The Active Travel (Wales) Act

What does it say and How can we use it?

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About the Act

- Passed by Welsh Assembly 2 October 2013
- Came into force 25 September 2014
- Supported by Delivery and Design Guidance
- World's first?

Who do duties apply to and when?

- Welsh Ministers and Local Authorities must, when creating, maintaining and improving highways, acquiring land etc (so far as practicable) take reasonable steps to enhance the provision made for walkers and cyclists (various provisions of the Highways Act 1980).
- And in exercising functions under:
  - Road Traffic Regulation Act 1984 (traffic regulations, parking etc)
  - New Roads and Street Works Act 1991 (street works)
  - Traffic Management Act 2004 (network management)
- **Cycle proofing! Walk Proofing!**

Main requirements of the Act

- To map existing provision for active travel (the ‘Existing Routes map’) and proposed future provision (the ‘Integrated map’)
- To deliver year-on-year improvements in active travel routes and facilities
- To make enhancements to routes and facilities for active travel in all new road schemes and when carrying out other relevant functions (see last slide)
- To have regard to the statutory Delivery Guidance and Design Guidance when carrying out relevant functions (ditto)

What is “Active Travel”?

- Walking or cycling for everyday journeys: to/from workplaces, education, health, leisure or other services/facilities
- “Walking” includes use of wheelchairs (including electrically powered), mobility scooters and other mobility aids
- Not recreational walking or cycling
- Equestrians not included
- Guideline: most active travel journeys <45mins

What are ‘active travel facilities’?

Can include:

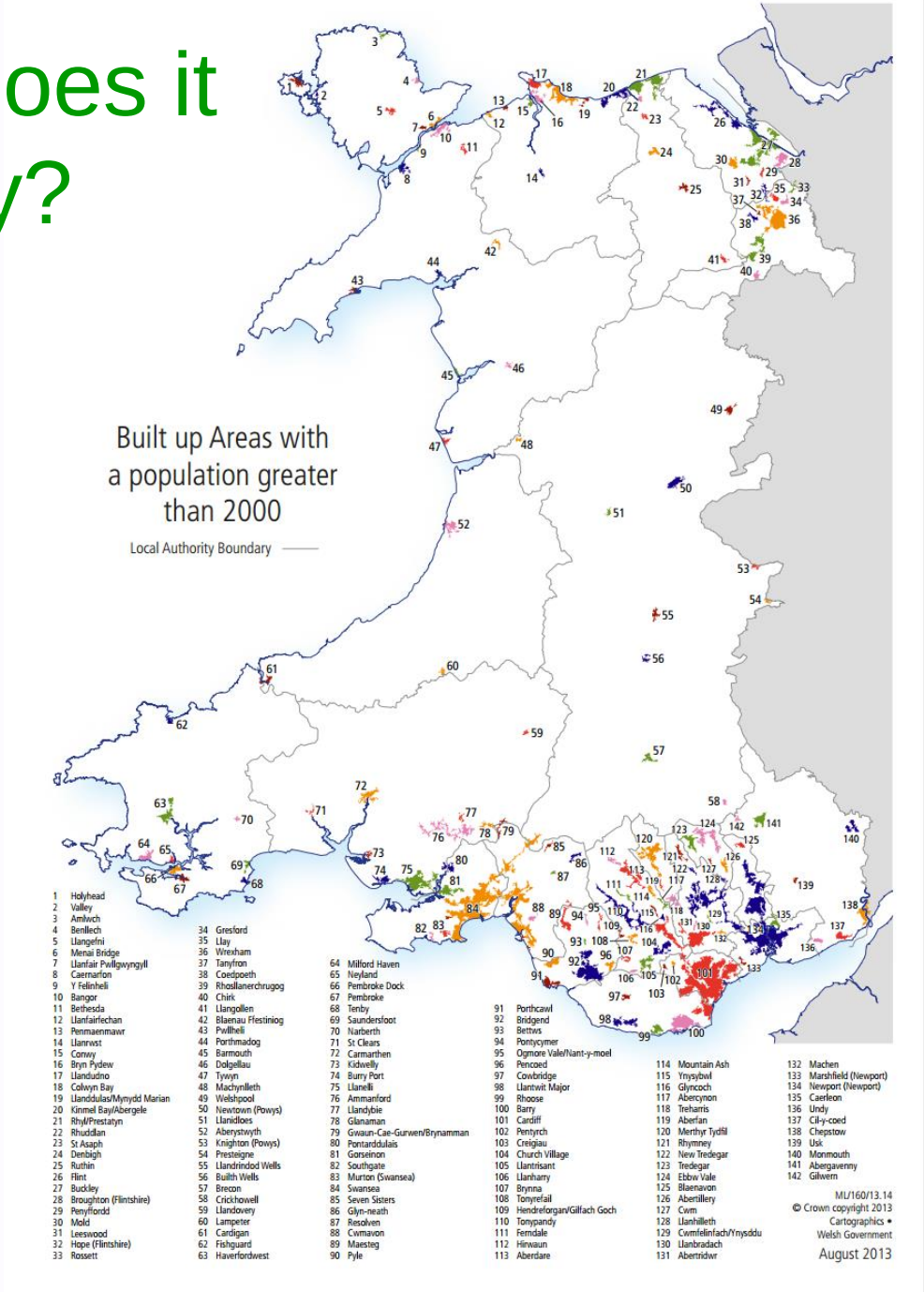
- Ped / ped-priority areas (with/without cycling)
- Traffic-free paths (ditto)
- On-road cycle route
- Traffic-calmed streets
- 20mph zones / limits
- Crossings, bridges, underpasses
- Cycle parking
- Signing
- Provision for combined Cycle-PT journeys (non-statutory guidance)

Must be reasonably safe, comfortable, continuous and direct, and facilitate walk/cycle access to services/facilities.

(N.B. Maps must also show inadequacies e.g.
roads without pavements, steps, steep gradients, stiles)

Where does it apply?

- Areas designated by ministers
- Decision to designate built-up areas with >2000 population



Two Guidance Docs

- **Delivery Guidance**
  - Process for producing, consulting on, confirming, publishing then updating the ‘existing networks’ and ‘integrated’ maps
- **Design Guidance**
  - User needs, network planning and design, PT integration, related facilities (e.g. cycle parking), creating/improving highways, construction/maintenance, monitoring/evaluation
  - Several chapters subdivided into walking and cycling
  - Appendices: A) Design Elements, B) Cycling route audit tool, C) Legal procedures

Both downloadable from http://gov.wales/topics/transport/walking-cycling/activetravelact/implementation/?lang=en

Delivery guidance: main requirements

- Prepare/publish ‘Existing networks’ map within 1 year of Act coming into force (i.e. 24 Sept 2015)
- Prepare/publish ‘Integrated map’ within 3 years (i.e. 24 Sept 2017)
- Requirements re consultation (other LAs and partners, landowners, general public), availability of information, publicising
- Maps should only show facilities meeting design standards, or fall not far short – an accompanying statement must explain inclusion of the latter
- Review ‘Integrated map’ within 3 years, updating ‘Existing networks’ map at same time
- Maps to be approved by Ministers (or revised if not approved – Ministers must give reasons)

- Voluntary steering group: Civil servants, Local govt reps, Sustrans, Living Streets, CTC, consultants, disability groups
- Agreed scope, shared with Assembly Members
- Sub-set of group did drafting
- Lead consultant Arup + PJA, Sustrans, CTC, LTP, Living Streets, Access Consultant
- Collaborate with TfL, TfGM on details
- Now in final edits post-consultation

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Design guidance

- Based on 5 Dutch criteria: coherent, direct, safe, comfortable, attractive
- Strong emphasis on network planning, including network density
- Balance of standard-setting while allowing innovation
- Variety of solutions to limit traffic flows/speeds (20mph, traffic calming, “filtered permeability” etc), to provide protected space (full kerbs, ‘light segregation’, priority at junctions, crossings etc) and to create traffic-free routes.
- Includes guidance on cycle parking & storage.
- Also non-statutory guidance on cycle-PT integration, construction & maintenance, monitoring & evaluation
- Emphasis on inclusive design, for all ages & abilities

Balancing standards and innovation

Standard Details

Details that are well understood and should generally be applied as shown unless there are particular reasons for local variation.

Suggested Details

Details that have not been widely applied in Wales but may be considered appropriate for use in the circumstances as advised.

Possible Details

Details that are largely untested in Wales but have been used successful in other places and may be considered for use in pilot schemes to gain further experience.

1.4.3 Within this document those elements denoted as **Standard Details**  will be regarded as "standards" for the purposes of section 3(6)(a) of the Active Travel Act.

Next slides show examples of "design elements" from Appendix A….

DE003 Ramp

Measure and Brief Description

Ramps (defined as a gradient of more than 5 % (1 in 20)) are provided to facilitate a change in level or grade on a walking route. They should only be used where a change in level or grade cannot be avoided. In many places ramps will provide the alternative access to stairs for wheelchair users.

Benefits

- Ramps provide an accessible alternative to steps for disabled people, older people and parents and carers with pushchairs.

Key Design Features

- Where the change in level is no more than 200mm a ramp may be used without alternative steps.
- Desirable Maximum Gradient – 5% (1 in 20).
- Absolute Maximum Gradient – 8% (1 in 12). Steeper ramps will cause difficulties for manual wheelchair users.
- Absolute Maximum Gradient over short distances (max 1m) - 10% (1 in 10) - eg on a ramp between a bus entrance and the pavement.

Dimensions

- Ramp surface width
  - Preferred Minimum– 2m
  - Desirable Minimum – 1.8m
  - Absolute Minimum – 1.2m

- Sides of a ramp should be protected by a raised solid kerb at least 100mm in height.
- If kerb height exceeds 75mm there must be no slot or gap greater than 20mm in the range of 75mm to 150mm. This is done to avoid the possibility of the footplate of a wheelchair riding over the kerb or becoming trapped.
- Ramp-side face of the kerb to be flush with, or no more than 100mm away from, the ramp-side face of the handrail.
- Handrails should be provided on each side, with a minimum clear width rail to rail of 1,000mm. Where this unobstructed width exceeds 2000mm, a central, continuous handrail may be used as an alternative to a handrail on each side.
- Handrails should be provided on both sides of stairways and ramps and down the centre of stairs when their unobstructed width (ie between handrails) exceeds 1,800mm.
- Recommended height to the top of the principal handrail is between 900mm and 1000mm above the pitchline of the steps or above the surface of the ramp. On landings the top of the handrail should be between 900mm and 1100mm from the surface.
- Handrails should continue beyond the end of the ramp slope or end of the stairs by a (minimum) distance of 300mm and should either return to the wall or down to the floor or have a minimum rounded downturn of 100mm.
- Second, lower handrails for children and people of restricted growth are helpful and should be at heights of between 550mm and 650mm.
- The handrail itself should be smooth and comfortable to use by people with arthritic hands that is they should not be too small in diameter. Circular handrails should have a diameter between 40mm and 50mm; if not circular the handrail should be a maximum of 50mm wide by 38mm deep with rounded edges (radius of at least 15mm).
- There should be a clear space between the handrail and any adjacent wall of at least 50mm, preferably 60mm. Handrails should be supported centrally on the underside so there is no obstruction to the passage of the hand along the rail. There should also be a minimum of 600mm clear space above the handrail.

Other Considerations

- There is a relationship between the length of a ramp and the gradient that people can manage; the longer the ramp the less severe the gradient that is feasible. One possible approach to this is, where a lengthy ramp is necessary, to design more frequent landings and lesser slopes for each successive segment.
- Ramps should never be longer than 132 metres in total and preferably no longer than 50 metres.
- Means should be provided to limit the risk of people colliding with the underside of freestanding ramps at any point where the clear height is less than 2.1m.
- The transition between the level and inclined parts of the ramp should be sufficiently rounded to ensure that a wheelchair user does not get caught by the foot supports.

Further References

- Department for Transport (2005) – Inclusive Mobility.

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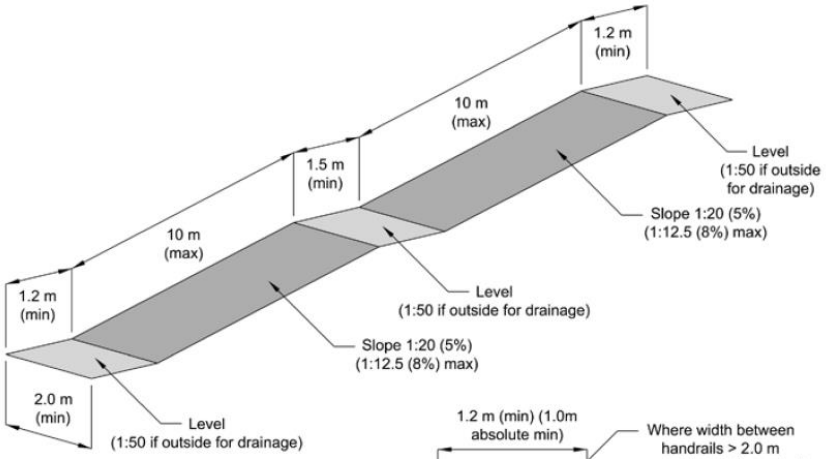
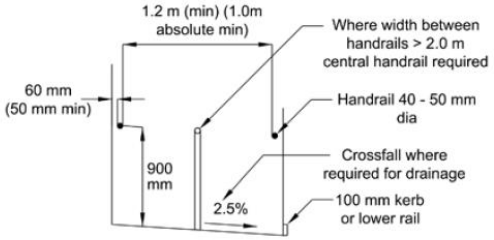
DE003 | Ramps



Ramp key dimensions



Section through ramp

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DE016 Cycle Lane at Side Road

Measure and Brief Description

Cycle lanes should continue across side road junctions to ensure continuity and help improve safety. This can be achieved using a stretch of road marking 1010*, where the white line is broken, since continuous mandatory lanes across side road junctions are not permitted and in preference to advisory cycle lanes to diagram 1004. It is recommended that the cycle lane width be increased at the mouth of side roads to encourage cyclists to position themselves further out from the kerb in order to increase its effectiveness and avoid conflict with vehicles nosing out of junctions.

Benefits

- improves conspicuity of cyclists at conflict point.
- provides route continuity.

Key Design Features

- The use of Diagram 1010 markings is recommended in preference to advisory cycle lanes to Diagram 1004 to increase conspicuity*.
- Cycle symbols (Diagram 1057) may be placed in the cycle lane along the mouth of a junction.
- Coloured road surfacing may also be used in cycle lane to highlight the area of potential conflict.
- Wider cycle lanes across side roads help offer cyclists more space when cars encroach and encourage better road positioning by cyclists.

Dimensions

- a – Width on approach - desirable minimum 2m, absolute minimum 1.5m.
- b - Width at side road should be at least 0.5m greater than on approaches.
- c - general traffic lane should be 2.5m min width, or 3m where there are significant heavy vehicle flows.
- Widening at side road introduced with 1:10 entry taper and 1:5 exit taper.

Other Considerations

- Side road entry treatments (DE39) should also be considered, which provide raised carriageway tables and reduced corner radii at side road junctions. They help reduce turning vehicle speeds, making it safer and more accessible for cyclists passing through the junction and pedestrians crossing the side road.
- Entry to and from side roads should be reviewed to ensure appropriate sightlines and speeds to mitigate risks to cyclists from turning traffic.
- Side-road warning signs to Diagrams 962.1 or 963.1 to warn motorists and pedestrians of the presence of cyclists are generally unnecessary except for situations where contra-flow cycling is permitted.

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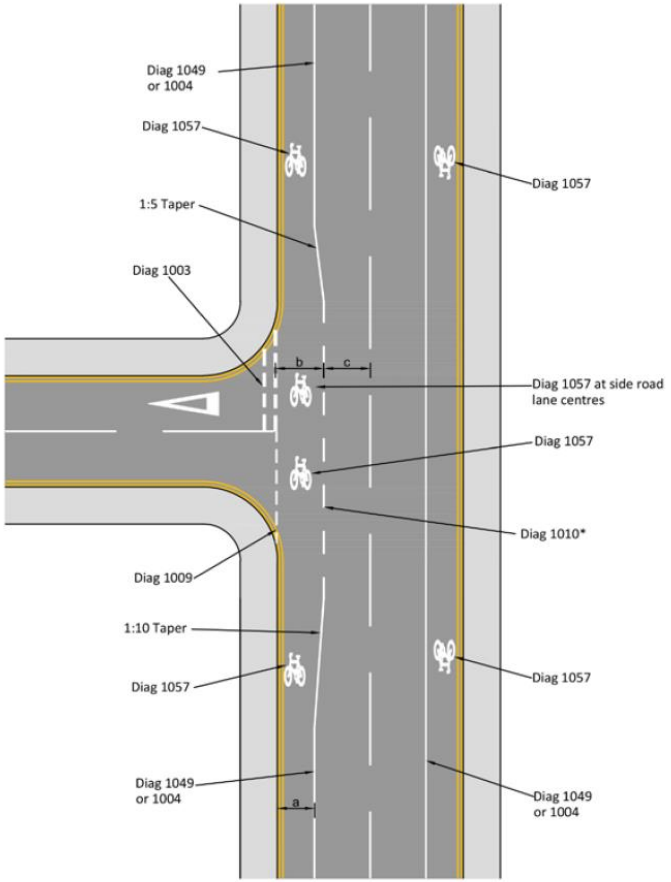
DE016 | Cycle Lane at Side Roads



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DE043 Parallel Crossing for Pedestrians and Cyclists*

Measure and Brief Description

A parallel crossing for pedestrians and cyclists is expected to be introduced in the forthcoming revision to TSRGD. It is un-signalised crossing marked on the carriageway with transverse black and white stripes to indicate the pedestrian crossing and Elephants Footprint/Diagram 1057 markings to indicate the cycle crossing, together with yellow flashing globes (belisha beacons) on black and white striped poles at each side of the overall crossing. A driver must stop on the approach to the crossing when a pedestrian or cyclist starts to cross.

Benefits

- Parallel pedestrian/cycle crossings provide relatively low-cost facilities which give an immediate response to pedestrians' and cyclists' need to cross.
- They can be placed closer to junctions than signalised crossings, reducing the need to deviate from desire lines.
- Unless pedestrian or cycle flows are very high they result in lower delays to vehicles.

Key Design Features

- There should be adequate visibility to a crossing to ensure that approaching motorists can see a pedestrian or cyclist about to cross the road.
- Crossings may either cross a full width carriageway in a single stage or comprise two crossings with a central refuge.
- Crossings can be used across minor junctions close to the give way line.
- Crossings should be at least five metres from a side road junction, measured from the driver's position in the adjacent road.
- When provided on the approach or exit from a roundabout crossings should be located between 5m and 20m from the give way line.
- 8 zig zag markings are normally provided on either side of the crossing, which prevent parking, loading or overtaking. The maximum number is 18 and the minimum number is 2.
- Zig zag markings can be placed up to 2m from the kerbline so that space for cycling can be maintained up to the crossing.*
- Tactile paving to be provided.

Dimensions

- a – Pedestrian crossing width 4m min, 10m max.
- b – Distance of give way line to pedestrian crossing 1.1m min, 3m max.
- c – Distance between pedestrian and cycle crossing 0.4m.
- d – Cycle crossing width 1.5m min, 3.8m max.
- e – Distance of give way line to cycle crossing 0.8m.Other Considerations

Other considerations

- A blind person would not start to cross until sure that vehicles have stopped and would therefore seek a pedestrian controlled signal crossing. Other groups of pedestrians, including people with learning impairments and older people may feel safer and more comfortable using signalised crossings.
- Parallel crossings for pedestrians and cyclists are unsuitable in locations where the 85th percentile vehicle speed Is greater than 35mph or where there would be regular congestion resulting from high vehicle or pedestrian flows.
- Where a crossing is used on a road of two lanes or more consideration should be given to whether a vehicle stopped in the nearside lane will obstruct visibility to a crossing pedestrian or cyclist from a vehicle in the off-side lane.
- Crossings may be divided by a refuge – see DE038.

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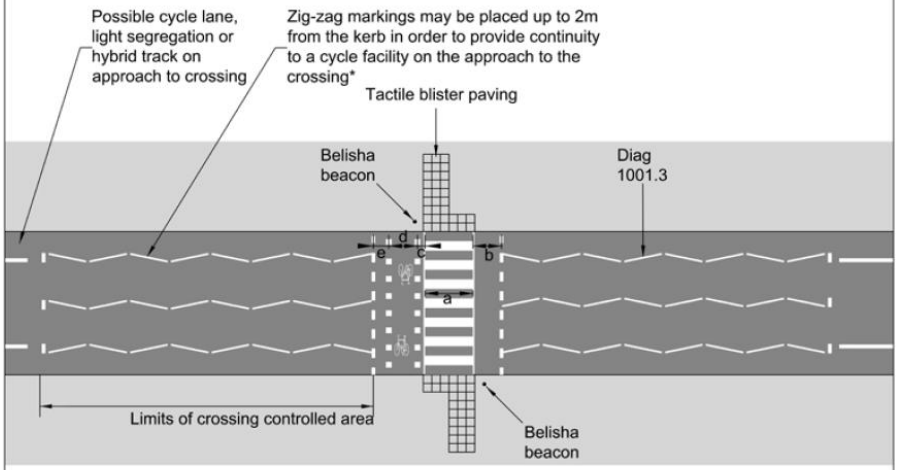
DE043 Parallel Crossing for Pedestrians & Cyclists



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DE053 Two Stage Right Turn at Traffic Signals

Measure and Brief Description

Based on a standard feature at junctions in Denmark and other countries, this design provides for cyclists turning right at a multi-lane approach to a signalised junction, where the speed and volume of motor traffic makes the execution of a conventional right turn hazardous and unpleasant, even when an ASL is provided. Provision is made for cyclists to pull in to the side road on their left and wait there until the side road has a green light, at which point cyclists can make a straight across movement to complete their right turn.

Benefits

- Cyclists able to make a safe right turn off a busy road, without having to weave across traffic lanes.

Key Design Features

- The waiting area can be marked with a cycle symbol (Diag 1057) and right turn arrow (Diag 1059), backed with coloured surfacing if needed.
- The waiting area must be clear of any pedestrian crossing on the side road and sufficiently far back from ahead traffic on the main road for cyclists waiting there to feel safe. It should be clear of any cycle lane across the junction.
- Waiting area should to be of sufficient size for the number of cyclists waiting to turn.
- Cyclists rely on the secondary signal on the side road to know when they can make the second stage of the turn, so this must be located where cyclists can see it.

Dimensions

- Waiting area to be marked at centre of nearside approach lane.

Other considerations

- Detection of waiting cycles will be necessary if the side road flow is insufficient to call the stage.
- Cyclists can choose to make a two stage right turn at junctions where such provision is not marked.
- An 'early start' signal phase for cyclists using low level signals/4th aspect cycle filter can be used to reduce conflict with left turning traffic – see DE050*.
- This is an unfamiliar manoeuvre to most UK cyclists and a public information programme should be considered.
- Surface markings at junctions will be subject to high levels of wear and will require maintenance.

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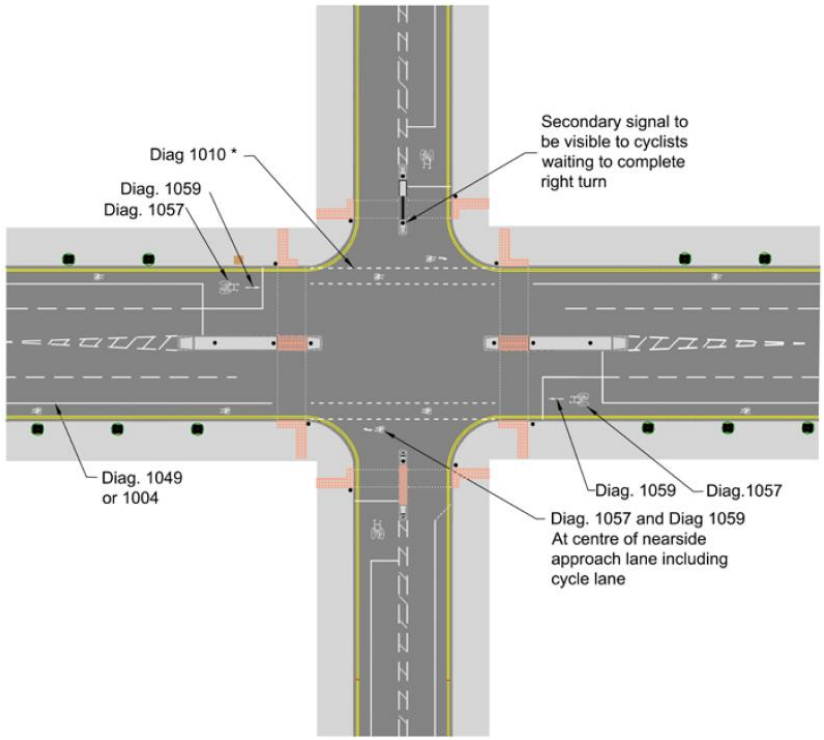
DE053 | Two Stage Right Turn at Traffic Signals



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Cycle route audit tool

Key requirement	Factor	Design Principle	Indicators	Critical	0 (Red)	1 (Amber)	2 (Green)	Score	Comments
Cohesion	Connections	Cyclists should be able to easily and safely join and navigate along different sections of the same route and between different routes in the network.	1. Ability to join/leave route safely and easily: consider left and right turns		Cyclists cannot connect to other routes without dismounting	Cyclists can connect to other routes with minimal disruption to their journey	Cyclists have dedicated connections to other routes provided, with no interruption to their journey		
	Continuity and Wayfinding	Routes should be complete with no gaps in provision. 'End of route' signs should not be installed - cyclists should be shown how the route continues. Cyclists should not be 'abandoned', particularly at junctions where provision may be required to ensure safe crossing movements.	2.Provision for cyclists throughout the whole length of the route		Cyclists are 'abandoned' at points along the route with no clear indication of how to continue their journey.	The route is made up of discrete sections, but cyclists can clearly understand how to navigate between them, including through junctions.	Cyclists are provided with a continuous route, including through junctions		
	Density of network	Cycle networks should provide a mesh (or grid) of routes across the town or city. The density of the network is the distance between the routes which make up the grid pattern. The ultimate aim should be a network with a mesh width of 250m.	3.Density of routes based on mesh width ie distances between primary and secondary routes within the network		Route contributes to a network density mesh width >1000	Route contributes to a network density mesh width 250 - 1000m	Route contributes to a network density mesh width <250m		

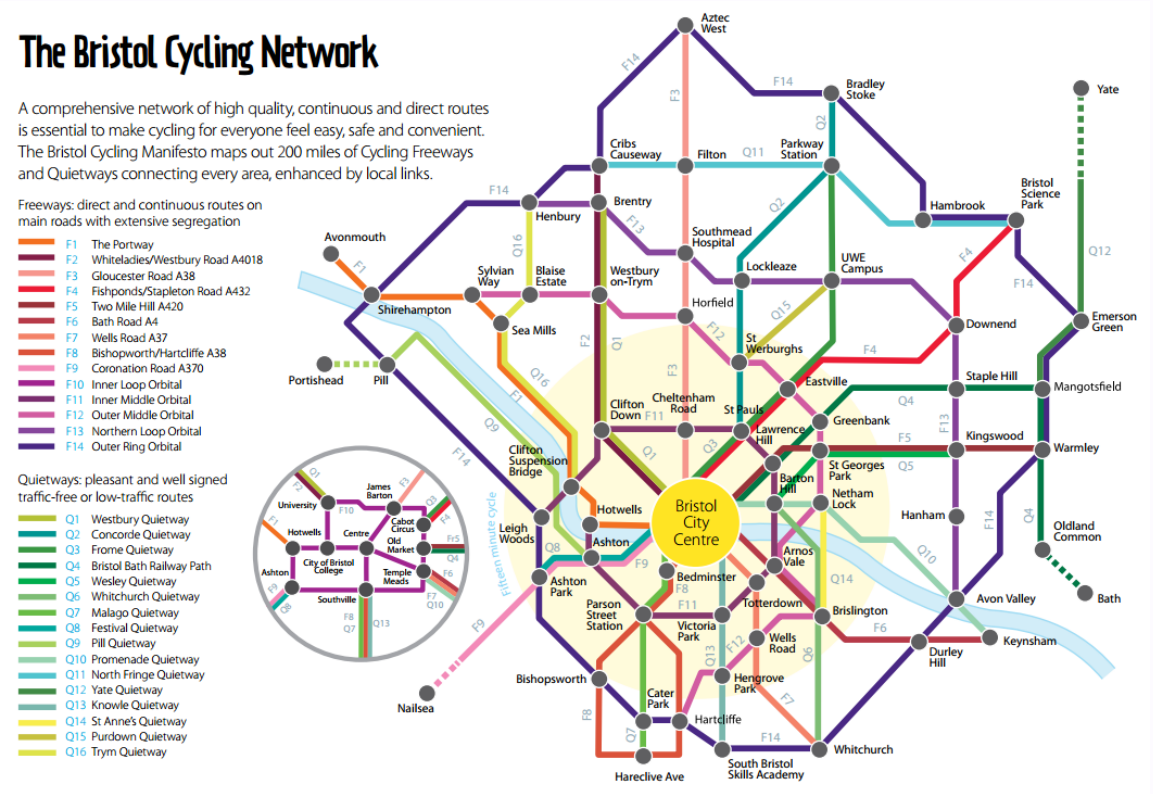
- Based on Cycling Level of Assessment (CLoS) tool from (draft) London Cycling Design Standards (LCDS2)
- Max score 50, must achieve 35 to be on the maps

Role of campaigners (1)

- Get on the council's lists / forums etc
- Find allies: supportive Cllrs/officers, ped / road safety / env't / civic amenity groups, businesses
- Existing routes map
  - Is everything there?
  - Is everything shown up to standard?

Role of campaigners (2) Integrated maps

- Build support for a network of desire lines
- N.B. Networks from smaller towns may be more spider-shaped – links to surrounding settlements
- Identify key barriers and solutions
- Do your own cycle route assessments(?)
- Be prepared to challenge blatant disregard of guidance



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