participation.- All developments are expected provide infrastructure through either S278/S38 works and/or S106 funding. Approx £1m internal Capital funding delivered the Barry Island Causeway cycleway, Barry Docks Link Road to Wenvoe SRiC Grant/s106 and Developer S278/38 approx £500K- Studies for Biglis Roundabout, Barry to Dinas Powys cycle route, Merrie Harrier to Cogan Spur and Llandough and Penarth, Weycock Cross to

	<p>Cardiff Airport approx. £50k</p> <ul style="list-style-type: none"> - Waterfront Barry new road scheme to include Active Travel. - Many further schemes have been negotiated as part of the development process to be delivered in future years in accordance with the Council's adopted LTP and which will be reported on as they are built.
Costs incurred for new active travel routes and facilities and improvements of existing active travel routes and related facilities carried out in the preceding full financial year	<ul style="list-style-type: none"> - As above and below

In addition to the above (optional):

Indicative spending for new active travel routes and facilities and improvements of existing active travel routes and related facilities funded or part funded by third parties.	<ul style="list-style-type: none"> - Schemes implemented in this financial year from S106 funding include: - Jackson's Quay s106 - Broad Street Crossing, Barry - £69k - Penarth Heights s106- <ul style="list-style-type: none"> ▪ Highway works for NCN route: dropped curbs, signs and TROs (£7453.98) ▪ Crossing on Plassey Street/High Street – scheme cost £27,004 in total - £8,316 from s106 from Plassey Street dev., and the remainder match funded with Penarth Heights Sustainable Transport contribution. ▪ Woodland footpath and steps from Paget Road to Penarth Marina (£40,000). ▪ £33,315 - Zebra crossing on Plassey Street / Glebe Street - Marine Hotel s106 & 7 Paget Road - £32k towards the Barry Island Causeway - Theatre Royal s106 - Scheme for zebra crossing and enhancements at junction of Buttrills Road / Holton Road to connect site to town centre -
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	<p>£42,251.25</p> <ul style="list-style-type: none"> - The Grange, Wenvoe s106 - £42,594 for missing link footway/cycleway – Scheme committed and completed. £35,575.86 spent in 2015/16 - Old Station Yard, St Athan - Scheme for footway, crossing, lighting and bus stop enhancements at Gileston Road and St. Athan Crossroads, costing £41,278.16. - Llandough Hospital - Merrier Harrier Cycle Strategy– feasibility work £15k - Wenvoe £40k towards cycle scheme (match funding from grant plus part delivered by Developer to the cost of approx. £140k. - HTV Culverhouse Cross part delivered by Metro and part delivered by developer to the cost of approx. £1.3m with a further £600k being implemented in 2016/17.
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Additional information (optional)

Grant applications through LTF, SRiC, Metro, Cardiff City Deal etc all include Active Travel proposals to enable the Council to maximise all avenues of funding available.

I confirm that this report will be published, in accordance with the statutory Delivery Guidance.

Chief Executive