



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

REPORT TO TRANSPORT DELIVERY SUB-GROUP

17 FEBRUARY 2020

Title: Update on the requirements for resubmission of the Active Travel Integrated Network Map and Existing Route Map

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1. Purpose of the Report

1.1 To inform the Transport Delivery Group of the requirements for each local authority to resubmit their 2nd Integrated Network Map and 3rd Existing Route Map.

2. Decision Sought

2.1 Acknowledgement of the requirements set out by Welsh Government.

3. Reasons supporting the need for a decision.

3.1 No decision required.

4 Background and Relevant Considerations

4.1 The Active Travel (Wales) Act 2013 requires all local authorities in Wales to produce active travel maps for the defined settlement areas and deliver year on year improvements to active travel routes and active travel facilities within their area. It also requires highway authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a wide range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys.

4.2 Each local authority is expected to monitor the impact of the Act and the specific schemes delivered as a consequence of the Act. The Delivery Guidance that supports the Act requires local authorities to report on:

- The change in the level of use of active travel routes every time they submit their existing route map for approval;
 - The costs they have incurred in creating and improving the active travel infrastructure;
 - How they have delivered their statutory and discretionary functions in a way that promotes active travel.
- 4.3 The Delivery Guidance is one of two guidance documents issued with the Act. The second document is the Design Guidance, which deals with technical standards required for active travel routes and facilities. The Design Guidance is essential for local authorities' decisions on whether a route is appropriate for active travel, and what steps should be taken to improve these routes in future. The Act required two sets of maps to be produced for each settlement area:
- The existing active travel routes map and
 - The integrated network map.
- 4.4 The Existing Route Map (ERM) is primarily intended to inform the public of the existing safe and suitable routes for active travel and the 1st submission date for the ERM to Ministers was January, 2016. The Integrated Network Map (INM) was developed to set out the plans of the local authority for the next 15 years and the submission date for the 1st INM with a resubmission of the ERM due in November 2017. The Minister informed all LA's of the need to undertake active and effective consultation and engagement in the preparation of their INM's and there is a further requirement within the Act to resubmit both the ERM and INM to Welsh Government by 25 September 2020 and every three years thereafter.
- 4.5 Since the implementation of the Act and production of the ERM's and INM's, Welsh Government have consulted with local authorities through various formats on issues faced by them in delivering their statutory duties under the Act. As a result of feedback, Welsh Government sought to review the following:
- The Active Travel Mapping System
 - The Delivery and Design Guidance
 - The Consultation Process
- 4.6 The Deputy Minister has expressed his expectation that reviewing the Design and Delivery Guidance, along with additional training and help with consultation, will produce more effective and comprehensive local authority active travel maps, which will then impact on better schemes being developed. The Design and Delivery Guidance has also been subjected to further consultation through various formats with local authorities and other stakeholders. It is expected that this document will be revised and published in the autumn.
- 4.7 It is expected therefore that, as a result of the above reviews, the resubmission of the 2nd Integrated Network Map and 3rd Existing Route Map will be delayed. Welsh Government are currently in the process of drafting an information note for all local authorities providing an update on the new mapping system, the Design Guidance review and the revised dates for submitting INMs. The current indicative date for submission is February 2021 however a date of mid-2022 is more deliverable.

5. Financial Implications

- 5.1 Funding to create and consult on the active travel maps required as part of the duty in the Act has previously been provided by the WG as part of the local transport fund. Welsh Government have not yet announced what, if any, funding will be allocated for the creation and consultation on the next set of maps however there are indications within the Active Travel Core Funding notes that would permit this grant to be used for this purpose.

6. Legal Implications

- 6.1 Local authorities must deliver the duties set out under the Active Travel (Wales) Act 2013 to include any amendments to the Act since its enactment. Failure to comply with those duties has not as yet been tested legally.

7. Staffing Implications

- 7.1 Local authorities will require an extra resource to undertake the preparation and consultation for the next submission of the INM and ERM.

8. Impact on Equalities

- 8.1 The needs of people with protected characteristics is considered within the Guidance documentation. In applying the guidance, local authorities need to be satisfied that their activities comply with Equalities legislation.

9. Consultations undertaken

- 9.1 No formal consultation has taken place on the resubmission of the 2nd Integrated Network Map and 3rd Existing Route Map. Welsh Government have yet to announce the proposed additional training and help with consultation for Local Authorities.

10. Appendix

- 10.1 None

STATUTORY OFFICERS RESPONSE:

i. Monitoring Officer – responsible body:

No comment to add in relation to propriety.

ii. Head of Finance – responsible body:

Nothing to add from a financial propriety perspective.