



Lôn Las Môn

For the attention of Mr Steffan Lewis
Swyddog Cymorth, Y Pwyllgor Deisebau, Cynulliad Cenedlaethol Cymru
Support Officer, Petitions Committee, National Assembly for Wales

P-05-913 - Pwyllgor Deisebau 23.06.20 / Petitions Committee 23.06.20

Date 4th September 2020

Dear Sirs, Madam

We would like to respond as follows to the letters & enclosures:

- Network Rail – Cymru Wales letter dated 24th July 2020
- Ken Skates AS/MS letter dated 17th July 2020 & associated enclosures to the Petitions Committee and UK Gov Secretary of State for Transport

We do wish to bring this exchange of letter and emails to a conclusion for some form of debate to take place in the Senedd as its felt that the Minister for Economy, Transport and North Wales is not giving any weight or credence to the petition signed by 2500 people in just over a month and just pursuing a policy of rail over all else, which does not reflect well the desires and feelings of the people of Ynys Môn. All this seems to do including a very recently online article on the BBC and SC4 is to raise hopes of a trainline that at best is going to cost a vast sum of money circa. £9-£16m per mile according to industry figures “The case for expanding the rail network” via www.bettertransport.org.uk 18 miles at those figures not including stations currently in private ownership and repairing fixed structures is hardly a sustainable figure. The recent article on the BBC and SC4 seems to have got transposed into actual monies for the restoration works whereas the money in the £500m Restoring Your Railways Fund is for a feasibility studies to be carried out to support or not various railways re-instatement.

As we have mentioned in previous responses the scheme for the Multiuse Path / Greenway has been costed at £5.5m for the full 18 miles, if that funding was made available the line could be fully cleared, fences re-instated and bridges / structures repaired and the path used for walking, cycling, leisure and active travel while a full feasibility is being carried out by Welsh Government. There are many questions that keep getting asked of the passenger scheme i.e. who will use the service, how much will it cost (capital) how much it will cost to use the service, and will it have a long-term sustainable future (revenue). As regards the heritage scheme there is nothing published by the heritage group or supporters for us to engage with and little idea of any cost, no one has seen a business plan to speak off and Network Rail are willingly handing over the responsibility of the line with no public consultation. Has the Petitions Committee who might have more influence written to their chair of the Anglesey Central Railway Group to see what they have planned, timescale, cost, running costs, fares etc.? The Chair there is a Mr Walter Glyn Davies walterglyn@btinternet.com he appears quite regularly on the media so cannot be too hard to track down.

We are in regular touch with schemes such as the Rhondda Tunnel Society and Waterford Greenway in Ireland who seem to be far more progressive with their approach to Greenways & Multiuse Paths which are traffic-free routes “connecting communities to all kinds of destinations for commuting, everyday journeys, leisure and recreation”. We seem to have fallen back to trains and cars as the main mode of transport irrespective of the Active Travel Act and very little has been done on Ynys Môn to look at potential schemes that could open up the island to safe traffic free use. This project is one great opportunity to show Wales as a whole that its serious about Active Travel and long-term solutions to encourage people out of their cars post Covid19. In a

recent communication from Mr Ken Skates AS/MS to supporter of our scheme a response came back as follows re Active Travel:

“A commitment of the Welsh Government is to achieve a modal shift away from cars. In Prosperity for all: A low carbon Wales the Welsh Government’s priority is encouraging active travel, walking and cycling for everyday journeys - especially for short journeys that would otherwise be made by motorised transport. The Active Travel Act places a duty on local authorities to plan and create walking and cycling networks in all larger villages, towns and cities. It is for Anglesey County Council to decide where there is potential to develop active travel routes, through consultation ahead of the submission of its next Integrated Network Map.”

It seems as though the matter of Active Travel seems to just get kicked around the park with no one taking over all responsibility to join up areas and towns unless sorry to say they are in the South, we have four towns on the island that have Active Travel Plans: Holyhead, Llangefni, Amlwch, Menai Bridge. The rail line passes through two of these Amlwch and Llangefni and then onto Gaerwen which is in its own right a major employment centre, surely connecting up these towns with Active Travel Corridors would be something the Welsh Government and Senedd would welcome and encourage?

We have run a Google Form during August and September of people who support this project which we broke down into their county of residence and the type of support and why they think this scheme is beneficial (see attached fig 1 7 fig 2) a summary of their comments is also attached.

I’ll leave you with a few photos sent onto us over the summer from various paths, trails and greenways, so many people on Ynys Môn wish to see this project happen and not alas trains.

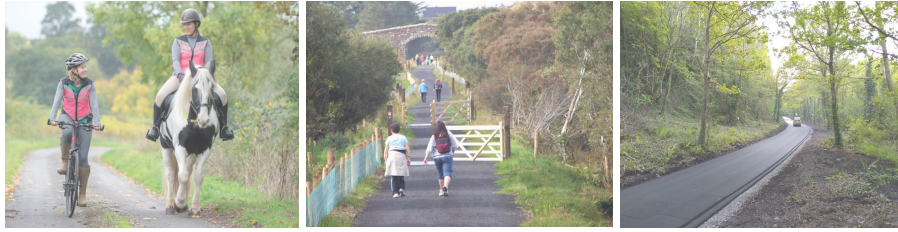
Yours Sincerely



Adrian Williamson

For and on behalf of Lôn Las Môn

Continued over...



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