



Llywodraeth Cymru
Welsh Government

Active Travel

Annual Report 2016/17



October 2017

Contents

Foreword	4
<hr/>	
1. Purpose	5
<hr/>	
2. Leadership	6
<hr/>	
3. Legislation, Standards & Tools	7
<hr/>	
4. Infrastructure	9
<hr/>	
5. Promotion & Behaviour Change	11
<hr/>	
6. Skills & Training	14
<hr/>	
7. Monitoring and Evaluation	16
<hr/>	
Annex – Active Travel Action Plan update	17
<hr/>	

Foreword

This is the second report since the Active Travel Act came into force and the first one since I have taken over responsibility for Active Travel in May 2016.

2016/17 has been an important year for the implementation of the Act. It saw the approval of the first set of Existing Routes Maps for all of the 142 towns and cities across Wales that are 'designated localities' under the Act. These provide the real starting point for the development of high standard walking and cycling infrastructure in Wales. The year also saw the start of work on the plans for integrated networks in each of these places. The resulting Integrated Network Maps will set out the plans local authorities will be working to complete over the coming years, including longer term aspirations for active travel routes.

It is essential that local authorities not only engage with people who already make walking and cycling journeys, but look for effective ways to involve people who currently do not walk or cycle regularly to get around. For this reason, I previously extended the deadline for submission of these maps for all authorities to 3 November 2017 to allow for meaningful consultation and engagement unaffected by restrictions linked to the timing of this year's local government elections.

My officials have worked with local authorities and partners to bring the legislation to life, by providing advice on key stages and enabling exchange of experience during this first time that we are implementing this worldwide unique legislation.

The Wellbeing of Future Generations Act (2015) and its well-being goals now shape our and other public sector bodies' priorities. Encouraging Active Travel contributes to all of the seven well-being goals, and presents huge opportunities, both at national and at local level. We explored how this is best translated into practice at our successful conference earlier this year.

Across departments we have been seeking ways of embedding active travel in our policies, planning and programmes to get people walking and cycling. We have already strengthened our planning policy and guidance and we are building it into how we appraise capital projects. We have continued to invest substantial amounts in active travel infrastructure; both as grants for local projects and on our own network, including the £5m cycle track constructed as part of the new Eastern Bay Link road.

Our ambitious Active Journeys programme has been making a real difference in the schools taking part with many more children choosing to walk, scoot and cycle to school. To complement Active Journeys, we have commissioned a Walk to School toolkit that all schools and the wider community can use to systematically look at walking routes to school and identify how they can be improved to remove barriers.

As we have yet to complete the first full implementation cycle, the Active Travel Act has not yet been able to have a measurable impact on levels of walking and cycling. We are determined to reverse broader global trends of declining physical activity and in particular, encourage and enable people

in Wales to make many more everyday journeys by walking and cycling.

This resolve is evident in our national strategy “Prosperity for All” which commits to deliver an integrated public transport network and combine different types of transport with walking and cycling. Improving infrastructure for active travel will enable people to adopt more active lifestyles and increase physical activity in their everyday lives.

We will work even harder across the breadth of Government, with local authorities and other partners to get children and adults across Wales more active by making it the easy, fun and natural choice to walk and cycle for daily journeys.

Rebecca Evans AM

Minister for Social Services and Public Health



1. Purpose

The Welsh Government wants to increase levels of walking and cycling in Wales to realise the many benefits which active travel brings, for individuals and for society. The Active Travel (Wales) Act 2013 received Royal Assent in November 2013 and came into force in September 2014. It paves the way for a lasting transformation of how we plan and build walking and cycling infrastructure in Wales.

The Active Travel (Wales) Act 2013 requires Welsh Ministers to ‘make and publish annual reports on the extent to which walkers and cyclists make active travel journeys in Wales’. In addition to providing this data, the annual report also gives an update on progress with the implementation of the Act and wider Active Travel actions during 2016/17. This report follows the structure of the Active Travel Action Plan.

2. Leadership



Ministerial leadership for Active Travel

Following the 2016 Assembly elections, the active travel agenda is supported by two members of Government, reflecting its cross-cutting nature.

The Minister for Social Services and Public Health, Rebecca Evans AM, has overall responsibility for the implementation of the Active Travel (Wales) Act 2013 and the promotion of walking and cycling. Local authorities' maps prepared under the Act are submitted to the Minister for approval.

The Cabinet Secretary for Economy and Infrastructure, Ken Skates AM, has responsibility for fulfilling the Welsh Government's duties under the Active Travel Act in so far as they relate to its highway authority functions. The Cabinet Secretary provides funding for active travel infrastructure, including grant funding for local authorities, and is responsible for the standards for active travel infrastructure in Wales.

Active Travel Action Plan

The Active Travel Action Plan was published in February 2016. It complements the implementation of the Active Travel (Wales) Act 2013 and sets out wider actions across a broad range of Government departments to increase levels of walking and cycling in Wales. It includes 28 actions under 6 themes, which have been used to structure this report. Updates on key actions are covered in this report and a complete summary is included at Annex 1.

Active Travel Board

The Active Travel Board was established in early 2014 to coordinate activity to support the effective implementation of the Active Travel (Wales) Act 2013. It advises the Minister for Social Services and Public Health, who attends the Board when possible. It is chaired by a senior official on behalf of the Minister. Its members represent key government departments (Health, Education, Natural Resources, Economy & Infrastructure), local authority and third sector partners, as well as Public Health Wales and Natural Resources Wales. The Board meets normally three times per year. The Board helped develop the Active Travel Action Plan, and helps promote Active Travel, for example through collaboration on conferences and other events. The Board also invites local authorities to hear first hand experience of implementing the Act.

3. Legislation, Standards & Tools

Implementation of the Active Travel (Wales) Act 2013

Local authorities submitted their first Existing Route Maps (ERMs) in January 2016. In this first iteration, following appraisal of the submitted maps, five authorities' maps were approved initially and most were asked to re-submit following some amendments. The Welsh Government held regional workshops to share learning from the initial experience and ensure a common understanding of requirements. On resubmission, all remaining ERM were accepted by the Minister in October 2016.

Local authorities then commenced the next stage of implementation, the development of their Integrated Network Maps (INMs). To support them in this stage, Sustrans was appointed to work in depth with some local authorities on key stages and develop advice for all authorities on this basis. The resulting best practice advice was shared again with all local authorities at regional workshops and disseminated through bulletins.

The mapping system hosted by Welsh Government which was used by all local authorities to submit their Existing Routes Maps has been improved in response to feedback and to make it ready for the Integrated Network Map preparation.

Spatial Data showing the extent of the 'Designated Localities' under the Active Travel Act – the places that the mapping duties apply to – has been added to the joint Welsh Government and Natural Resources spatial data portal 'Lle' and can be found here:

<http://lle.gov.wales/catalogue/item/ActiveTravelDesignatedLocalitiesWales/?lang=en>

The Planning System

The planning system has an important role in facilitating active travel and this is reflected in national planning policy and guidance.

Planning Policy Wales

Planning Policy Wales (PPW) has recently been updated to highlight the link between the planning system and the Active Travel Act. PPW highlights the role of the planning system in promoting active travel journeys and securing new and improved active travel routes and related facilities. Section 8.2 focuses on promoting active travel and states:

- Walking should be promoted for shorter trips. The impact of policies and development on pedestrians should be considered. Planning authorities should, taking into account the requirements of the Active Travel (Wales) Act 2013, promote specific measures to assist pedestrians including the provision of safe, convenient and well-signed routes.
- Cycling should also be encouraged for short trips and as a substitute for shorter car journeys or, as part of a longer journey when combined with public transport. Local authorities should, taking into account the requirements of the Active Travel (Wales) Act 2013, encourage the implementation of specific measures to develop safe cycling, including new or improved routes, and secure parking and changing facilities in

major developments and at transport interchanges. Where appropriate, planning authorities should also seek to assist the completion of the national cycle network, and of key links to and from the network.

(<http://gov.wales/docs/desh/publications/161117ppw-chapter-8-en.pdf>)

The forthcoming revision of PPW, to reflect the goals of the Well-being of Future Generations Act, provides the opportunity to provide more detailed policy and guidance on facilitating active travel through the planning system. The review of PPW also provides the opportunity to provide a greater focus in PPW on health and placemaking. Our aim is for the planning system to facilitate the creation of sustainable, mixed use places which avoid the need to travel and promote healthier lifestyles.

Planning Guidance

Technical Advice Note (TAN) 12: Design was recently updated to refer to the Active Travel Act and highlight the importance of the design and layout of new development in promoting active travel journeys and in the creation of new and improved active travel routes and related facilities.
(<http://gov.wales/topics/planning/policy/tans/tan12/?lang=en>)

TAN 18: Transport states that local authorities should take into consideration the needs of walkers and cyclists in all development planning decisions. It includes guidance on how Local Planning Authorities should promote walking and cycling when preparing development plans, design

guidance, master plans and in determining planning applications.
(<http://gov.wales/topics/planning/policy/tans/tan18/?lang=en>)

We are also ensuring other relevant guidance we produce, such as the recently published Site & Context Analysis Guide, seek to facilitate active travel.

(<http://gov.wales/topics/planning/policy/guidanceandleaflets/site-and-context-analysis-guide/?lang=en>)

Implementation

Responsibility for the day-to-day operation of the planning system rests with Local Planning Authorities in the first instance. They are responsible for preparing development plans, which set out their policies for land use, and determining planning applications. Local Planning Authorities therefore have a key role to play in implementing the aspirations in national planning policy for the planning system to facilitate active travel.

Officials, on behalf of the Welsh Ministers, scrutinise Local Development Plans (LDPs) to ensure they align with national planning policy. This involves both informal engagement with local authority officers throughout the plan preparation process, as well as formally, through representations where necessary, at both the Preferred Strategy and Deposit statutory consultation stages. If required, written statements are submitted to the formal hearing sessions at the public examination stage, as well as appearing in person to convey the appropriate policy implications.

Curriculum Reform

The Successful Futures report by Professor Graham Donaldson identified four purposes of education – one of which is to support children and young people to become healthy confident individuals. The four purposes are at the heart of the new curriculum and are the starting point for all decisions on the development of the new curriculum and assessment arrangements. In addition, Health and Well-being will be one of six Areas of Learning and Experience (AoLE) which will be central to the structure of the new curriculum. The new curriculum is being developed by teachers and practitioners through a network of Pioneer Schools in partnership with Welsh Government, regional consortia, Estyn, Qualifications Wales, Higher Education, business and other key partners.

Up to the end of 2016, the Pioneer schools focussed on designing the curriculum structure and considering the strategic design and core principles of the new curriculum framework. Four working groups were set up to consider:

- Assessment and Progression
- Cross-Curriculum Responsibilities
- Enrichment and Experiences
- Welsh dimension, international perspectives and wider skills

Working groups for each of the six AoLEs were established in January 2017 to develop the high level design for the areas.

4. Infrastructure

Infrastructure grants to Local Authorities totalling over £11m have been awarded for active travel schemes for 2016-2017 from the Cabinet Secretary for Economy and Infrastructure's budgets.

This includes £5m for the Safe Routes in Communities Grant. Thirty schemes across Wales have benefited from funding to make improvements to local active travel infrastructure focused around schools.

Active travel funding from the Local Transport Fund varies from year to year and depends on the, nature, scale, and quality of scheme applications submitted by local authorities. Sixteen of the successful schemes under the Local Transport Fund (LTF) in 2016/17 were focused on Active Travel routes at an allocation of over £4m. Many of the other approved schemes also included substantial walking and cycling elements.

In addition, nineteen local authorities have received Road Safety Capital Grant of over £2m for schemes that are making improvements for walkers and/ or cyclists.

£200k from the Local Transport Fund was specifically for costs associated with the Integrated Network Map stage of the Act. LAs have previously received a proportion of £300k towards their Existing Routes Map preparation.

The Cabinet Secretary for Economy and Infrastructure further funds active travel improvements on existing trunk roads. In 2016/17 £0.8m was spent to improve provision for walkers and cyclists. As part of a programme of works to improve safety on routes to schools that are on or near trunk

roads, £0.66m were spent on part time 20mph schemes, as well as design work for further schools for delivery in 2017/18.

The Metro Station Improvement Programme funded £300k of active travel improvements at four railway stations, which included bike parking, improved footways and signage.

The provision of new and improved Active Travel infrastructure is an integral part of major new trunk road schemes. Due to the multi-year development and construction period of these schemes with the active travel measures being part of the overall scheme costs, it is not possible to identify specific spend for each financial year. For example, the recently opened Eastern Bay Link Road includes a cycle path constructed at a cost of approximately £5m and the cost of walking and cycling facilities associated with Sections 5 and 6 of the A465 (Dowlais to Hirwaun) is estimated at £6.7m.

Rural Walking and Cycling Routes

The Welsh Government's Rural Development Programme is providing funding for a "Development of the Walking and Cycling Network in Rural Wales" project. The project has already identified eight schemes across Wales to fill key gaps in the national walking and cycling network, opening up new opportunities for local people to access jobs, services and tourist destinations using active transport. The project involves close working with regional stakeholder groups to develop a detailed delivery plan for each scheme. This will provide the framework for local authorities and other delivery partners to take forward construction works in order

to deliver the schemes and expand the reach of the National Cycle Network.

Other capital investments and grants

A draft update of the Business Case Guidance for 21st Century Schools has been prepared to ensure systematic consideration of how learners travel to schools and colleges funded under the programme. Walking and cycling access in particular will be an important consideration. The new Guidance is expected to be published later this year.

Active travel projects can benefit from other grants, for example the Community Facilities Programme. In 2016, a grant of £480k was awarded from the Programme to extend and improve facilities of a charity focused on accessible and inclusive cycling.



5. Promotion & Behaviour Change

Active Journeys

Active Journeys is our programme to encourage and promote walking and cycling in schools across Wales. The programme is run by Sustrans and schools apply to take part. The engagement with schools ranges from intensive support for new schools to provision of advice and resources. The advice and information service is available to all schools in Wales and is well received and in high demand. Between August 2016 and August 2017 74 schools were engaged in the programme at stages 1-3, with specific Active Travel Act consultation sessions and Safe Routes lessons in a further 40 secondary schools. Results from the annual survey conducted as part of the programme show a 6.5%

increase in active travel to school after one year and a 9.6% increase after two, according to the Active Journeys Annual Interim Report 2016/17.

The programme has also supported local authorities' engagement with schools in the route mapping and network planning processes under the Active Travel Act, by running classroom activities designed to feed into the process. It has also supported the development of Safe Routes in Communities capital bids, which were developed with pupil engagement at their core.

A Champions Handbook is being developed as part of the contract and this will be made available to all Active Journeys schools.



Walk to School

The Walk to School in Wales project, commissioned with Living Streets, took place between January and March 2017 and the Toolkit was officially launched by the Minister for Social Services and Public Health at Malpas Court Primary School in May 2017.

The project centred on School Route Audits in three primary schools to identify issues and improvements that could be made to make the walking routes to their schools more comfortable, convenient, and safe. These audits were used as the basis to develop a toolkit that can be used independently to carry out audits.

The toolkit is available for use by all schools and presents a valuable resource that can help get more children walking and cycling to school. It can also be used by other community groups and organisations and adapted to their circumstances.

The link to the toolkit was sent to all local authorities in Wales and can be found on Hwb.

(<https://hwb.wales.gov.uk/resources/resource/94b2a185-7650-48e9-b37f-8f5ca7fd5e02/en>)

Active Travel to School National Stakeholder Group

Supporting the Active Travel Board, Public Health Wales has brought together



organisations involved in promoting active travel to school in a Active Travel to School National Stakeholder Group. The Group will focus on developing a joint programme of action to increase levels of walking and cycling to school in Wales, linked to the Active Travel Action Plan. Stakeholders have collaborated to produce a Doorstep to Desk visual resource and animation, to encourage partners to work together to make small improvements locally, for a big impact Wales wide.

http://www.wales.nhs.uk/sitesplus/documents/888/PHW%20%27Doorstep%20to%20Desk%27%20Infographic_E10.pdf
<http://www.wales.nhs.uk/sitesplus/888/page/93261>

Cymru Travel Challenge

The Cymru Travel Challenge aimed, over the course of three challenges, to motivate employees across Wales to increase their choice of active travel modes and replace single occupancy car journeys.

Challenge One ran in May 2016 and Challenge Two in October 2016. Across the two challenges taking place in 2016/17 over 1,800 employees registered, from 89 different workplaces, recording 13,000 journeys and replacing 30% of car journeys with walking and cycling.

Daily Mile

The Daily Mile initiative aims to improve the physical, emotional and social health and well-being of primary school children. A bi-lingual Daily Mile website has been developed by Welsh Government and Public Health Wales (PHW) to help support

the initiative in Wales. The website was launched on 27th January 2017 with all primary schools in Wales being encouraged, by the Cabinet Secretary for Education and the Minister for Social Services and Public Health, to participate.

Interest in the Daily Mile has gained momentum recently more widely with rollout in at least 20 countries. Nearly 100 schools have now officially signed up to the initiative in Wales. While the Daily Mile can not itself be classed as active travel, it enables greater appreciation of walking and normalises it. Through this it has the potential to encourage greater uptake of walking by children and their families as an everyday mode of travel.

We continue to help raise awareness of active travel through articles in education newsletters to schools and on Hwb, the Digital Learning Portal for Wales.

Let's Walk Cymru

Welsh Government supported the Let's Walk programme which aims to increase the physical activity levels of the adult population in Wales by facilitating organised local walks of varying intensity. In 2016-17 a total of £0.26m were provided from Health and Sport budgets.

6. Skills & Training

Support for local authorities

As this is the first cycle of implementation of the mapping duties under the Active Travel Act, officials aimed to support local authorities in a variety of ways. One of these was through regional workshops. In May/June 2016 we held four events which gave the opportunity to discuss issues that arose during preparation of the Existing Routes Maps and to map out the process ahead for the Integrated Network Maps. Officials also met with groups of local authorities on a regional basis whenever requested to discuss progress and current issues.

Integrated network mapping project

Sustrans was commissioned to run a project supporting the Integrated Network Map preparation, working with local authorities. This project completed in March 2017 and workshops were held in Cardiff and Llandudno Junction at the end of 2016 in order to support local authorities in preparing their INMs. The workshops were well attended and provided an opportunity for local authorities and Sustrans to disseminate best practice.

Active travel mapping system

We commissioned a mapping system to which all local authorities have access and which was pre-loaded with base survey data for all walking and cycling infrastructure in Wales. Following the submission of the Existing Routes Maps the system was overhauled and improved to make the system ready for the preparation of the Integrated Network Maps. Additional



functions were built into the system on a stage by stage basis to allow local authorities to make a start on their integrated network routes.

Officials have hosted a series of webinars with local authorities to explain the new functionality and how to create INM routes.

Business Seminar

The built environment sector has a critical role in enabling active travel by incorporating walking and cycling infrastructure and facilities from the outset into their plans and by making location decisions that enable walking and cycling and public transport use by staff, customers and visitors.

A lunch time business seminar aimed at the built environment sector was held in January 2016. The then Minister for Economy, Science and Transport,

Edwina Hart AM, emphasised the need for businesses to be proactive and ambitious in her speech. Speakers from the business community gave examples of how planning for active and sustainable travel has made good business sense for them.

(More details can be found here: <http://gov.wales/topics/transport/walking-cycling/activetravelact/business-conference-2016/?lang=en>)

Active Travel Conference

The most recent Active Travel Conference was held in February 2017, bringing together practitioners involved in the implementation of the Act with best practice tools and knowledge. It also equipped professionals from a range of sectors to support active travel by offering a mix of practical and strong evidence-focussed sessions.

There was an opportunity to discuss latest evidence, learn from practical examples, try out and discuss tools they are encouraged to use and get a more in-depth understanding of guidance available.

Rebecca Evans AM, Minister for Social Services and Public Health, addressed the conference and spoke about her ambitions for active travel.

(<http://gov.wales/topics/transport/walking-cycling/activetravelact/active-travel-conference-2017/?lang=en>)

Public Health Network Wales

The Welsh Government's Active Travel team worked closely with Public Health Wales to organise the "Planning for Better Health and Wellbeing" Seminar.

The seminar aimed to raise awareness and understanding of planning, active travel and health and to inform delegates from a broad range of sectors about current and evolving evidence and identify priorities for both future research and practice. Workshops on diverse topics explored promotion of active travel among specific population groups and how cross departmental working can help inform active travel network planning.

The seminar was opened by Rebecca Evans AM, Minister for Social Services and Public Health.

(<http://www.publichealthnetwork.cymru/en/get-involved/past-event/planning-for-better-health-and-wellbeing/>)



7. Monitoring and Evaluation

Levels of active travel in Wales

We monitor progress with achieving the aims of the Active Travel (Wales) Act 2013 through key indicators. This data is collected through the National Survey. The National Survey was paused for one year in 2015, due to its merger with a number of other surveys.

As an interim measure to obtain some 2015 data, active travel questions were added to an alternative survey, which involved interviews with 1000 people aged 16+ across Wales. Questions used were identical to those used in the National Survey, but more limited and due to the different survey methodology and sample size, the data for 2015 is not comparable to that of previous years. The levels of bicycle use for active travel found from this survey were significantly higher than those from the national survey 2014, but due to the inconsistency with the National Survey for Wales, which is an authoritative survey designated as National Statistics, it is not advisable to use these figures for comparison. For information, the figures were:

- The proportion of the population (aged 16 and over) who frequently use a bicycle for active travel; that is at least once or twice a week, was 10%.
- The proportion of the population (aged 16 and over) who frequently walk for active travel purposes; that is at least several times (3+) a week was 54%. (A further 19% walked 1-2 times a week.)

The new National Survey started in 2016. As the data are based on a sample survey, small year on year changes of small percentages are not statistically significant and statisticians would not report these as year on year declines or increases.

Headline Indicators 2016

- The proportion of the population (aged 16 and over) who use a bicycle for active travel at least once or twice a week: 5%.
- The proportion of the population (aged 16 and over) who walk for active travel purposes at least once or twice a week: 61%
- The proportion of the population (aged 16 and over) who use a bicycle for active travel purposes at least three times a week: 3%
- The proportion of the population (aged 16 and over) who walk for active travel purposes at least three times a week: 47%
- The proportion of primary school children who typically walk or cycle to school. 43%
- The proportion of secondary school children who typically walk or cycle to school: 35%
- The number of seriously injured road pedal cyclists admitted to hospital: 236

An Active Travel Statistical Bulletin with a more detailed analysis of the National Survey data and data will be published later in 2017.

Annex – Active Travel Action Plan update

	No	Action	Lead	Progress
Leadership	1	The Minister for Economy, Science and Transport provides Ministerial oversight to implementation of the Active Travel Act and Action Plan and champion cross-departmental co-ordination. Examples of Ministerial cross departmental activity are reported through the annual report.	ESTM	Now moved to Minister for Social Services and Public Health. The MSSPH attends the Active Travel Board. Correspondence with all Cabinet Secretaries on active travel aspects in their respective portfolios.
	2	The Active Travel Board provides national strategic oversight of delivery of the Active Travel Act and the Action Plan and use members' organisational capacities to champion active travel.	ATB	Active Travel Board is chaired by senior official and meets regularly, with the Minister in attendance.
	3	The Welsh Government will work closely with local authorities to communicate how active travel directly supports the well-being goals and benefits cross service delivery.	WG - Transport WLGA	Minister wrote to LA Leaders; Regional workshops in spring 2016 explored the links with WFGA; WFGA workshop at Active Travel Conference 2017
Legislation, Standards & Tools	4	We will keep subordinate active travel legislation under review, learning from early implementation of the Active Travel Act.	WG - Transport	Directions issued to revise submission deadlines for ERM and INM in response to issues affecting effecting consultation
	5	We will consider how new transport powers can best improve road safety in Wales, in particular for pedestrians and cyclists. We will consider other legislative opportunities for strengthening active travel where they arise.	WG - Transport	The Wales Act includes a number of new transport powers, including in relation to national speed limits, pedestrian crossings and signs, which are expected to come into force April 2018.
	6	We will keep the Design Guidance under review, building on feedback from local authorities on the use of different design elements.	WG - Transport	Early preparatory work on refresh of Design Guidance begun, feedback from LAs thought, workshop at 2017 Conference
	7	The Active Travel Data Management System will provide a joint resource to capture, manage and publish information on active travel infrastructure in Wales. We will explore ways to provide public access to key information.	WG - Knowledge & Analytical Services WG - Transport	Overhaul of the mapping system has taken place. 'Lle' will act as a public facing Wales-wide portal to access information on routes.
	8	We will incorporate consideration of health impacts into a revised WelTAG.	WG - Transport	Revised WelTAG was consulted on and is being finalised for publication autumn 2017.
	9	Consider whether TAN 18: Transport and TAN 12: Design would benefit from being updated to further promote active travel through the planning system.	WG - Transport	AT strengthened in refresh of PPW and TAN 12, and will further be reflected in planned fuller review of planning policy. Correspondence and meeting between Minister for PH&SS and Cabinet Secretary for Environment & Rural Affairs to discuss the opportunities for close links.

Annex – Active Travel Action Plan update

No	Action	Lead	Progress	
10	As part of delivery of the Curriculum in Wales, we will encourage schools to raise awareness of the importance of active travel, and in ensuring the health and well-being of pupils.	WG - Education	New Curriculum framework is being developed by working groups drawing on work in pioneer schools. Active travel will be considered as part of Health and Wellbeing Area of Learning and Experience.	
11	We will consider how active travel elements of both the Corporate Health Standard and the Welsh Network of Healthy Schools Schemes National Quality Award can be strengthened.	WG - Health Public Health Wales	Public Health Wales has set up an active travel to school working group which brings together partners who have an interest in promoting walking and cycling to school from different perspectives to align monitoring and messages.	
Infrastructure	12	We will develop the strategy for funding active travel infrastructure investment.	WG - Transport	Ongoing. Substantial investment in 2016/17 and funding secured for 2017/18.
	13	We will consider and enhance provision for walkers and cyclists whenever we make direct investments in transport infrastructure.	WG - Transport	Active travel is integral part of overall project delivery; new WelTAG will strengthen independent input from an active travel
	14	We will continue to make grant funding available for high quality local active travel schemes.	WG - Transport	£11m allocated to LA schemes in 2016/17
	15	We will require consideration of access for walkers and cyclists before we support capital investments.	WG	AT considerations fed into revision of draft 21st Century Schools business case guidance which is due to be published in autumn 2017; Health
Promotion & Behaviour Change	16	We will develop an active travel promotion and engagement toolkit aimed at local authorities, Welsh Government departments and other practitioners.	WG - Transport	proposed scope was discussed at ATB; further development of concept required
	17	We will develop the national communication strategy for active travel.	WG - Transport	Under development
	18	We will work with Traveline Cymru to explore how to improve and market their active travel journey planner.	WG - Transport WG - ICT	Traveline Cymru are improving their journey planner, including active travel elements .
	19	We will fund a programme of active travel promotion in schools and review pedestrian and cycle training. We will encourage closer links between complementary school based programmes.	WG - Transport WG - Health WG - NR	Active Journeys is the flagship programme for promoting active travel in schools; staged levels of engagement with schools and high demand for advice and resources provided to all interested schools. Complemented by walk to school audit toolkit. Work to review pedestrian training underway, review of cycle training pending UK wide review of national standards.

Annex – Active Travel Action Plan update

No	Action	Lead	Progress	
20	We will keep under review the role of travel plan co-ordinators to support organisations to increase active travel uptake and reduce car use, complemented by Cymru Travel Challenge. We will work with partners to identify complementary programmes and suitable additional behaviour change interventions and aim to pilot them.	WG - Transport WG - Health	Travel plan co-ordinators and travel challenge team liaised on work place engagement; funding for travel plan coordinator role ended with financial year 2016/17.	
21	We will work with partners to monitor conflict between transport user groups and identify measures to improve their interaction as required.	WG - Transport ATB Police WLGA	Not commenced yet;	
Skills & Training	22	We will offer training on the use of the Design Guidance and enable interactive learning on other aspects of active travel as required.	WG - Transport	Further training will be developed following the completion of the Design Guidance update
	23	We will develop mechanisms to enable practitioners to share experience and provide feedback.	WG - Transport	Annual conference and collaboration with PH conference; two sets of Regional meetings held in 2016
	24	We will seek out opportunities to raise awareness of the Act and its aims and requirements among transport, health and education professionals, and local councillors.	WG ATB	PH Conference in Nov 16 successfully brought together different professions; The toolkit will be designed to support practitioners in different sectors
Monitoring & Evaluation	25	We will develop active travel targets and work with local authorities to develop a consistent local monitoring and reporting framework.	WG - Transport WG - Knowledge & Analytical Services WLGA	Active travel monitoring has been secured as part of the National Survey, targets for active travel to school are in early stages of discussion
	26	We will continue to require Welsh Government funded schemes to be effectively monitored and evaluated.	WG Transport Delivery partners	Evaluation built into Active Journeys and Walk to School project; monitoring of larger capital grant schemes through inbuilt counters
	27	We will explore opportunities to enable and encourage sharing of monitoring and evaluation results	WG - Transport ATB	As local authorities start to build up evidence, this will be progressed, potentially as part of the toolkit
	28	The Action Plan will be monitored by the Active Travel Board on an on-going basis, and an update will be included in each Annual Report.	ATB	Ongoing

Active Travel

Annual Report 2016/17

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.