

**PWYLLGOR CRAFFU  
DIOGELU'R CYHOEDD A'R AMGYLCHEDD**

**5 GORFFENNAF 2019**

**Y DIWEDDARAF AM Y DDEDDF TEITHIO LLESOL**

**Y Pwrpas:**

Rhoi'r wybodaeth ddiweddaraf am y gweithgareddau y mae Cyngor Sir Caerfyrddin wedi bod yn eu cynnal wrth gyflawni ei ddyletswyddau o dan Ddeddf Teithio Llesol (Cymru) 2013.

**Ystyried y materion canlynol a chyflwyno sylwadau arnynt:**

Nodi'r gweithgareddau a gyflwynir yn yr adroddiadau isod ac yn atodedig.

**Y Rhesymau:**

Hysbysu'r Pwyllgor Craffu – Diogelu'r Cyhoedd a'r Amgylchedd o'r cynnydd a wnaed o ran Teithio Llesol ynghyd â'r heriau a'r cyfleoedd posibl y mae Cyngor Sir Caerfyrddin yn eu hwynebu wrth edrych tua'r dyfodol.

Angen ei gyfeirio at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: NAC OES

**YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:-**

Y Cyngorydd H.A.L Evans - Amgylchedd

**Y Gyfarwyddiaeth**

**Enw Pennaeth y  
Gwasanaeth:**

S. Pilliner

Awdur yr Adroddiad:

Samara Hicks

**Swydd:**

Y Pennaeth Trafnidiaeth a  
Pheirianeg

Swyddog Trafnidiaeth Graddedig

**Rhifau ffôn:**

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**Cyfeiriadau E-bost:**

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**EXECUTIVE SUMMARY**  
**ENVIRONMENT & PUBLIC PROTECTION**  
**SCRUTINY COMMITTEE**

**5<sup>TH</sup> JULY 2019**

**ACTIVE TRAVEL ACT UPDATE**

**BRIEF SUMMARY OF PURPOSE OF REPORT**

The Active Travel (Wales) Act became a duty in 2014 and places a statutory requirement on Local Authorities to continuously improve routes for walkers and cyclists, and produce and publish maps of existing routes (ERMs) and integrated network maps (INMs) which demonstrate future aspirations. Carmarthenshire published its maps in 2017 following approval from Welsh Government and has since bid for Local Transport Fund (LTF) Active Travel Fund (ATF) and Safe Routes in the Community (SRiTC) funding in order to deliver new Active Travel infrastructure.

The purpose of this report is to provide an update on Carmarthenshire County Council's progress in meeting the obligations set out under the Active Travel (Wales) Act and the work which has been undertaken by the authority to support this. In addition to new walking and cycling schemes which have been delivered using LTF, ATF and SRiTC, funding the authority has included Active Travel facilities as an element of larger Highways developments. The authority also upholds the principles of the Act in its planning function, ensuring that the needs of walkers and cyclists are considered in permissive development, as outlined in the Highways Design Guide.

More broadly Carmarthenshire is working to integrate Active Travel into the wider transport network, exploring ways in which bus and rail travel can form multi-modal journeys allowing people to get further without the use of the private car. Active Travel is also an integral element of school travel planning with an increasing emphasis being placed on improving childhood wellbeing.

The success of Active Travel schemes which the authority has implemented is evident in the figures displayed by the monitoring network, which will be expanded further this year giving a more representative view of usage levels. Despite this success, however, there remain barriers to delivery which Carmarthenshire must overcome in its future strategy going forward.

**DETAILED REPORT ATTACHED?**

**YES**

## IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :						
S.G. Pilliner		Head of Highways & Transportation				
Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>NONE</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>YES</b>	<b>YES</b>
<b>Legal</b> The Active Travel (Wales) Act 2013 place legal duties on the Local Authority which can place the Authority in a position of legal challenge in the event they are not conformed to.						
<b>Finance</b> To comply with the duties under the Active Travel Act continuous improvement needs to be demonstrated. In order to achieve this a mix Corporate and external capital has been required. Further to this there are revenue/resource implication in terms of staffing, promotion and monitoring of performance. Further infrastructure installed required future maintenance programmes to ensure they are kept safe, accessible and attractive						
<b>Staffing Implications</b> New duties have been placed on the Authority with no associated revenue funding to support their implementation. Staff time and resources required are significant.						
<b>Physical Assets</b> To comply with the continuous improvement and encourage uptake of Active Travel capital funding is used to create new physical assets.						

## CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below	
S.G. Pilliner	Head of Highways & Transportation
1. Local Member(s) – N/A 2. Community / Town Councils – N/A 3. Relevant Partners – N/A 4. Staff Side Representatives and other Organisations – N/A	
<b>Section 100D Local Government Act, 1972 – Access to Information</b> <b>List of Background Papers used in the preparation of this report:</b>  THERE ARE NONE	