

**DRAFT SUSTRANS RESPONSE AMENDED as at 25/09/02**

**WALKING AND CYCLING STRATEGY FOR WALES  
RESPONSE FORM**

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*Please note that comments received as a result of this consultation will be considered in finalising the document for subsequent publication by the Welsh Assembly. Unless you indicate to the contrary, it will be assumed that you have no objection to the Assembly making your comments public. Please tick the relevant box if you wish to treat some or all of your response as confidential:*

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All                       Part (please provide details):

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If you would like to receive a copy of a report summarising the responses, please tick this box:

**You are welcome to fill out some or all of the following boxes, depending on your area of expertise or interest. YOU DO NOT HAVE TO ANSWER EVERY QUESTION!**

## General

1. Sustrans broadly welcomes this Assembly consultation. We were instrumental in preparing an initial draft document presented to the Wales Transport Forum in March 2001. Since that time we have been represented on the sub group assisting in the preparation of the current document.
2. We feel that the final document requires a clear vision statement, action programme, with identification of partners and funding, conclusions, good maps and graphics. The vision statement needs to state why walking and cycling are important, how these issues relate to local communities and how they will encourage more people to walk and cycle. We particularly commend the approach and presentation adopted for the *Northern Ireland Cycling Strategy* published in June 2000 with a review published at the end of 2001 [www.drdni.gov.uk/roads/cycling](http://www.drdni.gov.uk/roads/cycling) . The main report needs to be succinct with the use of appendices as necessary. The maps need to highlight existing and proposed national and regional walking, cycling and horseriding routes.
3. During the long gestation period for the consultation document there have been many initiatives within and outside WAG which we wish to be brought to bear on the final version of the Strategy. We have drawn inspiration from our extensive work on social inclusion and regeneration issues connected with walking and cycling from our work in England as part of the New Opportunities Fund programme.
4. We feel there is a real opportunity for an urban renaissance in the larger towns and cities of the Principality which should greatly improve conditions for walking and cycling. At present unattractive conditions mean a continuing flight from urban areas, especially for families with children. Traffic speeds and volumes are major disincentives to urban walking and cycling. Reducing both and introducing whole street management schemes will play a major role in civilising streets and making walking and cycling an attractive alternative to short distance car journeys. A reversal of this would involve a redirection of major regeneration exercises which should restore local facilities, remove through traffic, and restore streets to local residents. 20mph should be the norm for all local roads. 10mph should be the limit in Home Zones. New urban developments should be of a higher housing density, planned with walking and cycling in mind, and have streets with restricted car access. Meanwhile existing developments need a fundamental reappraisal of their design and purpose.
5. Within the countryside, walking, cycling and horseriding have a major role to play in the rural economy and the quality of life, given sufficient investment in route development and marketing. We particularly commend the product development and marketing strategies prepared in partnership with the Wales Tourist Board '*Moving up a Gear*' and '*Best Foot Forward.*' which need to be reinforced within the Walking and Cycling Strategy for Wales.

6. We have yet to see the draft *Road Safety Strategy* referred to in the document. This is likely to have fundamental implications for walking, cycling and horseriding and should be regarded as a 'back to back' document.
7. We are concerned to ensure that the final draft of the strategy is based on up to date statistics for walking, cycling and horseriding. We understand that the next edition of Welsh Travel Statistics and the National Travel Survey may contain improved information.
8. There is no reference in the document to issues connected to **Road Traffic Speed** such as danger, police enforcement, legal framework, speed cameras, CO2 emissions and HGV problems. *The House of Commons Select Committee (Transport, Local Government and the Regions) on Road Traffic Speed* report published on 19<sup>th</sup> June, 2002 came too late to influence the advice given by the sub group. Although prepared for England, it has vital lessons for Wales and we feel its findings are equally applicable and need to be considered in detail by the WAG and Wales Transport Forum especially in the final version of the Walking and Cycling Strategy. The attached *Policy Briefing No 3 of the Slower Speeds Initiative, July 2002*, of which Sustrans, Living Streets (Pedestrians Association) CTC and Transport 2000 are members, contains an admirable summary of the key points which we wholeheartedly endorse.
9. We wish to draw attention to the considerable body of information assembled by Sustrans for the original draft report in the form of Appendices dealing with sources of funding, Best Value, benchmarking and possible Centre of Excellence, and bibliography. Whilst this needs updating, it provides a sound basis for many of the recommendations and should assist with implementation of the Strategy. We particularly commend the DETR publication '*Encouraging Walking*', January, 2000, the IHT *Guidelines for Providing for Journeys on Foot*, 2000 and IHT '*Cycle – friendly Infrastructure – Guidelines for Planning and Design*, 1996.
10. We are concerned with the ongoing process for dealing with the consultation and implementing the strategy. Careful consideration is needed of the best administrative structures and advisory bodies required. In any event within WAG we feel additional specialist assistance is needed and full cross cutting involvement of staff of different divisions within the assembly. This needs to be replicated at local government level. We recommend that a standing forum for walking cycling and horseriding be established to steer and take forward the strategy with task and finish sub groups as necessary. The WAG Road Safety Strategy Board model might be an option.
11. The National Cycling Strategy Board within England serves an important role which should be replicated in Wales to set targets, audit performance, monitor, research and publish guidance, build partnerships and promote initiatives such as training. Within England it has been given particular responsibility by the Department of Transport for overseeing the work of a new regional cycling taskforce team of 20 regional staff responsible for:
  - Auditing how well local authorities are currently providing for cyclists and highlighting where improvements can be made. (This will include analysis of LTP content and performance)
  - Ensuring that advice on cycling is getting through to the right people at local and regional levels
  - Establishing new channels for sharing information and best practice about cycling

- Creating partnerships between organisations involved in encouraging cycling and providing support for the promotion of adult or child cycle training.

12. **Best Value** We feel much could be done to harness the Best Value process and the work of the Audit Commission for Wales to improve the services given by local authorities to deal with the whole range of issues to improve services relating to walking, cycling and horseriding.

13. The National Access Forum for Wales and Local Access Fora have a large role to play in dealing with the upgrading and improvement of the public rights of way network. Management of Streets and urban walking routes needs a different approach. Various models are being suggested at the current series of seminars on Walking being organised by Transport 2000 on behalf of DfT. We feel such a seminar series in Wales would be of great benefit.

14. The Assembly has only recently reformed the transport planning system. The one-year Transport Policy and Programme process has been replaced by five-year Local Transport Plans, which have also had the advantage of being properly resourced, at least for capital spending. These LTPs are now starting to deliver real change on the ground and this momentum must be continued. We feel the role of LTPs is underplayed in the current consultation paper, particularly the responsibility to produce full local walking and cycling strategies. We would like them to include a target for the reduction of traffic growth. This strategy for Wales when adopted needs to be reflected in revised advice to local authorities for these local strategies particularly a mechanism for monitoring and reporting back.

15. **Staff resources and Training** : We are concerned at the shortage of skilled and qualified persons both in local and central government suitable for the implementation of many of the policies and programmes that should flow both from the walking and cycling strategy and wider related aspects of transport , environment and related policies in Wales. We feel there should be a sharp focus on meeting the training needs required through a series of seminars, workshops, CPD and other means. We would be pleased to assist in this process. In any event we consider it essential for each highway authority to have dedicated and well trained staff to deal with sustainable transport and for the WAG staffing to be expanded to spearhead the work programme. Such staff must be fully integrated with other staff whose work affects walking and cycling, and be fully supported by senior management. It has to be recognised that walking and cycling matters are more staff intensive than most other areas of policy due to the needs of interaction with so many policy areas.

### **Conclusions**

We feel the final document must make firm recommendations or statements of intent to cover all the topics and issues highlighted, set specific targets, and specify the agencies and organisations to be responsible for implementation.

### **Background information on Sustrans**

Sustrans is a practical charity which seeks to implement solutions to the problems of car dependency. We are a leading partner in the creation of the National Cycle Network. We are also the pioneers of Safe Routes to School.

Our other work involves Safe Routes to Stations, Home Zones, slower speeds, walking, transport information, transport and health, and Individualised Marketing of travel choice. Much of this work involves cross-cutting themes, such as Climate Change, Social Exclusion, urban regeneration and rural vitality.

Sustrans has extensive experience of partnership working with the public, private and voluntary sector. The whole National Cycle Network is a partnership project. Within the current system decision-making can seem slow and complex, yet it – mostly – works. The first 5,000 miles of the National Cycle Network have been delivered to time and budget including 800 miles in Wales, and we are ahead of planned progress for the second half. The success of much of our work is due to attention to detail and local involvement.

### Question Box A

#### **Do Walking, Cycling and Horseriding contribute to other areas of policy development?**

Yes. We would like to see reference to the contribution that walking cycling and horseriding can make to **energy conservation policies**. We are mindful that WAG functions in relation to energy are extremely limited and that this matter might need to be referred to the Department of Energy. Walking and cycling in particular are the most sustainable forms of transport for the conservation of energy and combine well with public transport.

#### **We are concerned that there is not as yet a WAG policy on traffic growth.**

We feel it is essential for WAG to set ambitious targets themselves and to be reflected in LTPs to slow traffic growth.

We are mindful of the success of authorities such as the City of York which has achieved a 4.6% reduction in car journeys over the last 2 years. York LTP target is to slow the growth in traffic from 1999 – 2006 so that the total increase is 4% rather than the 11% estimated without any action to reduce it. The success has prompted the council to revise the target and possibly attempt *zero growth*. The plan has exceeded its target of encouraging 14% of trips into the city centre to be walking trips with 18% of all journeys with further scope to increase this. Cycling levels have further scope to increase from current cycle-to-work figures of 15% to the target of 17%. These improvements have been possible by the introduction of a new bus service (the metro service), further improvements to make walking and cycling safer, city centre pedestrianisation, increased parking at park-and-ride, and careful management of city centre car parking. (Surveyor 22.8.02)

### **Housing Policy**

We believe there is a particular role for Housing Associations and other publicly funded housing schemes to demonstrate by example best practice for provision for walking and cycling on design, layout and location. We welcome the housing policies contained in Planning Policy Wales concerning the promotion of sustainable

residential environments and development that is easily accessible by public transport, cycling and walking.

NAW has recently launched a *Strategy for Older People* and consultation on *Wellbeing in Wales*. These emphasize the importance of healthy lifestyles and measures for the elderly to reduce accidents. Provision of safe walking and cycling facilities must be an essential part of these strategies.

### **Air Quality**

WAG and local authority targets and programmes to improve air quality in urban areas have a direct bearing on the propensity to walk and cycle and horseride. We are aware of particular problems in heavily trafficked urban areas and in certain locations where heavy industry causes especial difficulties. The government issued statutory guidance *Air Quality and Transport LAQM, G3(00)*, published in March 2000, which includes a reference to pedestrian/vehicle restricted areas and encourages local authorities to consider ways of making walking safer and more convenient by ensuring pedestrians' needs are seen as integral to traffic management.

### **Waste management**

WAG and local authority policy for waste management has a direct bearing on walking, cycling and horseriding. High standards of street cleansing including footways and cycle routes are essential. The presence of litter, broken glass, piles of rubbish, untidy and overflowing litter bins, graffiti, act as a major deterrent to the whole experience and propensity to walk and cycle.

### **Sport**

Sports development policies are highly important if walking, cycling and horseriding is to be promoted. Walks and cycle rides to promote healthy living should be a critical part of sports development. Whilst Sports Council for Wales have an excellent structure in place for promoting excellence in sport, they have no programmes for the promotion of informal physical activities such as walking and cycling to promote healthy living and physical activity in all age groups suffering from overweight and related problems. These issues are addressed in the draft WAG *Healthy and Active Lifestyles* report and *'Well Being in Wales' consultation document* which we feel need careful attention in the context of this strategy. We are pleased to note that the CCW/British Heart Foundation *Walking the way to health Initiative* is to be expanded for the next four years.

**What other policy areas could benefit from a strategic approach to walking, cycling and horse riding?**

### **Green Space Strategies**

Walking, cycling and horseriding would benefit from a strategic approach to the protection and enhancement and management of green open spaces. Linear open spaces with good tree cover are vital in their penetration of larger urban areas and for the connections they provide between neighbourhoods and within main transport corridors for walking, cycling and horseriding networks. This can be achieved through the planning process combined with countryside, forest management and Environment Agency measures. Disused railways, canals and rivers, flood protection and land reclamation schemes often provide a basis for the creation of quality routes. The foundations of this approach are set out in the *Greening the Valleys Initiative* and the Environment Agency Local Environment Action Plans for river catchments (LEAPS)

**Should we make greater use of Local Transport Plans and Public Rights of Way Improvement Plans to promote walking, cycling and horse-riding? If so, how?**

It is vital to ensure that all Highway Authorities in Wales prepare and implement well-thought out strategies for walking and cycling as part of LTP's that reflect Best Value and practice. (See also para 12 concerning staff resources and training in general remarks above and below in this section on Best Value.)

It is not surprising that no local authorities have developed horse riding strategies since this is not a current requirement under LTP Guidance. However the needs of horse riders have been recognised as an important element in a revised WAG *Guidance on the Preparation of Rights of Way Strategies* (Consultation period ended 14<sup>th</sup> August 202). Much wider and effective publicity and consultation is needed for LTPs, ROWIPs, School and Work-based travel plans. Sustrans has produced best practice guidance notes for these (see Sustrans current catalogue of publications or [www.sustrans.org.uk](http://www.sustrans.org.uk)) We particularly commend the advice for working in partnership contained in WAG '*Guidance on Local Transport Plans in Wales*', September, 1999.

**Should Local Authorities have specific targets for producing School and Work based Travel Plans to promote walking and cycling?**

Yes. It is important for local authorities to have specific targets. Targetted and focussed schemes work best. Each local authority should be able to set specific targets for the proportions of pupils walking and cycling to school or employees walking and cycling to work. This should include combined cycle and public transport trips.

**How can local transport plans be utilised to encourage and support people to improve their health by walking, cycling or horse riding?**

Sustrans is in discussion with the WAG Health Strategy Division and the Communities Directorate concerning the setting up of an Active Travel Programme to establish new projects promoting cycling and walking as the best ways of incorporating physical activity into the daily routine . We are also in consultation with the Welsh Health Impact Assessment Support Unit at the University of Wales College of Medicine discussing the potential for health impact assessment on specific practical walking and cycling projects.

**How can we use Best Value to greater effect to set targets and monitor progress on these three modes of travel?**

We feel much could be done to harness the Best Value process and the work of the Audit Commission for Wales to improve the services given by local authorities to deal with the whole range of issues to improve services related to walking, cycling and horseriding. This could be given coordinated direction within the separate inspections for planning, transport, environment, housing, economic development, leisure and other key functions.

Relevant user groups and the voluntary sector should be given an opportunity of giving evidence on the levels of service provided and where improvements are needed or are shown to be underway. Best Value inspection of performance should be closely linked to performance targets and outputs in LTPs. Such a scheme might be related in due course to levels of revenue and capital expenditure for delivering the services required for delivering this strategy.

(This also relates to Box G response. See also comments relating to targets in Box C response.)

We particularly commend both to WAG and Welsh local authorities the benchmarking scheme initiated by the Cyclist Touring Club as a means of obtaining best value in implementing cycling policy.

The objectives of this project are to:

- Develop and manage a network of local authorities learning from each others experience
- Agree a set of measurable performance indicators pertaining to cycle policy
- Identify best practice in cycling policy from a process of peer review
- Develop and monitor the implementation of action plans from a range of local authorities
- Disseminate and publicise the results

The scope of the project contributes to all aspects of cycling policy, from promotion to engineering design, and from training to maintenance of cycle paths dealing with

- Leadership
- Resources
- Policy and strategy
- User Focus
- Infrastructure for cyclists
- Danger reduction strategy
- Integration with public transport
- Promotion and education
- Other partnership projects
- Monitoring and evaluation

(further details of the project can be found on the CTC website at [www.ctc.org.uk](http://www.ctc.org.uk) and DfT Traffic Advisory leaflet 4/02)

Whilst Cardiff, Swansea and Powys have participated in the UK scheme, we propose a Welsh benchmarking scheme on cycling modelled on the highly successful programme being implemented in England and current proposals for regional benchmarking. The organisation and framework for this work is already in place. In due course this approach could be extended to deal with Walking and horseriding.

**Whether the provision for cycle storage, changing area and showers for employees who walk or cycle to work should be a mandatory requirement under planning regulations for new commercial premises?**

The South East Wales Transportation Forum is in the process of revising parking standards and will include standards for cycle parking. Meanwhile the standards for cycle parking drawn up by Wrexham County Borough Council also adopted by Monmouthshire in their *Supplementary Planning Guidance 2001* are a useful guide. It is important for such standards to relate to the size and number of employees of commercial premises. Cycle storage provision is essential in new residential accommodation provision.

## Should we promote 'Safe Routes to Work' as part of Travel Plans?

YES. These are a vital component part of such plans and should stimulate better quality safe routes for walkers and cyclists. They should be a statutory requirement linked to planning consents, EU , government, government agency and local authority grant and loan conditions Reference is needed to the Green Travel Plan research carried out by Transport 2000 for DfT and the two new guides to make travel planning a success and six supporting documents.( *DfT press release dated 2nd August, 02*) We feel these should apply equally to Wales. We commend the advice given on marketing and promoting walking given in the '*Guidelines for Providing for Journeys on Foot*', IHT, 2000.

## Question Box C

### Should other walking and cycling targets be set for sustainable travel?

See response in Box A concerning lack of a policy on traffic reduction.

The ANALYSIS section (Paras 3.1 to 3.3) does not say why people travel or explain trip/distance differences. There is a clear need to recheck the extent of statistical data available for Wales rather than standard figures for Great Britain. Fuller explanations are needed for the basis on which the figures are obtained for a better understanding of the problems in order that targets can be set. For instance why are off road journeys by bicycle and foot not recorded? The latest statistics from the *National Travel Survey in Great Britain* (1999/2001) indicate that we are not making more trips but just longer ones. Over 10 years the average shopping trip grew 27% longer that for commuting 17% and education also 17%.

Walking declined 20% in a decade but even so accounts for a quarter of all trips made annually. Leisure trips by all modes are 31% of trips made and 39% of distance. With cycling there has actually been an increase in under-10s cycling to school over the last 5 years. There has also been an increase in cycling among adult women but this is offset by a general decline in teenagers cycling so there is no overall increase in cycling to record. (See also remarks concerning *Welsh Transport Statistics* and *National Travel Survey* in para 6 General Comments above)

The latest study of National Cycle Network Usage shows 48% of the network are pedestrians. A quarter of all network cyclists are occasional, new or starting again, and these figures are higher in deprived areas. Significantly more women than men come into these categories. There are encouraging figures about those who could have used a car for some journeys but used the network instead.

There is a need to extend the monitoring system of these routes in Wales.

We need targets to reduce the length of journeys and the role of walking and cycling.

Meanwhile Wales should keep to the UK National Cycling Strategy target to quadruple cycle use by 2012.

There is a need for national walking targets to be set and to apply to Wales. DfT is committed to 'reverse the decline in walking and then increase it'. The situation is under review in England and will take account of the findings of a series of regional seminars '*Walking the Way Ahead*'. The case for local targets to be set is well argued in '*Encouraging Walking* DETR Advice to local authorities, 2000. Local targets for walking must be measurable and relevant to the area. It should be possible to set specific targets such as the number of pupils walking to school or employees walking to work, or lengths of street improved.

An alternative would be to set service standards, for instance :

- Improving pavement condition and maintenance
- Reducing the number of people falling and being injured on cracked, uneven pavements
- Clearing litter and dog mess

- Developing new walking routes and improving existing ones

The Best Value framework encourages local authorities to set performance indicators for issues local people want to see tackled.

(See also papers issued in connection with current round of regional seminars in England - Transport 2000/DfT *Walking the Way Ahead* seminars; Draft '*Walking Plan for London*', July, 2002 sets a vision of making London one of the world's most walking friendly cities by 2015 but fails to give any targets; '*Guidelines for Providing for Journeys on Foot*', IHT, 2000 contains an excellent section on appraisal and monitoring.)

### **What criteria should be used to measure our progress?**

Criteria to measure progress should include distance, safety, trip numbers and modal shift for both utility and leisure journeys.

There should be a range of indicators, most of which should be optional, covering different aspects of cycling. We recommend consideration of the following:

- Number of cycling trips
- Modal share
- Travel to work
- Travel to school
- Safety training
- KSI casualties
- All Cyclist casualties
- Number of cycle parking spaces
- Number of cycles parked
- % of junctions with Advanced Stop Lines
- % of road network friendly to cyclists

### **Question Box D**

**This Analysis identifies Sustainability, Health, Social Inclusion and Economic benefits. Are there other important benefits that we have missed?**

Yes – these are discussed in chapter 2 notably

- Environment
- Communities
- Young peoples, mobility
- Equal opportunities
- Integrated transport
- Urban renaissance
- Education
- Tourism

**Para 3.4.1** We would like to see proof of the statement that cycling can engender bad habits without adequate training. This statement must relate more so to car drivers. and certainly to pedestrians.

**Para 3.4.2** We consider this is a very important paragraph. **Para 3.4.3 Social Inclusion :** Reference is made to the opening, closure or relocation of social services and lack of access. This point is not developed later in the report and is certainly a key issue for the strategy, possibly linked to the questions raised in Box D.

Reference is also needed here to the *Road Traffic Speed* report (see above General remarks Para 7)

**What further research is necessary to improve our understanding of the extent of walking and cycling and horse riding in Wales, the potential benefits and gaps in support for these activities?**

See para 6 above in general Introduction concerning statistics for walking and cycling. Further clarification is needed on the most authoritative and up to date statistics relating to walking, cycling and horseriding tourism in Wales. This should include statistics compiled as part of the Wales Tourist Board draft report '*Best Foot Forward - A Walking Tourism Strategy for Wales 2002-2010*', August 2002 and '*Moving Up a Gear – A Cycle Tourism Strategy for Wales, 2001-2006*' produced by WTB, Sustrans, Forest Enterprise and CTC . Both these strategies contains important recommendations concerning walking and cycle tourism which require ongoing research and monitoring. They also contain important recommendations that need to be reflected and fully integrated into the Walking and Cycling Strategy for Wales.

Similar work is in hand via the Wales Tourist Board and CCW on the importance of horse tourism which needs to be reflected in the final document.

Specific good practice research is needed leading to specific guidance on encouraging walking and cycling in rural areas.

#### **Question Box E**

**What other measures are necessary or helpful to enable disabled people to walk in towns and cities and the countryside?**

(See also responses below in Question Box F on segregation)

We feel it is misleading to quote only the JCMBPSP *memorandum to the Environment Transport and Regional Affairs Select committee on Walking in Towns and cities*. Many other bodies made submissions to the committee including a 6 page submission from Sustrans.

We recommend high quality Sustrans type off road routes linking town and country and train and bus stations.

We feel Horseriding deserves a proper section in the strategy to itself. We appreciate that this may require more research and that relevant information was not forthcoming at the time of preparation of the consultation document.

#### **Question Box F**

**Is there a need for better design guidance for the provision of facilities for walking, cycling and horse-riding to meet the varying needs in town and country?**

There is a plethora of design advice and design sources contain in the two excellent bibliographies on walking and cycling produced by DfT. We feel there is a need for consolidated design guidance for busy practitioners.

There is particular merit in the production of an updated version of the excellent document '*Cycle-friendly Infrastructure - Guidelines for Planning and Design*', published in 1996 by the DoT in conjunction with Bicycle association, CTC and IHT. We particularly commend the IHT *Guidance for Providing for Journeys on Foot* and Sustrans *National Cycle Network Design Guidance*. There is much to commend the production of joint design guidance along these lines to cover both walking and cycling and horseriding to ensure full integration and consideration of the three modes in urban and rural situations. These projects would be best funded on a joint basis with England, Scotland and Northern Ireland. Any new guidance needs to reflect current best practice on rural and urban design.

There is an urgent need for DfT to publish its updated advice on shared use which has been in hand since 1999. Current advice in *Local Transport Note 2/86* is useful but not comprehensive.

### **Should these facilities be segregated?**

See response to next question. There are situations where segregation by a white line, say, is appropriate. In congested urban situations the need for and/or type of segregation needs to be assessed on a case by case basis. Sometimes a kerb will be needed, at other times it may be unsegregated.

A distinction is needed between shared facilities taking account of the level and type of use and location including converted footways or footpaths, and routes along disused railway lines, canal towpaths and paths alongside river navigation. There is a need to distinguish conversion of existing pedestrian routes from new build routes where everyone benefits. Footways adjacent to the road are generally more hazardous (problems of side roads, accesses etc) than routes away from the road (often serving as short cuts).

There are particular benefits of a long section of high quality traffic free route as an attraction for new cyclists.

There is good design advice in '*Cycle-friendly Infrastructure*' showing how cycling and walking can be integrated.

### **What practical methods could be used to achieve segregation?**

We understand that DfT is still preparing further guidance on shared space and that this should be available early in 2003. This needs careful review particularly on detailed design aspects before conclusions are reached in Wales. Meanwhile we endorse the advice contained in the Department of Transport *Local Transport Note 2/86* that there are circumstances where use of a footway or footpath could avoid a particular danger on a carriageway. There will be locations where footways or footpaths are not heavily used, and offer the only way of providing an essential link in a continuous route for cyclists which for the most part is on the carriageway. In such circumstances a short link can have a value out of all proportion to its length, because without it the continuity of a safe route could not

be assured. There will also be sites where allowing cyclists to use converted footways or footpaths will be the only means of providing safe routes to school. On rural roads a footway may be little used and limited conversion schemes for safe routes to school may be worthwhile.

We consider much of the JCMBPS *Statement on Shared Use* published in 1996 to be unworkable. It is not endorsed by DfT. For instance use of 100mm kerb with pedestrians and cyclists at different levels or a 1.0 metre high barrier could create more problems than it would solve. It would become just another obstacle for the disabled to cope with and a litter trap. A raised white line is probably the best and safest tool but it is difficult to legislate for the irresponsible walker or cyclist who will violate whatever is put in place. In the circumstances it is best to wait for the new DfT guidance.

We feel there is unfounded criticism concerning rural off-road shared routes such as disused railway lines and forest tracks. Countryside Agency research (*Countryside Agency research 'How people interact on off-road routes CRN 32 March 2001, and now moving to a second phase where they will actually look at routes where concerns have been identified over conflict between user groups.*) has found that conflict is very infrequent, is generally slight and is mainly concerned with intrusion. Conflict, where it occurs, can be caused by people (such as the behaviour of others) or the environment (such as inadequate maintenance of the route). In the main, route users accommodate others by changing their speed and pattern of travel ; cyclists slow down, while walkers move in more of a straight line and speed up.

The research found that, when people gather together to talk about conflict , they talk it up and their recollection of how many others they met while on the route escalates. The perceptions of conflict were much higher than that actually experienced.

It would be helpful to extend such research to examine the operation of a 'Best Practice' off road route in Wales such as the low level section of the Taff Trail from Taffs Well station to Nantgarw.

The key issue is that there needs to be consultation when developing the options for route development to be sure that shared use is the most appropriate solution, as well as the detail and the quality of the design.

Both CTC and Sustrans support use of a 'Hierarchy of Solutions' to be considered before the design is chosen, as recommended in '*Cycle –friendly Infrastructure*', (IHT , 1996). This aims to provide for cyclists on the road where possible, reducing traffic speeds and volumes where appropriate, with specific cycle facilities provided where this is not feasible. In practice cycle routes generally comprise a mixture of different types of provision.

We also support the hierarchy of solutions for measures to improve conditions for walking contained in the IHT '*Guidelines for Providing for Journeys on Foot*' These will have to be integrated with other sustainable transport measures and are as follows:-

1. Reduction of speed and volume of motorised traffic
2. Reallocation of space to pedestrians
3. Where crossing is the main problem : provision of at-grade crossings
4. Where new pedestrian routes are inadequate : Improved routes on existing desire lines
5. New alignment for pedestrian routes/grade separation.

There is good design and audit advice in IHT '*Cycle-friendly Infrastructure*', '*Guidelines for Cycle Audit and Cycle Review*' and '*Guidelines for Providing for Journeys on Foot*' and Sustrans *National Cycle Network Guidelines* showing how cycling and walking can be integrated.

### **How do we encourage reporting of collisions involving pedestrians and cyclists?**

We consider this question to be too narrow. It may be that the matter is better dealt with as part of the *Road Safety Strategy*. There is a need to address collisions between cyclists and cars; aggressive motorists behaviour; and pedestrian and motor vehicle conflicts. It has to be recognised that there are many conflict issues that are impossible to measure such as problems of cyclists and dogs, cyclists and broken glass, motorcycle conflicts.

There is a singular lack of information on accidents on off road routes as they are not generally collected by the police, other than on shared routes alongside the road, which tend to be more hazardous than those away from the road as they have more road crossings/accesses etc. (Accidents only need to be reported on public highways). It is not that there is no requirement for accidents on most off roads to be reported. More investigation is needed on the methods needed such as collation of hospital statistics.

There needs to be close integration and cross referencing with the *Road Safety Strategy for Wales* on these matters such as relevant statistics concerning accidents both to cyclists and pedestrians and horseriders.

### **Is the Hierarchy of Measures a realistic set of solutions?**

We feel it is most important for the Welsh LTP guidance and other related policy statements by WAG to give clear guidance on the adoption and use of this hierarchy. In particular the aim should be for cyclists to be on the road where possible, reducing traffic speeds and volumes where appropriate, with specific cycle facilities provided where this is not feasible. In practice cycle routes generally comprise a mixture of different types of provision. They require coherence, directness, attractiveness, safety and comfort. (see *Cycle-Friendly Infrastructure* p 20)

York Model Hierarchy : We feel that horse riders should come below public transport in the hierarchy. It needs to be made clear that the York model does not actually include horseriders – this has been added to suit the strategy in Wales.

Otherwise we feel this hierarchy should be adopted and consideration given to how to ensure it is actually used. It has been well proven in York, with great benefits to traffic reduction and safety, and other parts of the UK. It relates well the current proposals in the RSS Wales. Consideration of a hierarchy needs to be put above all the other matters raised in this question box.

We also support the hierarchy of solutions for measures to improve conditions for walking contained in the IHT '*Guidelines for Providing for Journeys on Foot*' These will have to be integrated with other sustainable transport measures and are as follows:-

1. Reduction of speed and volume of motorised traffic
2. Reallocation of space to pedestrians
3. Where crossing is the main problem : provision of at-grade crossings
4. Where new pedestrian routes are inadequate : Improved routes on existing desire lines

## 6. New alignment for pedestrian routes/grade separation.

We commend the research undertaken by DTLR on a non-built up road hierarchy and the IHT *Guidelines on Road Safety*, particularly the Tier 3 local Access use C class and unclassified road where the maximum limit would be 40mph but would wish to see a 20mph limit imposed wherever possible especially in towns and villages.

### **How should the measures be implemented and enforced?**

There is a crucial need for more training and education of all types of road, shared use and off road user. We applaud the recent increase in WAG budget for cycle training. We particularly see the need for on road training both for adults and children and for the effectiveness and resourcing of the programme to be kept under close review. All cyclists should be required to carry bells. We feel there is a need for a code of Conduct for users of shared use routes. We also welcome the Road Sense programme for children. Consideration is needed for more education-related initiatives such as those detailed in the *Walking Strategy for London*.

### **If so, how should we monitor usage?**

Sustrans already undertakes a monitoring programme of use of the National Cycle Network and has been collecting robust information for four years in conjunction with local authorities. (see attached report July 02 summarising the findings of the survey programme in 2001 throughout the UK and associated research findings. ) Early Indications are that a well-designed cycling infrastructure results in an increase in cycling, particularly on traffic-free routes. Specifically there is also evidence that suggests :

- Increased growth in usage of the National Cycle Network
- Increasing levels of cycling generally
- Positive health benefits
- Improvements for people in deprived areas
- Growth in use of the Network by women
- Network routes are heavily used by pedestrians as well as cyclists: in 2001 50% of observed users were cyclists and 48% were walkers
- The average length of a cycling journey on the Network was 20KM and the average length of a walking journey was just under 5Km
- One quarter of all cyclists interviewed on the network classified themselves as 'new to cycling', 'starting to cycle again' or occasional cyclists'
- The Network is encouraging modal shift ; 30% of all interviewees in 2001 stated they could have used a car but had chosen not to. This figure rises to 52% of those journeys described as 'functional'.

It is important that adequate resources are made available in Wales to sustain and improve a monitoring programme to meet the needs of walking, cycling and horseriding. This needs to be based on a programme of installing automatic counters to collect statistically reliable data.

### **How can we help ensure the potential of Wales' extensive rights of way network is maximised?**

- By bringing forward work on Rights of Way Improvement Strategies as contained in the draft guidance issued by WAG with clear work programmes and adequate resources.
- By giving priority to the creation of missing links for walkers, cyclists and horseriders alongside narrow busy roads, behind hedgerows and other highway boundaries
- By implementing the proposals contained in the two strategies for walking and cycling tourism for improving the product, management, and marketing of the route network (see references in Box D response above) and by a similar exercise for horseriding to be concluded.
- By ensuring close links with LTP's

### Question Box G

**How should we use Best Value and Benchmarking to improve performances and outcomes?**

See response in Box B above.

**Should we have targets for increasing levels of walking and horse riding in Wales?**

YES But what criteria should be used?. They should be discrete and measurable. **See Box C.** They should relate to the reduction of distance to be travelled, Safety and modal share.

#### **Para 4.5.1**

A very important and related target is the need for the reduction in the use of the private car for journeys to school.

#### **Para 4.5.2**

We are pleased to note that the sample size of the National Travel Survey is being augmented in Wales in 2002. We consider it to be vital for more detailed and reliable data to be collected on walking , cycling and horseriding in the Principality.

**Para 4.5.6** It should be noted that although levels of cycling are currently at a very low level they are still at a higher level than journeys by train.

**How should we take account of experiences in other European countries?**

This is vital. Sustrans is well placed to give advice on the best practice and advice elsewhere. Much of our advice on Safe Routes to Schools is based on experience gained from Denmark. We are leading members of the European Greenways Association ,co authors of the Eurovelo (The European Cycle route network ) Guidelines for Implementation. EuroVelo 2002, have carried out extensive research on Home Zones in Europe and have designed practical projects in France, Italy and Spain. We feel a planned programme of visits by politicians, local government officers and voluntary bodies to European towns and cities exhibiting best practice for the provision of walking cycling and horseriding is essential for a better understanding of problems and solutions in Wales. Visit, learn, research and implement. (See also '*European Best Practice in Delivering Integrated Transport*', Commission for integrated transport, December, 2001) and *ADONIS reports – Analysis and Development of New insight into Substitution of Short car trips by Cycling and walking* – a series of 4 substantial reports

prepared by a partnership from a consortium of government, technical and research bodies in Denmark, Netherlands, Spain, Sweden, and Belgium, published by ADONIS, Copenhagen, 1998, Danish Road Directorate, PO Box 1569, 1020 Kopenhagen K, Denmark.

- *Best practice to promote cycling and walking*
- *Behavioural factors affecting modal choice*
- *A qualitative analysis of cyclist and pedestrian accident factors*
- *How to substitute short car trips by cycling walking*

It is full of practical and innovative examples of good practice, some of which have significant implications for Wales:-

- Danish Children's Traffic Club
- Examples of pedestrian plans from Geneva, the Hague and Middelburg (Netherlands)
- Environmentally adapted through roads (Denmark)
- Routes for disabled people (Copenhagen)
- Access controls for motorised traffic (Barcelona, Namur)
- Increased pedestrian priority at traffic lights, signals and junctions(various)

There is a range of useful publications available. a very good recent one is the danish Road Directorate's *Collection of Cycling Concepts*.

## Question Box H

### **How can publicity and promotion be made more effective?**

By implementing the proposals contained in the two strategies for walking and cycling tourism for improving the product, management, and marketing of the route network (Wales Tourist Board report '*Best Foot Forward - A Walking Tourism Strategy for Wales 2002-2010*', August 2002 prepared by Andrew Keeling Associates; '*Moving Up a Gear – A Cycle Tourism Strategy for Wales, 2001-2006*' produced by WTB, Sustrans, Forest Enterprise and CTC )and by a similar exercise for horseriding to be concluded. The pioneering work of the Cycle Tourism Wales group formed to commission and implement '*Moving up a Gear*' a cycle tourism strategy for Wales are vital elements in this promotion.

Sustrans is currently reviewing and expanding its work to increase usage of the National Cycle Network and related routes particularly for short local journeys among less experienced and occasional cyclists. It now has a special unit devoted to marketing and is well placed to help market the network in Wales given adequate resources.

We very much regret that the Celtic Trail Marketing team has had to be wound up following the collapse of the company Tourism South and West Wales. We feel every effort is needed to reinstate the team and widen its remit to market the whole of the National Cycle Network in Wales to promote cycle tourism and local use of the network.

Within urban areas much more information is needed to meet the needs of pedestrians and cyclists. Like all travellers, they rely on a 'mind map ' of their surroundings. But outside their own immediate neighbourhood they can be almost helpless, especially if they are visitors or tourists. Urban areas should develop promotional and diagrammatic maps showing main origins and destinations, main walking and cycling routes, and distances involved. The Bristol 'Legible City' approach with high quality signing and orientation diagrams is an award winning best practice example. Further excellent advice on promoting walking is contained in the IHT '*Guidelines for Providing for Journeys on Foot*'.

There is scope for more promotional events such as *bike 2 work day* and route openings. *Travel Smart* provides an excellent means of publicity. We are pleased that the CCW?BHF *Walking the Way to Health Initiative* has recently been extended.

Supplementary Planning guidance for developers and others is another very effective publicity tool and consideration needs to be given to making it a statutory requirement. Best practice examples include Monmouthshire County Council's *SPG on Cycling and Design guidelines*.

We have already made extensive comments to WAG on the Planning Technical Advice Note on Design and to Planning Guidance Wales. **(copies to be attached)**

### **How do we tackle issues of crime prevention and enforcement?**

There is no reference in the document to issues connected to **Road Traffic Speed** and such as danger, police enforcement, legal framework, speed cameras, CO2 emissions and HGV problems. The *House of Commons Select Committee Transport, Local Government and the Regions* on *Road Traffic Speed* report published on 19<sup>th</sup> June, 2002 came too late to influence the advice given by the sub group. Although prepared for England, it has vital lessons for Wales and we feel its findings are equally applicable and need to be considered in detail by the WAG and Wales Transport Forum especially in the final version of the Walking and Cycling Strategy. The **attached Policy Briefing No 3 of the Slower Speeds Initiative July 2002** of which Sustrans, Pedestrians Association CTC and Transport 2000 are members contains an admirable summary of the key points which we wholeheartedly endorse. Reference is needed to the extensive programmes for speed cameras and related programmes being implemented by the assembly.

We applaud WAG funding of programmes for speed cameras and related programmes being implemented by the police and local authorities. These need careful monitoring concerning the safety and security of cyclists, walkers and horse riders. Consideration needs to be given to the benefit of expanding camera installation schemes. We are impressed by the South Wales Police scheme for putting Police back on the beat on bicycles and its effectiveness in combating crime along the Taff Trail. The Taff Trail scheme could be usefully extended along other urban and urban fringe off road routes. We have produced extensive guidance on security matters on traffic free routes in our information sheet 'Designed for Security', endorsed by ACPO, which we feel could be regarded as Best Practice. We also commend '*Secured by Design*' produced by the police in conjunction with other key bodies including Sustrans. Crime and Disorder partnerships imposed under the Crime and Disorder Act, 1998, provide an opportunity to focus attention on resources that affect walking and cycling such as traffic offences, illegal parking or unpleasant and inconvenient pedestrian subways. Detailed examples of projects that have successfully cut crime and increased walking are reported in *Personal Security Issues in Pedestrian Areas (Crime concern and SRA, 1999)*

## How do we improve and implement better design?

**Better Design: See para 4 in General Comments section above.** We are pleased to note the Assembly's new Design Commission for Wales. We feel there is a particular need for improved street design for people in Wales to meet the needs of walkers and cyclists. We particularly welcome the formation of the Urban Design Alliance (UDAL) and initiatives that can return streets to people through a well-designed and managed public realm. We espoused in the Alliance *The 2002 Designing Streets for People Report*. Sustrans has considerable experience in design matters and has a national sculpture programme.

We particularly commend the proposals for quality designed schemes for walking contained in the draft *Walking Plan for London* (p23) for 'connected, comfortable, convenient, convivial, and conspicuous environments that encourage people to walk and that enrich their experience of being out and about.' This involves:

- Establishing minimum design standards for walking routes and related facilities
- Establishing best practice guidance on audits of all public space walking facilities to include issues related to accessibility, safety and the needs of disabled people
- Establish minimum urban design guidelines to create good walkable (and cycleable) and liveable neighbourhoods

A valuable checklist of issues to be considered is contained in the document and these principles are further elaborated in the *Report of the Urban Task Force – Towards an Urban Renaissance* 1999 and excellent IHT *Guidelines for journeys on Foot and Cycle Audit and Review*.

We suggest there could be an annual award scheme to encourage innovation, especially for new housing layouts that give priority to walking and cycling.

Sustrans has published a series of advice sheets on design issues including shared use routes, and designing for security.

We await publication of WAG Home Zones Implementation Guidelines.

Much can be achieved through the planning process and we particularly commend Supplementary Planning guidance for developers and others as a very effective publicity tool and consideration needs to be given to making it a statutory requirement. Best practice examples include Monmouthshire County Council's SPG on Cycling and Design guidelines.

We have already made extensive comments on these matters to WAG on the draft *Planning Technical Advice Note on Design* and draft *Planning Guidance Wales*. **(copies to be attached)**

Benchmarking can show practitioners how others have tackled particular problems and can learn from that experience.

## What are the ways of increasing the levels of maintenance of facilities?

There is a clear need to improve levels of maintenance and signing of off road walking and cycling routes, on road cycle lanes, road cycle routes with no special lanes marked, and

the nearest 1.5m nearest the kerb of roads in general. Planned programmed maintenance with adequate resources is essential. We welcome the recent increase in WAG funding to highway authorities for highways maintenance. We feel this needs to be targetted on footways, cycle routes and minor roads to reduce accident claims and to encourage use of these facilities. It is important to review sweeping and verge maintenance regimes with the needs of walkers, cyclists and horseriders in mind.

We particularly commend the advice on footway maintenance contained in IHT *Guidelines for Providing for Journeys on Foot and Cycle – friendly Infrastructure* and on 'Whole Street Management' contained in UDAL *The 2002 Designing Streets for People Report*.

### **Question Box I**

#### **How should we encourage local authorities and other organisations in Wales to sign up to 'In Town Without My Car Day'?**

Full evaluation is needed of the many events to be held on 22<sup>nd</sup> September in England and the two events in Wales (Cardiff and Lampeter). Schemes have to be fun, practical and to assist the testing of long term solutions. We would like to see schemes extended to weekdays and the main holiday period especially bank holidays. (Note conference 'Challenging Car-dependant Life Styles sponsored by London Borough of Camden, 19<sup>th</sup> September). A different approach may be needed in rural areas where public transport is poor.

#### **How can we support local authorities in closing some roads to traffic?**

By providing grants and publishing case studies and best practice examples eg Tenby Town centre summer street closure scheme. Need to identify any good examples in rural areas eg National Parks

#### **What other projects could help to promote walking, cycling and horse riding?**

It is disappointing to see only two quick wins listed in the agenda for action. It is understood that Quiet Lanes and Home Zones are to be dealt with in the Road Safety Strategy but that Safe Routes to Stations is best dealt with in the Walking and Cycling Strategy. We consider these three initiatives to be a vital part of the improved provision needed for walkers, cyclists and horseriders. The draft version of the WCSW (EPT-09-02) considered by the WAG EPT Committee at their meeting held in public at Blaenavon on 15<sup>th</sup> May contained a full section on the Quiet Lanes Initiative (Para 5.13) and Safe Routes to Stations (para 5.1.4) which we commend to you. We feel it is particularly important for demonstration schemes to be encouraged in National parks and Areas of Outstanding Natural Beauty.

We are pleased to note that the latest WAG Transport Grant advice to local authorities encourages innovative schemes to encourage walking and cycling.

We feel further good Quick wins would be

- A litter campaign on walking and cycling routes around urban areas to be organised in conjunction with Keep Wales Tidy.
- Training – in the short term a series of technical seminars to coincide with the consultation period of this document similar to the excellent series on Walking – the way ahead being organised in the English regions by Transport 2000. There is an ongoing opportunity to assist the implementation of the strategy with professional and technical training programmes related to CPD requirements and for the full involvement

of the voluntary sector with linked events. The cycling sub group of the South East Wales Transportation Forum provides a useful model for involving key local government officers.

- Welsh Safer towns Initiative – to build on the highly successful scheme in Gloucester but to build in innovative projects such as Home Zones
- Contra-flow cycle lanes and two way streets for cyclists as the norm
- Providing gaps for cyclists in street closures
- By passes for cyclists at traffic signals
- Junction alterations such as signalising roundabouts, changing priorities at cross roads, and cycle-friendly junction design
- Altering lane markings to give more space to cyclists
- Urban traffic control systems designed to recognise cyclists and accord them priority.
- A Challenge fund for innovative scheme (such as the Cycling Projects Fund in England)

Current Good Practice – TRAVELSMART . We feel the first question in Box I should be on extending Travelsmart. The information on Gloucester and Frome needs needs further updating in the light of rapidly expanding work on this front in England especially in the East Midlands and London and the funding of a series of demonstration schemes by the Department of Transport. We recommend to WAG that the scheme be extended to parts of Wales as soon as possible.

**Do you have other suggestions which will have more impact on our daily travel choices?**

Safe routes to School, Stations, Shops and Hospitals. DfT issued two important new guides in August 02 to make travel planning a success – *Making Travel Plans work : Lessons from UK Case Studies* and *Using the Planning System to secure travel plans : Best Practice guidance for local authorities, developers and occupiers*. There are a further four supporting documents to be found on [www.local-transport.dft.gov.uk/travelplans/index.htm](http://www.local-transport.dft.gov.uk/travelplans/index.htm)

**How should Welsh Assembly Government and its partner organisations take forward these proposals?**

We are concerned with the ongoing process for dealing with the consultation and implementing the strategy. Careful consideration is needed of the best administrative structures and advisory bodies required. In any event within WAG we feel additional specialist assistance is needed and full cross cutting involvement of staff of different divisions within the assembly. This needs to be replicated at local government level. We recommend that a standing forum for walking cycling and horseriding be established to steer and take forward the strategy. Sub groups may be needed to *deal* with monitoring of use and marketing. WAG Road Safety Strategy Board model might be an option.

The National Cycling Strategy Board within England serves an important role which should be replicated in Wales to set targets, audit performance, monitor, research and publish guidance, build partnerships and promote initiatives such as training. Within England it has

been given particular responsibility by the Department of Transport for overseeing the work of a new regional cycling taskforce team of 20 regional staff responsible for:

- Auditing how well local authorities are currently providing for cyclists and highlighting where improvements can be made. (This will include analysis of LTP content and performance)
- Ensuring that advice on cycling is getting through to the right people at local and regional levels
- Establishing new channels for sharing information and best practice about cycling
- Creating partnerships between organisations involved in encouraging cycling and providing support for the promotion of adult or child cycle training.

**Best Value** : We feel much could be done to harness the Best Value process and the work of the Audit Commission for Wales to improve the services given by local authorities to deal with the whole range of issues to improve services relating to walking, cycling and horseriding.

The National Access Forum for Wales and Local Access Fora have a large role to play in dealing with the upgrading and improvement of the public rights of way network. Management of Streets and urban walking routes needs a different approach. Various models are being suggested at the current series of seminars on Walking being organised by Transport 2000 on behalf of DfT. We feel such a seminar series in Wales would be of great benefit.

**Staff resources and Training** : We are concerned at the shortage of skilled and qualified persons both in local and central government suitable for the implementation of many of the policies and programmes that should flow both from the walking and cycling strategy and wider related aspects of transport , environment and related policies in Wales. We feel there should be a sharp focus on meeting the training needs required through a series of seminars, workshops, CPD and other means. We would be pleased to assist in this process. In any event we consider it essential for each highway authority to have dedicated staff to deal with sustainable transport and for the WAG staffing to be expanded to spearhead the work programme.

Some training and staff development could benefit from interactive websites such as that on walking being developed by DfT. A consolidated list of references has been developed on the internet. This site which is regularly updated which provides specific sites for both walking and cycling on UK and foreign material can be accessed at <http://omni.ac.uk:8099/lczhmc/bibs/sustrav>.

#### **Question Box J**

##### **How should we rank projects and arrange funding?**

We feel the WAG Transport Grant criteria could be adapted for this purpose.

We likewise anticipate that WAG already has much accumulated knowledge concerning the production of cost estimates, scope of measures and identified outcomes for other transport measures. There are many programmes that need to be reviewed to ensure they contain provision for walking and cycling. We would be willing to contribute to a debate concerning these issues.

See especially WAG *Transport Grant submissions Guidance 03/04* document.

A useful approach that should also be referred to is contained in the draft '*The Walking Plan for London*', July 02

**How do we measure outcomes?**

See above remarks Q Box B concerning Benchmarking and Best Value.

**How do you think community participation can be best promoted?**

As part of the LTP, LA21, Community Strategy, UDP and ROWI plan process undertaken by local authorities. Early local consultation on particular schemes will be required as a statutory condition in many cases and is to be encouraged. Very good advice on community empowerment is contained in UDAL *The 2002 Designing Streets for People Report*.

**Which bodies/agencies should be involved?**

The list is very large and depends on the type of scheme involved. It should include all relevant statutory bodies, Police, local authorities including town and community councils and National park authorities. Many voluntary bodies have a key role to play. The current membership bodies of the Welsh Transport Forum and National Access Forum for Wales provide a useful starting point. A good summary of potential partner bodies is contained on pps 12/13 of the DETR publication '*Better Walking*', January, 01.

**What are the resource implications for the Assembly Government and local authorities? How do we indicate broad costs, scope of measures and identified outcomes?**

There is much accumulated technical advice on this and examples from best practice that could assist.

**Question Box K**

**How can we help to ensure that funding for walking, cycling and horse riding is more joined up "to promote this strategy"?**

We recommend that the final version of the document should identify divisions within the Assembly and bodies to be responsible for funding particular elements of the proposals. A checklist and matrix approach would be useful. Good examples are contained in the *Northern Ireland Cycling Strategy* and the draft *The Walking Plan for London*.

We feel that there must be examples of best practice for the production of Local Transport Plans and Best Value within Wales that could make a major contribution to the process of identifying resources.

We are aware that a great deal of information was assembled by Sustrans for the original draft report in the form of Appendices dealing with Funding sources. This needs updating.

**Do you think there are additional sources of funding such as health promotion that can be found?**

Curriculum development – Education budgets – this area is well developed in the draft London Walking Strategy.

**How should this strategy identify bodies to be reasonable for funding particular elements of these proposals?**

See response in Box I above. A checklist and matrix approach would be useful

**How should the proposals identify the purpose and desired outcomes of funding to meet agreed needs?**

Best Value guidance should assist here.

**Whether the Welsh Assembly Government should increase its contribution to the construction and maintenance of cycling and walking routes since this is a matter for local authorities?**

We certainly agree that WAG should increase its contribution to local authorities for the construction and maintenance of routes for walking, cycling and horseriding. Such expenditure needs to be ring fenced to avoid it being spent on other services. (see also UDAL *The 2002 Designing Streets for People Report*.)

#### **Any Other Comments**

**Please let us have any other comments that you have on any aspect of the consultation document. If you make reference to the document text, please refer to the relevant paragraph number. Please continue on a separate sheet if necessary.**

#### **Forward**

The bullet points are somewhat misleading without the full explanation given in para 3.1 page 14.

#### **Introduction**

Para 1.1 Last sentence should refer to trips without the private car or public transport ***wholly or in part***.

Para 1.2 We understand that there is a dearth of statistics relating to horse riding which needs to be rectified.

**Para 2.2** We feel the Transport Framework's references to necessary journeys is somewhat misleading. Presumably this relates to so-called utility journeys. We would argue that the distinction is a very fine one between so called leisure and utility journeys and that modal split must address all forms of journeys. Whilst we welcome in general the *Transport Grant Submissions 2003-2004 Guidance Note* we are concerned that projects are excluded for walking and cycling 'which are primarily aimed at leisure activities.' Such journeys constitute a high proportion of all journeys.

Para 2.3.1 Communities First – we feel the Communities First Programme especially when linked with EU Objective 1 and 2 funding provides an ideal mechanism for the provision of walking and cycling facilities. It should enable safer and more convenient provision for journeys to work, school and leisure.

In rural areas the disappearance of rural shops, post offices, schools, banks, pubs and health facilities is both a symptom and a cause of the decline in walking and cycling for utility trips which need to be addressed in the drawing up of accessibility criteria.

The *report of the UK government Walking Steering Group*, Dec 1996 contains sound comments about the value of walking as social interaction – an under-valued element which keeps communities together – and on the dominance of motor traffic. The contribution of both cycling and walking tourism to modal shift must be recognised.

Para 2.3.6 We would like to know the WAG latest policy relating to cyclists on Trunk Roads. Whilst we have been much impressed by the resources allocated by the Assembly for improvements within Trunk road corridors of routes for walking and cycling, there should be no bans of cycling on Trunk Roads until there is a safe and direct alternative provided.

### **Next Steps.**

Para 5.2.2 action by WAG

Nothing here on road danger, speed, casualties – is this adequately dealt with in the draft Road Safety strategy?

Para 5.2.3 Action by local Authorities

Nothing here on road danger, speed, casualties – is this adequately dealt with in the draft Road Safety strategy?

Add new bullet

- Public participation

Para 5.2.8 *Need to check if WAG has powers itself to set lower speed limits on rural roads.*