

Agenda – Economy, Infrastructure and Skills Committee

Meeting Venue:

Committee Room 1 – Senedd

Meeting date: 21 March 2018

Meeting time: 09.15

For further information contact:

Gareth Price

Committee Clerk

0300 200 6565

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Private pre-meeting

(09.15–09.30)

1 Introductions, apologies, substitutions and declarations of interest

2 Paper(s) to note

2.1 Written evidence from the Port of Milford Haven on the inquiry into Enterprise Zones

(Pages 1 – 2)

Attached Documents:

Port of Milford Haven consultation response

3 Motion under Standing Order 17.42 to resolve to exclude the public from items 4 and 5



Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales

4 Consideration of draft report – Enterprise Zones

(09.30–10.00)

(Pages 3 – 40)

Attached Documents:

Draft report

5 Scoping paper – State of Roads in Wales

(10.00–10.10)

(Pages 41 – 45)

Attached Documents:

Scoping paper

6 Local Government – Active Travel (Wales) Act 2013 – Post-Legislative Scrutiny

(10.10–11.40)

(Pages 46 – 59)

Craig Mitchell, Head of Waste Support, Welsh Local Government Association

Matthew Price, Section Leader (Transport Vision, Policy and Strategy), City Operations, Cardiff Council

Gail Bodley-Scott, Section Leader (Transport Vision, Policy and Strategy), City Operations, Cardiff Council

Vincent Goodwin, Travel officer, Powys County Council

Attached Documents:

Research Brief

Paper – Cardiff Council

Paper – Welsh Local Government Association

Break

(11.40–11.50)

7 Cabinet Secretary for Economy and Transport – Active Travel (Wales) Act 2013 – Post-Legislative

(11.50–12.50)

(Pages 60 – 63)

Ken Skates AM, Cabinet Secretary for Economy and Transport

Rhodri Griffiths, Deputy Director, Transport Policy, Planning & Partnerships,
Welsh Government

Natalie Grohmann, Transport Policy Team Leader, Welsh Government

Attached Documents:

Paper – Welsh Government

Private de-brief

(12.50–12.55)

Gareth Price
Economy, Infrastructure and Skills Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

14th March, 2018

RE: Economy, Infrastructure and Skills Committee: Inquiry into Enterprise Zones

Dear Gareth,

The Port of Milford Haven (“the Port” or “Milford Haven”) welcomes the opportunity to contribute to the Economy, Infrastructure and Skills Committee’s inquiry into Wales’ eight enterprise zones, their success to date and their future development.

The Port believes there is an opportunity to “super-charge” the nation’s enterprise zones, in line with the Economic Action Plan, the Marine Plan for Wales and in readiness for a post-Brexit business environment. This would boost regional development, business growth and trade.

About the Port of Milford Haven

The Port of Milford Haven is Wales’ largest port and Britain’s largest energy port. It is an independent commercial business providing marine and port services and facilities to its customers. In 2017, approximately 32.1 million tonnes of cargo passed through the Port, comprising principally crude oil, fuel products and liquefied natural gas. The Port also owns and operates south Wales’ largest ferry port — Pembroke Dock Ferry Terminal — handling around 70,000 freight units and 350,000 passenger movements each year.

The Haven Waterway constitutes the UK’s single largest cluster of energy related businesses, handling or processing approximately 20% of the UK’s energy requirements and supporting 5,000 jobs in Wales.

The Port of Milford Haven also owns Pembroke Port and Milford Waterfront:

- At Pembroke Port it is leading the way in engagement with the wave, tidal and floating wind renewable energy sector. The Port is partnering with other key organisations to develop a powerful, world class industry with year-round operations by providing a well-resourced base. The aim is to attract developers who are leading a rapidly growing global industry to come and carry out comprehensive early stage fabrication and development of marine renewable energy devices in Pembrokeshire. It will be a centre for marine renewable engineering development, with value to other industries, and is a key project within the Swansea Bay City Region Deal expected to generate over £76m of investment.
- The Port’s Milford Waterfront development, which is already underway, is a 400,000 sq. ft. low-carbon, smart-living leisure, retail and tourism project. It will use advanced digital technology to create an exciting, next generation leisure and tourism experience, complementing the wider Region’s ambitions while strengthening Pembrokeshire’s year-round proposition and transforming Milford Haven’s existing Marina and Fish Docks.

“Port Development and Enterprise Zone”

The Haven Waterway Enterprise Zone (“the Zone”) covers an area with a strong energy and engineering heritage. It is home to a diverse range of sectors, a further education college and the UK’s third busiest port, Milford Haven.



The designation of the Zone has been successful in growing the employment base by adding political direction, providing funding support and offering financial incentives. Between 2012 and 2017, £9.3m was spent at the Zone, with 1,113.5 jobs created, safeguarded or assisted.

The Port believes there is an opportunity to “super-charge” the nation’s enterprise zones, in line with the Economic Action Plan, the Marine Plan for Wales and in readiness for a post-Brexit business environment. Our vision is for a new pro- business growth and trade initiative where Milford Haven — and other Welsh seaports and Cardiff Airport — is designated as a “Port Development and Enterprise Zone”. We believe this measure would encourage greater regional development, while boosting manufacturing, processing, intra- and international trade.

Within super-charged zones, trade and industrial activity could be incentivised by a favourable business, tax and planning regime. For the Port — and others — opportunities centre on maximising the value from existing economic clusters — energy, engineering and fishing — particularly in manufacturing and processing.

Conclusion

Manufacturers want to be located at the nexus of transport routes. Ports and airports thrive and drive economic growth by being able to respond rapidly to market need.

How we utilise the existing skills base clustered around Welsh ports is vital to productivity growth, both now and in the future. The Welsh Government, industry and academia need to work closer together to generate further high skilled employment, drive knowledge transfer, sharing of skills and equipment to add value in the supply chain.

The Port of Milford Haven would like to see ports, airports and other major economic centres in Wales prioritised as economic zones – providing leadership and a regulatory environment which makes it easy for businesses to operate, invest and employ.

With a greatly strengthened presumption in favour of development, the Welsh Government could lower development risk, by shortening development timeframes and lowering project costs.

The Port believes that the private and public sectors must be proactive to ensure Wales remains an attractive place to do business. During a period of public policy uncertainty, maintaining business confidence through a competitive regulatory and fiscal system is key.

A representative of the management team would be happy to elaborate in person on the case for super-charging Wales’ substantial economic clusters.

Kind regards,

Anna Malloy
Stakeholder Engagement and Communications Manager

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Agenda Item 6

By virtue of paragraph(s) vi of Standing Order 17.42

Document is Restricted

1. Objectives of the Active Travel Act

- 1.1. Cardiff Council fully supports the objectives of the Active Travel Act. We have developed an ambitious vision for active travel in our city, including our emerging Cycling Strategy which aims to develop Cardiff into a cycling city where cycling is a normal, practical and safe choice for short trips for people of all ages and abilities and to double the number of cycle trips in the city by 2026.
- 1.2. The development of this vision is fully integrated with the development of our Integrated Network Map, which sets out proposals for a network of Cycle Superhighways, performing the function of “Primary Routes” as set out in the Design Guidance, which aim to deliver a step change in provision for cycling and provide an exemplar for the quality of cycle facilities needed to achieve significant mode shift for everyday journeys. However, it is clear that while the Active Travel Act has delivered a framework for planning active travel networks and useful guidance for the development of good quality facilities, a step change in funding will be required to deliver the schemes set out within our INM and realise our vision for active travel.

2. The Effectiveness of the Guidance

- 2.1. On the whole, the Active Travel Design Guidance is a useful guidance document for the creation of good quality active travel routes which incorporates many elements of best practice for active travel infrastructure design.
- 2.2. At present, the Active Travel Design Guidance is mainly of interest to Local Authority officers with responsibility for ensuring that the Local Authority meets its duties under the Active Travel Act. However, in order to get buy in for the principles of active travel design as set out in the Design Guidance and ensure its application beyond the somewhat narrower scope of Active Travel Act duties on Local Authorities, it is important that the Design Guidance is more widely promoted across all sectors, both public and private. Welsh Government should work with professional institutions (e.g. RTPI, ICE) to better promote the role of the Guidance and the wider objectives of the Act. We would welcome a programme of training and workshops to develop active travel design skills.
- 2.3. There is a clear need for some good quality schemes to be created as exemplars for the implementation of the Design Guidance which can be used to promote the Design Guidance and raise its profile. For example, the guidance is quite clear that shared use routes in the urban environment should be considered as a last resort, however there are very few existing examples of good quality segregated cycle routes in the urban environment in Wales.
- 2.4. There is an apparent disconnect between the design standards, as set out in the body of the Design Guidance and the Design Elements in Appendix A, and the Walking Route Audit Tool and the Cycling Route Audit Tool which must be used for the assessment of active travel routes under the

requirements of the Act. For example, Table 6.2 in the Design Guidance sets out recommendations as to where segregation from motor vehicles is required, with on-road cycling considered appropriate for 20mph streets with daily vehicle flows less than 2000 for primary routes and 5000 for secondary routes. However, the “critical fail” threshold within the Audit Tool is at 10000 vehicles per day or 85th percentile speeds in excess of 37mph. The margin between conditions set out in Table 6.2 and those considered a “critical fail” within the Audit Tool represents a significant drop in quality of provision for active travel routes and in practice it is difficult to defend the designation of on-road active travel routes where conditions exceed those set out in Table 6.2.

2.5. The format of the Audit Tools should be revised to achieve a better fit with the Design Guidance as a whole. Cardiff Council would welcome the opportunity to provide further input on the revision of the Audit Tools.

3. Actions to improve the effectiveness of the Act and its implementation

3.1. The Active Travel Act and accompanying Guidance provides the framework to do things differently in planning, designing and delivering active travel routes. This requires taking different approaches to common practice in Wales over recent years and, at times, implementing innovative solutions. To support these new ways of delivering active travel routes, it is important that Welsh Government supports local authorities to deliver pilot projects to trial new and innovative infrastructure for active travel, to award best practice in active travel provision, and to provide incentives in order to promote excellence in the delivery of new infrastructure for active travel.

3.2. The development of the ERM and the INM took a significant amount of time to complete. In total, the ERM development work took approximately 10 months and the INM development work took 20 months. Given the requirement of the Active Travel Act to resubmit the ERM and INM every 3 years, it would be helpful at this stage if the Delivery Guidance is reviewed with a view to streamline the process for revising the ERM and INM to ensure that the process does not become onerous or divert resources away from implementing the schemes set out in the INM. Consideration should also be given to mechanisms to make simple updates to the INM in a timely way, for example where an update may be required to address a local issue.

3.3. Cardiff Council has agreed to work with local active travel advocacy groups in the city to produce an early update of Cardiff’s INM. This work will focus on developing a set of principles and a methodology for the future development of the ‘basic network’ of routes connecting to the main route corridors. We would look to trial the implementation of this approach in conjunction with the delivery of the early phases of the Cycle Superhighways featured in the INM.

3.4. As has been the case with our development of the INM, this will be an iterative process where we will work closely with local groups and communities and seek their input to inform proposals. This will ensure that infrastructure meets the needs of all users. The outputs of this work will be

captured within an updated INM. As stated in paragraph 3.2 above, it is important that the process for updating the INM can be done easily and quickly, so as not to divert resources away from delivery.

4. Funding and capacity to support the implementation of the Act and wider active travel policy

4.1. Compared to major highway infrastructure schemes, active travel schemes are relatively low cost and offer high value for money. Nevertheless, in order to achieve the step change in quality of provision required to meet the objectives of the Active Travel Act it is necessary to secure a step change in the funding available for scheme delivery. Cardiff Council annual spend on new active travel routes and improvements to existing travel routes is currently around £3.5m. The estimated cost of implementing a network of 5 Cycle Superhighway routes is £40-50m, which at current levels of funding would take 15 years to deliver, without taking account of funding required to improve the secondary cycle routes and walking route networks set out in the INM.

5. Integration in wider Welsh Government and local government policy

5.1. It is important that Welsh Government is seen to be taking the lead in the implementation of active travel facilities by ensuring that Welsh Government infrastructure schemes are exemplary in design for active travel, providing tangible, practical examples of good quality infrastructure that champion the objectives of the Active Travel Act and promote the use of the Design Guidance.

5.2. The statutory duties on Local Authorities under the Active Travel Act do not sufficiently extend to other functions undertaken by Local Authorities, for example Planning and Education, to the extent that delivering and maintaining active travel routes in relation to new development can be frustrated.

5.3. The Active Travel Act itself does not specifically refer to the role of the planning system in the fulfilment of the duties imposed on Local Authorities by the Act. In order to ensure that the objectives of the Active Travel Act are integrated into the Welsh Planning System it is therefore necessary to revise Welsh planning policy. Approval of new developments located within, or extending to, the boundary of defined Built Up Areas (BUAs) must be dependent on the provision of safe and attractive routes for active travel.

5.4. The 21st Century Schools programme also illustrates a funding and policy gap. To date there appears to have been no specific requirement for new school projects funded through the programme to be integrated and connected with local active travel networks. Consequently, construction of new schools has focused on development within the site boundary and school gate measures only, with limited funding available for off-site improvements for active travel. This contributes to the existing pattern of piecemeal provision of active travel facilities and places the burden of planning and funding functional routes to schools within the Local

Authorities transport functions, where resources are already limited as set out in paragraph 4.1.

- 5.5.To ensure consistency across key legislation related to sustainable development in Wales, reference to the Active Travel Act should be incorporated within the Statutory Guidance for the Well-being of Future Generations (Wales) Act 2015 and reference to the Well-being of Future Generations Act should be included within the Statutory Guidance for the Active Travel Act.

Cardiff Council

7th February 2018

INTRODUCTION

1. The Welsh Local Government Association (WLGA) represents the 22 local authorities in Wales, and the three national park authorities, the three fire and rescue authorities, and four police authorities are associate members.
2. It seeks to provide representation to local authorities within an emerging policy framework that satisfies the key priorities of our members and delivers a broad range of services that add value to Welsh Local Government and the communities they serve.
3. **Implementation and operation to date:**
4. The Active Travel (AT) legislation alongside the Well Being (WFG) Act require a shift in the culture and ethos of organisations across Wales to further embrace the principles of sustainable development. Whilst the legal duties fall upon public bodies in Wales much of the activity involves partners from across all sectors.
5. This includes all relevant parts of the system from developers to communities themselves. Consequently, it is to be expected that there will be a significant learning curve in the initial implementation of these radical pieces of legislation. This is evidenced by the experience that many LA's had in participating in the WFG Act early adopters programme led by WLGA. Only after the principles were fully engaged with across a range of service areas did the opportunities and barriers become more apparent.
6. Therefore, the WLGA welcomes this committee's decision to review progress on this as an opportunity to learn from the best experiences but also to understand the difficulties that have arisen. Of course, the AT Act has been implemented against a backdrop of challenging public-sector resources that undoubtedly have influenced the progress made. Indeed, transport expenditure more widely has come under significant pressure with very difficult decisions to be made at a local level.
7. However, it is important that the vision that this active travel process establishes within LA's and the wider societal gains are revisited to ensure that there remains a common and clear understanding why this area of work is vital for the future of communities across Wales.
8. The implementation of the AT Act has naturally meant that LA's have had to reallocate resources; both staffing and budgets. Primarily to deliver on the inventory exercises to allow production of the Active Travel existing route map (ERM), and the integrated network map (INM). In many areas the WG Local Transport Fund (LTF) funding was not sufficient to meet the costs of the process and as such additional local resources needed to be used. There is an opportunity cost to this.
9. Some LA's are suggesting that changes to the LTF criteria and funding regime mean that only schemes that have been identified as Active Travel routes are tending to get progressed. The understandable focus on larger settlements may have had the

unintended consequence of meaning that smaller rural communities and inter-urban routes have lost out.

10. In specific terms the development of the mapping process has raised certain issues. Some LA's have said they have struggled with the timing of the relevant guidance compared to submission timescales, its clarity and detail in places. There is a balance to be struck between a high level of prescription that eliminates local innovation and sometimes encourages a do minimum approach with an approach that is looser but allows the best to flourish. However, having the right guidance in place at the right time to allow LA's to adequately plan their resources to deliver what is required is a given.
11. The Design guidance also needs to be refined to take account of feedback from all stakeholders, but particularly from LA engineers/officers relating to the suitability of some of the proposals and their experiences of implementing some of the less well-known design elements in the guidance. Examples, ideally from Wales but at least from the UK, where design elements have been successfully implemented need to be included in any refresh.
12. The Delivery Guidance lacked detail in some areas (for example the level of data to be captured/presented on the maps) and this is likely to hamper efforts to achieve consistency across Wales. Tighter definitions would also have provided greater certainty for LAs during the process. Clearer information regarding the role of audits for the INM process will be required for any further iterations.
13. The cost of preparation of the maps proved to be higher than originally estimated and as a result LAs were required to subsidise the allocations from WG in order to complete the work packages, in many cases having to commission external consultants to complete the work on their behalf. The long-term benefits of encouraging modal shift should mean that investment in infrastructure and promotion of active travel proves to be very good value for money but this will need continuous investment and an appreciation of the long-term nature of behaviour change which will mean that results in terms of modal shift are unlikely to be noticed immediately.
14. There also needs to be greater emphasis on ensuring that the information gathered is marketed in a way that the public understands and can actively use. This should be seen in the context of the investment currently being developed for the metro process as well as the branding process.
15. **Effectiveness of wider Active Travel policy:**
16. One concern voiced has been that active travel is not integrated effectively across the full range of local authority and Welsh Government functions. It does not always seem to be fully addressed in the development of new buildings and infrastructure beyond the curtilage of the development. Whilst the planning system has a part to play in utilising S.106 agreements where possible, the ongoing concerns about viability of especially housing land raises anxieties. The perverse outcome has been that up to date LDP's have not produced the necessary five-year supply of viable housing land and consequently have led to difficult local discussions with developers on what was required by the planning process in light of these viability problems. Without planning

gain the resources to implement are limited especially where issues such as affordable housing need to be prioritised.

17. The introduction of funding for development work within the Local Transport Fund is welcome but there needs to be clear signals given to LA's about funding levels over the longer term to allow a strategic and integrated approach to infrastructure development. One issue with the public facing maps is that LA's have been wary of raising expectations about what can be delivered in the short to medium term. This perhaps has resulted in a lack of ambition shown in the development of plans for the future but where LA's have little confidence that resources will be available they have not unreasonably planned accordingly. This may not have been the ambition of the legislation but is an understandable position given that there is little public awareness of the process and it can be confusing to users who are unfamiliar with how the system should work.
18. **Any action which should be taken to improve the effectiveness of the Act and its implementation:**
19. There appears to have been issues regarding trunk roads and the division of responsibility between different agencies. There needs to be a clearer process for this and clarity on whether LA's have a right to consult on making changes to a trunk road.
20. The targeting of larger settlements is an understandable response to the need to ensure limited resources are used effectively. However, it has the perverse outcome of potentially excluding smaller rural communities where a need has been identified, and directing effort at other places where the need may not be as great. This is particularly relevant in rural Wales where connectivity of smaller villages to larger hubs over longer distances are put at a potential disadvantage.
21. There also needs to be further training and support across a range of professional groups to raise understanding and awareness. It is critical to the success of the Act that all organisations understand the implications and benefits corporately.
22. Further work is also required to give the LA's assurance about balancing the gold standard schemes against the more opportunistic but potentially more deliverable scheme. Whilst it is in no-one's interest to continue to develop inadequate infrastructure it is also necessary to deal with current dangers, barriers to connectivity and so on in a proportionate way. Clearly this needs to be done as a stepping stone to full compliance but needs to be part of the journey. Longer term assurances about future resources is also critical to this longer-term planning.
23. **How far the Act has represented, and will continue to represent, value for money:**
24. One criticism expressed of the process is that it has seen very limited additional resources and as such has required the reallocation within LA's. This has potentially resulted in a shift away from delivery on the ground to develop the mapping and auditing processes. In the long run the process will prove a worthwhile investment if the additional resources are available to deliver on the ambition of the Act. However, it has caused short term issues.

25. These capital investments must also be supported by revenue based schemes of promotion such as behaviour change campaigns and maintenance. LA's are finding it difficult to fund any local promotion and most communications/engagement budgets have been reduced significantly across most LA's. This has meant that the consultation processes that have happened have sometimes struggled to reach beyond the already active and understand what the rest of the community needs to become more active.
26. Without this parallel behaviour change process there is a danger that where infrastructure is developed and not well used it becomes a stick to beat local elected members with as a sign of wasteful investment. This will potentially negatively influence the local approach to this type of work. If there is no provision for maintenance and the routes deteriorate this will only exacerbate the situation.
27. The wider benefits of healthier and more connected communities also often reside in financial terms outside of the Local Authority and as such the wider budgetary impacts with potential reallocations from health should be considered.
28. **To assess the effectiveness of wider active travel policy in supporting delivery of the Active travel (Wales) Act 2013, including the effectiveness of the active travel action plan:**
29. Local Authorities found the Action plan useful at the beginning of the process as it set out how Welsh Government were planning to approach the delivery of the Act. There is some feedback that a longer-term plan would be useful; not least if it was able to indicate the scale of resources that might be available. In some parts of the UK there is a set amount/percentage of transport budget devoted to this issue and a future indication of this may be useful. This would send a clear signal to local authorities of the importance that Welsh Government place on this issue.
30. **The Operation of the Active Travel Board**
31. There is a view that there could be greater local authority practitioner involvement on the board and at the least there should be more formal dissemination of the papers and opportunities to influence the issues discussed.
32. **Whether active travel is integrated effectively in wider Welsh Government and local government policy:**
33. The introduction of the Act and the Well Being legislation does require a step change in how all public agencies understand and tackle these issues. In certain authorities all highway activity is starting to be viewed through the need to understand the active travel implications/opportunities of any maintenance or new development. Also, the revamping of PPW that is due soon should give greater assurance to planners on the approach to this. Of course, the issues with housing land viability and the lack of a five-year supply in most areas may contribute to the difficulty to ensure new

developments have the required infrastructure. It is critical that the Planning Inspectorate support active travel requirements in applications which go to appeal.

34. It is likely that to enable the agenda to move forward that greater thought needs to be given to ensure that a range of professional groups understand and deliver the requirements of the Act across a range of agencies and third sector groups. Thought should be given to how this training need can be met in a regional way that ensures that practitioners and elected members have the knowledge and skills required.

For further information please contact:

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**ECONOMY, INFRASTRUCTURE AND SKILLS COMMITTEE
WRITTEN EVIDENCE – ACTIVE TRAVEL (WALES) ACT 2013**

Agenda Item 7

1. The purpose of this paper is to provide written evidence to the Economy, Infrastructure and Skills Committee for its post-legislative scrutiny of the Active Travel (Wales) Act 2013

Background

2. Since the predecessor to this Committee, the Enterprise and Business Committee conducted the first post-legislative scrutiny of the Act, we have achieved major milestones in its implementation with the approval of the first Existing Routes Maps and the recent approval of the majority of the Integrated Network Maps.
3. There have been two changes in Cabinet responsibility for the Active Travel Act since the time of the last Committee, and since November 2017 it falls wholly within my portfolio.

Implementation of the Active Travel (Wales) Act 2013

4. The Act contains on-going duties and cyclical duties. Inevitably, the main focus in this early period since commencement was on the first implementation cycle of mapping duties placed by the Act on local authorities, as these constituted a completely new approach and a learning process for local authorities, Welsh Government officials and stakeholders. To cover the costs of the process in this first cycle, local authorities received each a share of £700,000 over the years 2015/16, 2016/17 and 2017/18.
5. The statutory guidance supporting the Act, the “Delivery Guidance” and “Design Guidance” were both found to be broadly fit for purpose, but in certain important instances the process showed that the Guidance would benefit from greater detail. We have responded to this throughout the process and will address this more fully by reviewing the Guidance.
6. Due to the new nature of the audit and appraisal process for existing active travel routes, most local authorities were asked to undertake limited further work on their Existing Routes Maps initially submitted at the end of January 2016. A series of regional workshops for local authorities was arranged in spring 2016 to review the process so far, share learning and look ahead to the next stages. Following this, the complete set of Existing Routes Maps was approved in October 2016.
7. On the basis of the experience from the Existing Routes Map process, I commissioned Sustrans to undertake a project in which they worked with some local authorities in detail through key stages of the Integrated Mapping Process and shared this through advice notes and workshops with all other authorities.
8. My officials also ensured improvements were made to the mapping system, which was developed for use by all local authorities, on the basis of feedback received. They also continued to support and train local authority staff in its use.
9. As Assembly members were informed in February, the appraisal of the Integrated Network Maps submitted in November last year was concluded and the majority of Integrated Network Maps have been approved. For three local authorities, specific

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recommendations were made regarding areas that they need to address to improve their next submission. Four local authorities were directed to undertake further work on their maps and resubmit these in August this year.

10. Overall the quality of submissions and the consultation and engagement work undertaken in their preparation represented a good basis on which to build and expand when they need to be re-submitted in three years.
11. The Existing Routes Map and Integrated Network Map processes as well as the application of the Design Guidance in the development of schemes provided an opportunity to highlight areas where the statutory Guidance could provide greater clarity. The Design Guidance was intended to be reviewed as required. Phil Jones Associates has been commissioned to update the Design Guidance, reflecting feedback from local authorities and practitioners in Wales as well as new regulations and emerging best practice, and this work is currently progressing.
12. We will also consider a review of the Delivery Guidance on the basis of the experience gathered during this first implementation cycle.
13. The mapping system used by Welsh Government and local authorities is not suitable for use by members of the public, but in response to suggestions from the Committee and stakeholders the Existing Routes Maps layer has been incorporated in a simplified format on our geoportal “lle.gov.uk”, which is publicly accessible. The approved Integrated Network Maps will also be made available there. Further work is required to make this data available for wider uses including app development.

Integration of Active Travel across Government

14. Active Travel presents an opportunity to achieve wide ranging benefits extending far beyond transport, notably it supports the whole breadth of Well-being goals. This is recognised both in Prosperity for All, our National Strategy and in the Economic Action Plan, which highlight our commitment to improve and increase active travel.
15. The Active Travel Action Plan was developed together with the Active Travel Board and published in spring 2016. It sets out how Active Travel will be supported across Government beyond the Active Travel Act. It states our vision, which is simple: “For People in Wales, we want walking and cycling to become the preferred ways to get around over shorter distances.”
16. The plan sets out a set of actions, most of which we have made good progress with. Like my predecessor, the then Minister for Social Services and Public Health, I value the Board’s role in moving the Active Travel agenda forward across Government and with external partners and I will attend Board meetings regularly. I look forward to working with the Active Travel Board and across Government on those actions that we need to tackle next, such as a concerted effort on bringing together best practice and resources to promote active travel and join up communication across partners.

**ECONOMY, INFRASTRUCTURE AND SKILLS COMMITTEE
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Active Travel Infrastructure

17. In parallel with the planning and mapping processes we have made significant investments in the creation of new walking and cycling infrastructure. WG transport investment in active travel infrastructure in local authorities and on trunk roads rose from 12.7m in 2015/16 to £15.6m in 2016/17 and the projected spend for 2017/18 is £22.7m, equating to 6% of transport capital budgets.
18. Additionally, we have invested over £12m in local road safety interventions in those three years, the majority of which provides direct benefits for walkers and cyclists by reducing speeds and improving crossings.

Active Travel Promotion

19. We recognise that achieving a shift in travel behaviour on a large scale is crucial to the long term success of the Act. We also recognise that this will be hugely challenging and require a concerted effort by all partners.
20. There is good evidence that individual programmes like our Active Journeys programme have an impact. It is a multiyear intervention to promote active travel in schools. Its interim annual report suggests that for those schools participating we have seen an increase of 6.5 percentage points in active travel journeys to school after one year and 9.6 percentage points after two years. The Active Journeys contract has recently been extended for a fourth year, until July 2019. To provide additional resources to schools not part of the programme, a school route audit toolkit has been developed to enable all schools in Wales to audit the walking routes to their school and work with the local authority to improve them.
21. Increasing levels of walking and cycling to schools is a high priority, as behaviours formed in childhood can have a lasting impact on later life. Active Journeys and the toolkit are part of a range of programmes aimed at school settings, which include cycling and child pedestrian training, the Welsh Network of Healthy Schools Schemes and the transport module of the eco schools programme. Feeding into the Active Travel Board, Public Health Wales has set up a stakeholder group that focuses specifically on active travel to school to, starting with developing a unified monitoring approach and joint messages.
22. Due to the far ranging benefits of active travel, promotion of active travel is in the interest of Government as a whole, not just the Transport Department. Other departments have funded and currently support programmes aimed at increasing levels of active travel, often as part of wider initiatives.

Levels of active travel

23. Progress with achieving the aims of the Active Travel (Wales) Act 2013 is monitored through indicators collected through the National Survey. The National Survey was paused for one year in 2015/16, so no data is available for that year.

**ECONOMY, INFRASTRUCTURE AND SKILLS COMMITTEE
WRITTEN EVIDENCE – ACTIVE TRAVEL (WALES) ACT 2013**

24. Active Travel levels for 2016/17 showed no change for cycling and a reduction in walking among adults, and a notable decrease in children walking to school, particularly among those walking on their own or with other children. Changing from a car culture to an active travel culture will take a considerable amount of time and needs sustained efforts at all levels.
25. The most recent data shows the level of challenge we face. The first Integrated Network Maps will now guide investment in infrastructure. Over time, as these networks are being created, and with effective promotion, we expect to see levels of active travel rising.