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# The Active Travel Wales Act

## a legislative approach to active travel

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# The situation in Wales

- 49% of trips under 3 miles (5km)
- Only 1% of journeys to work are by bike
- At morning peak, a quarter of cars on the road are taking children to school
- 18% of trips under 1 mile (1.6km) by car

# What was being done before?



Action Plan existed – but unsuccessful:

**Target:** children walking to school up to UK average

**Outcome:** *Children walking to school down 11%*

**Target:** triple percentage of adults cycling to work

**Outcome:** *no change*

Welsh Government spends £3.30 per capita per annum on cycling

# Problems identified



- Built environment designed for the car, not people
- Lack of budget for walking and cycling
- Cycling funded by end of year underspend
- Not prioritised at Welsh Government level or by local councils
- No strategic plan – but there is for roads!
- Lack of skills within transport departments

# Using legislation – how did we get there



Welsh Labour Manifesto 2011



Standing up for Wales

Labour Llafur



- Sustrans-led Petition submitted to the National Assembly for Wales
- Backed by a range of organisations – health, education, business
- Political party manifestos

## Short drives on school run damaging the economy, says business group

Parents driving short distances to school are damaging the economy, according to a Welsh business group.

Tweet 0



Parents driving short distances to school are damaging the economy, according to a Welsh business group.

Aggravated rush hour congestion increases costs for businesses, says the Institute of Directors (IoD) and the sustainable transport charity Sustrans Cymru.

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# Shaping the Bill

- Sustrans led a consultation event following the plan for legislation
- Encouraged others to submit evidence when draft Bill published
- Worked with Assembly Members from all Parties to try and improve the Bill
- Sustrans strong evidence picked up in scrutiny and reflected in Committee report to Welsh Government

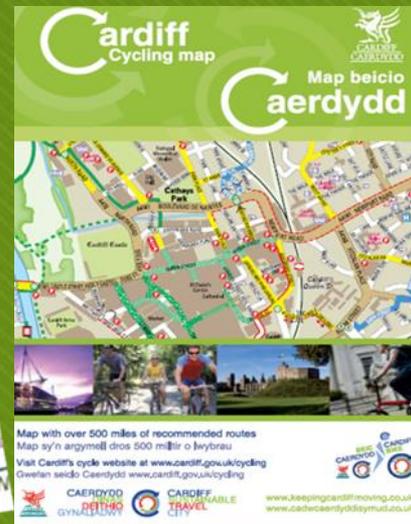
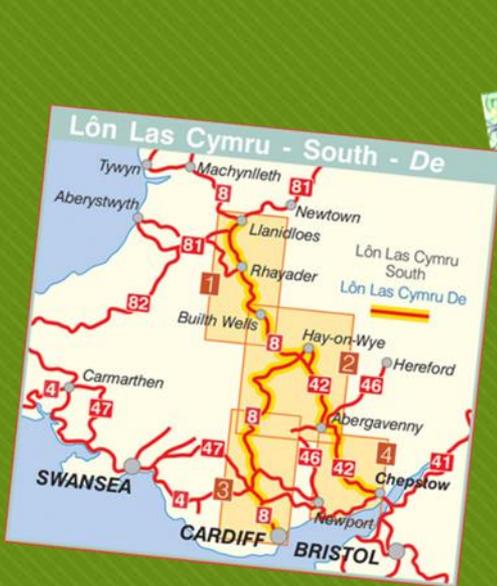


# What's in the Active Travel (Wales) Act

- Active Travel Act: Starting mid-2014
- Future plan: 1 year's time - map current routes  
3 years' time - produce plan to guide deliver  
Build new routes, improve existing ones
  - Consultation: Duty on councils to consult; they have to ask people their views of current and future mapping of cycling and walking routes
  - Smarter choices: Duty on Welsh Ministers and Local Authorities/Councils (LAs) to promote active travel
  - Reports: Annual Reporting; from LAs to Ministers to Welsh Assembly
- Impact: Better routes and info; more people getting on their bikes or walking

# What else is part of the Act?

- New best practice design guidance drawn up by expert group
- Delivery guidance for local authorities in Wales
- New user friendly maps regularly updated
- Must be considered as part of wider transport policy
- Active travel to be considered as part of all highways improvements

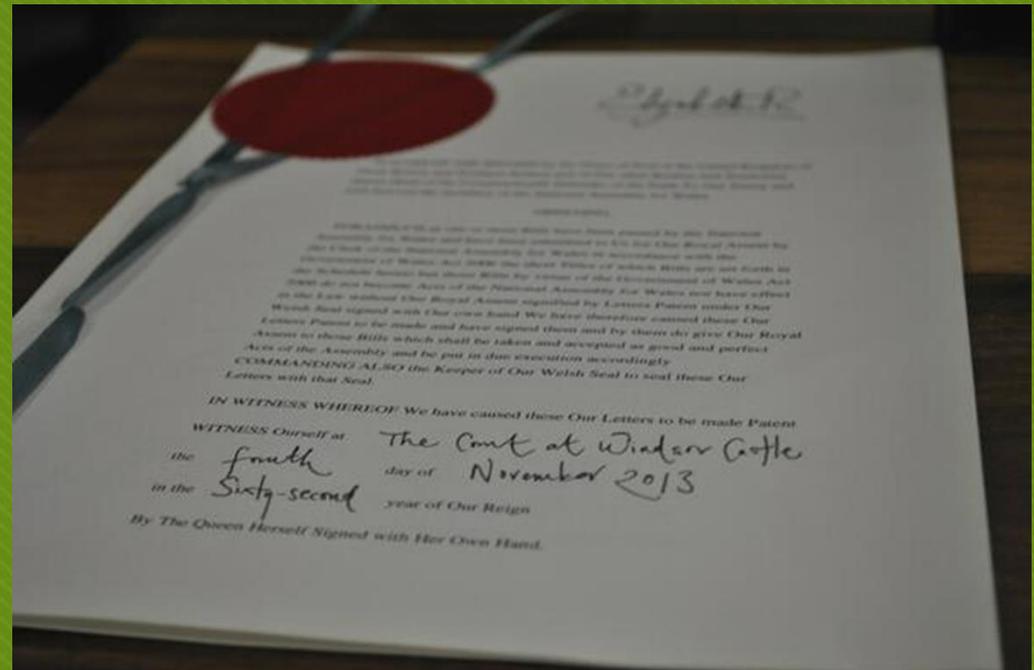


# Challenges during the process

- Opposition – some expected, some unexpected
- Initial draft of Bill only talked of routes and maps
- Legal definitions of language– could paths for “walkers” exclude people with disabilities?
- Face of the Act ‘vs’ Guidance & Regulation
- Politics!
- Where should the legislation apply?

# It's an Act!

- Still challenges ahead
- What will this mean for future funding?
- Long term change – but now active travel clearly a priority
- Political leadership – First Minister spoke at cycling conference in Wales



# Any questions?

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