

Enterprise and Business Committee
Active Travel (Wales) Bill
AT 40 – ACPO Cymru

Mark Polin QMP MBA
Prif Gwnstabl
Pencadlys Heddlu
Gogledd Cymru
Glan-y-Don
Ffordd Abergele
Bae Colwyn
LL29 8AW
Ffon. 029 20801016

ACPO Cymru



Mark Polin QMP MBA
Chief Constable
North Wales Police
Headquarters
Glan-y-Don
Abergele Road
Colwyn Bay
LL29 8AW
Tel. 029 20801016

"Llais Proffesiynol Arweinyddiaeth yr Heddlu yng Nghymru"
"The Professional Voice of Police Leadership in Wales"

Assistant Chief Constable Carl Langley

Dyfed-Powys Police
Police Headquarters
PO BOX 99
Llangunnor
Carmarthen
SA31 2PF

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Kathryn Thomas
Deputy Committee Clerk
Legislation Office
National Assembly for Wales
Cardiff Bay
CF99 1NA
enterprise.committee@wales.gov.uk

Consultation responses to Active Travel Bill

Introduction

The consultation on the Active Travel Bill ran from 9th May 2012 until 14th August 2012.

The aim of the bill is to enable people to get out of their cars and travel in healthier and more sustainable ways. The Bill is aimed at tackling some of the major barriers that are preventing more people from walking and cycling.

There has been a lot of work over previous years to promote walking and cycling. Research indicates that for many people the biggest barrier to walking and cycling is concern for their safety. These concerns relate mainly to the existing infrastructure, the speed and proximity of traffic and concerns for personal safety.

Mae Cymdeithas Prif Swyddogion Heddlu Cymru (ACPO) yn gorff strategol annibynnol sy'n darparu'r llais proffesiynol ar gyfer arweinyddiaeth yr heddlu yng Nghymru. Er budd y cyhoedd ac mewn partneriaeth â'r Llywodraeth a Chymdeithas Awdurdodau'r Heddlu, mae ACPO Cymru yn arwain ac yn cydgysylltu'r broses o gyfeirio a datblygu gwasanaeth yr heddlu yng Nghymru. Pan fo'r wlad mewn angen, ar ran pob un o'r Prif Gwnstablaid yng Nghymru, bydd ACPO Cymru yn cydgysylltu'r ymateb plismona strategol.

The Association of Chief Police Officers (ACPO) Cymru is an independent, strategic body which provides the professional voice of police leadership in Wales. In the public interest and, in partnership with Government and the Association of Police Authorities, ACPO Cymru leads and co-ordinates the direction and development of the police service in Wales. In times of national need, on behalf of all the Chief Constables in Wales, ACPO Cymru, coordinates the strategic policing response.

Behaviour change means far more than just enabling people to use active travel by providing safe routes. Welsh Government want people to engage with the idea of walking and cycling and feel encouraged to give it a go.

In 2011, there were 11 pedal cyclist fatalities, 107 serious casualties and 403 slightly injured pedal cyclists' casualties.

There was a sharp increase in casualties during 2011 for cyclist aged between 30 and 49 years.

On weekdays, pedal cyclist casualties are highest at the end of the school-day and the working-day; there is a lower peak in mornings during the period people are cycling to work or school.

Statistics prove that one in every five pedal cycle collisions in Wales occur in the Cardiff area.

1. What are your views on the proposals for Local Authorities to have a duty to:

- **Identify and map the routes within their areas that are safe and appropriate for walking and cycling:**
- **Identify and map the enhancements that would be required to create a fully integrated network for walking and cycling and develop a prioritised list of schemes to deliver the network:**
- **Deliver an enhanced network subject to budget availability and following due process.**
- **Consider the potential for enhancing walking and cycling provisions in the development of new road schemes?**

Programme material, accessibility and user friendly maps would be of great benefit to both cyclists and pedestrians. It should be capable of providing updated information on the best and most appropriate routes to travel to chosen destinations taking into account for possible disabled riders or pedestrians.

Additional information to assist the individuals in planning their ride/walk should also be included. I.e. peak traffic flow concerns, road works, restricted access and other road safety advice. It is imperative that this map is continuously updated.

Possible availability via social media apps.

The local authorities should maintain a consultation with members of the public on potential schemes that are likely to either assist or obstruct their everyday movements. Continuous communication can only assist in development and understanding of ongoing works.

Most conflicts and collisions between motor vehicles and cyclists/pedestrians result when either breaks the rule or law so any scheme to assist in providing extra room for segregation can only assist in casualty reduction.

Many of these issues will require education and engineering action to help teach cyclists safe practices and ensure that the roadway safely accommodates them, but enforcement also has its place.

This will also encourage those who lack in confidence due to concerns for safety the opportunity of taking up cycling or walking to their destination instead of driving. Consideration should also be given to Sec 3 Cycle Tracks Act 1984 that enable the local authorities to convert footpaths into cycle paths. This will have to be considered only when there is sufficient room to prevent the two parties coming into contact with each other. If there's not sufficient room, the possibility of developing the infrastructure further should be seriously considered.

Due to the introduction of cycle to work scheme and economy concerns more people are taking to the healthier and cheaper modes of transport, either cycling or walking. To ensure safety for all, consideration on the movements of cyclists/pedestrians should be considered in all future plans on proposed repairs or changes to the infrastructure.

2. How do you think the duty should be enforced?

This is an area that both the local authorities and Welsh Government can put in place when implementing policies and guidance.

3. Do you think the type of routes and facilities that Local Authorities be required to map should be specified in guidance or regulation?

Again this is an area that both the local authorities and Welsh Government can put in place when implementing policies and guidance.

4. What are your views about revising rights of way definitions, for example allowing cyclists to use footpaths, or equestrians to use cycle paths?

Each section of the highway should be reviewed and risk assessed to ensure that those persons going to use the network will be free from hazards. Appropriate maintenance should be available to meet a safe standard.

An easy method of reporting defects should also be made available to avoid injury or harm to the user as a result of a poor standard of the network. If the network is not maintained then people will return to the main carriageways and pose a possible hazard to themselves and other road users.

Security, lighting and possibly CCTV should be considered particularly in the more rural areas where people become vulnerable.

Multi use would assist in preventing a clogging up of the network providing there is sufficient room to accommodate all.

5. What are your views of the proposal for new design guidance?

We feel that if guidance is provided then a uniform approach can be adopted throughout Wales.

Due consideration needs to be given to safety consortiums and other interested parties. The hierarchy on the roads needs to be shifted as it has been in other countries.

The standard required should be met on all routes to avoid injury or other potential hazards for vulnerable users.

A multi-agency approach should be adopted to ensure compliance is met by all using the network. Together we need to improve drivers and cyclists knowledge on the use of the network, together with respect for each other.

6 What would the costs and the benefits of these proposals be to you or your organisation (or the people your organisation represents)?

If the document is adopted and appropriate lanes/ segregation is provided for the pedestrians and cyclists then there would hopefully be a reduction in casualties. A reduction in casualties would reflect in other areas of business, resources would be available to deploy to other vulnerable areas of concern.

Summary

The Active Travel Bill has been designed to assist in a healthier and more sustainable approach to travel. The bill is aimed at tackling some of the major barriers that are preventing more people from walking and cycling.

There has been a lot of work over previous years to promote walking and cycling. Research indicates that for many people the biggest barrier to walking and cycling is concern for their safety. These concerns relate mainly to the existing infrastructure, the speed and proximity of traffic, and concerns for personal safety.

Behaviour change means far more than just enabling people to use active travel by providing safe routes. Welsh Government want people to engage with the idea of walking and cycling and feel encouraged to give it a go.

There has been a significant increase with the use of pedal cycles over recent years, this is due to a number of factors primarily linked to the economy and sporting success for the nation at recent events.

This is reflected in the collision statistics where we are seeing cyclist collisions raising. The cause is through behaviour/attitude/skill of both the car driver and the cyclist. Therefore if we provide segregation those partaking in cycling/ walking will be much safer.

The Bill is aimed at tackling some of the major barriers that are preventing more people from walking and cycling.

We have provided a response to each question posed.

1. What are your views on the proposals for Local Authorities to have a duty to:

Identify and map the routes within their areas that are safe and appropriate for walking and cycling:

Identify and map the enhancements that would be required to create a fully integrated network for walking and cycling and develop a prioritised list of schemes to deliver the network:

Deliver an enhanced network subject to budget availability and following due process.

Consider the potential for enhancing walking and cycling provisions in the development of new road schemes?

2. How do you think the duty should be enforced?

3. Do you think the type of routes and facilities that Local Authorities be required to map should be specified in guidance or regulation?

4. What are your views about revising rights of way definitions, for example allowing cyclists to use footpaths, or equestrians to use cycle paths?

5. What are your views of the proposal for new design guidance?

6. What would the costs and the benefits of these proposals be to you or your organisation (or the people your organisation represents)?

Recommendation

1. An official map/ programme material should be designed to be user friendly with benefits to all road users including able and disabled persons.

The map should provide information on the best and most appropriate routes to travel to chosen destinations. It should provide additional information to assist with travel and safety plans i.e. road works, restricted access, peak traffic flows and other possible road safety advice.

It is imperative that this map is continuously updated and provides accurate, precise information. Other social media sites should also be scoped

Safety is the most important factor when planning a cycle/ pedestrian route. Collaborative approach during the planning stage and continuous communication can only assist with any development and an understanding of ongoing works.

Most conflicts and collisions between motor vehicles and cyclists/pedestrians result when either breaks the rule or law so any scheme to assist in providing extra room for segregation can only assist in casualty reduction.

Many of these issues will require education and engineering action to help teach cyclists safe practices and ensure that the roadway safely accommodates them, but enforcement also has its place.

Enhancing walking and cycling provisions within the network will encourage those who lack in confidence due to concerns for safety the opportunity of taking up cycling or walking to their destination in stead of driving.

Consideration should also be given to Sec 3 Cycle Tracks Act 1984 that enable the local authorities to convert footpaths into cycle paths. This will have to be considered only when there is sufficient room to prevent the two parties coming into contact with each other. If there's not sufficient room, the possibility of developing the infrastructure further should be seriously considered.

2 & 3. This area that Welsh Government and Local Authorities can put in place when implementing policies and guidance.

4. Revised rights of way and multi use of the network would assist in the development and also prevent clogging up the infrastructure. Each section should be reviewed and risk assessed during design and re-development stages to ensure that it is fit for purpose.

The network needs to be well maintained and an easy method of reporting defects or concerns should be implemented and advertised.

Security, lighting and possibly CCTV should be considered particularly in the more rural areas where people become vulnerable.

5. We feel that if guidance is provided then a uniform approach can be adopted throughout Wales.

The standard required should be met on all routes to avoid injury or other potential hazards for vulnerable users.

A multi agency approach should be adopted to ensure compliance is met by all using the network. Together we need to improve drivers and cyclists knowledge on the use of the network, together with respect for each other.

7. If the document is adopted and appropriate lanes/ segregation is provided for the pedestrians and cyclists then there would hopefully be a reduction in casualties. A

reduction in casualties would reflect in other areas of business, resources would be available to deploy to other vulnerable areas of concern

Yours Sincerely

Carl Langley
Assistant Chief Constable
Dyfed-Powys Police