

Report

Cabinet

Part 1

Date: 16 September 2020

Subject Sustainable Travel

Purpose To update Cabinet on Sustainable Travel across Newport.

Author Head of City Services
Head of People & Business Change

Ward All

Summary Good local transport connections have many benefits to people, businesses, the environment, and the overall economy. They are crucial to improving and sustaining the economic, social, cultural and environmental well-being of Newport. Some of the main benefits are:

- connecting people and communities;
- supporting economic growth by encouraging businesses to invest in the area;
- helping tackle poverty by enabling people to access education and employment;
- improving our environment and health by reducing carbon emissions, improving air quality and enabling people to travel more actively.

This report sets out the national context of transport, the impacts and opportunities of the Covid-19 pandemic and gives an update on recent improvements and future opportunities in Newport.

Proposal To note the information contained in the report.

Action by Head of City Services
Head of People & Business Change

Timetable Immediate

This report was prepared after consultation with:

- Head of People & Business Change
- Head of Law & Regulation
- Head of Finance – Chief Finance Officer
- Deputy Leader / Cabinet Member for City Services
- Cabinet Member for Sustainable Development

Signed

Background

Good local transport connections have many benefits to people, businesses, the environment, and the overall economy. They are crucial to improving and sustaining the economic, social, cultural and environmental well-being of Newport. Some of the main benefits are:

- connecting people and communities;
- supporting economic growth by encouraging businesses to invest in the area;
- helping tackle poverty by enabling people to access education and employment;
- improving our environment and health by reducing carbon emissions, improving air quality and enabling people to travel more actively.

This report sets out the national context of transport, the impacts and opportunities of the Covid-19 pandemic and gives an update on recent improvements and future opportunities in Newport.

National Context

The Welsh Government is responsible for developing national policy and legislation. Work continues on the development of a new Wales Transport Strategy to replace the current 2008 plan, with consultation due to commence this year.

Proposed changes to public transport legislation have been postponed until the next Senedd term. The Local Government and Elections Bill continues to progress, which includes proposals to consolidate the delivery of local transport functions to Corporate Joint Committees.

Welsh Government is also responsible for some operational elements of the transport network in and around Newport, including the M4, A449 and A4042 trunk roads. Since 2018 Welsh Ministers hold responsibility for the specification and procurement of services operated under the Wales and Borders rail franchise, including the management of Newport, Pye Corner and Rogerstone Railway Stations.

National Infrastructure Commission for Wales

In November 2018, the Welsh Government established a National Infrastructure Commission for Wales (NICfW) to support independent, better informed advice on a longer-term strategy of infrastructure investment, which enshrines the principles of the Well-being of Future Generations (Wales) Act 2015.

The NICfW is a non-statutory, advisory body providing strategic and forward thinking advice focusing on the economic and environmental infrastructure needs of Wales over 5-30 years. The Commission also considers the interactions of these needs with 'social infrastructure'; such as schools, hospitals and housing. However, the NICfW is not expected to consider and advise on social infrastructure needs in detail.

South East Wales Transport Commission

Following the First Minister's statement of 4 June 2019 that the M4 'Black Route' proposal should not proceed, the South East Wales Transport Commission (SEWTC) were commissioned by Welsh Government to consider a range of issues in relation to congestion on the M4 along the south western corridor, and to provide recommendations on possible interventions to mitigate the impact.

On the 16th July 2020, the Commission published its Emerging Conclusions Report setting out a range of conclusions and setting the scene for the final report due early next year. The council was fully consulted on the draft report and provided comment on both the content and conclusions.

Clearly, the impact of M4 congestion affects people who live, work and travel along this corridor and severely affects expeditious movement throughout the city, mainly through "rat running" to avoid congestion or traffic incidents.

The Emerging Conclusions report sets out 10 key areas of focus for future recommendations. These are:

- Rail network and stations;
- Bus network and stations;
- Active travel;
- Integration across transport modes;
- Regional transport governance;
- Targeted road improvements;
- Managing demand for the M4;
- Freight management;
- Workplace travel arrangements;
- Land use and planning policy.

Each of these areas are the subject of ongoing, specific Commission discussion sessions, which will form the basis of the next stages of modelling and feasibility work to inform the final Report.

Covid-19 Pandemic – Impacts and Opportunities

On 16 March 2020, the UK government changed its advice regarding Covid-19, this had a major impact on the way people travelled. With social distancing measures in place commuting journeys reduced markedly, however an increase in active travel has been seen for leisure purposes. These changes have caused improved air quality and reduced carbon emissions across the country and the world.

Impacts on Bus and Train Services

Initially public transport demand significantly reduced, with bus and rail operators reporting a patronage reduction of 95% compared to pre-Covid-19 levels. This had a significant effect on revenue. Following discussions with the Welsh Local Government Association and Welsh Government, an initial 3-month public transport support package was provided. This maintained operation a core public transport network (albeit at reduced frequency) facilitating travel by key workers. The package also included the free carriage of NHS staff.

Discussions are continuing with Welsh Government to develop further funding support that facilitates an increase in service levels to support the phased relaxation of lockdown and maintain social distancing. An additional £10m pounds has been provided to increase public bus services and support the September return to school. The funding settlement includes the deployment of additional vehicles at school times, reflecting the authorities policy of issuing school passes to discharge our statutory obligations for a significant proportion of home-to-school transport journeys.

Welsh Government officials have confirmed a package of ongoing funding support is being developed for the remainder of the financial year, with an announcement expected before the end of September. This will assist planning and stability of the bus network.

Newport has also hosted a pilot scheme for demand responsive transport, which enables users to request services when travel is required. The results of this pilot will be assessed to inform wider deployment in Wales.

Reduction in Car Parking Revenue

Since the Covid-19 lockdown, car-parking income has been adversely affected and patronage has reduced by an average of 95.4% in the first two months of the financial year. Car park facilities have continued to support Aneurin Bevan University Health Board (ABUHB) and key workers at Park Square car park. As shops and businesses are starting to reopen an increasing trend of usage is being seen although there will continue to be a financial pressure moving forward through reduced income.

Sustainable Transport Measures in Response to Covid-19

An invitation from Welsh Government was received early May 2020 for expressions of interest to introduce measures to improve safety and facilities in response to the challenges that the Covid-19 pandemic is creating on sustainable and active travel.

The two main drivers behind the funding are public health and safety (social distancing) and to mitigate potential increases in car use by encouraging active travel modal shift.

A total of 10 schemes were submitted by the authority with a total bid value of circa £1m. The authority was informed in June 2020 that seven of the submitted bids were successful and £600k was awarded for the following schemes:

No	Scheme Name	Description	Funding
1	Corn Street and Skinner Street: Footway widening enhancement scheme	Improved pedestrian facilities and connectivity between Friars Walk and Market Bus Hubs	£110K
2	Corporation Road: Cycle improvements at the junction with Wharf Road / George Street Bridge	Advanced cycle stop lanes and feeder lanes on all junction arms	£12k
3	Temporary interventions in high footfall areas such as city centres and retail areas	Signage and other measures to advise / ensure social distancing are achieved.	£65k
4	20mph Speed Limits	Introduction of trial 20mph speed limit areas to promote safety and active travel.	£140k
5	Pedestrian and Cycle Improvements to the Gold Tops area	Cycle priority lanes: one way traffic systems, and reduced speed limits.	£160k
6	Installation of social distancing measures at Newport Bus Station	Signage and other measures to advise / ensure social distancing can be achieved.	£3K
7	Pedestrian / Cycle Improvements: Chepstow Road and Caerleon	B4237 Chepstow Road speed limit reduction, footway widening, cycling improvements. Examine potential for further cycling and pedestrian improvements in Caerleon.	£110k
Total Grant Funding			£600k

Schemes 3 and 6 are already substantially delivered with the preparation of the city centre, transport hubs and other high footfall retail areas for the reopening of non-essential retail, bars, restaurants and cafés.

Over 150 signs, floor stencils and bollard sleeves have been provided, advising pedestrians on social distancing rules.

Where appropriate, the main access points to the city centre have been gated to exclude non-essential vehicular access to create safe space for social distancing and outdoor seating.

The remaining schemes are at varying stages of design and will continue to progress over the coming months.

Remote Working for Council Staff

The UK government advice change on the 16 March meant a change in working for many staff including council staff. To support the wider aim of social distancing, staff that could work from home were encouraged to work from home. Since that time an estimated 1,200 staff have been working from home on a part or full time basis.

Microsoft Teams was already scheduled to be rolled out across the Council; however, the impact of the Coronavirus outbreak meant that this was rolled out very quickly from 18 March 2020. In the first 30 day up to the 13 April 2020 there were 2,449 users, 9,024 calls made, 5,816 meetings taken place and 89,604 messages sent via the Microsoft Teams system. More recent monthly figures show 2,526 users, 10442 calls, 13,390 meetings and 148,226 messages.

More people working remotely has resulted in a reduction in the number of commuting journeys made by council staff and will have contributed to the reduction in carbon emissions in South Wales that have been seen.

To capitalise on the learning and the step change that has been made to remote working the council is exploring some of the benefits of working differently in the future and defining what that might look like.

Council Fleet

Additional fleet resources have been hired to support service area variations and some vehicles redeployed from areas where staff are no longer mobile. There are challenges in ensuring vehicles are adequately sanitised especially when drivers are exchanging any vehicles and a comprehensive cleaning regime is in place to support this.

Fleet maintenance is continuing as required and no significant vehicle issues have been experienced throughout the Covid-19 period to date.

Fuel supplies are unaffected and are readily available.

Restart of Civil Parking Enforcement

Civil parking enforcement (CPE) paused at the start of the pandemic but restarted in early June initially incorporating a communication press release and issuing warning notices to drivers parking illegally. Enforcement tickets commenced later and regular patrols of the City are now being carried subject to Covid-19 restricted controls for our staff.

Early indications identify a 50% reduction in enforcement notices being issued initially, although this is anticipated to increase as more shops and facilities reopen to the public. Public safety is of paramount concern and the actions of these irresponsible drivers obstructing pedestrians and passing vehicles is a particular concern we are determined to tackle.

Transport Improvements

Bus Stop Improvements

Replacing and upgrading bus stops across Newport. This will enhance the public transport network to Metro standards and include real time electronic information for passengers at bus stops. 40 high quality bus stops are due to be installed in this calendar year; however, timescales are subject to delay due to the furlough of manufacturing staff. We will provide an update once these are confirmed.

Ultra-Low Emission Buses

In August 2019, Newport Transport introduced the first fully electric bus in regular service in Wales. This provided a showcase for the city of using zero emission technology. Fourteen further vehicles are on order; however, their deployment has been delayed, partially due to the temporary restrictions on travel arising

from the Covid-19 emergency. These are now due for delivery in September and will enter service once commissioning and testing of the full system is complete.

The Cardiff Capital Region are preparing a regional bid for the provision of bus charging infrastructure, which includes consideration of bus charging infrastructure at Market Square and the Riverside to provide top up charging for regional and long distance services.

Active Travel

We have fulfilled our statutory duties under sections the Active Travel (Wales) Act 2013. This included:

- Compiling, consulting and publishing an Existing Routes Map.
- Compiling, consulting and publishing an Integrated Network Map.
- Compiling an annual report each year for Welsh Government.
- Undertaking actions to promote active travel journeys in Newport.
- Continuing to improve the network for active travel.

In 2014, Newport had 6.6km of cycle routes (2.7 km traffic free and 3.9km on road). Since then we have created and improved over 20km of routes suitable for Active Travel. The works have included bridges, crossing points, junction improvements and signage. The routes improved include:

- | | | |
|---|--------------------|---------------|
| • Monmouthshire & Brecon Canal tow path | • Lliswerry link | • Coed Melin |
| • Crindau link | • Corporation Road | • Bettws lane |
| • City Circular | • Nash Road | |
| | • Brickyard lane | |

Proposals for other routes are ongoing such as Devon Place Footbridge, western approaches and Monkey island. Continual development and design have followed the proposals put forward as part of the Integrated Network Map in 2017.

The council has worked with various partners to explore active travel around the city including Sustrans, St. David's primary school, Newport Cycling group and various accessibility groups to increase levels of active travel to and from destinations within the city centre including rail and bus services.

ECO Stars Fuel Economy Scheme

For the last 2 years, the ECO Stars fuel economy scheme has been running in the Newport area. This scheme provides free advice to fleet operators in the city with a view to reducing emissions and fuel costs. 47 organisations have benefited from the scheme across Newport including Newport City Council, Newport Norse, Wastesavers and Newport City Homes.

Council Fleet

The council continues to introduce more hybrid and ultra-low emission vehicles (ULEVs) with a number of new vans and cars being recently introduced to the fleet replacing traditionally aspired vehicles. There are currently ten ULEV vans, five ULEV cars and six hybrid vehicles. This equates to approximately 10% of the fleet.

The council has also been successful in obtaining funding through the Circular Economy Capital Fund to gap fund an Ultra Low Emission Refuse Vehicle. The funding will provide the additional cost of an ultra-low emission vehicle (ULEV) compared with the diesel equivalent.

The vehicle will be delivered in March 2021 and Newport will be the first area in Wales to own an ULEV refuse vehicle. Plans for a solar farm in the area will supply a renewable energy source for the vehicle and other ULEVs on site. This one vehicle will reduce our carbon emissions by an estimated 32 tonnes per annum.

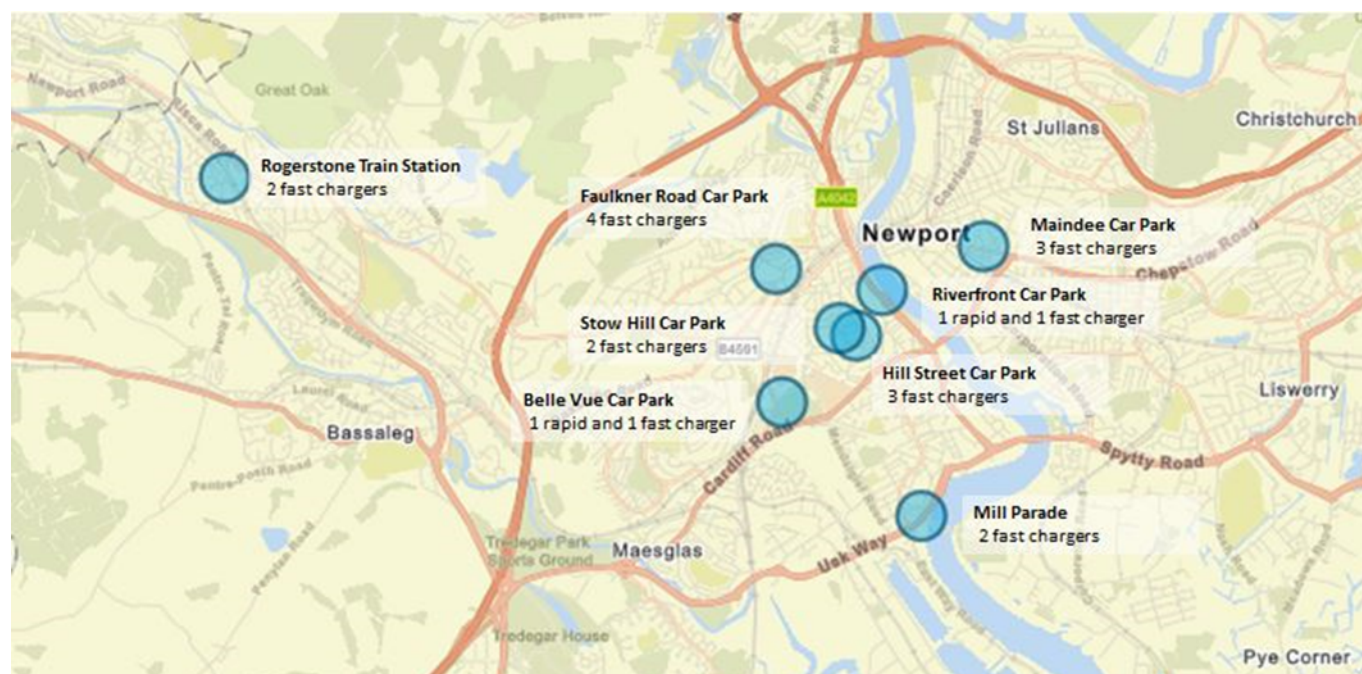
Car Park Charging Points

The five local authorities in Gwent have been awarded a share of £422,000 by the Office for Low Emission Vehicles (OLEV) to install a total of 65 fast charge points across up to 34 sites in the region.

To support development of this project in 2019 an electric vehicle charging point infrastructure study was completed on behalf of 5 Gwent Local Authorities, Gwent Police, South Wales Fire and Rescue, ABUHB and Natural Resources Wales. Welsh Government Smart Living programme and Natural Resources Wales both contributed funding to support this work.

20 dual fast chargers (40 sockets) and 2 rapid chargers are planned to be installed across Newport. Infrastructure has been installed for charging points at Faulkner Road, Hill Street, Stow Hill, Maindee, Mill Parade and Fourteen Locks.

Full installation and commissioning was due in March 2020 but has been delayed due to the pandemic. It is anticipated, that the installations will be completed this Autumn. Currently, there are 9 rapid chargers and 20 fast/slow sockets available for public use in the city.



The project increases this to 60 fast/slow charge sockets (a 200% increase) and 11 rapid chargers available for public and council use. Further sites being investigated for delivery before the end of the financial year.

In addition, the Cardiff Capital Region electric charging funding bid is considering the provision of charging points at the Queensway Taxi Rank.

We will also be contributing towards the development of a regional approach for electric vehicle charge point infrastructure, which could be used to inform the development of a regional EV delivery plan.

Future Opportunities

A number of transport schemes have been successful in obtaining funding across the city for the coming year. These are:

Scheme Title	Capital / Revenue	Scheme Description	Funding
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Scheme Title	Capital / Revenue	Scheme Description	Funding
Road Safety	Capital	Road safety improvements at A48 Llandeud: Vehicular activated messaging and uncontrolled pedestrian crossings	£74K
Road Safety	Revenue*	£16,470 for National Cycling Standards, £1,705 for Pass Plus, £7,441 for Walk Wise and £1,285 for Megadrive.	£26.9K
Safe Routes in Communities	Capital	St David's RC Primary School: Continuation of the 2019/20 scheme (£205k 2019/20) to deliver highway improvements to learner access to main school entrance and drop off facilities at Tredegar Park.	£278K
Upgrading and Replacement of Bus Stops	Capital	Bus passenger shelter and assess improvements across the city.	£100K
City Centre Sustainable Transport Study	Capital	Continuation of the 2019/20 scheme (£300k in 2019/20) to deliver sustainable transport improvements e.g. bus priority measures, bike hire, electric vehicle infrastructure etc.	£291K
Small Scale Drainage Works	Capital	Minor drainage improvements at 8 locations across the city	£175.1K
Resilient Roads	Capital	A467 Risca, Rogerstone bypass: Surface water drainage system and carriageway profile surveys.	£65K
Local Sustainable Transport: Covid-19	Capital	Highway interventions at various locations to re - appropriate road space, promote active travel and encourage social distancing (detailed above)	£600K
Highways Refurbishment	Capital	Carriageway resurfacing schemes across the city	£710.6K
Total Grant Funding			£2.3206M

Note: The Welsh Government halved the revenue grant award this year to all authorities due to pressures from dealing with the Covid-19 pandemic. This reduction will not impact on staffing but will result in a reduction in delivered training.

With all training being practical, we are looking at ways to deliver training whilst observing social distancing. Additionally, as most training is school based, the disruption to the school year is likely to impact on delivery this year.

Active Travel

In 2018, the council recruited an Active Travel Project Officer to coordinate and manage active travel projects for the city. They are currently developing a programme of works for the next 3-5 years. This will include:

- Promotion: Promoting active travel routes and the benefits of travelling actively.
- Monitoring Usage: Monitoring active travel counters across the city. During the April of Covid-19 lockdown, cycle and walking counters showed a total count of 27,508, compared with 12,470 in the

previous April. This was over a 100% increase on last year's figures, at all locations on the network and we are currently analysing data to see if the trend is continuing.

- New Routes: Developing and physical implementation of routes through Welsh Government funding.
- Integrated Network Maps: Engaging with community stakeholders and the public to refresh and update the Integrated Network Map. Consultation will begin in September 2020 and the new map with new routes will be published in 2021.

Working with our Partners

The council along with other Public Services Board (PSB) partners have undertaken to *"become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution"*.

To realise this undertaking the PSB along with the other four PSBs in Gwent is developing a Gwent Sustainable Travel Charter to support and encourage staff to reduce travel when possible and also to use healthy modes of transport for commuting and business miles. The Travel Charter sets out a number of commitments for organisations to sign up to. Organisations will be pledging by 2023 to:

- Reduce staff commuting car journeys from 87% to 77%;
- Increase staff public transport journeys from 3% to 8%;
- Increase the proportion of staff working remotely one day a week from 14% to 25%;
- Increase the proportion of ultra-low emission vehicles from less than 1% to 5%

The charter was due to be launched at the end of June but has been delayed due to the emergency response to the Covid-19 pandemic. Whilst this is disappointing, the pandemic has brought a positive impact on reducing travel, improving air quality and reducing carbon emissions, which partners see as an opportunity for the future. The charter is now due to be launched in October as part of [Global Climate Change Week](#)

Officers are also providing support to Aneurin Bevan UHB to develop transport opportunities to serve the new Grange Hospital, whose catchment includes Newport residents.

Bike Hire Scheme for the City

An on street cycle hire feasibility study was undertaken in 2019. Further detailed investigations have been undertaken for the cycle hire station locations, including groundworks, consultation with landowners and locations of charging points for e-bikes. Delivery mechanisms have also been investigated and could include working with Newport Live to facilitate the practical requirements of the scheme including bike repair and location management with the opportunities for social enterprise with links to National Velodrome/ Cycling City. Funding is required for implementation of the scheme and this has been applied for.

Sustainable Travel Supplementary Planning Guidance (SPG)

The Sustainable Travel Intervention of the Newport Well-being Plan has identified as a priority for the Public Services Board (PSB) developing a sustainable travel SPG.

This SPG encourages developers to think about the options for integrated sustainable travel within new developments, and also how they link with the wider area. The SPG also sets out expected standards for cycle parking and provides guidance to developers on producing an effective travel plan. Travel plans will encourage new residents/occupiers to reduce single occupancy private car journeys in favour of more sustainable forms of travel.

The SPG has been developed and published and supplements policies in the adopted Newport Local Development Plan.

With this SPG in place, developers and place makers will now and in the future have clear guidance on how they need to consider sustainable travel in new community design and how developments link with the wider community.

Financial Summary

The costs and financial implications of Covid-19 have been included in the main body of this report.

Risks

Risk	Impact of Risk if it occurs* (H/M/L)	Probability of risk occurring (H/M/L)	What is the Council doing or what has it done to avoid the risk or reduce its effect	Who is responsible for dealing with the risk?
Risk to public transport due to reduction in use due to the pandemic which has caused loss of revenue and reduction in public confidence	H	M	Discussions took place with the WLGA and Welsh Government, an initial 3-month public transport support package was provided. Discussions are continuing with Welsh Government to develop further funding support that facilitates an increase in service levels to support the phased relaxation of lockdown and maintain social distancing.	City Services / Welsh Government
Risk to economic recovery due to people working from home	H	M	Social distancing measures put in place to encourage residents back to the city centre.	Regeneration Team

Links to Council Policies and Priorities

One Newport Public Services Board Local Well-being Plan 2018-23

The Local Well-being Plan has five cross cutting interventions that support the priorities and well-being objectives of the Public Services Board (PSB). Sustainable Travel is one of the five cross-cutting interventions. The PSBs' sustainable travel vision is:

"Efficient, safe, and healthy travel, accessible to all, with overall low impact on the environment, prioritising walking, cycling and integrated public transport and also considering car sharing and ultra-low emission vehicles".

The intervention sets out 3 steps that the PSB will be working on for the life of the plan.

Steps

1. PSB to become champions of sustainable travel, leading by example and reducing the public sector's contribution to air pollution.
2. Create an environment where public transport, walking and cycling is prioritised.
3. Encourage the use of ultra-low emission vehicles.

Corporate Plan 2017-22 & the Strategic Recovery Aims

The Corporate Plan runs to 2022 and has a primary vision to 'Improving People's Lives'. It has four well-being objectives:

- 1) *To improve skills, educational outcomes & employment opportunities*
- 2) *To promote economic growth and regeneration whilst protecting the environment*
- 3) *To enable people to be healthy, independent and resilient*
- 4) *To build cohesive and sustainable communities.*

The Covid-19 health emergency has posed a significant and unprecedented challenge to the way in which we deliver our services and our way of life. Since March 2020, the Council's focus has been to preserve life, minimise the spread of the virus, and support our communities and the vulnerable.

Newport City Council strategic recovery aims have been drafted to reflect the work undertaken by the Council in response to the crisis while also considering the Council's long-term aims to 'build a better Newport' and support the Wellbeing of Future Generations (Wales) Act 2015.

Each of the strategic aims links in to the Corporate Plan objectives as below:

Well-being Objective	Strategic Recovery Aim
1. To improve skills, educational outcomes & employment opportunities.	1. Understand, and respond to, the additional challenges, which Covid-19 has presented, including loss of employment, impact on business and on the progress, achievement and wellbeing of both mainstream and vulnerable learners.
2. To promote economic growth and regeneration whilst protecting the environment	2. Understand and respond to the impact of Covid-19 on the city's economic and environmental goals to enable Newport to thrive again.
3. To enable people to be healthy, independent and resilient.	3. Promote and protect the health and wellbeing of people, safeguarding the most vulnerable, and building strong, resilient communities
4. To build cohesive and sustainable communities.	4. Provide people with the resources and support that they need to move out of the crisis, considering in particular the impact that Covid-19 has had on our minority and marginalised communities

An integrated sustainable travel network across Newport will support the four well-being objectives and all four strategic recovery aims. Sustainable travel is key in:

- Enabling people to attend education and employment opportunities;
- Promoting economic growth and regeneration whilst minimising travel carbon emissions and air pollution;
- Enabling people to travel more actively and therefore being more physically active which benefits individual and population health;
- Supporting our communities to be sustainable;
- Connecting people and communities for social and cultural activities.

Sustainable Travel Strategy

The council's Sustainable Travel Strategy (Air, Noise & Sustainability Action Plan) was designed, to outline the various actions the council will progress to reduce the level of pollution from road traffic and provide a framework to develop local plans to target known areas of poor air pollution known as Air Quality Management Areas (AQMAs).

Carbon Reduction Plan 2018-22

The Carbon Reduction Plan has a vision to be net carbon neutral by 2030. One of the objectives that supports this vision is to *“Reduce our business travel, fuel consumption and transition our fleet to electric or alternatively fuelled vehicles”*

Options Available and considered

1. To note the information contained in the report.
2. To note the information contained in the report and ask for additional information.

Preferred Option and Why

1. To note the information contained in the report.

Comments of Chief Financial Officer

The report highlights a number of different areas feeding into sustainable travel, some of which are current or imminent which have confirmed grant funding highlighted in the report, and other areas which are long-term and are being developed.

Where revenue has been impacted through the pandemic such as on car parking and Civil Parking Enforcement, the Council has and will, where possible, claim this from Welsh Government through the Covid income loss claim. Where there is a continued impact beyond the claim, this will need to be reflected in budget monitoring and if long term addressed through the budget setting process.

The Council will need to continue to monitor the impact of the information contained in the report on both revenue and capital and reflect this in both the Medium Term Financial Projections and the capital programme.

Comments of Monitoring Officer

There are no legal issues arising from the report.

Comments of Head of People and Business Change

From an HR perspective, there are no staffing implications to this report.

Sustainable travel supports the ethos of the Well-being of Future Generations (Wales) Act 2015. In addition, the well-being goals and the sustainable development principle contained in the Act along with the council's well-being objectives and the Well-being Plan well-being objectives have been fully considered when developing the report. This has been summarised in the appropriate section of this report.

Comments of Cabinet Member for City Services

This report sets out some of the work that is underway to improve the transport options and network across the city. I am particularly pleased to see that we will be receiving delivery of our first ultra-low emission refuse vehicle in March 2021. This will further support the work underway to reduce the council's carbon emissions.

Comments of Cabinet Member for Sustainable Development

Sustainable travel networks are essential for improving and sustaining the economic, social, cultural and environmental well-being of Newport. They are key to connect people and communities, support economic growth, tackle poverty and improve our environment and health.

Equalities Impact Assessment and the Equalities Act 2010

This report does not require a fairness and equalities assessment (FEIA), however some of the projects mentioned in the report will require an FEIA, which will be completed alongside the development of project plans.

Children and Families (Wales) Measure

Children and young people have been involved in a number of projects mentioned in this report specifically the Safe Routes in Communities, (St David's Primary). An extensive engagement programme has been undertaken with children, young people and their families in the development of this scheme.

Well-being of Future Generations (Wales) Act 2015

The Well-being and Future Generations (Wales) Act 2015 seeks to improve the social, economic environmental and cultural well-being of Wales. Public bodies should ensure that decisions take into account the impact they could have on people living in Wales, in the future. The five main considerations of the Act that we need to consider are:

Looking to the Long Term:	In the long term, improving local integrated sustainable travel networks will help to improve air quality, reduce carbon emission and have a positive impact on climate change, which will affect future generations.
Prevention:	Sustainable travel options help to prevent poor air quality, which impacts on people's health and the wider environment we live in.
Taking an Integrated Approach:	<p>Local integrated sustainable travel networks meet all of the Well-being Goals:</p> <p><u>A prosperous Wales</u>: They support economic growth and enable people to access education and employment.</p> <p><u>A resilient Wales</u>: They improve air quality, reduce carbon emissions and have a positive impact on climate change.</p> <p><u>A healthier Wales</u>: They improve health by reducing carbon emissions, improving air quality and enabling people to travel more actively.</p> <p><u>A more equal Wales</u>: They will enable all people and communities to fulfil their full potential no matter what background and circumstances they come from.</p> <p><u>A Wales of cohesive communities</u>: They can connect communities.</p> <p><u>A Wales of vibrant culture and thriving Welsh Language</u>: They can connect people and communities for social and cultural activities.</p> <p><u>A globally responsible Wales</u>: They will not only improve the economic, social, cultural and environmental well-being of Newport and Wales, it will also make a positive contribution to global well-being.</p>
Collaboration:	The council are collaborating across council departments, with PSB partners and other organisations on many of the projects mentioned in this report. For example, Gwent Travel Charter, ECO stars scheme, sustainable travel SPG and the bike hire scheme.
Involvement:	Individual consultation and engagement activities have taken place for many of the projects mentioned in this report. For example, sustainable travel SPG, Safe Routes in Communities and other active travel projects.

Crime and Disorder Act 1998

Section 17(1) of the Crime and Disorder Act 1998 imposes a duty on the Local Authority to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area.

Consultation

Individual consultation and engagement activities have taken place for many of the projects mentioned in this report. For example, sustainable travel SPG, Safe Routes in Communities and other active travel projects.

Background Papers

[Local Well-being Plan 2018-23](#)

[Corporate Plan 2017-22](#)

[Sustainable Travel Strategy](#)

[Carbon Reduction Plan 2018-22](#)

[Local Transport Plan](#)

Dated: 7th September 2020