



Llywodraeth Cymru  
Welsh Government

# Active travel delivery plan 2024 to 2027





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Digital ISBN 978-1-83504-137-6

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## Action summary

Llwybr Newydd - the Wales Transport Strategy sets out what we are trying to achieve with our transport policies and programmes in Wales. We need to change the way we travel. We need fewer cars on our roads, and more people using public transport, walking or cycling. This Active Travel Delivery Plan was a commitment in our National Transport Delivery Plan (NTDP) and sets out in more detail how we implement the active travel commitments in Llwybr Newydd and the NTDP, and increase modal shift by making active travel easier to access, more attractive to use and more inclusive. Below we provide a summary of the main actions we will be taking to deliver this goal across our four key delivery areas.

### Leading the change

**Leadership** – With Transport for Wales (TfW) we will provide training and resources to leaders, officials and members across all levels of government on delivering the shift to active travel.

**Active Travel Board** – We have reshaped the Board to provide independent challenge and scrutiny of those delivering active travel to drive performance and deliver more.

**A new assessment and funding framework** – Overseen by the Active Travel Board, this will provide an objective view on leadership, ambition, capability, and performance of local authorities to drive improvements in areas of weakness.

**Cross-departmental delivery** – Work with other departments across Welsh Government such as planning, health and education to build consideration of active travel and the opportunities it offers into all relevant policies and programmes.

**TAN 18** – We will review Technical Advice Note 18 to take account of the new transport priorities in Llwybr Newydd and in Future Wales - the National Plan 2040.

### Stepping up our delivery

We will deliver new strategic programmes to maximise the capability and capacity to deliver high-quality schemes that will have the greatest impact on the uptake of active travel. Our main actions are:

**Active Travel Fund** – Subject to the next spending review, we want to maintain investment at current levels as a minimum over the duration of this plan.

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## Action summary

**TfW Active Travel Hub** – In 2023-24 we enhance the capacity and skill base in TfW to include active travel design expertise and programme management capability, to deliver high impact and complex schemes.

**Academi Teithio Llesol** – TfW will develop a focused ongoing training and development programme for leaders and practitioners across Wales, building on the first training courses and materials available from 2023.

**National procurement frameworks** – TfW will improve the public sector's access to a wider range of active travel goods and services by:

- Signposting existing frameworks;
- Informing the development of future frameworks; and
- Identifying and addressing gaps for specific active travel activities.

**Insights through monitoring and evaluation** – TfW will develop a national monitoring and evaluation framework for active travel to track how we are doing against a broad range of indicators.

### **Demonstrating what active travel can achieve**

We will deliver a programme of activities to demonstrate the benefits investment in active travel can secure. Our main actions are:

**A holistic, place-based approach** – In 2024-25 we will identify a town where we can deliver a wide range of interventions, including in schools to demonstrate what we can achieve when we fully commit to active travel.

**Pathfinder schemes** – Started in 2023, TfW, in collaboration with our delivery partners, is establishing a programme of pathfinder schemes to develop different collaborative delivery models and strategies, to encourage greater modal shift to active travel.

### **Making active travel the first choice for more journeys**

We will continue to prioritise active travel investment to enable us to deliver a comprehensive programme, creating the right environment and providing the skills and knowledge for more journeys to be undertaken by active travel. Our main actions are:

**Promoting active travel** – To motivate and encourage greater uptake of active travel we will:

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- Further develop our national 'Climate Action Wales' communications campaign and website;
- In 2023-2024 through TfW develop a promotional toolkit to support local authorities in engaging with their communities on active travel; and
- Expand the functionality of DataMapWales to improve its versatility as a consultation and engagement tool.

**Creating high quality networks** – We will provide greater opportunities for people to walk, wheel and cycle by improving our infrastructure by:

- Continuing to invest in our Active Travel Fund Programme to support local authorities in delivering their Active Travel Networks;
- Continuing to fund improvements to the National Cycle Network (NCN) to ensure routes are accessible to all and support the visitor economy;
- Continuing to work collaboratively with partners to deliver active travel upgrades on the Strategic Road Network (SRN);
- Developing a map-based tool through TfW to identify the routes that have the highest impact to prioritise delivery;
- Continuing to reduce physical barriers to accessing active travel networks to a minimum for all including people with protected characteristics; and

- Working with TfW and local authorities to pilot on-street cycle hangars in 2024 providing secure cycle parking storage units for residents.

During the duration of this plan, we are committed to:

- **Supporting access to cycles** – Identifying options to improve access to cycles, including offering cycle loans, cycle hire schemes, supporting access to lower cost second hand cycles and improving access to cycles that meet a range of needs.
- **Enabling multi-modal journeys** – Through collaboration with delivery partners, continue to encourage multi-modal journeys by enhancing active travel facilities at public transport interchanges, improving active travel routes to interchanges, improving the experience of carrying cycles, mobility scooters, prams and the like onto public transport and incorporating active travel options in journey planners.
- **Active travel training** – Support provision of active travel training for all ages, widening the reach of existing initiatives to provide the skills for more to choose active travel.
- **Active travel to school** – Supporting programmes to encourage more children and families to walk, scoot or cycle to school and supporting the development of active travel school plans for most schools.

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- **Workplace travel initiatives** – We will support initiatives to encourage sustainable commuting and work-related journeys.
- **Making roads more active travel friendly** – Through updating our road safety strategy and ensuring that roads become more attractive for walking, wheeling and cycling, including by looking for ways to enhance provision for these modes whenever we invest in highway infrastructure.

# 1. Meeting the challenge of a shift to active travel

It is our goal to make active travel the first and natural choice for all or part of everyday journeys for many more people. This is key to addressing our climate and nature emergencies with real benefits for the health and well-being of those who choose to make the change.

To achieve this goal, we need to change how people think about the journeys they make and create an environment across the public sector that puts active travel at the forefront of all of our thinking when creating plans, whether this be in transport, education, health or land use planning.

The making of the Active Travel (Wales) Act in 2013 fundamentally changed the status of walking and cycling as modes of transport in Wales. For the first time, the public sector has had to seriously consider the current conditions for walking and cycling in their areas, plan coherent future networks and consider the needs of walkers and cyclists in other transport schemes. As a result, network planning has been transformed and there has been significant progress with the construction of active travel routes and facilities, but

we have not yet achieved a major change in how people travel in Wales.

To achieve the change required, we must transform the way we think of active travel. As leaders, we need to create an environment across all tiers and departments of government that promotes and incorporates active travel opportunities into everything we do.

To meet these expectations within transport, we will step up our delivery, demonstrate how more active travel can be achieved, promote the benefits and equip travellers with the skills, knowledge and opportunities to make active travel choices.

We will focus our efforts on tackling the biggest barriers to making the breakthroughs we need to achieve. This Active Travel Delivery Plan sets out how we and our partners will deliver these changes over the next four years to meet the targets set in [Llwybr Newydd](#) and [Net Zero Wales](#). Net Zero Wales sets a target to increase trip mode share of active travel from a current estimated proportion of 27% to 33% by 2030 and at least 35% by 2040. When we have the first data from the new National Travel Survey we will set active travel specific targets, ensuring they are both stretching and achievable.

## 2. Delivering the shift

To deliver the modal shift required to meet our targets we will increase the scale and pace of our actions across the sector. We will do this through four key areas.

### Leading the change

To deliver this major change requires clear and consistent leadership. Our plan sets out how we will provide training and resources to our leaders across all tiers of government on the benefits and opportunities active travel brings, to create the environment within their organisations that puts active travel at the forefront of their planning and delivery. We have reshaped the Active Travel Board with an independent chair and members to scrutinise and challenge the delivery by the Welsh Government, TfW and local authorities. They will oversee a new assessment framework based on leadership, organisational commitment and delivery performance to inform the level of support and funding to ensure we maximise the impact of our investment.

### Stepping up our delivery

We have delivered much over the last few years, but we need to do much more. We will enhance the delivery of the Active

Travel Fund through four new strategic programmes: developing skills, increasing capacity, effective procurement, and rigorous monitoring and evaluation. These will be supported through a range of continuous improvement activities.

### Demonstrating what active travel can achieve

We will select a town where we can work with the local authority to demonstrate what we can achieve when we deploy a wide range of interventions, including in schools. This place-based approach will be complemented by a pathfinder programme for other locations led by TfW with delivery partners to develop innovative schemes and approaches to evaluate their potential to deliver more effective results.

### Making active travel the first choice for more journeys

Whatever we do to facilitate active travel, we still need the individual traveller to choose to make the active travel journey. We will promote the changes made, provide more opportunities for active travel for all through high quality networks, deliver training, and incorporate active travel into journey planners. This will be complemented by enhancing sustainable travel options through support for school and



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## **Delivering the shift**

workplace travel planning and associated active travel facilities.

## 3. Delivery of the plan

The following section provides further details on how we will deliver the goal to make active travel the first and easy choice for all or part of everyday sustainable journeys for many more people. We will pay particular attention to understanding and addressing the barriers faced by people with protected characteristics under the Equalities Act 2010, reflecting that many are underrepresented amongst users of active travel modes.

A full list of our interventions with timescales is set out in Annex 1.

### 3.1. Leading the change

We have established a dedicated active travel budget which has increased five-fold in the past five years. This has allowed us to make significant progress in delivering active travel interventions. We plan to at least maintain these levels of investment, subject to the next Spending Review, to build on the momentum created over the last decade.

Leaders and decision makers have a pivotal role to play in the delivery of active travel, determining the pace, scale and ambition of the programmes delivered across Wales. We have

an opportunity together to create a new and bolder approach to achieve our goals and targets effectively. Through our new Academi Teithio Llesol, detailed in section 3.2.2, we will provide training and resources to leaders, officials and members across national, regional and local government on delivering the shift to active travel. This will help create the environment which puts active travel at the heart of decision making across all areas of government.

Building on these resources, we expect leaders to embed the prioritisation of active travel throughout their organisations, not just within their transport teams. Only through this cross-departmental approach across government can we achieve a significant shift throughout the communities of Wales.

We have set high expectations, and through the Active Travel Board all levels of delivery will be subjected to scrutiny and challenge, to ensure we deliver on those expectations.

We require all active travel delivery bodies and other partners across Wales to work together and support us in achieving our targets and realising the wider benefits that greater use of active travel will bring to our communities. The third sector, local health boards, Public Health Wales, Natural Resources Wales and many other nationally and locally active organisations have a pivotal role in supporting Welsh Government, TfW and local authorities in leading and

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delivering change. We look forward to building on our existing relationships and will work to strengthen these relationships by fostering greater collaboration.

### 3.1.1. Active Travel Board

The Active Travel Board has been in place since the making of the Active Travel (Wales) Act 2013 and has been advising Welsh Government on active travel delivery. It has now been reshaped with an independent chair, and independent members and funded support. The Board will take on an enhanced scrutiny and challenge function in relation to those involved in the delivery of active travel. It will publish its recommendations and advice to delivery partners and prepare an annual report on its activities. The operation of the new Active Travel Board will be reviewed in 2026.

As part of the Board's scrutiny role, we will ask them to oversee our plans for a new assessment framework. This framework, outlined below, will inform our support and funding and ensure we maximise the impact of our investment.

### 3.1.2. A new assessment and funding framework

To plan how we develop and improve we need to understand the strengths, areas for improvement and capabilities of our delivery environment. By including a core allocation as part of our Active Travel Fund, we have enabled local authorities to build their in-house capacity and develop a continuous pipeline of schemes to realise their active travel networks. Elements of this approach are reflected in Active Travel England's approach to funding and delivery.

As a newly formed organisation, Active Travel England adopted an assessment framework for local authorities in England designed to identify and provide a baseline of the strengths and weaknesses within the delivery chain. The Active Travel England framework considers factors such as leadership, policy context, capability, funding commitments, asset management and delivery performance. An initial self-assessment is validated by Active Travel England and then forms the basis for determining future support and funding types best suited to each authority.

Our programme and delivery structure are more developed in Wales, so we start from a very different place. Much of the groundwork is already done; each local authority already has

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network plans, an understanding of their existing infrastructure and a prioritised network of future routes. We have also established much closer working relationships across the delivery teams, through the regional active travel leads within TfW and other forums enabling a good understanding of barriers, constraints and opportunities.

We will learn from the Active Travel England process to develop an assessment framework in Wales, so that we can understand how to create more effective delivery environments which prioritise active travel. We will engage with our local authority partners on how best to do this. As a key part of our enhanced focus on prioritising modal shift we will support local authorities in drawing up their own local active travel delivery plans. For each Active Travel Network Map cycle these plans will set out how route delivery will be prioritised on the basis of maximising modal shift and outline their programmes for promoting and enabling active travel in their communities. At this stage, we are minded to use a self-assessment process, combined with performance data overseen by the independent Active Travel Board to provide an objective view on leadership, ambition, capability, and performance. Based on the outputs of this assessment we will develop allocation criteria which reinforce good practice and drive improvements in areas of weakness.

We will work with the Active Travel Board to develop a framework to scrutinise TfW and Welsh Government's leadership and performance in applying the Active Travel (Wales) Act and delivering our activities. The aim will be to provide a similar level of insight into our organisations.

### 3.1.3. Evidencing the change

Llwybr Newydd sets a target of 45% of journeys to be made by public transport, walking and cycling by 2040 and Net Zero Wales sets a mode share target of 35% by 2040. These targets were underpinned by extrapolated data from England. A National Travel Survey for Wales is being prepared that will provide a robust dataset of current travel patterns in Wales. Transport for Wales has engaged the National Centre for Social Research to provide support with survey design and development. Testing started in Autumn 2023, with full data collection planned to commence in 2024.

The results from the first full survey will form the baseline for the monitoring of the overarching mode shift target set within Llwybr Newydd.

Following publication of the first data from the National Travel Survey, we will work with the Active Travel Board to develop a concise set of national active travel targets, based on actual travel patterns, ensuring they are both stretching and

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achievable. Following on from the national targets, we will also work with local authorities and [Corporate Joint Committees \(CJCs\)](#) to develop appropriate regional or local targets.

To support us in tracking our progress more broadly, TfW is developing a comprehensive national monitoring framework for active travel that supports the [Llwybr Newydd monitoring framework](#), which is presented in section 3.2.5.

### 3.1.4. Welsh Government

Our role is to set the direction of active travel policy within Wales. Llwybr Newydd defines our vision for active travel and its role in making a sustainable transport network that meets the needs of our future generations. We are committed to investing in active travel and as a result established the Active Travel Fund, which has grown fivefold since 2018 to £50m in 2023-24.

Active Travel is a cross-government priority, so effective integration with wider policies and programmes is essential to realise the vision of Llwybr Newydd. We will continue to improve working across departments, with a particular focus on planning, education, regeneration and health. Recognising investment in related programmes will bring about wider benefits.

In their 2022 review, the Senedd Cross-Party Group on the Active Travel Act made several recommendations for direct changes to the Active Travel legislation. We have already used the Environment (Air Quality and Soundscapes) (Wales) Act 2024 to amend the Active Travel (Wales) Act 2013 by introducing new duties for local authorities and the Welsh Ministers to promote active travel as a way of reducing or limiting air pollution. This will come into force by the end of 2024. The changes also enable the Welsh Ministers to extend the duty on local authorities to other public authorities, and we will work with the Active Travel Board to determine how best to use this power. We will consider making further changes when a suitable legislative opportunity arises. Many of the shortcomings these recommendations seek to address can also be targeted through other policy, guidance and funding levers, alongside provision of practical support and resources. Many of the elements included in this Delivery Plan are designed to strengthen this wider active travel delivery framework. We will keep the statutory Active Travel Act Guidance under active review and will update it through the new TfW Active Travel Hub (as detailed in section 3.2.3). We will continue to monitor the effectiveness of the Active Travel (Wales) Act 2013 and its wider delivery framework and will carry out a further review in 2028.



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## Delivery of the plan

### Cross-departmental Delivery

The benefits of active travel are far reaching, ranging from improved physical and mental health, to environmental and economic benefits, as well as greater inclusion. They are felt across many departments and consequently effective integration with other policies and programmes is essential for achieving Welsh Government's aims. Since the making of the Act we have made significant progress in mainstreaming active travel, but we need to and will do more.

We will work across government to build consideration of active travel and the opportunities it offers into all relevant policies and programmes. Examples of how our cross-departmental working will be delivering more active travel during this plan period are set out in the following paragraphs.

Mode shift to active travel is an important way in which we can tackle the climate and nature emergencies. This is reflected in Climate Action Wales, where Green Travel Choices is one of the four action areas that form the focus of the behaviour change programme.

One of the key linkages is between transport and land use policy. [Planning Policy Wales](#) (PPW) and [Future Wales](#) direct strategic and land use planning and development management across Wales. Both strongly emphasise the

need to prioritise active travel modes and support sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.

We will reflect this in the next update of planning guidance on transport (TAN18), steering transport planning in new developments. This will reinforce PPW ensuring that all new developments, including new school and health facilities, make provision for walking and cycling from the outset.

Transforming Towns is the flagship regeneration programme for Wales. It uses the same principles as above to create thriving town centres. The importance of high-quality walking, wheeling and cycling access is a key element of their transformation strategy and this is reflected in [Town centres: position statement](#). The statement also reinforces the importance of placemaking plans to underpin investment and infrastructure in town centres, including active travel.

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Additionally, we have established a 'Place-Based Development Advisory Group', which will make recommendations on how to improve co-working between transport, land use planning and economic development teams to better achieve all of our objectives. Better collaboration will facilitate better design for active travel both within developments and connecting them to the wider transport network.

Enabling and encouraging active travel to school for as many children and young people as possible is essential to achieving our mode shift targets. Projects that are supported through the Sustainable Communities for Learning Programme, the main capital investment Programme for schools, are an ideal vehicle to ensure plans are put in place to facilitate learners walking and cycling to school or college. We have strengthened the mechanisms by which active travel is considered as part of the decision making process for investment in Sustainable Communities for Learning Programme through the [Business Case Guidance](#), and the new Business Case Executive Summary Proforma, ensuring the Active Travel (Wales) Act 2013 is met and Active Travel Design Guidance is considered as part of any investment. Transport and education departments will continue to improve scrutiny of proposals for investment in education facilities from an active travel perspective.

Active travel to school helps form life-long healthy travel habits, improves readiness to learn, improves road safety and reduces harmful emissions near sensitive sites. We are providing resources and practical support for the development of active travel school plans, to promote uptake of active travel and to improve data on school travel, see also section 3.4.7.

Physical inactivity costs the NHS across the UK up to £1 billion each year and increases the risk of chronic conditions including heart disease, diabetes, and other obesity-related illnesses. Physical activity also increases good mental and physical health, and we have a commitment to develop a social prescribing framework for Wales. Active travel is also a feature of the national [Healthy Weight: Healthy Wales](#) strategy and the seven National Priority Areas set out within the [2022-24 Delivery Plan](#), including links to active environments and education settings. We will continue to work across departments to identify further opportunities for strengthening active travel consideration in relevant policy areas, such as housing quality standards, emerging work on social prescribing, or addressing poor air quality.

### 3.1.5. Corporate Joint Committees (CJCs)

The newly formed [CJCs](#) have a duty to develop Regional Transport Plans (RTPs) in line with [our guidance](#). The RTPs will incorporate and apply our strategic national programmes to regional and local priorities. The RTPs will provide a strategic framework for local authorities to deliver, including planning and prioritisation of strategic cross-boundary active travel routes.

Within TfW the regional transport teams and specialist regional programme leads and advisors will support the CJCs in the development of active travel routes that support regional connectivity, including to public transport interchanges, with high impact on modal shift.

### 3.2. Stepping up the delivery

Responding to the challenge set by the review of the Active Travel (Wales) Act 2013, we will deliver several strategic programmes to expand capacity and capability, so we can maximise the uptake of active travel. We need to make active travel the first choice for more everyday journeys. TfW, local authorities and the third sector are our key partners in stepping up the delivery of active travel across Wales.

#### Transport for Wales (TfW)

Active travel will be an integrated part of TfW's activity as it becomes a truly multi-modal organisation.

TfW's delivery of strategic programmes will support us in stepping up our delivery nationally. They will support us in the governance, delivery and monitoring of this plan, will continue to manage and develop the Active Travel Fund and continue supporting local authorities in their delivery. TfW will continually seek and act on feedback from local authorities and other partners to improve the efficiency of the Active Travel Fund management.

TfW will introduce a new stage gate process designed to continue improving the quality and impact of the schemes we

fund, aligned to the latest [Welsh transport appraisal guidance \(WeITAG\)](#). The new WeITAG guidance emphasises the important role of the Active Travel Network Mapping process in informing the early stage of developing active travel schemes and supports a more streamlined approach to their ongoing development.

We are working with TfW to increase the support and guidance they provide on the development and delivery of active travel schemes. This will allow them to take the lead on updating the Active Travel Act Guidance, sharing best practice, applying the latest technology and developing innovative solutions.

#### Local authorities

Local authorities are central in delivering the interventions that serve everyday journeys. The Active Travel (Wales) Act 2013 sets the context for active travel in Wales, placing duties on local authorities to plan and deliver networks, integrate active travel into other transport projects, as well as promote and monitor active travel. A new duty to promote active travel as a way of reducing or limiting air pollution will come into force by the end of 2024.

We will continue to support local authorities through the Active Travel Fund and provide support where required, whilst

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expecting local authorities to identify and make use of other funding sources, including from their own budgets. We expect local authorities to be ambitious and make active travel a priority in achieving modal shift. Local authorities need to lead a pan-authority approach to active travel promotion, delivery and investment, including through the education, planning, economic development, housing, and public health sectors.

Local authorities are currently required to update their Active Travel Network Maps (ATNMs) every three years. In consultation with the Active Travel Board the period for the next review cycle has been extended by Ministerial Direction to 1 December 2026.

### Third sector

We recognise the value of the third sector in engaging with communities, increasing access and changing behaviour. We are committed to working with the sector wherever possible in delivering this action plan to ensure the best outcomes for people and communities.

### 3.2.1. Active Travel Fund programme

We have established the Active Travel Fund as the first dedicated active travel investment programme for Wales. It has grown fivefold since its introduction and, subject to the

next Spending Review, we want to maintain investment at these levels as a minimum over the duration of this plan. This will allow us to build on the momentum created over recent years.

The majority of active travel interventions are developed and implemented by our local authority partners. Through TfW's regional Active Travel Leads and the Active Travel Officers Group, we offer support, provide updates on the latest thinking and share best practice. Through a new assessment and funding framework, we will further support local authorities to create effective delivery teams in an environment which prioritises active travel. TfW will continue to manage and refine the grant programme to align with our priorities and raise the quality of the schemes delivered.

### 3.2.2. Academi Teithio Llesol

We are developing, with TfW, a leadership, training and professional development programme – Academi Teithio Llesol. This will provide a focus for training and development in active travel for leaders and practitioners across Wales. The first training courses and materials were made available in 2023 and will be expanded throughout the duration of this plan.



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The purpose of the programme is to provide active travel leaders and professionals with the skills, knowledge and resources to increase the scale, pace and ambition of active travel delivery. Materials and training offers will also be developed to inform specialists in related areas, whose work impacts on the delivery and uptake of active travel, such as planning and education, on how to maximise active travel use.

### Leadership development

The programme will create specific resources to inform and raise awareness of active travel amongst key decision makers (including local councillors and Members of the Senedd), as well as leaders in key areas such as health, education and business.

### Professional development

The programme for active travel and other professionals will be broad ranging to meet the needs of key partners. The content will adapt over time to meet evolving needs during the duration of this plan, to ensure it remains relevant.

From the engagement TfW has undertaken to date, we know that local authorities wish to see training and material on:

- the Active Travel Act guidance;

- equalities and inclusive design (including the application of equality impact assessments);
- the development of ATNMs;
- monitoring and evaluation; and
- consultation and engagement in particular with groups with protected characteristics.

We will also expand the industry knowledge base and understanding in related key areas such as placemaking, ecology and sustainable drainage systems.

Academi Teithio Llesol will be developed and delivered with learning from, and in collaboration with, partners such as Active Travel England (ATE), the Design Commission for Wales, third sector organisations, higher and further education providers and professional institutions.

The resources made available will consist of a range of in-person and remote training opportunities, alongside the provision of guidance documents/toolkits and signposting to other training and development material provided by other bodies. Through the TfW Active Travel Hub (section 3.2.3), we will create forums for practitioners to share best practice and learn from and support each other to develop the confidence to try new and innovative approaches.

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To meet our goals, we need to increase the capacity of the sector. As part of Academi Teithio Llesol, we will create a Skills Development Pathway to encourage people to join or transfer from related disciplines to the industry. We will help attract and develop our future professionals through support for graduate programmes and apprenticeships. We will encourage and support the development of active travel modules, to be offered in further and higher education courses and as part of continuous professional development from associated institutions.

### 3.2.3. TfW Active Travel Hub

We will enhance the capacity and skill base in TfW to support the delivery of active travel schemes and programmes across Wales, in the form of the TfW Active Travel Hub. This will build on TfW's existing roles and includes:

- a design team to develop and design complex and challenging high-impact schemes;
- enhanced programme management to support the delivery of complex and challenging schemes by partners;
- provide expert technical advice and guidance to local authorities on delivery of their active travel programmes;
- updating and developing the Active Travel Act Guidance;

- identifying and developing innovative technical and delivery solutions; and
- gathering and sharing best practice.

TfW will create an expert design team focussed on delivering active travel schemes in Wales. The design team will work alongside the core Active Travel team, to form the TfW Active Travel Hub, and will support and advise local authorities and the Welsh Government's Strategic Road Network active travel programme with their more complex and challenging schemes or where local capacity is not available to develop a high-impact route. This resource will also be available to support other schemes where capacity would prevent delivery.

The design team will be supplemented by an enhanced programme management capability within TfW's core Active Travel team to accelerate scheme development. This team will draw upon specialists in other key areas such as land issues and consultation and engagement, which, if not considered and resourced appropriately, can often lead to delays to schemes' progress. Their work may also incorporate streetscape design and public transport priority where appropriate and build on behavioural science insights to ensure that schemes are designed to address key barriers.

The Hub will enable those developing schemes to access expert support on specific design issues, alongside the

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support and guidance provided by the regional active travel advisors. They will also be able to access input from specialist partners where appropriate, such as the Design Commission for Wales and groups representing protected characteristics.

The design team will regularly update the Active Travel Act Guidance, to ensure the guidance reflects current best practice, legislation and the latest technology. We will ensure practitioners and leaders are kept abreast of the changes and the dissemination of this will form part of the remit of Academi Teithio Llesol.

The work of the Hub will extend to the identification, development and application of innovations. This may be across all aspects of the design and delivery process covering new ideas in the overall streetscape design through to implementation of trials, such as the simple side-road zebra crossing recently undertaken within Cardiff.

As part of their remit, the Hub team will facilitate sharing of innovation and best practice across all local authorities and delivery partners. They will seek to improve the function, safety, accessibility, quality and value of all interventions.

## 3.2.4. National procurement frameworks

At present some local authorities lack access to key active travel related services and activities. In response, we will remit TfW to strengthen the public sector's ability to access a wider range of active travel goods and services. They will review existing and potential future routes to market for active travel related goods and services, initially signposting local authorities on how to access and make more effective use of existing frameworks. TfW will also work to inform the development of future frameworks being developed by other organisations, to further widen access to active travel related services and activities. TfW will identify and address gaps in provision for specific active travel activities, such as cycle hire roll-out, to improve access for key partners, including local authorities, whilst ensuring that relevant frameworks also fulfil wider government objectives.

## 3.2.5. Insight through monitoring and evaluation

Effective monitoring and evaluation at programme and scheme level is essential to understand what interventions have the greatest impact. This knowledge will enable us to

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make better decisions, develop better schemes, provide better value for money and create more modal shift.

TfW is developing a comprehensive national monitoring framework for active travel that supports the [Llwybr Newydd monitoring framework](#), which will provide us with greater insight into active travel across Wales. The framework will be finalised in 2023-24 and will enable Welsh Government and the Active Travel Board to track progress. The monitoring framework will comprise of a range of indicators such as:

- Percentage of people who walk or cycle at least once a week as a means of transport;
- Percentage of schools with active travel plans; and
- Kilometres of active travel infrastructure / overall length of active travel network that meets or exceeds standard.

The effectiveness of the framework will be kept under review and we will work with the Active Travel Board to develop or amend indicators to better support objectives as required.

TfW will work with partners to fill data gaps and publish data against the indicators annually, providing an overview of our progress in delivering infrastructure and the uptake of active travel for everyday journeys.

We will continue to build on existing and emerging data collection programmes, such as the National Survey for Wales, Public Health Wales' Travel to Schools Hands Up Survey, the School Health Research Network's Student Health and Wellbeing Survey and the National Travel Survey when the first results are published. We will use these and other data to understand trends and provide information to support the removal of barriers and to influence behaviour change. We will seek opportunities to capture meaningful information on different community groups and those with protected characteristics, to enable us to target and prioritise our investment.

We will work with TfW to develop guidance on scheme level data collection, in line with the Active Travel Fund and Act Travel Act Guidance requirements, alongside supporting local authorities in developing active travel monitoring and evaluation plans. We will also work with partners to evaluate the benefits of creating a national framework or service for carrying out monitoring activities, to understand if this could provide a more consistent, efficient and effective approach.

We will require appropriate evaluation to be built into all our funded programmes from the outset.

### **3.3. Demonstrating what active travel can achieve**

We will demonstrate what we can achieve when we fully commit to active travel through identifying a town in which we will deliver a co-ordinated place-based approach to active travel improvements and promotion. TfW will also lead a programme of pathfinder schemes to develop innovative schemes and approaches to evaluate and demonstrate their potential for more effective results.

#### **3.3.1. A holistic place-based approach**

Evidence shows that combinations of interventions are more effective in driving modal shift than isolated components. We intend to test this, whilst recognising that in the foreseeable future it is unlikely we will have the resources to deploy the full range of interventions we would like. Therefore, in 2024-25 we will identify a location and commence the development of a place-based programme of coordinated infrastructure and complementary interventions, building on comprehensive work with and in schools. This planning phase will identify suitable interventions as well as local partner organisations to support the programme. We will work with local authorities to identify a suitable location for this 'demonstrator' town. Working together, we will deliver a coherent multi-year

programme of ambitious infrastructure and complementary interventions to address the widest possible range of barriers to active travel, building on evidence-based insights drawn from behavioural science. We need to understand and demonstrate how such measures can complement each other, to create the greatest benefits and impact on modal shift for the many and varied groups within the community. This will be accompanied by rigorous monitoring and evaluation to inform future Wales-wide programmes. We will look for opportunities to involve academic researchers in the monitoring and evaluation programme to provide greater insight and depth to the evaluation.

The TfW Hub will support the development of the programme and will engage with other partners to help deliver a full spectrum of measures. We will draw on the expertise of regional and national active travel groups to contribute to the development and delivery of the project, to capture the best ideas and capabilities.

Due to the breadth of this programme, the delivery will extend throughout the duration of this plan and potentially beyond. The monitoring and evaluation of this demonstration project will run during delivery and for several years after to assess whether and to what extent increases in active travel use occur and for how long they continue to grow.



We will make this holistic place-based demonstrator programme a priority of funding for future years. This project will help us understand the interaction and benefits of combinations of interventions and their value in creating modal shift, as well as the wider benefits for different groups within our communities.

### **3.3.2. Pathfinder schemes**

We recognise the need to support and accelerate delivery, and to develop different approaches to scheme design. We are keen to explore new ways of delivering projects, to identify effective delivery models and enable more innovative, high quality and higher impact schemes.

We have asked TfW to develop and manage a programme of pathfinder schemes, in collaboration with local authorities, Welsh Government's Strategic Road Network and the Trunk Road Agents. This programme will develop diverse collaborative delivery models and projects, which will use different approaches to encourage greater modal shift to active travel. These approaches may include longer routes between settlements or to key services, a new combination of interventions and innovative delivery approaches. However, we will consider a broad range of proposals and ideas, as we want to explore new approaches and solutions to local issues which can then be adapted and shared across Wales.

We invited expressions of interest from local authorities and are working with interested authorities on scoping an initial group of schemes to start development in 2024. We will look to develop other pathfinder schemes in future years to continue creating more effective high impact solutions.

## 3.4. Making active travel the first choice for more journeys

If we are to achieve our modal shift targets a broad programme of activities, including physical infrastructure, promotional campaigns, training and travel planning needs to be delivered. Only through a broad programme of interventions can we change behaviours and make active travel the easy and first choice for shorter journeys and part of longer sustainable journeys.

With our partners we have delivered much over the last few years, but we need to do much more. The preparation of this plan is an opportunity for us all to accelerate our co-ordinated efforts and to realise the wide benefits active travel can bring if it is to be the first choice for many more journeys.

Although this plan concentrates on interventions being led by the public sector, we consider our third sector partners as key to us delivering the comprehensive programme we know is required.

The third sector has a key role to play in the delivery and development of active travel programmes across Wales, particularly at the local level. Working with communities and different user groups, they can use their experience and engagement to identify and deliver solutions that are tailored

to meet local needs, as well as providing insight, advice and challenge to the Welsh Government, local authorities and TfW.

We look forward to continuing, strengthening and broadening our collaboration with the third sector and supporting them to deliver active travel measures that meet the needs of local communities.

### 3.4.1. Promoting active travel

The Climate Action Wales Public Engagement Strategy (2023-2026), published in July 2023, sets out how Welsh Government and its partners will involve people in decision-making about how to tackle climate change, and engage people in action necessary to tackle climate change. The scope of the strategy covers four 'green choices' themes, one of which is green transport choices, including active travel. The strategy highlights the co-benefits that active travel will bring in reducing carbon emissions, tackling air and noise pollution, saving people money and improving the nation's health and wellbeing. These messages are reinforced through the national Climate Action Wales campaign and [Digital Hub](#).

In further developing our transport and active travel engagement information and campaigns, we will draw upon the national communication and structured regional communications framework of the strategy to reinforce the

core messaging and leverage their resources. We will use the evaluation of other campaigns to inform future active travel campaigns. In support of our modal shift targets for sustainable journeys, we will continue to focus on evidence based interventions that offer high value for money.

We will complement the specific programmes highlighted elsewhere in this plan, such as active travel to schools or workplaces, with broader national promotional tools and activities, and continue to explore further opportunities to make active travel the first choice for everyday journeys.

## **Campaigns**

In 2023, we began delivering a wide-ranging behavioural change programmes on many aspects of the climate change emergency, 'Climate Action Wales' and launched the digital hub, [Climate Action Wales](#). Active travel has a significant role to play in reducing transport emissions and features strongly in the messaging.

Within transport we will deliver complementary messaging to promote sustainable travel as an alternative to car use, including the wider benefits of active travel. These will include messaging designed specifically to reach under-represented groups and those with protected characteristics. Our 'get ready for 20mph' speed limit campaign incorporated the

benefits for walking and cycling and we have seen an increase in active travel in our pilot areas.

We will build on the recent campaigns on changes to the highway code, which had a particular focus on the changes that benefitted the safety of walkers, wheelers, horse riders and cyclists. We will also be producing further material on giving space to cyclists. This is complemented by operation SNAP run by GoSafe, which allows cyclist and other road-users to submit footage of close passes and other driving offences through a single portal.

Our wider transport communications work will be coordinated with that developed and delivered by TfW. They are developing their capabilities in behavioural insights and will use these to encourage the uptake of active travel within their public transport campaigns.

Third sector partners also provide advocacy for the uptake of sustainable and active travel. We will work with them on local and national campaigns to reach their local communities and user groups to understand their needs and promote active travel in an inclusive way.

## **Promotional toolkit**

TfW has developed a promotional toolkit to support local authorities in engaging with their communities on active travel

developments and opportunities. This toolkit, published in Spring 2024, will be used to communicate the use of active travel for purposeful everyday journeys, helping to increase the impact of investment in active travel infrastructure.

The toolkit will support the preparation of high-quality promotional materials for specific schemes or developments, as well as audiences. It includes resources that encompass key information to generally promote active travel such as key statistics, key messaging on the benefits of active travel, case studies, inclusive images and other resources such as templates and designs. These resources can be used for general local campaigns or presented alongside scheme specific materials to reinforce the opportunities to change. The toolkit will be reviewed and updated regularly throughout the life of the plan.

### **Digital tools and engagement**

DataMapWales is the Welsh Government's geographic information system, which contains a purpose-built active travel application. A public user interface has been developed to enable local authorities' ATNMs to be shared with the wider public, alongside other user defined datasets, for example education or health facilities. It also includes a survey tool to liaise, engage and consult with a variety of different stakeholders. The survey tool will continue to be refined to allow for improved user experience. We will explore making

the data available in other applications and for other uses in the future, in co-ordination with the local authorities as the data owners.

### **3.4.2. Creating high quality networks**

Through improving our infrastructure, we will provide greater opportunities for people to walk, wheel and cycle not only within settlements, but also through hub-and-spoke active travel corridors connecting local centres to surrounding villages and outlying developments. We will also work with local authorities and trunk road agents to ensure that improvements to conditions for active travel are incorporated within wider highway schemes, in line with the duties under the Active Travel (Wales) Act 2013. We will create an effective delivery environment that prioritises active travel and delivers a high-quality network. In developing new infrastructure, it is important it meets local needs, as well as the requirements of the Active Travel Act Guidance. The guidance generally sets minimum acceptable standards and designers should consider the purpose and environment when thinking about how they apply the guidance, seeking to meet desirable rather than minimum standards. The delivery of active travel provides an opportunity to reach beyond the minimum standards and incorporate elements that bring about much wider community benefits, such as increased play opportunities, amenity and biodiversity.

## **Maintaining our assets**

We have a growing network of active travel routes, and it is crucial that we maintain and improve the existing network alongside building new infrastructure. General maintenance is the responsibility of each local authority within their block grant. To make effective use of the extensive assets we already have, local authorities are also able to apply to the Active Travel Fund for capital enhancement of existing assets.

## **Investment prioritisation**

It is vital that we prioritise the interventions that will have the greatest impact on modal shift and target our funding accordingly. To support this, TfW has developed a map-based tool that supports local authorities in prioritising the delivery of their Active Travel Networks. The tool identifies active travel routes that have the highest positive impact on modal shift. The outputs from the prioritisation process will be validated by local authorities using additional local data sources. The tool will support local authorities in the development of schemes to be delivered within their forward programmes and as part of RTPs.

## **National Cycle Network**

Llwybr Newydd sets out the aspiration for the NCN in Wales to be in good condition and to support the visitor economy.

We will support improvements to the NCN to achieve high-quality routes, which are accessible to all and ensure Wales' communities will benefit from better and safer connectivity. This will build on Sustrans work, which assessed and categorised the NCN to identify priorities for enhancement and development.

## **Strategic Road Network (SRN)**

As part of our duties under the Active Travel (Wales) Act 2013, Welsh Government is responsible for active travel schemes and improvements on the SRN, and the consideration of needs of walkers and cyclists, for example during road works.

Active travel routes on and across the SRN provide vital walking and cycling connections both within and to/from communities. Following the submission of the ATNMs, these were analysed to identify all intersections and routes on the SRN, to compile a list of potential locations where interventions may be considered over and above those already on our programme. We will work with TfW and local authorities to identify, prioritise and deliver a programme of interventions on the SRN and adjacent routes that improve connectivity and safety, reduce severance, and integrate them with the local authority ATNMs.

### **3.4.3. Improving accessibility and removing barriers**

We need to make it easier to walk, wheel and cycle to maximise modal shift. As well as providing new and upgrading existing routes, we can make smaller changes to routes which make the network accessible to all, including those with protected characteristics.

We will work with local authorities to enhance how schemes reflect the needs of all users. This will include establishing a process for active travel scheme design reviews that ensures designs incorporate provision for groups with protected characteristic. The design reviews will also include opportunities to share good practice and apply additional specialist input as required. We will also conduct specialist equality, diversity and inclusion design reviews on selected schemes.

The removal of physical barriers that impede access for people using adapted cycles or trikes, wheelchairs, mobility scooters, pushchairs or those who have visual impairments is one such change. We are committed to removing barriers, where possible, and supporting local authorities to do the same.

Other barriers to active travel often relate to facilities at the start and end of a journey, such as the provision of safe and secure cycle parking. We will provide high-quality cycle storage at bus and rail stations, including the provision of secure cycle hubs with ancillary facilities such as cycle repair stands, e-cycle charging, and retail offers where appropriate. The Burns Delivery Unit in south east Wales has supported secure cycle storage facilities in Cardiff and Newport.

The experience from these schemes will inform the future development and roll-out on a wider basis across Wales. Additionally, we will work with TfW and local authorities to introduce a pilot project to implement on-street cycle hangars in 2024, which provide secure cycle parking storage units for local residents. Subject to a successful pilot we will seek to accelerate rollout to other areas.

### **3.4.4. Supporting access to cycles**

We have supported a range of programmes exploring options to offer greater access to cycles for everyone. Throughout the duration of this plan we will continue to explore ways in which access to cycles and e-cycles can be improved. E-cycles offer significant mode shift potential, as they make longer active travel journeys more attractive, even more so in challenging topography.

## **E-cycle and e-cargo cycle loans**

We have supported a number of projects that enable users to try out e-cycles to support progress to ownership, including ‘e-symud / e-move’, delivered via Sustrans, and ‘see cycling differently’, delivered by Pedal Power. E-move established e-cycle hubs offering hire and long-term loan of e-cycles and e-cargo cycles. We will consider the impact of these initiatives and support the transition of the fleets to a long-term sustainable operating model in 2024.

## **E-cycle purchase loans**

During the period of this plan, we will explore options to establish an e-cycle purchase loan scheme, subject to budget availability, to reduce the financial barriers to e-cycle and e-cargo cycle ownership, through offering interest-free loans to individuals wanting to purchase an e-cycle or cargo cycle.

## **Access to lower-cost cycles**

We will build on our existing support to not-for-profit organisations that provide access to lower cost second-hand bikes, bike repair and maintenance schemes, with a view to set up a new small volume grant scheme for such and related purposes.

## **Access to inclusive cycling**

We will build on our support for not-for-profit organisations that provide training and access to cycles that meet a broad range of access requirements. An example of this is Welsh Government’s funding of Pedal Power’s ‘see cycling differently’ project. This project is creating a directory of services to provide information on how and where to access inclusive and adapted cycling across Wales. They also established a forum for those organisations to connect with each other and with other services, community groups and local authorities.

## **Options for cycle hire availability**

Cycle hire schemes have enabled significant additional cycle trips to be undertaken, enabling people to make active journeys as one leg of a sustainable journey or as a replacement for a car or public transport journey. Due to vandalism, the largest scheme in Wales had to close at the end of 2023.

We will learn from this experience and explore a range of models to establish availability of cycle hire in collaboration with local authorities and key delivery partners and support their implementation across Wales. This will include the potential to establish cycle hire offers at railway stations and the development of bike libraries or community cycle hire

schemes. In developing future schemes, we will seek opportunities associated with the inclusion of standard, electric-assist and adapted cycles.

In addition, we will continue to work with UK partners on a regulatory framework for micro-mobility modes such as e-scooters to complement active travel modes.

### **3.4.5. Enabling multi-modal journeys**

To maximise modal shift, we need to provide attractive alternatives to journeys currently undertaken by car. Not all journeys can be undertaken by active travel alone, hence removing the barriers for active travel connections to bus and rail stations has the potential to unlock modal shift.

#### **Improving public transport accessibility by active travel**

We will continue to improve the accessibility of bus and rail services by active travel through working with local authorities, TfW and other public transport providers. We will enhance active travel routes to create a seamless, attractive and efficient transport system, building on and extending the existing station network plan and station travel plan programmes. These programmes will be enhanced by programmes to increase the provision of quality active travel facilities at bus and rail interchanges.

**Active travel delivery plan 2024 to 2027**

### **Cycle carriage on public transport**

We will continue to work to enhance capacity for the carriage of cycles, wheelchairs, mobility scooters and prams on bus and rail services. We will increase the number of spaces available for cycles on trains across the TfW fleet with a long-term ambition of having an average of two spaces per carriage. We will also look at opportunities to enhance cycle storage facilities on TrawsCymru and future bus services delivered by TfW and will continue to enhance the experience of customers reserving space for cycles on trains.

### **Journey planning and integrated ticketing**

Active travel will form a prominent element of the integrated ticketing platform being developed by TfW, which will support end-to-end journey planning. The platform will provide information on active travel opportunities as part of a move to facilitate an end-to-end sustainable journey. TfW is exploring the potential for additional functionality such as enabling users to book assistance and reserve wheeling and cycle spaces for their journey, alongside booking their rail or bus tickets, making it easier to plan an end-to-end sustainable transport journey.



### **3.4.6. Delivering active travel training**

We need to equip our communities with the knowledge and skills to take advantage of our expanding networks and make sustainable travel choices. We will continue to support active travel training and widen the reach of existing initiatives beyond what is already covered throughout the life of this plan, targeting underrepresented groups where applicable.

#### **Child active travel training**

We will expand the reach of our existing programmes to improve the safety of our pupils with school-based pedestrian and cycle training. This will include child pedestrian training and improving the consistency of cycle training delivery. We will widen opportunities for inclusive cycle training and encourage the expansion of training outside of school settings.

#### **Adult cycle training**

Many people missed the opportunity to learn to ride a bike earlier in life, so we will support a widespread provision for adult cycle training. This will include accessible cycle training and will follow National Standards Cycle Training.

### **3.4.7. Increasing active travel to school**

The journey to school will continue to be a key focus of our action to increase uptake of active travel, due to the multiple benefits in terms of health and well-being, educational, environmental and road safety. We will work with partners on the implementation of the current [national active school travel delivery plan](#), and build on evidence from the Travel to School Hands Up Survey, the School Health Research Network's Student Health and Wellbeing Survey, and the National Survey for Wales to help inform and target action.

In addition to the Active Travel Fund, we are funding improvements to walking and cycling routes and facilities specifically linked to schools through the Safe Routes in Communities Grant each year. This creates safer and more attractive environments for active travel within the vicinity of schools, as well as reducing air pollution. We will also consider aligning the processes and approaches implemented to manage the Active Travel Fund to the Safe Routes in Communities Grant for consistency.

A particular focus of the Safe Routes in Communities Grant is now enabling the introduction of School Streets, which involve road closures around schools at the start and end of the school day to improve road safety, air quality and encourage

active travel. In spring 2024 we will issue Schools Streets Guidance for local authorities.

We will work with Sustrans, Public Health Wales and education partners to push for the development of active travel school plans in most schools. We will continue to support the plans with a programme of complementary initiatives, such as the Active Travel Promotion in Schools programme, pedestrian and cycle training, cycle and scooter parking and cycle fleets for schools. We will continue to ensure that Active Travel remains a key consideration as part of Welsh Government's Sustainable Communities for Learning Programme, and also make an active travel school plan a condition for relevant Welsh Government investment.

Our Active Journeys programme has continued to work with many school communities across Wales to encourage children and families to walk, scoot or cycle to school for all or part of their journeys. The Walk to School programme, delivered by Living Streets complements this to provide a broader choice to schools. Such programmes are intended to embed sustainable travel behaviours that continue into adulthood and encourage parents and family members to adopt sustainable travel into other areas of their lives.

We will work with partners to develop the specification and procure a successor programme, to continue to anchor active

travel promotion in school communities, when the current Active Journeys programme ends in 2024.

### **3.4.8. Supporting workplace travel initiatives**

We will continue to seek to encourage a shift to active travel modes for the whole or part of both commuting and business journeys. The cycle to work scheme has supported the purchase of many cycles for commuting, but there is more that can be done.

We support the further roll-out of the Healthy Travel Charter across employers in Wales to help employers incentivise their staff to travel more actively to work and in the course of business. We will also consider ways we can support and incentivise employers to aid the implementation of enhanced workplace infrastructure such as cycle parking, equipment storage and shower, changing and drying facilities.

### **3.4.9. Making roads more active travel friendly**

In addition to specific active travel interventions we have several roads policies which will have direct benefits for active travel.

## **Road safety framework**

We are developing a new road safety framework to support our Vision Zero approach to road safety, based on the belief that no death or serious injury is acceptable on roads. This will support the delivery of our legal obligations on accessibility and safety as a highways authority and complement our work on active travel, road space reallocation and speed limits.

## **Addressing pavement parking and road obstruction**

We will encourage the creation of more places where pedestrians can walk or wheel freely without having to step into the carriageway because a vehicle is parked on the pavement. We intend to consult on introducing new civil enforcement powers that will enable local authorities to address pavement parking in their areas. A working group involving all stakeholders will draft enforcement guidance for local authorities before the legislation comes into force to help ensure a consistent approach is taken across Wales.

## **A national default 20mph speed limit on restricted roads**

In 2023, we introduced a national default 20mph speed limit on restricted roads, which changed the default speed limit from 30mph to 20mph in built-up areas. Decreasing speeds

reduces collisions, saves lives and helps improve quality of life, which will make our streets and communities a safer and more welcoming place for cyclists and pedestrians, whilst also helping reduce our environmental impact. In our pilot areas there was an average 10% increase in active travel to primary schools. When the 20mph speed limit has fully bedded in, this will provide an opportunity to review route options for active travel in light of the reduced traffic speeds.

# Annex 1 – Programme of actions

Reference	Action	Timescale	Responsibility: leading	Responsibility: supporting / advising
ATDP.1	Review the operation of the Active Travel Board	2026	Welsh Government	Active Travel Board
ATDP.2	Develop an assessment framework to be applied to local authorities, Transport for Wales and Welsh Government to understand the strengths, weaknesses and capabilities of delivery and to support improvements	2024 to 2025	Welsh Government, Transport for Wales	Active Travel Board
ATDP.3	Develop a concise set of active travel targets following publication of the National Travel Survey for Wales, and work with local authorities and CJsCs to develop appropriate regional or local targets	2026	Welsh Government, Local authorities, Corporate Joint Committees (CJsCs)	Active Travel Board
ATDP.4	Bring into force the new sections of the Active Travel (Wales) Act 2013 and develop statutory guidance for local authorities on promotion of active travel as a way of reducing or limiting air pollution.	2024	Welsh Government	

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.5	Review and update TAN18	2025 to 2027	Welsh Government	
ATDP.6	Ensure the 'Place-Based Development Advisory Group' benefits from the latest thinking on active travel	2024	Welsh Government	
ATDP.7	Introduce an active travel stage gate process aligned to the latest WelTAG guidance	2024	Transport for Wales	
ATDP.8	Ongoing review of the statutory Active Travel Act guidance	2024 to 2027	Transport for Wales	Welsh Government, Local authorities, Third sector
ATDP.9	Continue to invest in the Active Travel Fund programme at least at the value of the 2023/24 fund, subject to the next Spending Review	2024 to 2027	Welsh Government	
ATDP.10	Continue to manage and refine the grant programme, in the context of Programme for Government work on modernising transport grants	2024 to 2027	Transport for Wales	
ATDP.11	Provide support and guidance to local authorities in the delivery of their active travel schemes and programmes	2024 to 2027	Transport for Wales	

Reference	Action	Timescale	Responsibility: leading	Responsibility: supporting / advising
ATDP.12	Develop an ongoing training and development programme for leaders and practitioners, with the first courses and materials being available in 2023	2024 to 2027	Transport for Wales	Third sector, Welsh Government, Local authorities
ATDP.13	Establish the Active Travel Hub within Transport for Wales to include active travel design and programme management expertise	2024	Transport for Wales	
ATDP.14	Provide signposting to existing frameworks for use in active travel schemes	2024	Transport for Wales	
ATDP.15	Address gaps in framework availability where required	2024 to 2027	Transport for Wales	Welsh Government, Local authorities
ATDP.16	Develop a comprehensive national monitoring framework for active travel that supports the <a href="#">Llwybr Newydd monitoring framework</a>	2024	Transport for Wales	Welsh Government, Active Travel Board
ATDP.17	Publish data annually against the indicators within the national monitoring framework for active travel, subject to data availability	2024 to 2027	Transport for Wales	Welsh Government, Local authorities, Third sector

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.18	Develop guidance on scheme level data collection	2024	Transport for Wales	Third sector, Local authorities
ATDP.19	Provide support to local authorities in developing active travel monitoring and evaluation plans	2024 to 2027	Transport for Wales	Third sector
ATDP.20	Evaluate the potential benefits of creating a national framework or service for carrying out monitoring activities	2024	Transport for Wales	Welsh Government, Local authorities, Third sector
ATDP.21	Identify a demonstrator town in collaboration with a local authority	2024	Welsh Government	Transport for Wales, Local authority
ATDP.22	Develop and implement a community and stakeholder engagement plan.	2024	Transport for Wales	Local authority, Third sector
ATDP.23	Develop a monitoring and evaluation plan and establish baseline monitoring	2024	Transport for Wales, Academic partner	Local authority

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.24	Develop an implementation plan and introduce measures	2024 to 2027	Transport for Wales	Local authority, Third sector
ATDP.25	Undertake ongoing monitoring and evaluation	2024 to 2027 and beyond	Transport for Wales, Academic partner	Local authority
ATDP.26	Establish a programme of pathfinder schemes in collaboration with local authorities	2024	Transport for Wales	Local authorities, Welsh Government Strategic Roads Team, Trunk Road Agents
ATDP.27	Pathfinder programme development and delivery	2024 to 2027	Transport for Wales	Local authorities, Welsh Government Strategic Roads Team, Trunk Road Agents



Reference	Action	Timescale	Responsibility: leading	Responsibility: supporting / advising
ATDP.28	Develop a Pathfinder monitoring and evaluation plan and undertake monitoring in line with the plan	2024 to 2027 and beyond	Transport for Wales	Local authorities, Welsh Government Strategic Roads Team, Trunk Road Agents
ATDP.29	Further develop our national ' <a href="#">Climate Action Wales</a> ' communications campaign and website	2024-27	Welsh Government	
ATDP.30	Incorporate active travel into complementary campaigns	2024 to 2027	Welsh Government	
ATDP.31	Following the changes to the highway code promote giving space to vulnerable road users	2024	Welsh Government	Third sector, Emergency services
ATDP.32	TfW to incorporate encouraging active travel uptake within their public transport campaigns	2024 to 2027	Transport for Wales	
ATDP.33	Publish a Promotion toolkit in 2024 to support local authorities in engaging with their communities on active travel and keep it up-to-date	2024 to 2027	Transport for Wales	Third sector

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.34	Continue to refine DataMapWales to improve user experience and explore making the data available for other uses	2024 to 2027	Welsh Government	Local authorities, Transport for Wales
ATDP.35	Deliver and report improvements to local authority active travel networks	2024 to 2027	Local authorities	Transport for Wales
ATDP.36	Work with local authorities to ensure that improvements to conditions for active travel are incorporated within wider highway schemes	2024 to 2027	Welsh Government, Transport for Wales	Local authorities, Corporate Joint Committees
ATDP.37	Planning and delivering strategic active travel cross-boundary routes	2024 to 2027	Corporate Joint Committees, Local authorities	Transport for Wales
ATDP.38	Further development of the map-based prioritisation tool to support local authorities in prioritising the delivery of their active travel networks	2024	Transport for Wales	Welsh Government, Local authorities
ATDP.39	Deliver improvements on the National Cycle Network	2024 to 2027	Local authorities, Sustrans	Welsh Government

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.40	Deliver interventions on the Strategic Roads Network and adjacent routes and integrate them with local authority networks	2024 to 2027	Welsh Government	Local authorities, Transport for Wales
ATDP.41	Remove physical barriers, where possible, on active travel routes	2024 to 2027	Welsh Government, Local authorities, Sustrans	
ATDP.42	Establish a design review process, and conduct specialist equality, diversity and inclusion design reviews	2024	Transport for Wales	Local authorities
ATDP.43	Introduce an on-street cycle hangar pilot project	2024	Transport for Wales Local authorities	
ATDP.44	Monitor and evaluate the E-move e-cycle and e-cargo cycle loan scheme	2024	Sustrans	
ATDP.45	Support the transition of the E-move e-cycle and e-cargo cycle loan fleets to a long-term sustainable operating model	2024	Sustrans	
ATDP.46	Plan for the establishment of an interest-free loan scheme for e-cycle or cargo cycle purchase	2024 to 2025	Welsh Government	

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.47	Support not-for-profit organisations that provide training and access to cycles and inclusive cycles	2024 to 2027	Welsh Government	
ATDP.48	Create a directory of and establish a forum for inclusive and adapted cycling services/ organisations across Wales	2024	Third Sector	Welsh Government
ATDP.49	Explore a range of models to widen the availability of cycle hire	2024 to 2027	Transport for Wales	Welsh Government, Local authorities
ATDP.50	Improve active travel routes to and active travel facilities at public transport interchanges	2024 to 2027	Transport for Wales, Local authorities	Network Rail, Transport operators
ATDP.51	Increase the number of spaces available for cycles on trains across the TfW fleet, with an ambition of having an average of two spaces per carriage	2024 to 2027	Transport for Wales	
ATDP.52	Assess potential to enhance cycle storage facilities on TrawsCymru and future bus services delivered by TfW	2024 to 2027	Transport for Wales	Welsh Government, Transport operators
ATDP.53	Incorporate active travel into the TfW integrated ticketing platform	2024	Transport for Wales	

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.54	Expand the reach of school-based pedestrian and cycle training programmes	2024 to 2027	Welsh Government	Local authorities, Training providers
ATDP.55	Improve consistency of National Standards Cycle Training delivery	2024 to 2026	Welsh Government	Local authorities, Training providers
ATDP.56	Widen opportunities for inclusive cycle training and encourage the expansion of training outside of school settings, including provision adult cycle training	2024 to 2027	Welsh Government	Local authorities, Training providers, Third sector
ATDP.57	Publish Schools Streets guidance for local authorities	2024	Welsh Government	
ATDP.58	Continue to invest in the Safe Routes in Communities Grant	2024 to 2027	Welsh Government	Local authorities
ATDP.59	Trial aligning the Safe Routes in Communities Grant management processes to the Active Travel Fund	2024 to 2025	Welsh Government	Transport for Wales
ATDP.60	Support active travel initiatives in schools, such as the Active Journeys programme, Walk to School programme, cycle/scooter parking and cycle fleets	2024 to 2027	Welsh Government	Local authorities, Third sector

<b>Reference</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility: leading</b>	<b>Responsibility: supporting / advising</b>
ATDP.61	Procure a successor programme for active travel promotion in schools	2024	Welsh Government	
ATDP.62	Support the widespread development and use of active travel school plans, and make an Active Travel School Plan a condition for the Safe Routes in Communities Grant.	2024 to 2027	Welsh Government	Sustrans, Public Health Wales, Education partners
ATDP.63	Support further roll-out of the Healthy Travel Charter across employers in Wales	2024 to 2027	Welsh Government, Public Health Wales	Public Services Boards
ATDP.64	Develop a new road safety strategy to support the Vision Zero approach	2024 to 2025	Welsh Government	
ATDP.65	Consult on the introduction of new civil enforcement powers for local authorities to address pavement parking in their areas	2024 to 2025	Welsh Government	Local authorities



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