Easy Read

Llywodraeth Cymru
Welsh Government

Improving the advice for planning and building new walking, wheeling and cycling routes

What people said



WG55492
ISBN 978-1-80853-543-7

November 2026

How to use this document

This is an Easy Read version of: **Consultation on updated Active Travel Act Guidance – consultation report.**



You may need support to read it. Ask someone you know to help you.

Llywodraeth Cymru
Welsh Government

Where the document says **we**, this means the **Welsh Government.** For more information contact:

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About this report



Last year **Transport for Wales** carried out a survey for us, the Welsh Government.



The survey asked about our guidance for planning and building **routes** for **active travel**.



Active travel means **walking**, **wheeling** or **cycling** somewhere.



Routes means the paths you can use for things like **walking**, **wheeling** and **cycling**.



Walking – This includes people who walk or run.



Wheeling - This means people who use wheelchairs, scooters or other wheeled mobility aids. It could also mean pushing a pushchair or hand cart, or pulling a wheely bag.



Cycling – Using a bike.



It can include using buses or trains for part of your journey. And then **walking**, **wheeling** or **cycling** for another part of your journey.



Active travel helps us lower car use. It is healthier for people and better for the planet.



Our guidance will help people plan and design routes for active travel.



You can find an Easy Read version of the survey here: [Active Travel Act Guidance (ATAG) | GOV.WALES](#).

This explains more about what we thought needed to change.



This report is about what people said, and what we will do next.



We had 165 responses from people, organisations and groups.



There was a lot of support for the new guide. People also gave us ideas about changes that were needed.



We also want to improve **accessibility** and **inclusion**.



Accessibility means something can be used easily by anyone. Whatever needs they have.



Inclusion means everyone can take part and no one gets left out.

What people said

Shared use paths



Shared use paths are used by people walking, wheeling and cycling.



We wanted shared use paths to be wider if they are used by up to 300 people cycling an hour.



People wanted clearer advice about when shared use paths may be used.



People said sharing the same space can cause problems for people using the paths.



There was strong support for separate paths where this is possible.



Shared paths are difficult to use in busy areas. They also do not work well for disabled people, dog walkers and other groups.



People had different views about using **decision trees** to decide if shared paths will work.



Decision trees are visual guides that help people make decisions. Some people said an assessment or checklist would work better.



People had different views about changing the width of shared used paths.



Some people thought the idea was good. But some said it would be hard to do in some places.



They wanted clearer guidance about how to make these changes.



People also said many parts of Wales would not have many people cycling.



This might mean more attention is given to cities than countryside areas.



People said we need to think about numbers for the future. Not just now.

What we are doing



We will change the **decision tree** to use a better way of deciding when to have shared used paths. It will include:



- Trying to have more separate paths.



- More ways to check how paths are used and where.



- Giving clearer advice on ways for dealing with problems like narrow paths.



We will change how we decide about the width of shared paths.



We think there should be separate paths where there are more than 100 users per hour.



We will use lower numbers to decide for countryside or smaller areas.



We are also thinking about how use of paths could change in future.

Blended side road entry



Blended side road entries are footpaths that go across side roads. This means cars need to cross the footpath to turn into or out of a side road.



People said these areas need to be more accessible.



People also agreed laws about these areas should be clearer. For example, to help people with sight loss use these areas safely.



Many people thought **tactile paving** would help. This is a type of surface on the ground with raised bumps or lines. It helps people with sight loss to feel where it is safe to walk or cross.



Some people said this would not solve every problem. Drivers would need to understand the rules.



People wanted clearer guidance and examples of options.



People also raised concerns about making sure drivers follow the rules.

What we are doing



We want bollards to be added with tactile paving. This will help make crossing points clearer.



Things like tactile paving and bollards should be used in a way that helps slow traffic down near crossings.



We will ask local councils to check how it is used.



We have made the guidance clearer about when to use blended side roads.

Cycle paths at bus stops



Sometimes cycle paths pass directly in front of bus stops. People need to cross the cycle path to get on or off a bus.



This is difficult for disabled or blind people.



Many people agreed that these areas are difficult to use.



People had different views about if the changes were enough.



Usually people said cycle paths should stop at bus stops.



Most people wanted the way these areas work to be clearer.



People supported making things better. For example, with tactile paving and clearer markings.



Some people thought these changes would not be enough.



People had different views about moving cycle paths away from bus routes.



People said it must be clear who should go first between people walking, wheeling or cycling.



Many people said there should be less risk of accidents happening.



Some groups of people were seen as being at a higher risk of an accident.



People thought more ideas are needed to improve bus stops.

What we are doing



We have already made a new **decision tree** for how to design bus stops.



This makes it clearer how cycle paths should work at bus stops. This should make crossing paths safer for Blind and disabled people.



It also helps reduce cycle speeds near bus stops. And makes it clearer for them to know where to stop.



In some places people cycling will be able to avoid bus stops completely.



Bus doors will open at areas with tactile paving.



It will be clearer where tactile paving is.



It will be easier to understand where people need to wait or cross.

Planning and building active travel routes



People who plan and design routes must link up paths for walking, wheeling and cycling.



The guide gives advice on what types of paths should be used on different types of roads.



People liked the changes to the guide and how it is clearer.



But people also thought some areas needed to be easier to understand.



People often agreed with the ideas given to help improve paths.



But people wanted clearer advice about when to use different rules.



People were confused about how road speeds were used in the guide.

What we are doing



We have changed the guide to make speed conditions easier to understand.



We have improved the advice about how bus stops should be designed. This will help make them safer and better for everyone.



The guide now makes choices about design for road safety easier to make.

Making the guide easier and inclusive



People were pleased that the guidance would be more accessible and inclusive.



This means more people should be able to understand and use the guide.



But people also said the guide was still too hard. As it is made for people working in planning active travel.



People liked the use of words like people, walking, wheeling and cycling.



People also felt the guide thought about the needs of more groups of people.

What we are doing



We have improved the guide to make it easier to use for people with sensory needs.



We may make more online resources to support the guide in the future.



These could help people understand the guide more.

Placemaking



Placemaking means making places nice and work well for people. For example, it could mean:



- Adding benches where people can sit and rest.



- Adding pictures by local artists to add colour.



- Adding plants like trees and flowers.



There is a plan about this in Wales called Placemaking Wales Charter.



The new guide has a part about placemaking.



It explains how placemaking plans can support active travel.



Most people agreed that placemaking could help with active travel.



For example, active travel could help make safer routes to school.



The new guide aims to work more closely with placemaking plans.

What we are doing



We will keep thinking about placemaking when we make decisions about active travel.

Welsh language



There were less responses to questions about the Welsh language.



Most people were not concerned the guide would affect the Welsh language.



Some people thought active travel could support the use of the Welsh language. For example, it could give people more chances to use Welsh.

Other comments



Some people said the questions covered more than design of active travel routes. For example, if the guide could be enforced or not.



People said the guide might be hard to follow sometimes. For example, it will be hard to improve active travel in some areas.



Some people said people must continue to be involved. Disabled people and those with accessibility needs.



Some people said horse riders had not been thought about. But horse riding is not included in active travel law.



A few people said some money for active travel should go to the NHS. But this survey was about the guidance, not active travel funding.

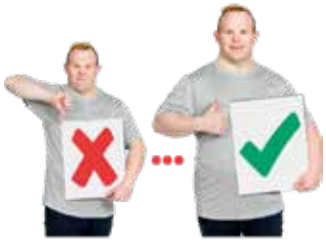
What happens next



People's views have helped us understand what we need to do next.



We found that people supported the updated guide. They also showed us how we could make the guide clearer and easier to use.



People's views helped us think about how the guide can be used in real life in Wales. We changed the final guidance based on people's feedback.



People's views have helped shape how we plan and build active travel routes.

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