

**ACTIVE TRAVEL NETWORK MAP: PRE-DECISION SCRUTINY**

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**Purpose of the Report**

1. To give Members background information to aid the scrutiny of the draft report to Cabinet titled '*Active Travel Network Map*', which is due to be considered by Cabinet at their meeting on 15 July 2021.

**Scope of Scrutiny**

2. At their meeting on 15 July 2021, the Cabinet will consider the draft Active Travel Network Map and whether to approve a statutory 12-week consultation on this. Cabinet will also consider whether to approve providing delegated authority to the Director of Planning, Transport and Environment to submit the final version of the Active Travel Network Map to Welsh Government Ministers for approval.
3. During this scrutiny, Members have the opportunity to explore:
  - i) The draft Active Travel Network Map, *attached at Appendix A*;
  - ii) The proposed schedule of schemes, *as set out in Appendix B*
  - iii) The proposed approach for undertaking public consultation, *as set out in Appendix C*;
  - iv) The Equality Impact Assessment, *attached at Appendix D*;
  - v) Whether there are any financial implications and/ or risks to the Council;
  - vi) The timeline and next steps;
  - vii) The recommendations to Cabinet.

## **Structure of the meeting**

4. Members will hear from and be able to ask questions to Councillor Caro Wild (Cabinet Member – Strategic Planning and Transport), Andrew Gregory (Director of Planning, Transport and Environment), Matthew Price (Team Leader- Transport Vision, Policy and Strategy) and Gail Bodley-Scott (Team Leader – Transport Vision, Policy and Strategy).
5. Members will then be able to decide what comments, observations or recommendations they wish to pass on to the Cabinet for their consideration prior to making their decisions.

## **Background**

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 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.
7. The mechanisms through which local authorities are required to plan their active travel routes are the Existing Route Map and Integrated Network Map. In 2017, the Council submitted its first Existing Route Map and Integrated Network Map and received Welsh Minister approval in February 2018. These led to a number of segregated cycle routes linking the city centre and wider areas of the city, cycle hire schemes and support for active travel in schools.
8. Every three years, Local Authorities are required to review and resubmit their Existing Route Map and Integrated Network Map to Welsh Government Ministers for approval. The Welsh Government’s deadline to resubmit for approval is 31<sup>st</sup> December 2021. The draft Active Travel Network Map combines the Existing Route Map and Integrated Network Map into one Map.

9. In January 2020, Cabinet approved the Transport White Paper, which includes a target to increase active travel by commuters from 31% to 43% by 2030. The Active Travel Network Map forms a key part of delivering this.

10. The draft report to Cabinet entitled '*Active Travel Network Map*' is attached at **Appendix 1** and has **four** appendices:

- Appendix A - draft Active Travel Network Map
- Appendix B- draft Schedule of Schemes
- Appendix C – draft Active Travel Network Map Engagement Plan
- Appendix D – draft Equality Impact Assessment.

### **Issues identified in the Cabinet Report**

11. The report to Cabinet sets out that the draft Active Travel Network Map consists of the following:

- Existing Active Travel Routes - reviewed and amended to reflect changes to the active travel network since 2017.
- Cycleways – proposed segregated and off-road routes, *details shown in Appendix C.*
- Future Active Travel Routes (secondary routes) - proposed future routes that have not been upgraded to existing routes or cycleways in the draft ATNM have been retained as proposed secondary routes.
- Local road safety schemes - all proposed pedestrian improvement schemes integrate with proposed future active travel routes.
- Schools - Additional routes to ensure that all Cardiff schools link to an active travel network.
- Commonplace engagement - Additional routes defined following a spatial analysis of feedback from the Commonplace engagement.

12. The report to Cabinet outlines the Commonplace engagement activity, which took place from 24 November 2020 – 29 January 2021, via an online engagement tool. This enabled members of the public to provide feedback on cycling and walking routes. There were 3,502 respondents and 3,602 comments provided.

13. Analysis of the received comments identified the following:

- i) Locations with reported lack of safe routes for cycling
- ii) Locations with reported lack of safe routes for walking
- iii) Specific clusters of requests within the Riverside and Plasnewydd wards to restrict traffic or pedestrianise streets
- iv) Requests for minor improvements, such as dropped kerbs, removal or redesign of barriers, rationalisation of street furniture and provision of secure cycle parking.

14. These issues have either been addressed in the draft Active Travel Network Map proposals, will be addressed through the Council's plans to pilot the development of Healthy Streets projects or will be addressed through a complementary programme of mass actions that will run alongside the delivery of the Active Travel Network Map.

## **Public Consultation**

15. **Appendix C** is the proposed Active Travel Network Map Engagement Plan, which sets out the activities planned to engage stakeholders and the public during the 12-week statutory consultation period, planned for August – October 2021. This includes online consultation via the Council's website and Keep Cardiff Moving, promoted via social media, emails, online stakeholder group meetings, school engagement and public Q&A sessions.

## **Implications**

16. The Financial Implications in the report to Cabinet set out that the cost of consultation will be met from existing resources and that there will be separate reports on any projects arising from the implementation of the Active Travel Network Map, dependent on the availability of funding.

17. The Legal Implications in the report to Cabinet summarise the aims and requirements of the Active Travel legislation, including that consultation occurs in a timely manner, contains enough information to enable consultees to understand the project and respond and that responses must be conscientiously taken into account when finalising decisions. They also summarise the Council's duties with

regard to the Equalities Act, including the socio-economic duty, the Wellbeing of Future Generations Act, the Welsh Language Measure and Standards and the Crime & Disorder Act as well as the Council's Policy & Budgetary framework and health and safety.

### **Proposed Recommendations to Cabinet**

18. The report to Cabinet contains the following recommendations:

- i) To approve the consultation plan to undertake a statutory 12-week consultation on the Draft Active Travel Network Map.*
- ii) To delegate authority to the Director of Planning, Transport & Environment to consider the feedback to the consultation on the draft Active Travel Network Map and approve any amendments thereto that are considered appropriate*
- iii) To delegated authority to the Director of Planning, Transport & Environment to submit the final version of the Active Travel Network Map to the Welsh Ministers for approval in accordance with the timetable set out by Welsh Government.*

### **Previous Scrutiny**

19. In January 2017, this Committee scrutinised the original Existing Route Map and Integrated Network Map alongside scrutiny of the draft Cycling Strategy. The Committee were supportive of the proposals, noting these '*were positive documents because:*

- They set out a series of ambitious targets;*
- They provide a defined vision and series of actions to improve Cardiff's cycling infrastructure;*
- They identify trends that need to be addressed;*
- They identify target audiences who need to be involved in the consultation and engagement process;*
- They document Cardiff's current and proposed cycling infrastructure;*
- They set out a basic structure for a series of primary routes, which could provide excellent north / south and east / west connectivity options. In*

*particular the Committee noted that they would provide sustainable transport links between key parts of the city and strategic development sites.’<sup>1</sup>*

20. Since then, this Committee has regularly undertaken related scrutinies, on areas such as the Transport White Paper, One Planet Cardiff, Air Quality, Cycling in Cardiff and Biodiversity in Cardiff.

## **Way Forward**

21. Councillor Caro Wild (Cabinet Member – Strategic Planning and Transport) will be invited to make a statement and answer Members’ questions. Andrew Gregory (Director of Planning, Transport and Environment), Matthew Price (Team Leader – Transport Vision, Policy and Strategy) and Gail Bodley-Scott (Section Leader – Transport Vision, Policy and Strategy) will attend to answer Members’ questions.

## **Legal Implications**

22. 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.

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<sup>1</sup> Letter from Cllr P Mitchell, Chair of Environmental Scrutiny Committee to Cllr R Patel, Cabinet Member – Transport, Planning & Sustainability, dated 13 January 2017

## **Financial Implications**

23. 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.

## **RECOMMENDATION**

The Committee is recommended to:

- i) Consider the information in this report, its appendices and the information presented at the meeting;
- ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter in time for its meeting on 15 July 2021; and
- iii) Decide the way forward for any future scrutiny of the issues discussed.

**DAVINA FIORE**

**Director of Governance & Legal Services**

**02 July 2021**