

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 6 November, 2017**

### **Report of the Cabinet Member for Neighbourhood Services and Transport**

### **Active Travel - Results of Consultation for the Integrated Network Maps and Existing Route Maps Update 2017**

#### **Purpose of the Report**

1. To advise Cabinet of the results of the recent public consultation exercise on the Draft Integrated Network Maps, provide an update to the Existing Route Maps, and to request Cabinet approval for the final Maps to be presented to Welsh Government (WG).

#### **Recommendations**

1. That Cabinet approves the proposed responses to the Draft Integrated Network Map consultation as attached at Appendix A  
[http://www.valeofglamorgan.gov.uk/en/our\\_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixA](http://www.valeofglamorgan.gov.uk/en/our_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixA)
2. That Cabinet approves the updated Existing Route Maps as attached at Appendix B  
[http://www.valeofglamorgan.gov.uk/en/our\\_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixB](http://www.valeofglamorgan.gov.uk/en/our_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixB)
3. That Cabinet approves the Integrated Network Maps as attached at Appendix C  
[http://www.valeofglamorgan.gov.uk/en/our\\_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixC](http://www.valeofglamorgan.gov.uk/en/our_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixC)
4. That Cabinet endorses the submission of the Existing Route Maps and the Integrated Network Maps as contained at Appendix B and C to Welsh Government
5. That use of Article 14.14 of the Council's Constitution (urgent decision procedure) be authorised in respect of recommendation 1 - 4 above.

#### **Reasons for the Recommendations**

1. To allow Cabinet to consider the responses received as part of the consultation process.
2. To ensure the Council has Existing Route Maps for Active Travel as required by law.

3. To ensure the Council has Integrated Network Maps for Active Travel as required by law.
4. To reflect the fact that the maps have been submitted to Welsh Government in order that the Council could fulfil its legal obligations within the specified timescale as set by Welsh Government.
5. To enable all necessary maps to be submitted to WG within the deadline.

## **Background**

2. The Active Travel (Wales) Act (2013) places duties upon local authorities in Wales to map, plan for, improve and promote opportunities for active travel. On 5th June 2017, a report was presented to Cabinet to advise on the process that the Council is required to follow in order to comply with the Active Travel (Wales) Act 2013 (Cabinet Minute C9 refers). The deadline for submission to WG of the updated Existing Route Maps and the final Integrated Network Maps is 3rd November 2017.
3. Due to the volume of work involved in reviewing the maps it has not been possible to obtain Cabinet approval prior to the WG deadline. Therefore the maps attached to this report have been provided to WG as draft documents subject to Cabinet approval on 6th November 2017. This allows Cabinet to either agree or amend the maps prior to the WG publication date later in November 2017.
4. Regrettably it has been necessary to request use of the Council's Urgent procedure in this case as given the submission deadline that is in place. Any delays could result in the Council being in breach of the requirements of the 'Act'.

## **Relevant Issues and Options**

5. In line with WG requirements, the extensive 12 week consultation process on the maps closed on 15th September 2017.
6. The Council's Environment and Regeneration Scrutiny Committee, Community Liaison Committee and schools were all consulted as part of the formal consultation process along with all those who expressed an interest in transport and Active Travel issues as part of the Local Development Plan process. All known protected groups, all Town and Community Councils, all schools, the Public Service Board and the Health Board were all formally invited to respond. The consultation was promoted at eight locations in the form of drop-in sessions and was available on the Council's web site. In addition, officers promoted the consultation in local schools, targeting some 600 pupils as part of the process.
7. The Council received 39 email responses, and a letter with 25 signatures. Further at the school workshops 600 pupils responded and 61 persons attended the public events as part of the consultation process. An evaluation of the responses received can be found at Appendix A.
8. The walking and cycling routes identified in the walking overview maps and cycling overview maps show proposed routes identified by the public. Many require upgrading in line with the full audits undertaken by Sustrans (Appendix D) and can be viewed [http://www.valeofglamorgan.gov.uk/en/our\\_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixD](http://www.valeofglamorgan.gov.uk/en/our_council/consultation/previous-consultations/Active-Travel-Network-Maps.aspx#AppendixD). The following lists are the routes audited with associated results. Any routes scoring 70 points or more, have been added to the updated Existing Route Maps. Any routes that scored less than 70 points, have been included in the Integrated Network Maps and will require

additional improvements and investment over the next 15 years to enable them to meet the Active Travel criteria.

- **Penarth (Including Llandough and Sully) (13 Routes Audited)**

PEN\_P0010 - Glascoed Farm Sully Road to St Cyres School – Score 89

PEN\_P0020 - Merrie Harrier Junction to St Cyres School – Score not audited because of no footway

PEN\_P0030 - Merrie Harrier to Barons Court – Score 70

PEN\_P0040 - Barons Court to Penarth Road (Cardiff Boundary) East side – Score 68

PEN\_C0040 - Barons Court to Penarth Road (Cardiff Boundary) – Score Critical Fail

PEN\_P0045 - Barons Court to Penarth Road (Cardiff Boundary), West side – Score 65

PEN\_P0050 - Sully Road to Mountjoy Avenue – Score 72

PEN\_P0060 - Redlands Road to Cornerswell Road – Score 85

PEN\_P0070 - Junction of Redlands Road and Mountjoy Avenue to Stanwell Comp School – Score 76

PEN\_P0080 - Royal Close to Barrage (Paget Road) – Score 83

PEN\_C0080 - Royal Close to Barrage (Paget Road) – Score 78

PEN\_P0090 - Paget Road to Windsor Road – Score 71

PEN\_C0090 - Paget Road to Windsor Road – Score 63

- **Barry (29 routes audited)**

BA-P0010 (Pedestrian) - Cardiff Road to Ty Verlon Industrial Estate – Score 75

BA-C0010 (cycling) - Cardiff Road to Ty Verlon Industrial Estate – Score Critical Fail because of volume and speed of traffic

BA-P0020 - Dobbins Road to Palmerston Primary School – Score 85

BA-P0030 - Subway to St Richard Gwyn RC High School to Dobbins Road Railway Crossing – Score 56

BA-P0040 - Norwood Crescent to Dobbins Road – Score 65

BA-P0050 - Cardiff Road to Dobbins Road Railway Crossing – Score 62

BA-P0060 - Cardiff Road to Cadoxton Station – Score 76

BA-P0070 - Cadoxton Station to Cadoxton School – Score 74

BA-P0080 - Coldbrook Road East to Cadoxton School – Score 65

BA-P0090 - Barry Road to Cadoxton School – Score 88

BA-P0100 - Bridge Street to Cadoxton School – Score 79

BA-P0110 - Main Street to Barry Road – Score 88

BA-P0120 - Barry Road to Jenner Park School – Score 84

BA-P0130 - Gladstone Road and Court Road Roundabout to Jenner Park School – Score 81

BA-P0140 - Gladstone Road to Gladstone Road and Court Road Roundabout – Score 81

BA-P0150 - Holton School to Gladstone Road and Court Road Roundabout – Score 75

BA-P0160 - Jenner Park School to St Helens Junior School – Score 63

BA-P0170 - King Square to St Helens Junior School – Score 76

BA-P0180 - Wyndham Street – Score 94

BA-P0190 - Holton Road to Holton School – Score 97

BA-P0200 - Holton School to King Square – Score 91

BA-P0210 - College Road Roundabout to Trinity Street - 82

BA-P0220 - Barry Docks Station to Theatre Royal Roundabout. – Score 74

BA-P0230 - Theatre Royal Roundabout to Barry Station – Score 73

BA-P0240 - Jenner Road to Romilly School - Score 89

BA-P0250 - Jenner Road to High Street / Trinity Street Junction – Score 94

BA-P0260 - Aberystwyth Crescent to High Street School – Score 79

BA-P0270 - Paget Road to Barry Island School – Score 74

BA-P0280 - Plymouth Road to Barry Island School – Score 74

- **Dinas Powys (14 routes audited)**

DP\_P0010 - Dinas Powys Station to Cardiff Road Roundabout- Score 43

DP\_C0010 - Cardiff Road Roundabout to Dinas Powys Station - Score Critical Fail

DP\_P0020 - St Richard Gwyn High School to St Andrews Major Primary School – Score No audit carried out.

DP-C0020 - St Richard Gwyn to St Andrews Major Primary – Score Critical Fail

DP\_P0030 - Britway Road to Station Road (along Mount Road) – Score No audit

DP\_P0040 - War Memorial to Cardiff Road (Elm Grove Road) – Score 74

DP\_P0050 - Mill Road to War Memorial – Score 44

DP\_P0055 - Mill Road to War Memorial – Score 29

DP\_P0060 - Dinas Powys School to Sully Road – Score 74

DP\_P0065 - Dinas Powys School to Sully Road (Via ash path) – Score 71

DP\_P0070 - Merrie Harrier to Eastbrook Station – Score 55

DP\_C0070 - Merrie Harrier to Eastbrook Station – Score critical fail.

DP\_P0080 - Dinas Powys School to Garage – Score 66

DP\_P0090 - Dinas Powys Station to Garage – Score 66

- **Llantwit Major (13 routes audited)**

LM-P0010 - Llanmaes Road to Playing Fields (Frampton Lane) – Score 79.

LM-P0020 - Llanmaes Road to Playing Fields (Via Windmill Lane) – Score 80  
 LM-P0030 - Llanmaes Road to Eagleswell School – Score 78  
 LM-P0040 - Railway Underpass to Eagleswell School – score 82  
 LM-P0050 - Llanmaes Road to Railway Underpass (Fairfield Rise) – Score 79  
 LM-P0060 - Colhugh Street – Score, Not audited because of very little footway provision  
 LM-P0070 - Mill Lay Lane – Score, Not audited because of no footway provision  
 LM-P0080 - Ham Lane South to Ham Lane – Score 59  
 LM-P0090 - Ham Lane South to Boverton Road (Town Centre) – Score 79  
 LM-P0100 - Ham Lane East to Stallcourt Avenue – Score 76  
 LM-P0110 - Eagleswell School to Boverton Castle – 71  
 LM-P0120 - Boverton Castle to Eagle Road – Score Not audited.  
 LM-P0130 - Boverton Road to Boverton Castle – Score 74

- **Rhose (7 routes audited)**

RH\_P0030 - Heol Y Pentir Road to Trem Echni Roundabout – Score 88  
 RH\_C0030 - Heol Y Pentir Road to Trem Echni Roundabout – Score 79  
 RH\_C0040 - Upper Porthkerry Farm to Porthkerry Park – Score 74  
 RH\_P0050 - Airport Roundabout A4226 to Hotel Roundabout (through Airport) – Score not audited  
 RH\_C0050 - Airport Roundabout A4226 to Hotel Roundabout (through Airport) – Score 48  
 RH\_P0060 - Waycock Cross to Airport Hotel – Score, not audited.  
 RH\_C0060 - Waycock Cross to Airport Hotel – Score, critical fail.

- **Cowbridge (5 routes audited)**

COW-P0010 - Disused Railway to Cowbridge Car Park – Score 0.  
 COW-P0020 - Aberthin to Cowbridge School – Score 53  
 COW-P0030 - Eastgate & Cardiff Road Junction to Cowbridge School – Score 72  
 COW-P0040 - Ysgol Iolo Morganwg to Eastgate and Cardiff Road Junction - Score 76  
 COW-P0050 - Hendre'r Wenallt to Junction of Broadway and St Athan Road - Score 74

9. Many other routes have been identified through the consultation process and have been marked on the maps. However, not all routes have been audited to date and will be assessed in future when either further funding is available, or when opportunity arises for funding improvements as part of planning applications.

10. The four main corridors to Cardiff have all been identified as requiring improvements for cycling particularly, including the Dinas Powys Corridor, the Port Road Corridor (including to the west), the A48 and the Sully / Penarth Corridors.
11. A 'Penarth Headland Link' has also been identified as a key route for inclusion.
12. There were many positive responses received as part of the consultation process in relation to existing routes, potential new routes, and those that the public would like to have upgraded. As previously advised a more detailed evaluation has been provided at Appendix A.
13. The updated Existing Route Maps (Appendix B) and the final Integrated Network Maps (Appendix C) have to be presented to WG by 3rd November 2017. WG will then notify the Council of its decision whether to accept the Council's proposals. WG has not specified a timescale for their response, however, the Council has a duty to improve walking & cycling infrastructure on an annual basis in accordance with the legislation.

### **Resource Implications (Financial and Employment)**

14. Some elements of the work to comply with the actions required to deliver the duties within the Active Travel (Wales) Act 2013 within the timescales prescribed will need to receive additional investment by the Council, through grant, developer contributions and existing staff resources.
15. Funding to create and consult on the maps required as part of the duty in the Act has been provided by the Welsh Government to the sum of £9,000 as part of the Local Transport Fund. Some of this funding has been utilised by workshops in local communities and schools. Some of the funding was also used to contract Sustrans to carry out an audit of the routes and to assess these routes against the Active Travel criteria. The duty to secure new and improved routes and facilities for walkers and cyclists will be funded by directing current WG walking and cycling spend at making improvements to the routes identified on the integrated network maps.
16. Local authorities are encouraged to seek additional sources of funding to maximise the improvements they can make, for example by developing partnerships with the private sector to support active travel in their area. This could be in the form of corporate sponsorship of schemes and infrastructure through advertising on the maps, which is already an approach utilised on many tourist maps and/or through working with local employers to promote walking and cycling amongst their staff.
17. The focus of active travel is on walking and cycling as a mode of transport rather than as a leisure activity. However, some routes and facilities for active travel might also encourage recreational walking and cycling. In these cases, it is expected by WG that local authorities will look for opportunities to draw on funding for leisure, tourism or sports facilities and funding.

### **Sustainability and Climate Change Implications**

18. Walking and cycling routes are important to achieve sustainable accessibility and to deliver the reduction of single occupancy car movements, therefore having a positive impact on sustainability and climate change.
19. There is a legal duty on Welsh Ministers within the Measure to promote sustainable measures of travel.

## **Legal Implications (to Include Human Rights Implications)**

20. The Guidance is published by the Welsh Ministers under sections 3(4), 4(5), 5(2) and 7(2) of the Act. The Delivery Guidance is one of two guidance documents issued under the Act. The other guidance document is the Design Guidance, which deals with technical standards for active travel routes and facilities. The Design Guidance will be essential to local authorities' decisions on whether a route is appropriate for active travel, and what steps should be taken to improve their routes.
21. Local authorities are required to have regard to the Delivery Guidance when exercising the functions to which the guidance relates. All references within the guidance to local authorities are to be taken as references to county and county borough councils. The duties under the Act are placed on the local authority generally, rather than a specific part of the local authority. This guidance is therefore for all parts of the local authority, not just the Council as the local highways authority. Where guidance is given in relation to sections 9 and 10 of the Act, that guidance is advisory and non-statutory (chapters 6 and 7 in the guidance). The remainder of the guidance (Chapters 1-5 and the annexes) is statutory in nature.
22. Parts of the Delivery Guidance will be of relevance to the Welsh Ministers, who also have duties under the Act, and other delivery partners. However, the primary audience is local authority officers within transport, rights of way, geographic information and technology, education, health, planning and other areas that are connected to active travel.
23. When delivering walking and cycling schemes, compliance is needed with the relevant Highways, Transport and Education Act measures. There is a duty on local authorities to comply with the current Regional Transport Planning (Wales) 2006 Act and Guidance to Local Transport Authorities legislation.
24. WG has made sustainable development its central organising principle. The Well-being of Future Generations Act became law on 29th April 2015, which aims to strengthen the existing governance arrangements for improving the wellbeing of Wales.
25. Under the Local Government (Wales) Measure 2009, local authorities must make arrangements to secure continuous improvement in the way they exercise their functions. In doing so, authorities must consult, among others, representatives of persons who use or are likely to use services provided by the authority.

## **Crime and Disorder Implications**

26. Sustainable and active travel schemes reduce traffic volumes on the highway network, therefore reducing the risk of road traffic collisions.

## **Equal Opportunities Implications (to include Welsh Language issues)**

27. The Guidance deals with Welsh Language and English Language matters equally. Activities to develop maps, and to create new or improved active travel routes and facilities, will affect some groups more than others. To meet the duties under the Equalities Act 2010, local authorities must give consideration to these different effects and whether they can be minimised or removed. The maps need to show any obstacles along routes clearly to ensure that individuals can make an informed choice about the most appropriate route for them.

28. Local authorities, as a matter of good practice, and to fulfil their duties under the Equalities Act 2010, should ensure that in all the stages of preparing and publishing the maps as many people as reasonably possible can access both the maps and the consultations. Under the Act local authorities are also required to consult all persons who have requested to be consulted and any such persons it considers appropriate.
29. As much local information and advice as is reasonably possible should be sought on the impact on disabled people and those with protected characteristics from the outset. This includes information on the current use of routes by people whose characteristics affect their ability to travel actively, and specific routes where access is insufficient.
30. Local authorities should seek to establish a dialogue with organisations representing people with protected characteristics, as part of developing a clear understanding of local needs, circumstances and opportunities. Local authorities should consult with their own colleagues who may have particular expertise or be part of networks of organisations working with people who have protected characteristics. For example, social services departments, disability information officers, the local Council for Voluntary Action, the Equalities team within the authority, the local disability information and advice line (DIAL), Public Health Wales and the third sector organisations (such as RNIB Cymru, Disability Wales, Guide Dogs Cymru, Diverse Cymru, and the local Access Group).

### **Corporate/Service Objectives**

31. The Active Travel Integrated Network Maps and the delivery of the schemes identified within these maps, will assist the Council in delivering its objectives within the Corporate Plan including specific objectives within an inclusive and safe Vale, an environmentally responsible Vale and an active and healthy Vale. It will also contribute to the Well-being Goals for Wales, introduced by the [Well-Being of Future Generations Act \(2015\)](#).

### **Policy Framework and Budget**

32. This is a matter for Executive Decision by Cabinet.

### **Consultation (including Ward Member Consultation)**

33. No Ward Member consultation has been undertaken as 'Active Travel' is a Vale wide matter.

### **Relevant Scrutiny Committee**

34. Environment & Regeneration

### **Background Papers**

None.

### **Contact Officer**

Clare Cameron - Principal Transport & Road Safety Officer

### **Officers Consulted**

Head of Finance



Legal - Committee Reports  
Operational Manager Leisure  
Head of Social Services  
Operational Manager Highways & Engineering  
Director of Learning & Skills

**Responsible Officer:**

Miles Punter - Director of Visible Services & Housing