

Active Travel Act Guidance

**Presentations to accompany
the consultation on the revised
guidance**

April 2020



Llywodraeth Cymru
Welsh Government

www.cymru.gov.uk

Three sections:

- Overview – Natalie Grohmann
- Changes to the delivery guidance – Chris Roberts
- Changes to the planning and design guidance – Adrian Lord



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The draft revised guidance-


Why, how and what next?

Natalie Grohmann, Head of Active Travel & Road Safety,
Welsh Government

How did we get here?

- 2011 Programme for Government included “the Highways and Transport (Cycle Routes) Bill”
- Active Travel (Wales) Act 2013; came into force September 2014
- Statutory Guidance published October 2014

Active Travel (Wales) Act 2013 (anaw 7)



Active Travel (Wales) Act 2013
2013 anaw 7

CONTENTS

Introduction

1 Overview
2 Meaning of “active travel route” and “related facilities” etc.

Maps

3 Editing routes maps
4 Integrated network maps
5 Publication etc. of maps
6 Developing transport policies with regard to integrated network map


Other provisions

7 Securing continuous improvement in active travel routes
8 Reports by Welsh Ministers on active travel
9 Provision for walkers and cyclists in exercise of certain functions
10 Duty to exercise functions to promote active travel

Supplementary

11 Review of operation of Act
12 Directions and guidance
13 Interpretation
14 Commencement
15 Short title

Deddf Teithio Llesol (Cymru) 2013 (dccc 7)



Deddf Teithio Llesol (Cymru) 2013
2013 dccc 7

CYNNWYS

Cyflwyniad

1 Trochswg
2 Ystyr “llwybr teithio llesol” a “cyfnewtenu cywyltindig” etc.

Mapiau

3 Mapiau llwybrau personol
4 Mapiau rhwydwaith integredig
5 Cyhoeddi etc. mapiau
6 Datblygu polisiau trafnidiaeth gan roi sylw i fap rhwydwaith integredig

Darpariaethau eraill

7 Sicrhau gwelliant parhaus i lwybrau teithio llesol
8 Adroddiadau gan Weinidogion Cymru ar dethio llesol
9 Darparu ar gyfer cerddwyr a betwyr wrth arfer swyddogaethau penodol
10 Dylstrwydd i arfer swyddogaethau i hyrwyddo teithio llesol

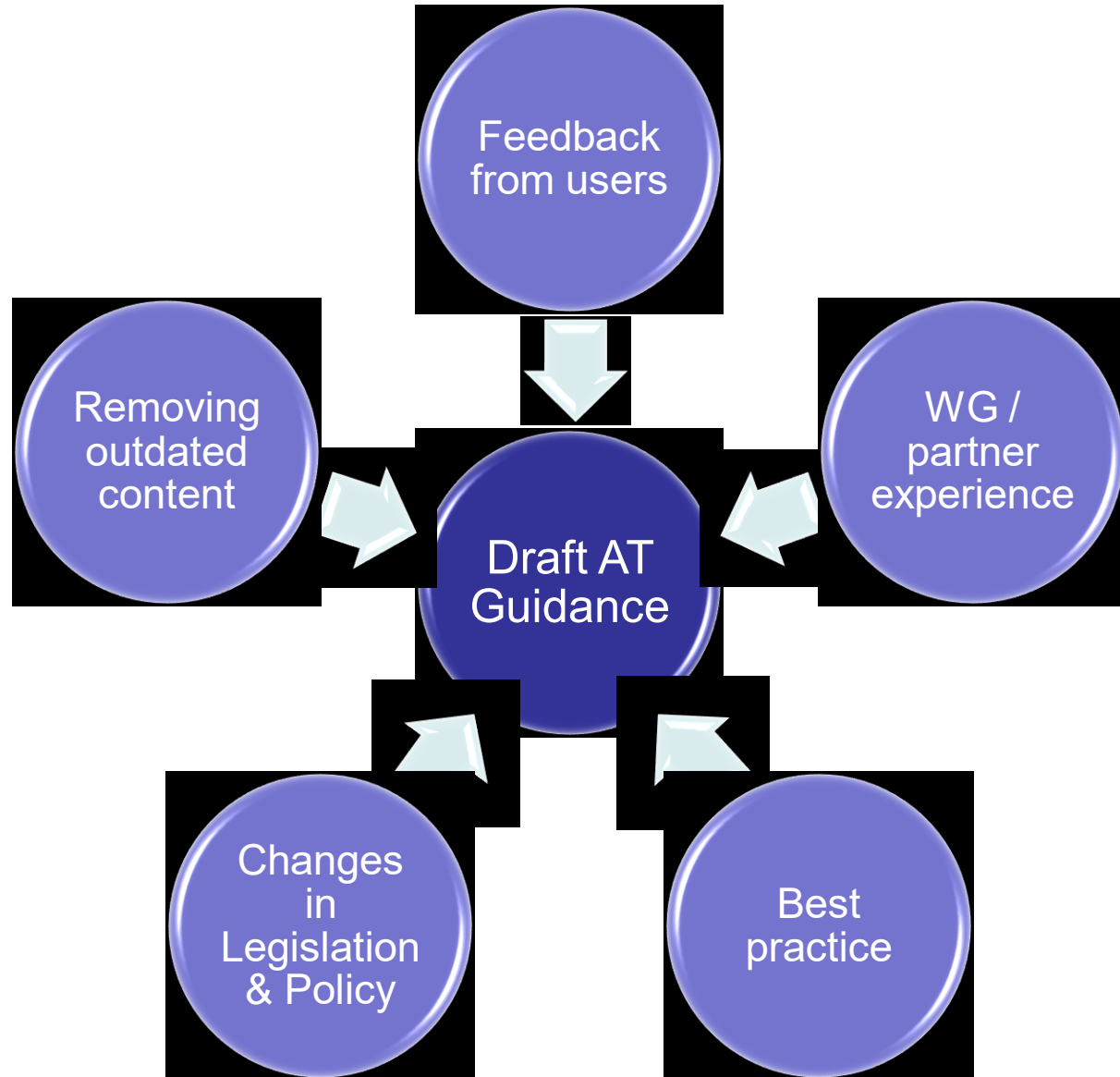
Atodi

11 Adolygu gweithrediad y Ddeddf
12 Cyfarwyddiadau a chanllawiau
13 Dehongli
14 Cychwyn
15 Enw byr

How did we get here?

- First Existing Routes Maps submitted in January 2016
- Integrated Network Map pilot, workshops and bulletins throughout 2016 /17
- First Integrated Network Maps submitted in November 2017
- Full set of INM approved in Autumn 2018
- Active Travel Fund since Summer 2018

Draft revised Guidance



Updated but not yet perfect - what we already know needs further work

- The document has several typographical errors (broken references, fuzzy images, fully hyperlinked contents, etc)
- A short companion guide is needed
- Improve design to make as accessible as much as possible
- Split into sections to download individually
- **Please tell us what else – also the positives!**

What next?

- Three regional consultation events in March were cancelled because of Coronavirus
- On line presentations and a live Q&A on zoom replace these events
- Zoom Q&A sessions; **21st May and 27th May**
14:00 – 16:00, please sign up by emailing activetravel@gov.wales
- Consultation period extended - **now closes 19 June**
- Final version of the guidance will be published late summer

What else is in the pipeline?

- Training for technical staff – Winter 2020
 - focused training on technical design elements delivered by industry experts
- Improved active travel GIS mapping system
 - work on mapping system was delayed by issues with Data Map Wales but is now being fast-tracked
- A package of support to assist local authorities with their public engagement and consultation is being procured and will be available late summer 2020

The deadline for next INM/ERM submission has been extended to **30 September 2021**

Leaders of Local Authorities have been written to about this, together with what information should be submitted this autumn in preparation for the INM submission

INM preparations to get underway now

Our advice is to progress work towards preparing INMs / ERMes that is unaffected by elements of the Guidance that are not yet finalised - please check with us if in doubt

INM preparations to get underway now

Make connections within the local authority and with partners – beyond transport, such as:

- Education – 21st century schools and school travel
- Public Services Boards / Public Health Wales – Healthy Travel Charter for employers
- Planning Departments/ Design Commission – Placemaking
- Regeneration
- Housing



Staff healthy travel charter

Cardiff public sector commitments 2019-22



Working together, for our sites in Cardiff, we commit to...

Public transport
Offer discounts on public transport to staff in our organisations, including Cardiff Bus and Transport for Wales Rail Services, and explore discounts with other operators
Walking, cycling and public transport
Contribute to an interactive map showing all walking and cycling infrastructure and public transport links for our main public sector sites in Cardiff
Cycling
Offer the cycle to work scheme to all staff
Provide secure cycle storage and showers at all main sites
Improve access to bicycles at work, e.g. pool bikes and Nextbikes
Facilitate and promote free cycle training and maintenance sessions
Review together our travel expenses policies, to encourage uptake of cycling
Communications and leadership
Establish a network of sustainable travel champions across our organisations
Agree and use consistent communications messages with the public, visitors and staff on healthy travel
Promote and consider healthy travel options and benefits when advertising roles in our organisations
Senior staff and managers routinely promoting and modelling active and sustainable travel behaviour
Agile working
Increase availability and uptake of tele- and video-conferencing for meetings where appropriate
Ultra low emission vehicles
Review the current and future need for electric vehicle (EV) charging infrastructure on our sites
Review our fleet and procurement arrangements (where applicable) for introduction of ultra low emission vehicles
Between us, we will...
Reduce the proportion of journeys commuting to and from work made by car from 62% to 52%
Increase the proportion of staff cycling weekly to and from work, or at work from 14% to 23%
Increase the proportion of vehicles used during the day which are plug-in hybrid or pure electric from 1% to 3%

Who we are...



Active Travel Act Delivery Guidance Review

The challenges & the changes

Chris Roberts

The Review

- **Focus Groups**
 - **Four area groups**
 - **One accessibility group**
 - **69 Participants – including all local authorities**
- **All Wales Review Meeting**

Challenge 1 - Complexity

- **Two sets of guidance**
 - **Delivery Guidance**
 - **Design Guidance**
- **Two sets of maps**
 - **Existing Routes Map**
 - **Integrated Network Map**

Complexity – the changes

- **One set of guidance – in two parts**
 - **Part 1: Delivery Guidance**
 - **Part 2: Planning & Design Guidance**
- **One map – Active Travel Network Map**
 - **Existing Routes**
 - **Future Routes**

Challenge 2 – Sense of purpose

Process heavy – outcome light

- **The maps contain very few complete routes that could be used by new active travellers**
- **No increase in active travel in Wales**
- **Very little promotion of active travel**
- **Little focus on modal shift**

Sense of purpose – the changes

- **Clearer focus on new active travellers**
 - **Whole journeys**
 - **Basic Network**
 - **Promotion**
- **Schools**
- **Designated Localities**

Challenge 3 – Ambition

- **To function, the maps have to be ambitious.**
- **Yet raising expectations was seen as a problem.**
- **Most Integrated Network Maps did not map an integrated network.**

Ambition – the changes

- **ATNMs will have to include a network of existing and future routes with a mesh density of no greater than 250 metres by the third round of map submissions**
- **Desire Lines: A minimum requirement for a desire line is now included in the Planning and Design Guidance**
- **Prioritisation is now clearly part of the whole process**

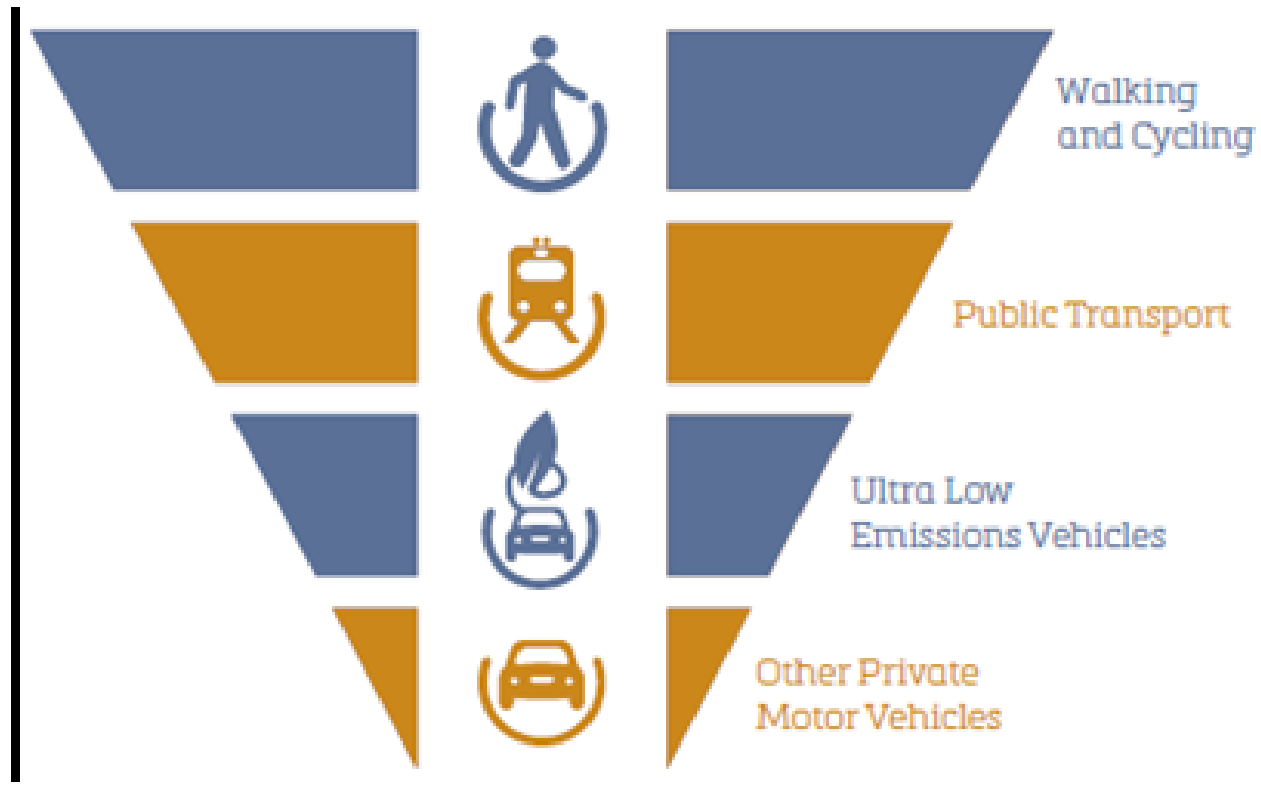
Challenge 4 – Status

- **Active travel not widely seen as important**
- **Key parts of the Act being ignored**

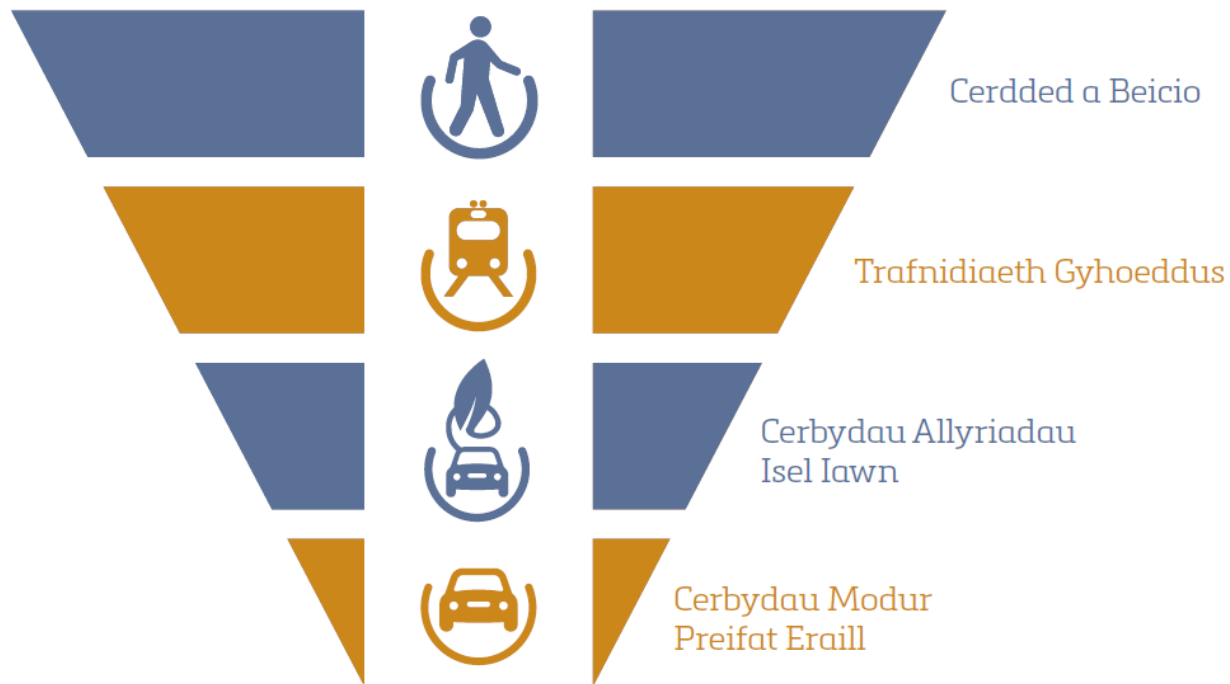
Status – the changes

- **Relationship with the Well-being of Future Generations Act, Environment Act, etc.**
- **Planning Policy Wales**

The Sustainable Transport Hierarchy



Yr Hierarchaeth Drafnidiaeth Gynaliadwyyn maes Cynllunio



Status – the changes

- Relationship with WfG Act, Environment Act, etc.
- Improved Planning Policy Wales
- **Provision for active travellers when making changes to the highway**

Highway construction and maintenance

- **Highways projects in Wales should seek to enhance provision unless good reason not to can be demonstrated**
- **Audit trail required**
- **Consideration at earliest stage of design**
- **“Highways projects in Wales must not make walking and cycling less convenient or safe.”**

Streetworks



Streetworks

- **Local authorities must consider the effects that streetworks may have on walkers and cyclists.**
- **Wherever possible, maintaining access for walkers and cyclists should be a priority during street works.**
- **New detailed guidance on streetworks in the Planning and Design Guidance.**

Streetworks



Streetworks

- Local authorities must consider the effects that streetworks may have on walkers and cyclists.
- Wherever possible, maintaining access for walkers and cyclists should be a priority during street works
- New detailed guidance on streetworks in the Planning and Design Guidance
- **The Red Book?**

Challenge 5 - Austerity

- **Very limited resources available
(especially personnel)**
- **Culture of “do only what you have to”**

Austerity – the changes


- **Sharing the Load - Directory of functions**
- **More direction (musts) e.g. use of audit tool**
- **Clearer provisions for reporting e.g. consultation**

Other changes (1)

- **Partial Review:** The provision in the Act that local authorities can review their maps at any time is now covered by a formal process in the guidance with specific provision for reviews that cover only part of an authority's area.
- **Statementing on existing routes:** The guidance now includes more detailed information on the preparation of statements and an undertaking from Welsh Government to provide further advice on the validity of statements.
- **Age Suitability:** The network is to be suitable for solo travel by children at the age they start secondary school.

Other changes (2)

- **Rurality:** There is now an acknowledgement of the different approaches that may be needed in rural areas and some suggestions are made on how to meet the particular challenges.
- **Commitment to provide training:** There is an explicit commitment to provide training for those involved in the preparation, review and submission of the ATNM on at least one occasion during each map submission cycle.

A solid red vertical bar is positioned on the left side of the slide, extending from the top to the bottom.

Active Travel: Planning and Design Guidance Updates

Adrian Lord – Phil Jones Associates

Design Guidance - Refresh

- What you said

- Simplify the text with more examples and illustrations
- Greater flexibility where standards couldn't be met
- Simplify the network planning process guidance
- Don't overly complicate the cycle/pedestrian audit and review process

- What we did

- Added more images and more example of best practice (local where possible)
- Able to include reduced widths where justified i.e. physical constraints, low flows.
- Process flow-charts incorporated into the main guidance document
- Retained simple system following discussion at the workshops

Process

- Acknowledgement that:

‘Perfection should not be the enemy of the good’

- Clear ambition on working towards a network density of 250m (acknowledging topography and other constraints)
 - This is in line with recommendations of Dutch research

Walking Planning Improvements

- Connecting attractors, identify barriers, identify points of entry (funnel routes)
- Increasing use of data to inform decisions
- Placemaking is a major element



Walking Network Planning Process

Stage 1 – Understand travel patterns and barriers

Stage 2A – identify and map attractors

Stage 2B – Identify and map funnel routes

Stage 2C – Feed in footway maintenance classification

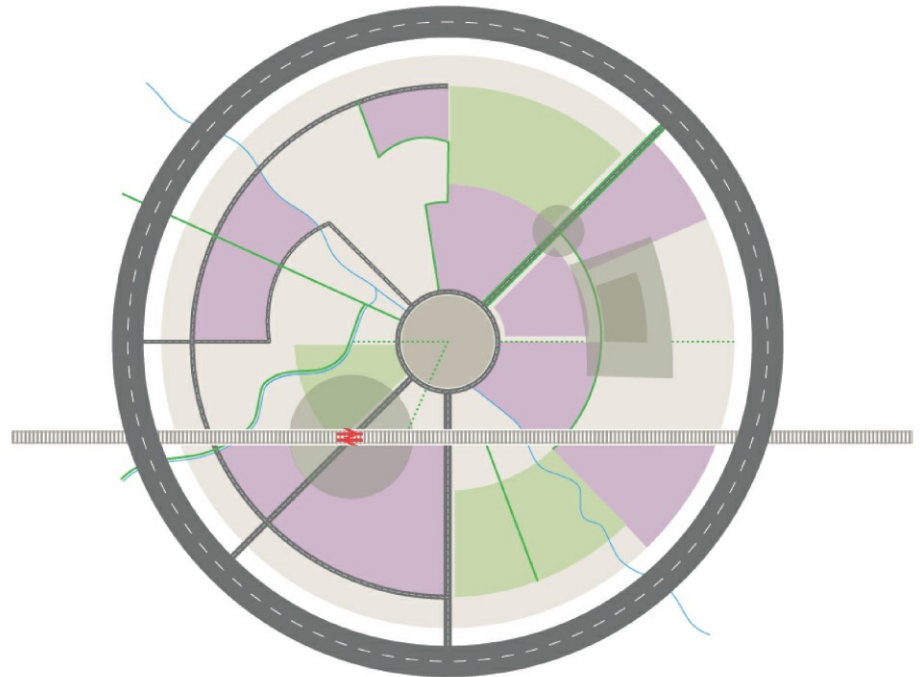
Stage 2D – Collate and overlay information in GIS

Stage 2E – Add in any new pedestrian routes

Stage 3 – Audit Key Routes/Areas

What is the basic network?

- Cycle lanes and tracks
- Low traffic and low speed neighbourhoods
- Filtered permeability
- Greenways and parks
- Quiet lanes



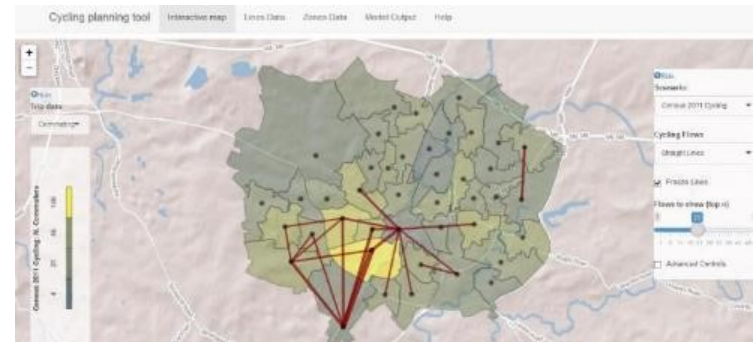
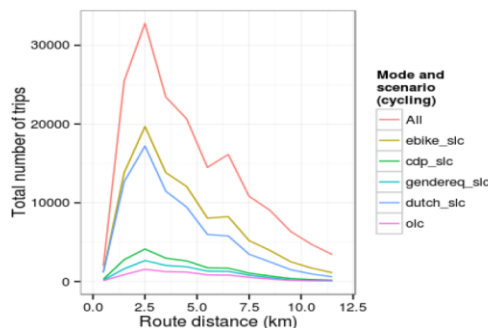
Cycling Network Planning Process

No change from previous approach but a process diagram is now included in main document

- Stage 1 – Aims and requirements (what trips/area are you targeting)
- Stage 2 – Information gathering (PCT, stakeholders, casualties, barriers)
- Stage 3 – Mapping (origins, destinations, desire lines and routes)
- Stage 4 – Assess/select routes

Propensity to Cycle Tool

- Developed by CEDAR (Cambridge) / ITS (Leeds) and University of Westminster
- Can help to define route corridors
- Can help indicate potential usage in future scenarios
- Try it at <http://pct.bike/>



Simple Network Planning Process – Bridgend CBC

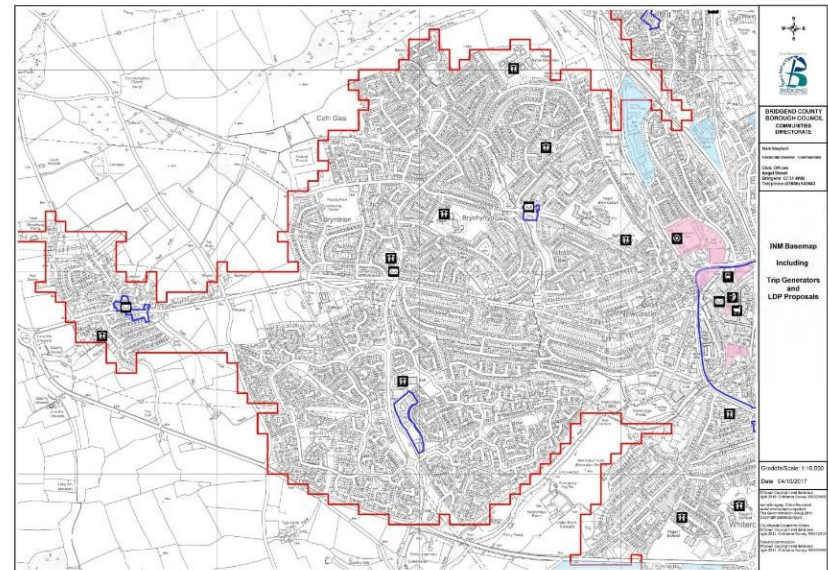


- Preparing for the ATM with stakeholders
- Data from previous ERM and INM development
- Specific INM sessions
- Captured the following data:
 - Origin points
 - Destination points
 - Routes currently used
 - Desired routes
 - Issues

Planning the Active Travel Network

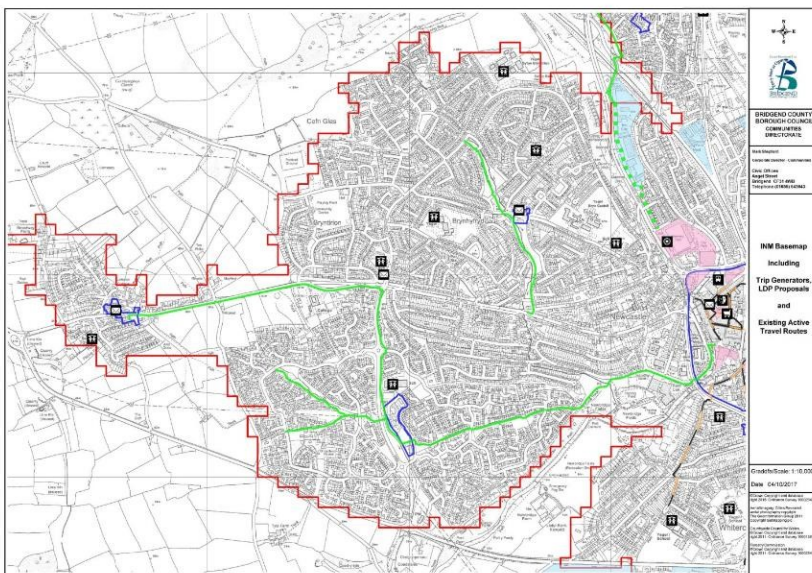
- Network Aims and objectives
 - Improved access to key services and facilities including town centres, employment sites, retail areas and transport hubs;
 - Improved access to education facilities such as schools and colleges;
 - Improvements to, and expansion of, the existing strategic cycle network in the county borough.

Map the Main Trip Generators and Attractors

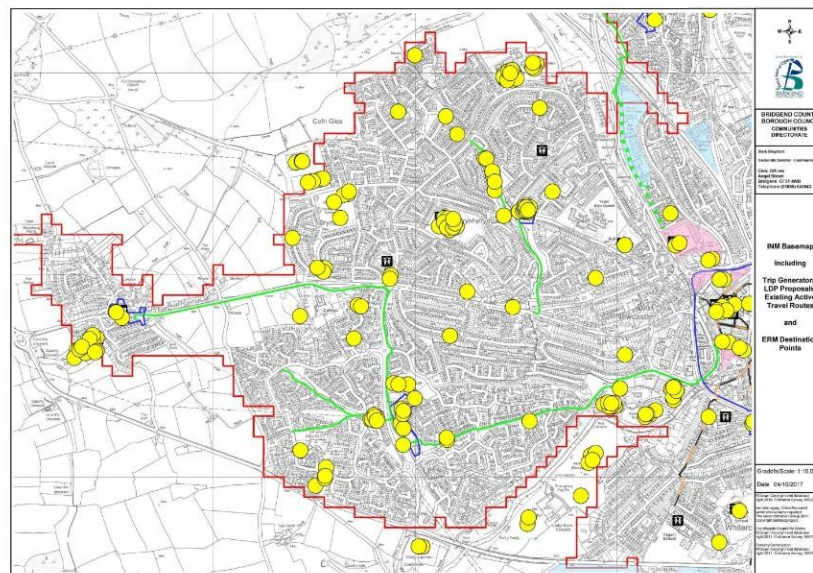


Planning the Active Travel Network

Map Existing Active Travel Routes

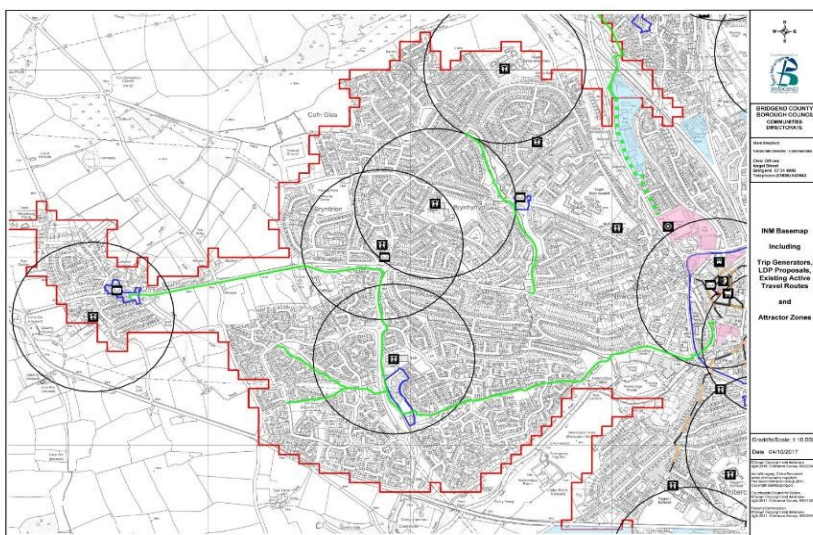


Add other local destinations (from data and stakeholder feedback)

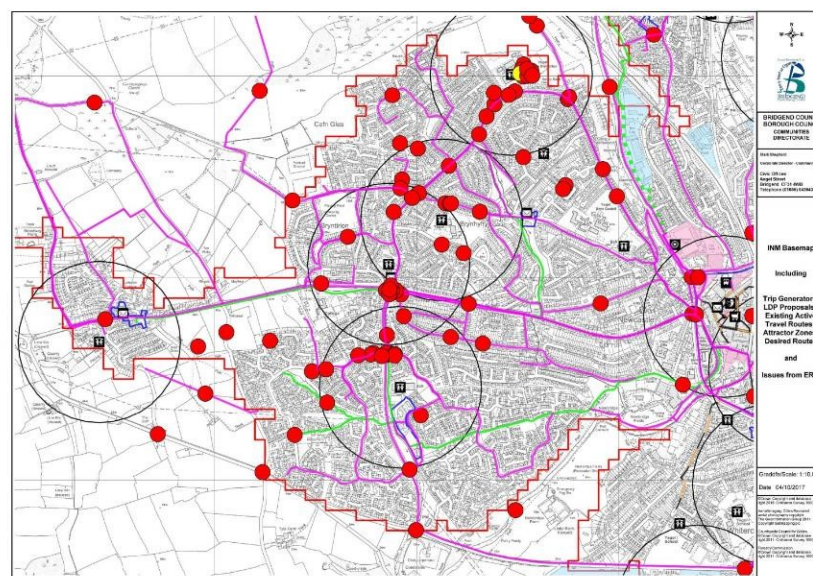


Mapping the desire lines between attractor zones (Walking)

Grouped destinations into clusters

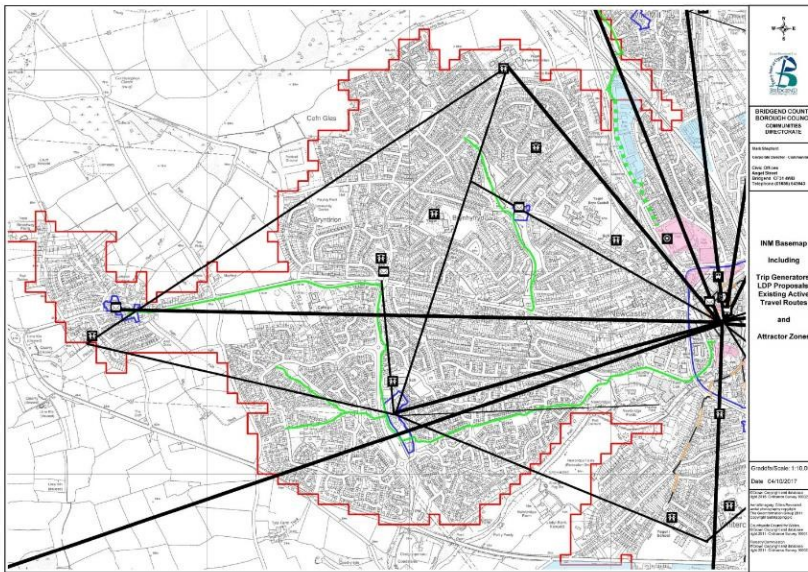


Added pedestrian desire lines and issues

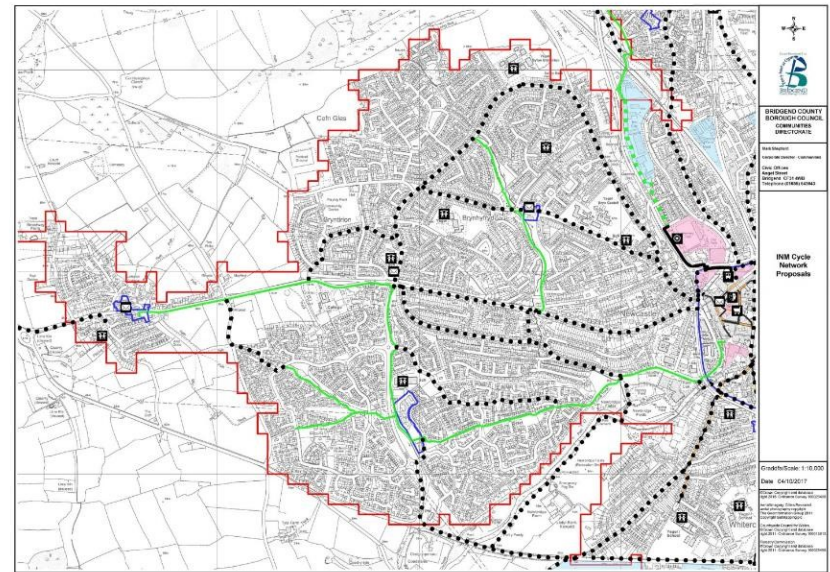


Mapping Desire Lines between attractor zones (Cycling)

Cycling Desire Lines

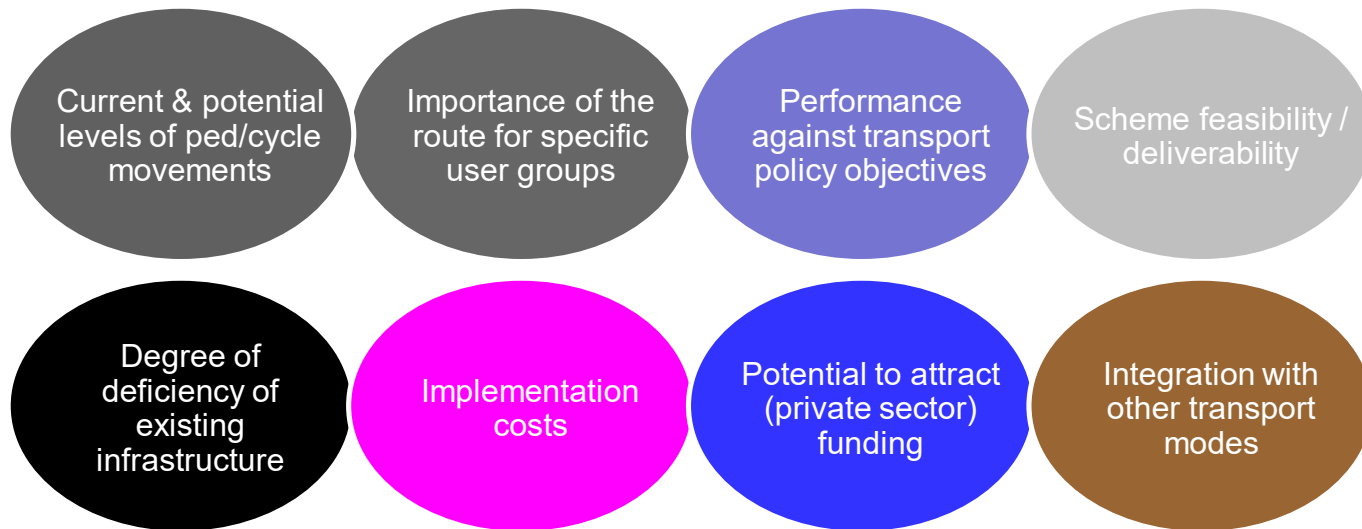


Desire lines matched to highway network



Prioritisation Guidance

Factors to consider in prioritising improvements may include:



Consultation and Engagement

Link between engagement on maps and schemes

ATNM Engagement

- Two-stage approach
- Early engagement
- Engagement for Validation

Minimum Expectations on who to engage

- Delivery partners
- The public
- People with protected characteristics
- Children and young people

Consultation and Engagement

Scheme Specific Engagement

- Co-production emphasis
- Two-stage approach
- Appropriate to scale of scheme
- Early engagement support for WeITAG
- Engage at concept stage or outline design of single option

Minimum Expectations on who to engage

- Local Members
- Town and Community Councils
- Local residents
- Stakeholders affected by the scheme

Monitoring and Evaluation

2014 Version

- Why monitor and evaluate?
- How to approach data gathering
- Data gathering tools
- Analysing the data
- Output

2020 Version

- Why monitor and evaluate?
- How to approach data gathering
- Data gathering tools
- **Recommended approach**
- Analysing the data
- Output

Design Guidance

- Things that were new/experimental are now well established
- TSRGD has legalised some things e.g. parallel cycle/zebra
- More technical knowledge/confidence from recently built examples
- Greater knowledge of what users find to be acceptable

Design Principles

- Develop ideas collaboratively and in partnership with communities
- Facilitate independent walking, cycling and wheeling for everyone, including unaccompanied child of secondary school age or a less experienced cyclist
- Design places that provide enjoyment, comfort and protection
- Ensure access for all and equality of opportunity in public space
- Ensure all proposals are developed in a way that is context-specific and evidence-led

Design Principles

- Separate people walking, cycling and wheeling from private motor vehicles or prioritise them by considering the following during scheme design:



- Separation of pedestrians from cyclists and motor traffic through provision of segregated cycle tracks and footways off-carriageway

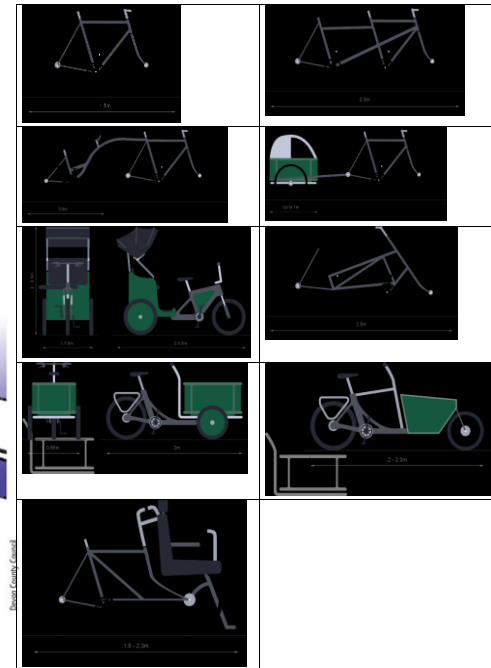
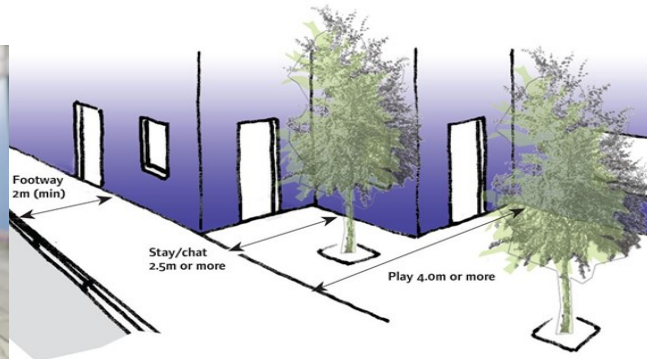
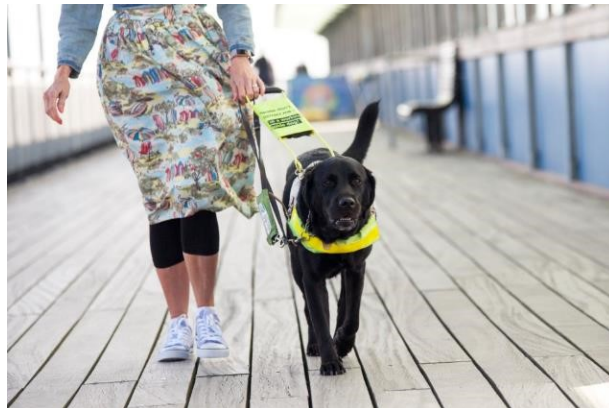
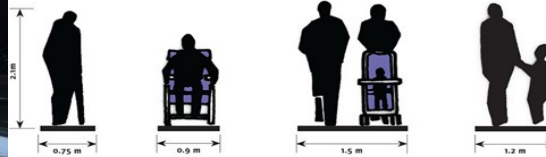


- Separation of pedestrians and cyclists from motor traffic through the provision of Greenways and shared off-carriageway infrastructure (away from busy town centres)



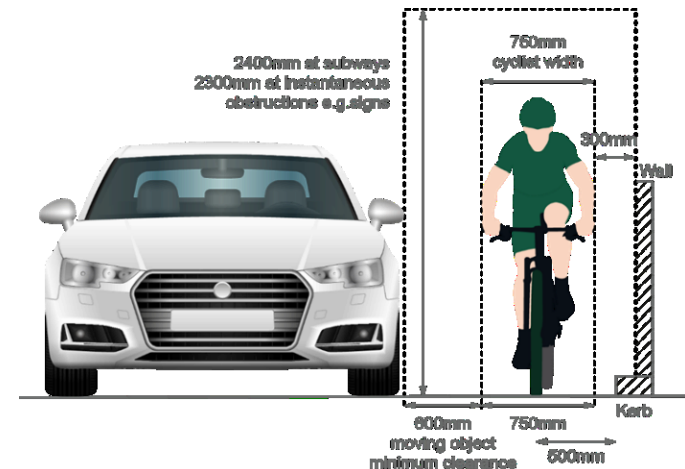
- Improve on-road conditions (reducing traffic speed/volumes) to enable cycle use within an existing highway

Inclusive Design – geometry and layout

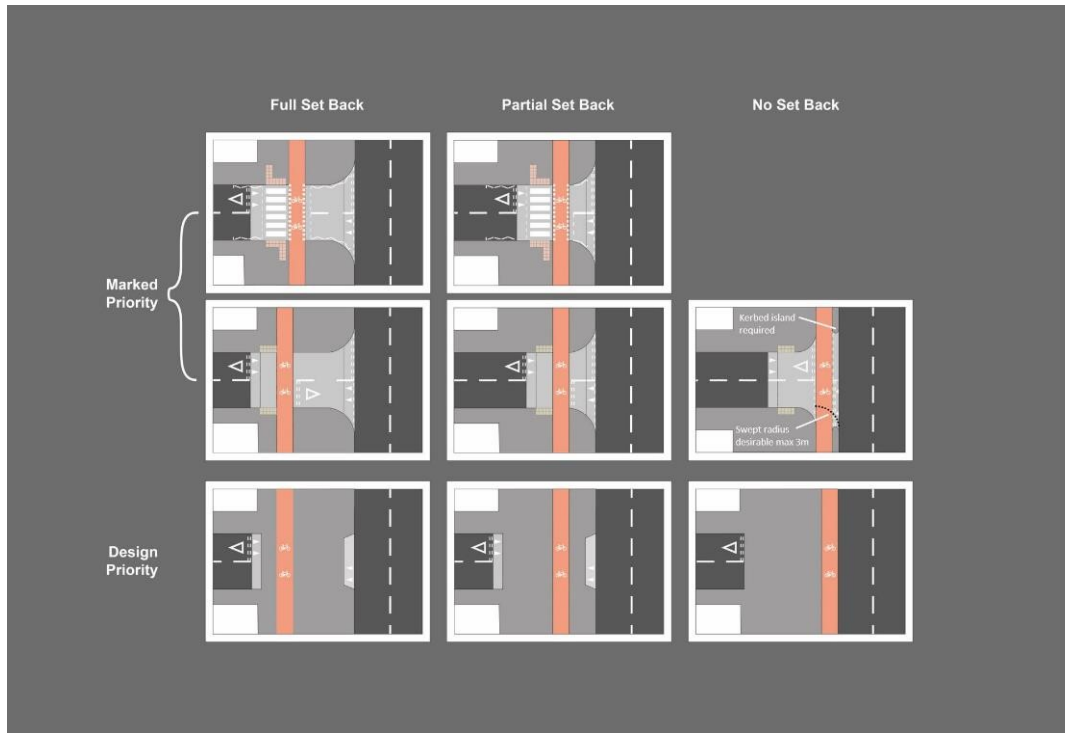


Design Fundamentals – when to separate

- Speed/flow diagram of when to share carriageway or go off-carriageway
- **New!** Orange – unacceptable/inaccessible to some users



New Ideas – Side Roads



Low Traffic Neighbourhoods



Simple Placemaking techniques

- Loading bays inset to footway
- Blended footways



TSRGD 2016 Changes

Junction and crossing layouts in the guidance have all been updated to reflect TSRGD 2016 (further detail on design choice, signal timing etc is in new Traffic Signs Manual Chapter 6)

TSRGD now enables some 'innovative' treatments that use standard signs and markings

Widespread adoption of 20mph speed limits across Wales may also facilitate more simple cycle contraflow using only 'Except Cycles' plate beneath a No Entry sign

New signs for cycle access to Vehicle Restricted Areas



Bus stop bypass – modified design

Design modified following experiments and feedback from disability groups

Issue: Cyclists on a lane or track potentially have to move out into live traffic lane to pass a bus, placing them in danger.

Solution: Cycle track placed between bus stop and footway.

Issue: Pedestrians now have to cross cycle track.

Recommended Solution: Zebra crossing of cycle track on flat top hump is legible to blind and good compliance by cyclists



Mini Zebra Crossing of Cycle Track

- TSRGD includes a zebra crossing of a cycle track
- Belisha Beacons are optional
- No Zig-Zag marking required

Advantages: Legible to blind and partially sighted (L shape tactile)
Good compliance by cyclists

‘Virtual zebra’ using street design
– may be OK in quieter locations



Parallel Cycle-Zebra Crossings



Signalised Junctions

- Provision of Cycle Tracks brings additional complications:
 - Cyclists always on nearside of other traffic
 - Potential additional delay to motor, pedestrian and cycle traffic to separate out conflicting movements.
 - Two-stage right turns for cyclists
 - Space for each mode and additional signalling equipment
 - At some point pedestrians need to cross cycle tracks – need to choose type of crossing or introduce shared-use.
- Difference in crossing time for pedestrians and cyclists can reduce need for staggered crossing for cyclists and keeps them away from pedestrians

Advanced Stop Lines

- A 7.5m ASL reservoir is permitted
- ASL can be used in conjunction with an early release signal to give cyclists a head start to reduce conflict with left-turning traffic
- The 'advance green' signal may be a standard 'filter' type aspect with a cycle symbol or a low-level cycle signal



Diagonal Crossings

May be cycle only (on left) or shared (on right) depending on crossing times and capacity required



Parallel Signalled crossings

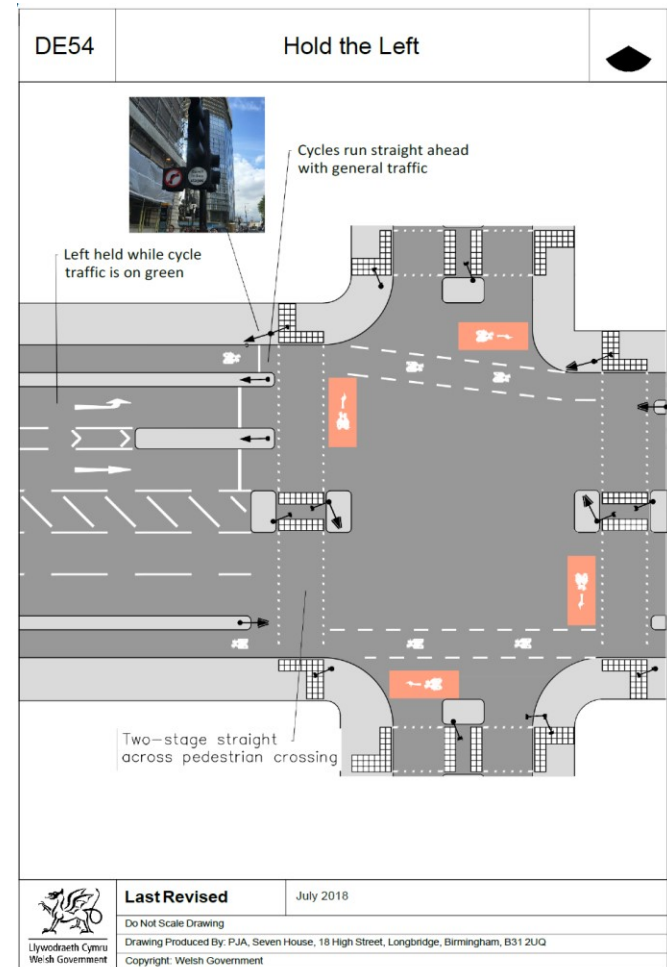
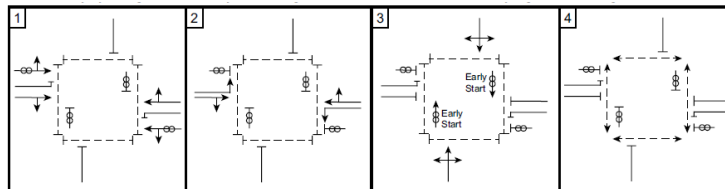
- Cycle may cross in one stage but pedestrians may need to stop in middle



Two-stage Right Turn (Hold the Left)

- Left turning motor traffic held while cycles go ahead
- Cycles wishing to turn right pull over to the left and then set off in advance of traffic on the opposing arm

Issues: Needs space for signal heads and turning areas



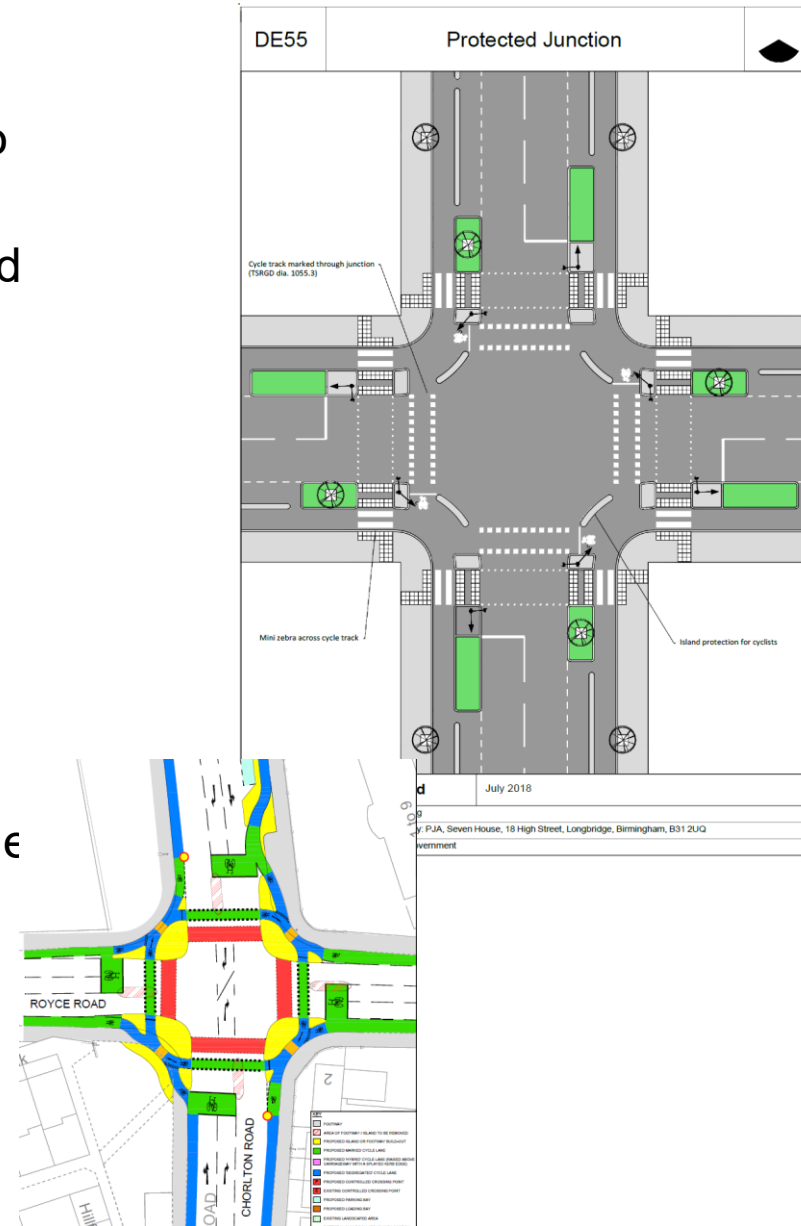
‘Protected’ Junction - Experimental

- Can be used with an ‘all-red’ for motor traffic to enable pedestrians and cyclists to have an ‘all-green’

Advantage: Protection with minimal delay and minimal mixing with pedestrians

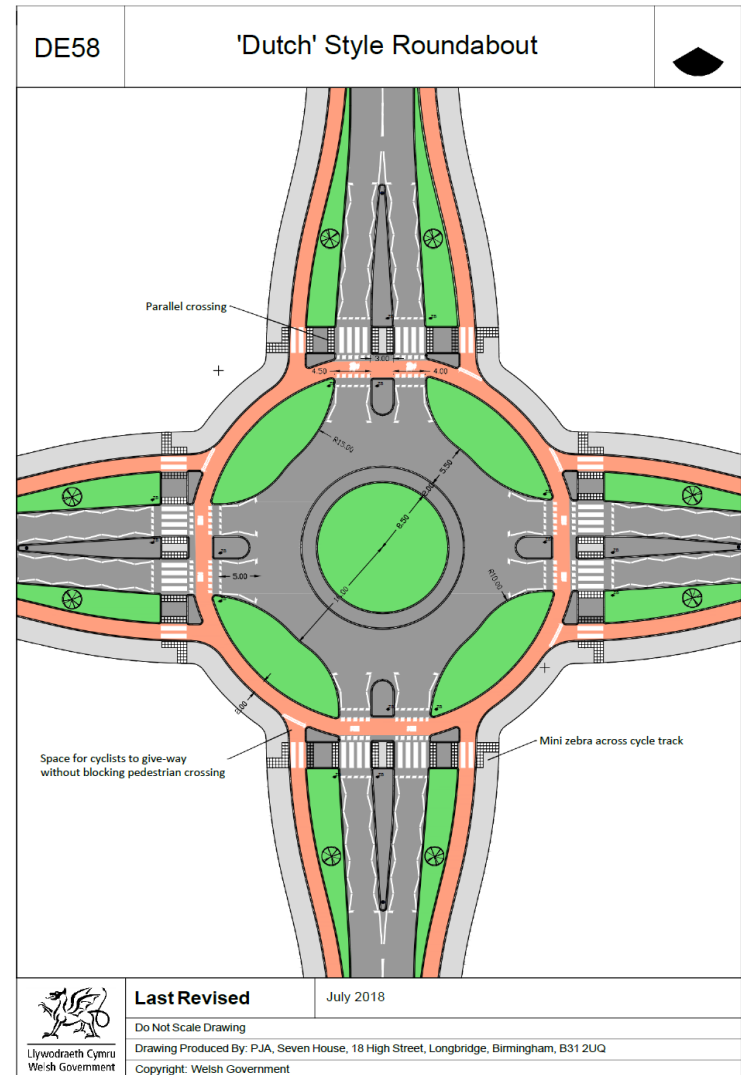
Issues:

- Potential ped/cycle conflict managed by Zebra crossing of cycle track (enabled in TSRGD)
- Legibility – mixing of signal and zebra for blind and partially sighted?
- TfGM ‘Cyclops’ junction (inset) places cycle track on outside and ped crossings on inside – possibly better, enables stagger between carriageway and cycle track crossings and fewer crossings of cycle track



Roundabout with Priority to Cycle Track - Experimental

- Based on Dutch design
- Enabled by parallel cycle/pedestrian crossing in TSRGD
- Planned for Cambridge, Waltham Forest and Manchester





Llywodraeth Cymru
Welsh Government

We want your feedback!

**Please submit your
responses to the
consultation questions:
download from
<https://gov.wales/active-travel-guidance>**