
DRAFT CYCLING STRATEGY & INTEGRATED NETWORK MAP

Reason for the Report

1. To provide Members with the opportunity to consider the 'Draft Cardiff Cycling Strategy – 2016 to 2026' (attached to this report as **Appendix 1**) and Cardiff's 'Integrated Network Map' (attached to this report as **Appendices 2, 3, 4 & 5**). The two documents are due to be received at Cabinet on:
 - Integrated Network Map – 15 December 2016;
 - Cardiff Cycling Strategy – 19 January 2017.

Background - Cardiff's Cycling Strategy

2. The 'Draft Cardiff Cycling Strategy 2016 to 2026' (attached to this report as **Appendix 1**) sets out the Council's vision for cycling and the steps it will take over the next 10 years to realise it. The strategy shows how cycling could make an important contribution to the vision of making Cardiff the most liveable capital city in Europe.
3. The development of this document has involved extensive engagement with a wide range of groups, organisations and businesses. The Council will continue to engage with stakeholders to ensure that it achieves the best possible outcomes when implementing the actions set out in the strategy.
4. The 'Draft Cardiff Cycling Strategy – 2016 to 2026' is broken up into four key sections, these are:

- **Introduction** – This part of the strategy sets out current transport trends; predicted future trends; the reasons for the vision for cycling in a city like Cardiff, and the challenges that Cardiff faces to make the required changes.
- **Infrastructure** – This part of the strategy outlines the quality of routes necessary to build a cycle network for all ages and abilities. It then sets out the steps that the Council will take to achieve this.
- **Key Partnerships** – This part of the strategy takes a closer look at how cycling can support three important aspects of city life: schools, workplaces and retail. In addition to this the section also outlines what the Council is doing to promote cycling among its own workforce.
- **The Action Plan** – This part of the strategy sets out the actions to be taken to deliver the vision contained within the strategy; this includes the timetable for delivery.

Background – Integrated Network Map

5. Having suitable infrastructure in place for cycling is vitally important for delivering the vision of Cardiff's Cycling Strategy. The 'Integrated Network Map' and 'Existing Route Map' are the documents that map out the availability and quality of cycling and walking infrastructure.
6. The Active Travel (Wales) Act 2013 places a requirement on local authorities in Wales to plan for provision for active travel routes and demonstrate continuous improvement in delivery for active travel. The mechanism through which local authorities are required to plan their active travel routes is the Existing Route Map and Integrated Network Map.
7. The Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 defines "active travel" as "walking and cycling as an alternative means to motorised transport for the purpose of making everyday journeys". The definition of "walking" includes people who use wheelchairs and other mobility aids.

8. The Existing Route Map (attached as **Appendix 2**) sets out existing active travel routes which have been audited using the Audit Tool in the Welsh Government Active Travel Design Guide and have achieved an audit score of 70% or above. This use of the Audit Tool is a requirement of Welsh Government. The Existing Route Map for Cardiff was submitted to Welsh Government and approved in April 2016 following stakeholder engagement and a 12 week period of public consultation.
9. The Integrated Network Map sets out the plans of the local authority to develop or improve active travel routes over the next 15 years. It will include short to medium term schemes (within the next 5 years) which are clearly defined and have a clear intention for delivery subject to funding, and longer term schemes which are more aspirational and speculative and as such are less clearly defined. Following submission of the first Integrated Network Map to Welsh Government in 2017, the Existing Route Map and Integrated Network Map must be reviewed and resubmitted every 3 years.
10. Although the transport and health benefits of walking and cycling are similar, pedestrians and cyclists have different needs and different levels of existing provision within Cardiff. Therefore, the approach taken to developing the Existing Route Map and the Integrated Network Map in Cardiff has been to develop two separate sets of maps for each user group with a different methodology to route identification, following the Welsh Government Guidance. It is proposed that Integrated Network Plans are submitted for 'Priority Walking Networks' and 'Cycle Routes'; these are attached as **Appendices 3 & 4** respectively.

Integrated Network Map for Walking

11. Cardiff has an extensive basic network of walking routes which generally make adequate provision for pedestrian journeys. A complete audit of all the existing pedestrian routes in Cardiff would have required a very significant resource in terms of staff time. It was, therefore, necessary to prioritise which pedestrian routes should be audited and investigated further.
12. As a first step in this process, officers identified pedestrian infrastructure improvements which have been implemented by the Council over the last 5 years. Routes incorporating these improvements which connect communities with key trip

destinations (within a reasonable walking distance) were then identified and audited using the Welsh Government walking Audit Tool to assess whether they provide the required level of service in accordance with the Active Travel Act which would enable them to be included on the Existing Routes Map.

13. In order to identify routes to be improved through the Integrated Network Map, networks of local routes to key local destinations were identified covering areas where there are known pedestrian safety issues which have already been investigated by the Council through the rolling programme of Area Studies investigations. These appear as prioritised schemes on the Transport Projects Future Programme (attached as **Appendix 5**).
14. Ten 'Priority Local Walking Route Networks' have been identified for delivery of improvements within the short term (next 5 years). These networks incorporate schemes prioritised within the Transport Projects Future Programme for delivery within the next five years and were audited using the Welsh Government Audit Tool to ensure that proposed improvements meet the minimum standards set out in the Welsh Government Active Travel Design Guide and to identify additional improvements that may be required to improve the attractiveness, comfort, directness, safety and coherence of the routes.
15. A schedule of schemes has been developed for the Priority Walking Route Networks, taking into account:
 - Pedestrian safety improvement schemes within the Transport Projects Future Programme;
 - School Safety Improvement schemes;
 - Improvements identified through the Route Audit Tool;
 - Improvements scheduled to be delivered through other Council programmes and identified through internal consultation with Council Officers.
16. Pedestrian safety improvement schemes and school safety improvement schemes which are not within the 10 Priority Walking Route Networks are shown on the Integrated Network Map as schemes to be delivered medium to long term (5 to 15 years).

Integrated Network Map for Cycling

17. In contrast to the network of existing walking routes, existing provision for cycling in Cardiff is fragmented and incomplete. The majority of cycle routes audited as part of the work to produce the Existing Route Map did not meet the minimum standards required by the Welsh Government Audit Tool.
18. Cycling routes which were audited as part of the Existing Route Map development work were identified from the following sources:
 - Existing off road routes (for example, Taff Trail);
 - Existing signed on road routes (for example, route from Sophia Gardens to Victoria Park);
 - Routes which have been developed through the Council's Enfys programme to deliver routes set out in the Strategic Cycle Network Plan, which connect communities with the highest propensity to cycle to key destinations;
 - Routes identified by cycling stakeholders as existing routes.
19. All routes which were considered for the Existing Route Map have been included in the scope for the Integrated Network Map. In order to create a comprehensive aspirational future network of routes which will connect communities to destinations across the city, further routes were identified for inclusion in the Integrated Network Map from the following sources:
 - Routes identified in the Strategic Cycle Network Plan which have yet to be developed;
 - Schemes set out in the Cardiff Local Transport Plan;
 - Routes which have been identified through the investigation of cycling issues raised by members of the public on an ongoing basis;
 - Routes identified through a spatial gap analysis to complete missing links, including access to strategic development sites and cross city routes.
20. A schedule of schemes has been developed to improve the routes shown on the Integrated Network Map, taking into account:

- Improvements set out in the Local Transport Plan which meet Welsh Government Active Travel Design Guide minimum standards;
 - Improvements identified through the route audit process to improve the cohesion, directness, safety, comfort and attractiveness of the routes and ensure that the minimum standards set out in the Audit Tool would be met;
 - Improvements within the programme of minor network improvements, identified following investigation of cycling issues raised by members of the public on an ongoing basis;
 - Improvements scheduled to be delivered through other Council programmes and identified through internal consultation with Council Officers.
21. Two primary route corridors have been identified as part of the Integrated Network Map which connect strategic development sites and existing communities to major destinations including the City Centre and the Bay. The schedule of schemes proposed for the primary route corridors is intended to deliver a step change in provision for cycling by providing facilities for all ages and abilities cycling in line with the aspirations of the emerging Cardiff Cycling Strategy.
22. The cycle routes and schedule of schemes within the draft Integrated Network Map have not been prioritised. It is proposed to undertake a prioritisation exercise following public consultation on the draft Integrated Network Map and Cycling Strategy.

Public Consultation

23. The Integrated Network Map Engagement Plan (attached as **Appendix 6**) sets out the activities planned to engage stakeholders and the public throughout the 12 week public consultation period; this includes online engagement, stakeholder group meetings, consultation events and direct engagement with schools.
24. Local Member consultation was undertaken in November 2016 where briefing notes were circulated to Ward Members highlighting proposed active travel schemes within their own wards. The responses received from Members so far have been considered in detail.

25. As previously stated a report on the Integrated Network Map is due to be received by Cabinet on the 15 December 2016. Cabinet approval is required to publish the draft Integrated Network Map for public consultation. A 12 week consultation period is required by Welsh Government as set out in the Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013.

Way Forward

26. Councillor Ramesh Patel, Cabinet Member for Transport, Planning & Sustainability has been invited to attend for this item. He will be supported by officers from the City Operations Directorate.

Legal Implications

27. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

Financial Implications

28. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any

modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

RECOMMENDATIONS

The Committee is recommended to:

- i. Note the contents of the attached reports;
- ii. Consider whether they wish to pass on any comments to the Cabinet following scrutiny of the item titled 'Draft Cardiff Cycling Strategy & Integrated Network Map'.

DAVINA FIORE

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30 November 2016