

GOING BEYOND THE RED LINE

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THE ACTIVE TRAVEL ACT

“We want to make walking and cycling the most natural and normal way of making getting about.”



Active Travel (Wales) Act 2013

2013 anaw 7

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Supplementary

**It's not just about
how people travel;
it's about how
they don't travel.
Active travel
displaces car
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The way we travel is a problem

Climate Change

- Transport accounts for 16% of Wales' carbon emissions.
- Transport emissions aren't going down, in 2016 they went up.
- Over 50% of the emissions come from cars.

Air Quality

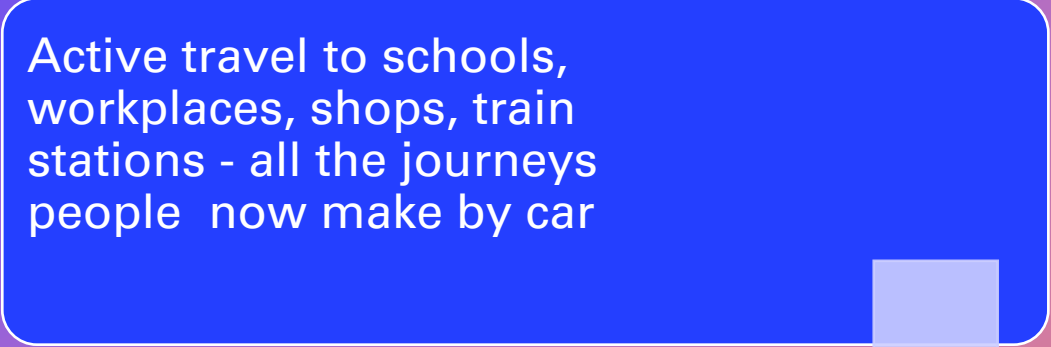
- 1,600 avoidable deaths in Wales are due to particulate matter and 1,100 due to NO2 exposure.
- The primary source of both NO2, and particulate matter pollutants is vehicle emissions.
- South Wales has the UK's second worst levels of air pollution.

Physical Inactivity


- Wales has the lowest physical activity levels in Britain.
- This results in obesity and a whole range of illnesses that are estimated to cost the Welsh NHS £35 million each year.

The Active Travel Act is all about changing everyday journeys

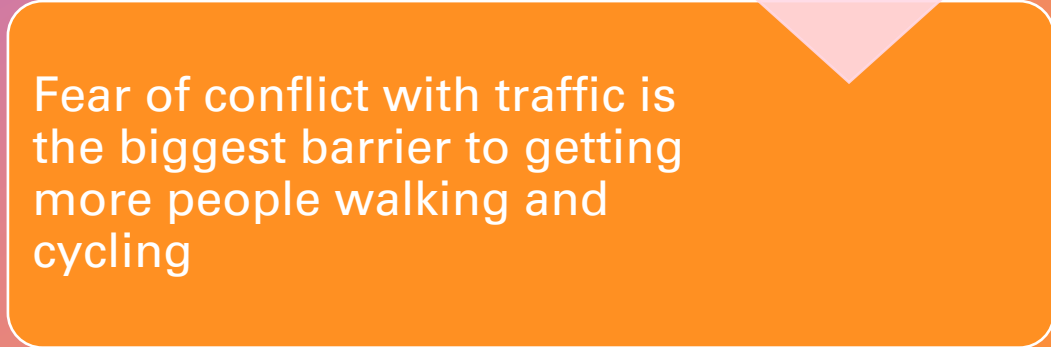
Active travel to schools, workplaces, shops, train stations - all the journeys people now make by car



But making those journeys brings active travellers into conflict with traffic



Fear of conflict with traffic is the biggest barrier to getting more people walking and cycling



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- Most active travellers and potential active travellers have a choice about how they travel.
 - 83% of bike riders also drive.
 - If their entire active journey isn't safe, convenient and direct they'll drive.
 - That ruled out most everyday journeys in Wales.
 - That's why we passed the law.



The Act has four elements:

Mapping and Building Routes

Local authorities must map their existing walking and cycling routes and set out plans to build routes over the next fifteen years.

All to standards set out in the Design Guidance.

Promotion

Welsh Government and LAs have a duty to promote active travel.

Generally, they don't.

Enhance facilities when creating and maintaining highways

Making provision for active travel when building or improving a road is cheaper and easier than retrofitting.

It's a legal duty but doesn't happen often enough.

Street Works

If a road or path is closed or diverted, the impact it will have on walkers and cyclists must be a prime consideration and appropriate measures put in place.


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- To date the Act has not been a great success

- The maps lacked ambition.
- Funding was paltry, around £7 per head.
- Little support for promotion.
- Welsh Government ignored its own law when it built trunk roads.
- Guidance on street works ignored the Act. The “Red Book” just advocates a “Cyclist’s Dismount” sign.
- In 2019 only 6% of people cycled at least once a week.



That's now changing

- The new Active Travel Guidance requires a minimum density of routes.
 - Funding is now over £23 per head.
 - New guidance on Trunk Roads requires adherence to the Act.
 - New Guidance on street works sets out how to cater for cyclists so they are kept safe and inconvenienced only when unavoidable.
 - Promotion is still a problem.
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PLANNING POLICY WALES 11

4.1.34 In determining planning applications, planning authorities **must** ensure development proposals, through their design and supporting infrastructure, **prioritise provision for access and movement by walking and cycling** and, in doing so, maximise their contribution to the objectives of the Active Travel Act.

4.1.32 Planning authorities **must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling**. The design of development proposals should, in accordance with the sustainable transport hierarchy, **start with identifying the shortest, most attractive walking and cycling connections and then addressing the other transport needs**.

4.1.30 (...) Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice. **Active travel infrastructure should be put in place early on in a development, and before the people living there move in, to support active and healthy travel patterns from the outset.**



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THANK YOU

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LINKS TO NEW GUIDANCE

- **New guidance on street works.**
114/20: Supplementary Guidance for the Safety at Street Works and Road Works A Code of Practice 2013 - This guidance advises on street works and road works on active travel routes.
<https://gov.wales/11420-supplementary-guidance-safety-street-works-and-road-works-code-practice-2013>
- **New Procedure and Advice Guidance on Trunk Roads and Active Travel.**
115/20: Active travel and trunk road improvement schemes.
<https://gov.wales/11520-active-travel-and-trunk-road-improvement-schemes>
- **New Edition of Planning Policy Wales (PPW 11)**
https://gov.wales/sites/default/files/publications/2021-02/planning-policy-wales-edition-11_0.pdf
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