

# Campaigning with the Active Travel Act

- Mechanisms of the ATA
- Background – how did we get here
- What happened in the Netherlands meanwhile
- Where we are now
- Why we are behind
- *How we can use the ATA for change*

# Local Authorities must:

- Identify and map the network of routes within their areas that are safe and appropriate for walking and cycling to access work, education, services and facilities.
- Identify and map the enhancements that would be required to create a fully-integrated network for walking and cycling to access work, education, services and facilities.
- Deliver an enhanced network by requiring local authorities to secure new and improved active travel routes and facilities each year.

# Welsh Government and LAs must:

- Take reasonable steps to enhance walking and cycling provision in new road schemes and have regard to the needs of walkers and cyclists in the exercise of a range of highway functions;
- Promote active travel in exercising the above functions
- Ministers must review the Act within 5 years of the deadline for the production of the first integrated network maps.

# Delivery guidance (in draft)

- An active travel route must be “reasonably safe, comfortable, continuous and direct”, and enable “people to access services and facilities by walking or cycling.” For cycling, usually up to ten miles.
- Maps should communicate where there are appropriate routes. They may (with explanation) include some routes that do not quite meet the standard. They will be subject to consultation.

# Integrated network maps

- Set out plans for the next 15 years.
- In designated settlements and also “where routes between settlements are appropriate to be included”
- Monitoring should be built into all schemes

# Other duties

- Provision for walkers and cyclists in any new scheme “as far as is possible”
- LAs “must have regard to the needs of walkers and cyclists in setting priorities and making decisions about how to secure the expeditious movement of traffic.”
- LAs have a duty to promote active travel journeys, secure new active travel routes, improve existing routes.

# Monitoring

- Maps must be submitted to Ministers for approval, existing routes within a year of full implementation and integrated maps within three years.
- May require indefinite re-submission if the authority has not consulted properly, has not used the guidance on what should be on the maps and its form, or if the explanation of the nature of the routes is insufficient.
- LAs required to resubmit both maps every three years, with reports of costs and usage of routes.

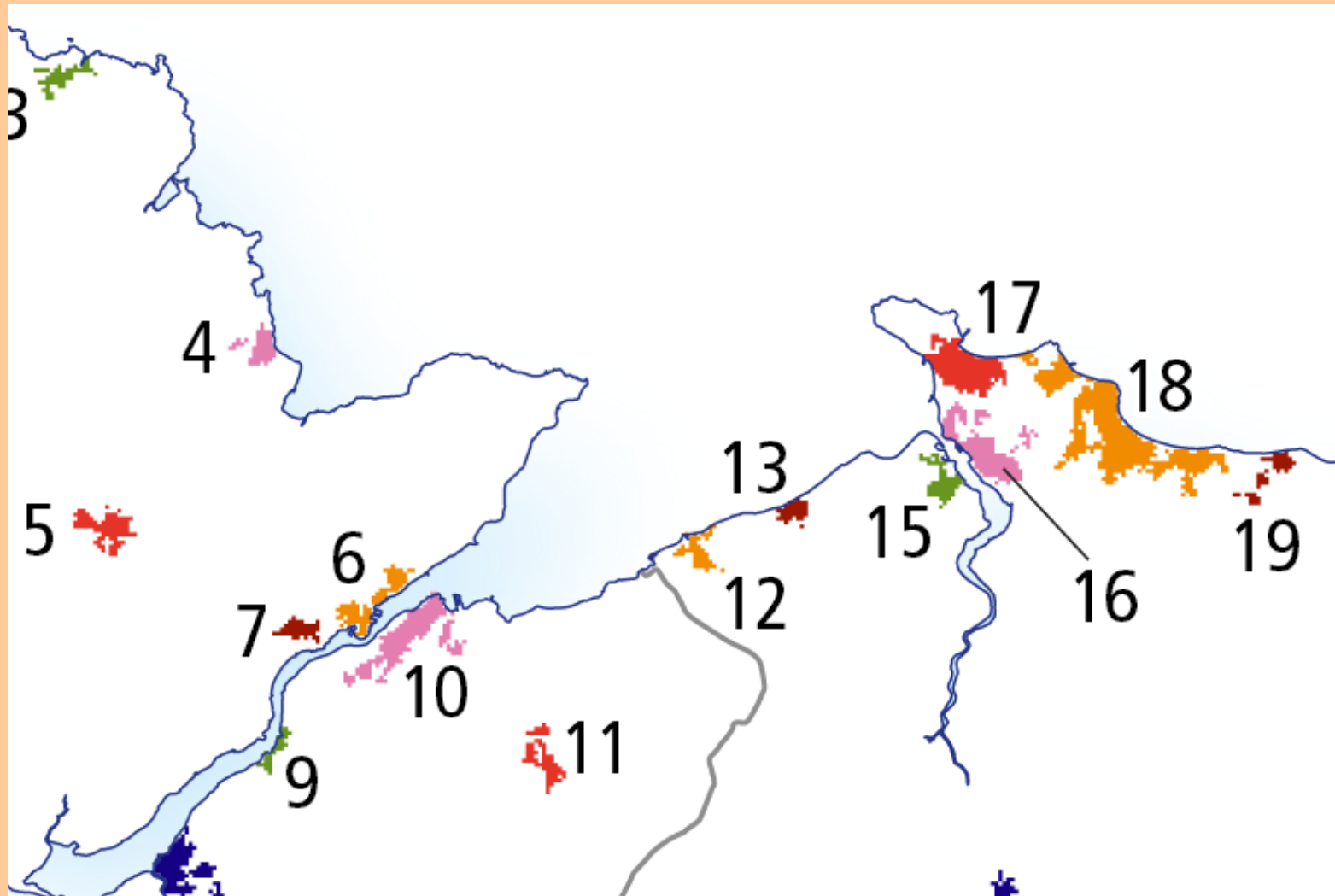
# Exceptions / get out clauses

- Only within “designated settlements” - very tightly defined, almost all of Wales left out
- Distance ..to be covered... to connect settlements / services / facilities makes it inappropriate.
- Not possible to provide safe provision
- Not possible to provide an appropriate link to existing provision
- Minister responsible not specified



# Where the ATA will apply locally

“Settlements” *very* tightly defined



# Design guidance and elements

Lots and lots of good stuff:

- Spacing of routes
- 20mph zones recommended
- Width of facilities, turning circles
- Speeds, non-standard bicycles
- Conserving effort
- Visibility
- Primary position not for most, on busy roads
- Standard width, 3.2 to 4m, is unsuitable, encourages close passes
- Etcetera. 250 pages of detailed campaigning material.

Issues remain.

# Who for? No standard cyclist.

Welcoming from 3 with parent, 8 with friends, well into 80s



# No forgiving dropped sides

“Where speed differences cannot be reduced cyclists should be separated from traffic... Reallocating... space... enabled this segregated track to be created in Glasgow.”



# Led by public or by Highways

- Designing for pedestrians starts from what people / groups want.
- Designing for cyclists is led by Highways, no public / group engagement until the end.
- Some data collection is not easy for volunteers.
- Audit Tool for best route “a means of ensuring that all of the...key requirements are considered”.

**LCC:** 200 pcu/hour peak, under 20mph – easy for volunteers to count

**ATA:**

Speed Limit	Number of motor traffic lanes	Motor traffic flow (pcu/day)	Preferred Minimum Provision by Cycle Route Type	
			Secondary cycle route	Primary cycle route
20 mph	Irrelevant	1-2500	<i>Quiet Streets: combined traffic</i>	<i>Cycle Streets or Quiet Streets: combined traffic</i>
		2000-5000		<i>Cycle Lanes</i>
		> 4000	<i>Cycle Lanes</i>	
30mph	2 lanes in total	0-5000	<i>Cycle tracks</i>	
		> 4000		
	More than two lanes	Irrelevant		
40mph and over	Irrelevant		<i>Cycle tracks (excluding light segregation and hybrid tracks)</i>	

# Bollards – no mention of hazard mitigation

(This chain just killed someone)



## 6.66 Cyclists at Roundabouts

“either make them slow and tight so that cyclists can safely share a single lane circulatory carriageway in the primary position,

or provide separate tracks around the outside, preferably with priority...”

Perne Street roundabout in Cambridge shows that we need separate tracks (except maybe with *very* low flow of *very* slow cars). We should say so.



# How did we get here?

## Cycling policy in the UK

1952 – last year in which cycle mileage exceeded car mileage

1973 – oil crisis. Britain and NL diverged

1989 – Roads for Prosperity white paper, third major wave of road building.

Protests – M11 Link, Twyford Down, Newbury Bypass, Swampy at Fairmile

“New realism” - cars cannot be a complete transport solution

# Cycling policy in the UK

1995 – Sir George Young the cycling baronet Secretary of State for Transport

1996 – National Cycling Strategy

1997 – John Prescott SST

*“I will have failed if in five years time there are not many more people using public transport and far fewer journeys by car. It’s a tall order, but I urge you to hold me to it.”*



# National Cycling Strategy

- Local authorities will draw up 5 year plans, consulting widely...
- Will include future investment plans and propose packages of measures to meet local transport needs.
- The plans will... set out strategies for promoting more walking and cycling.

Our response:  
vehicular vs. segregation wrangles

# 2005 National Cycling Strategy review

“...cycling levels have not increased in proportion with the quantity of public funding committed to it.”

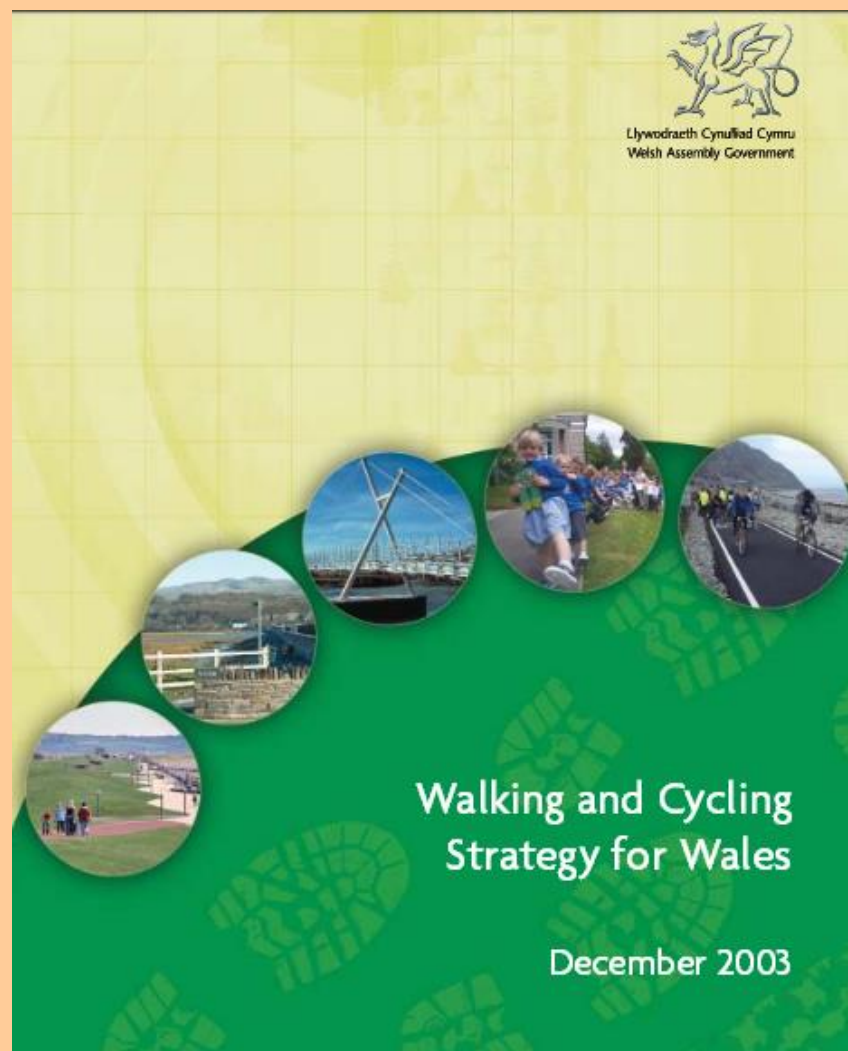
c.£200,000 of the DfT's money had bought:

- 674 advance stop lines,
- 3093 kilometres of cycle lane
- 4072 kilometres of shared pavements
- several thousand cycle parking places

# 2007 – John Prescott

*“I had never envisaged we would have 7 million new cars. It has created real problems.”*





Excellent intentions

# Cycling Cities and Towns from 2005

?£43m plus matched  
funding

“£16 per head per year”.

Bristol lead city.



# Evaluation of the Cycling Demonstration Towns – webarchive

“Results from the first three years of the  
Cycling Demonstration Towns programme  
show that it has been a major success...

An average increase in cycling across all six  
towns of 27%”



# Evaluation of the Cycling Demonstration Towns – current

“The following data and reports have been removed from the Department for Transport website...

Evaluation of the Cycling City and Towns programme interim report...

as they are inaccurate.”

# How did it go in the Netherlands?

Video “How the Dutch got their cycle paths” by markenlei (Mark Wagenbuur).

<https://www.youtube.com/watch?v=XuBdf9jYj7o>

# Where are we now?

In the Netherlands -

The best thing about a bike-friendly city isn't the bikes. It's the city.



# In a British parent's nightmare





Getting back from the shops in Llangefni takes a lot of determination  
the A5 is good only for fast cars



Brave pensioner on the hard shoulder of the A5

# Keeping cycle lanes clear of parked cars (thanks to Warrington Cycle Campaign)



# Brighton bus stop - before





# Brighton – now floating bus stop

Still no forgiving dropped sides, but much better.  
Far too few examples of good practice, no UK examples of good effective networks.



# Obstacles

“The Highways Agency noted that its scope and expertise simply did not provide training for cycling considerations and design.”

(Report from the ‘Get Britain Cycling’ APPCG Inquiry, London April 2013)

- Highway officials
- Highways manuals
- Councillors
- General public
- Ourselves – cycling activists

# How we can use the Active Travel Act

- Set out desired routes with interpretive pictures
- Get support, public and politicians
- Insist on genuinely good quality
- Help the Minister to find his / her way
- Explain to civil servants how best to proceed
- Commend LAs if they do well – CTC signs

# Assen main junction before



# Assen main junction after



# Assen town square before



# Assen town square after



# Assen main road before





# Assen main road after

(No longer a through route for motor vehicles)



# Holyhead Road Bangor before



# Holyhead Road dream



# Penrhos Road Bangor currently



# Penrhos Road Bangor, the dream



# What do we want? When do we want it?

- Streets, safe by design, thriving commercially
- For our children, neighbours, colleagues, relatives, and ourselves
- To get about in, meet in, get fitter in, support local businesses in

It took the Dutch only eight years to do this for their whole country

# Beicio Bangor

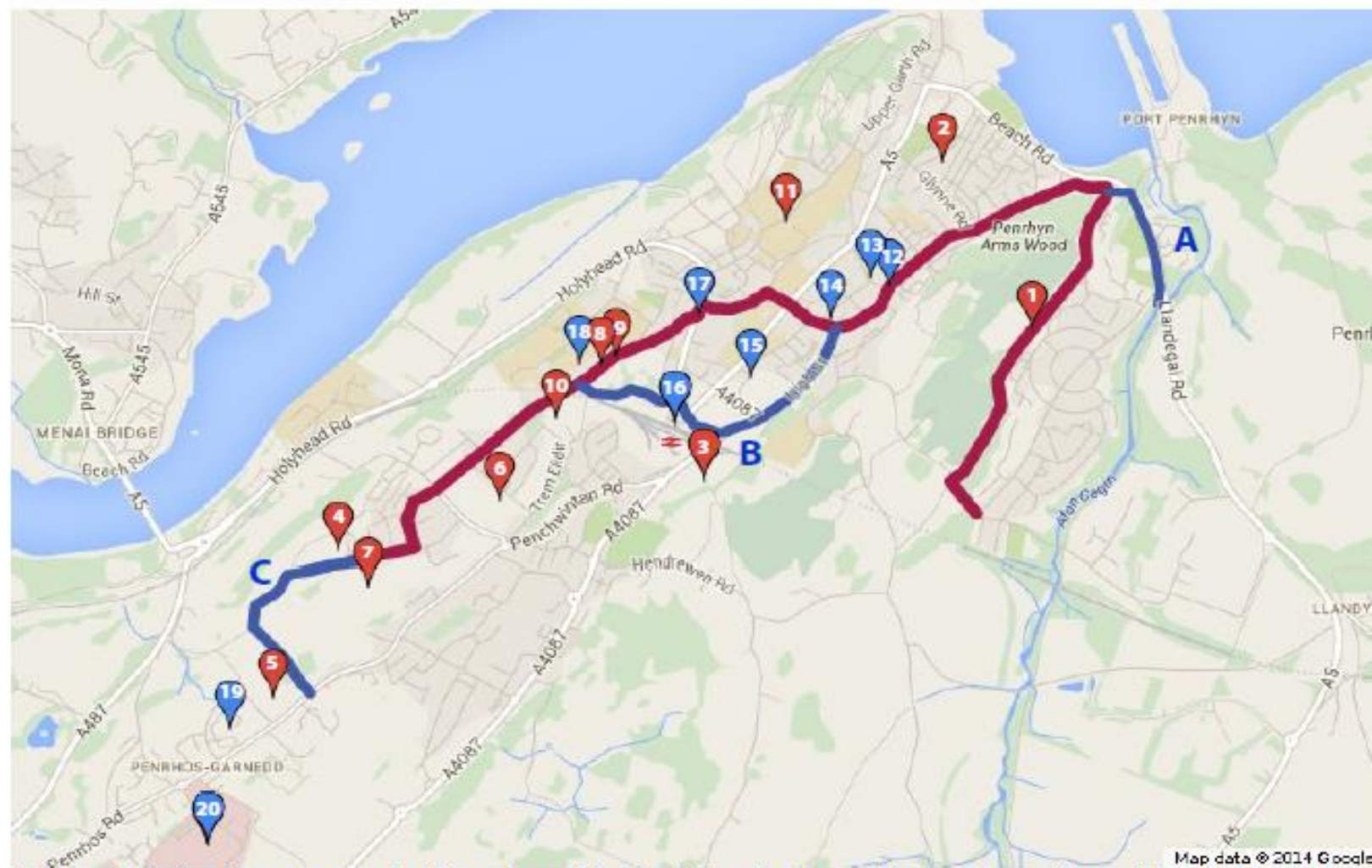
Map route connecting residential areas via shopping to schools, university and hospital

- Show the dream in pictures – pictures have impact
- Let real highways engineers do what they are trained for
- Practical but demanding timetable for implementation
- Work with councilors and public

# Beicio Bangor - a proposed Schools Link (MaesG - High St - Friars/Tryfan - Penrhos)

## The Bangor School Link

-  **Main Schools Route**
  
-  **LINKS**
- A. MaesG - Lon Las Ogwen Link
- B. Station Link
- C. Penrhos Link *(existing)*
  
-  **PRIMARY SCHOOLS**
- 1. Ysgol Glancegin
- 2. Ysgol Hirael
- 3. Our Lady's
- 4. Ysgol Cae Top
- 5. Ysgol Y Garnedd
  
-  **SECONDARY SCHOOLS (inc Private)**
- 6. Ysgol Tryfan
- 7. Ysgol Friars
- 8. St Gerards School
- 9. Hillgrove School
  
-  **OTHER EDUCATION**
- 10. Coleg Menai
- 11. Bangor University - Main Arts
  
-  **OTHER SELECTED KEY SITES**
- 12. Clock Tower
- 13. Debenhams
- 14. Bangor Cathedral
- 15. Asda Supermarket
- 16. Railway Station
- 17. Morrisons
- 18. Bangor University Sports & Leisure
- 19. Natural Resources Wales
- 20. Ysbyty Gwynedd



A map showing the proposed safe cycle and footpath routes connecting communities with schools and key sites in the City

Map data © 2014 Google



# Practical campaigning

- Lobby councillors
- Get neighbours to sign petitions – online or paper
- Put up posters
- Stalls at local events

Work with Highways to get good facilities