

The future of transport – walking, cycling or wheeling change in the next 10 years

ADEPT Autumn Conference 2023

16 November 2023

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Our Vision

For **everyone** to
have
an attractive and
safe choice to
walk, wheel
or cycle

Strategic Priorities

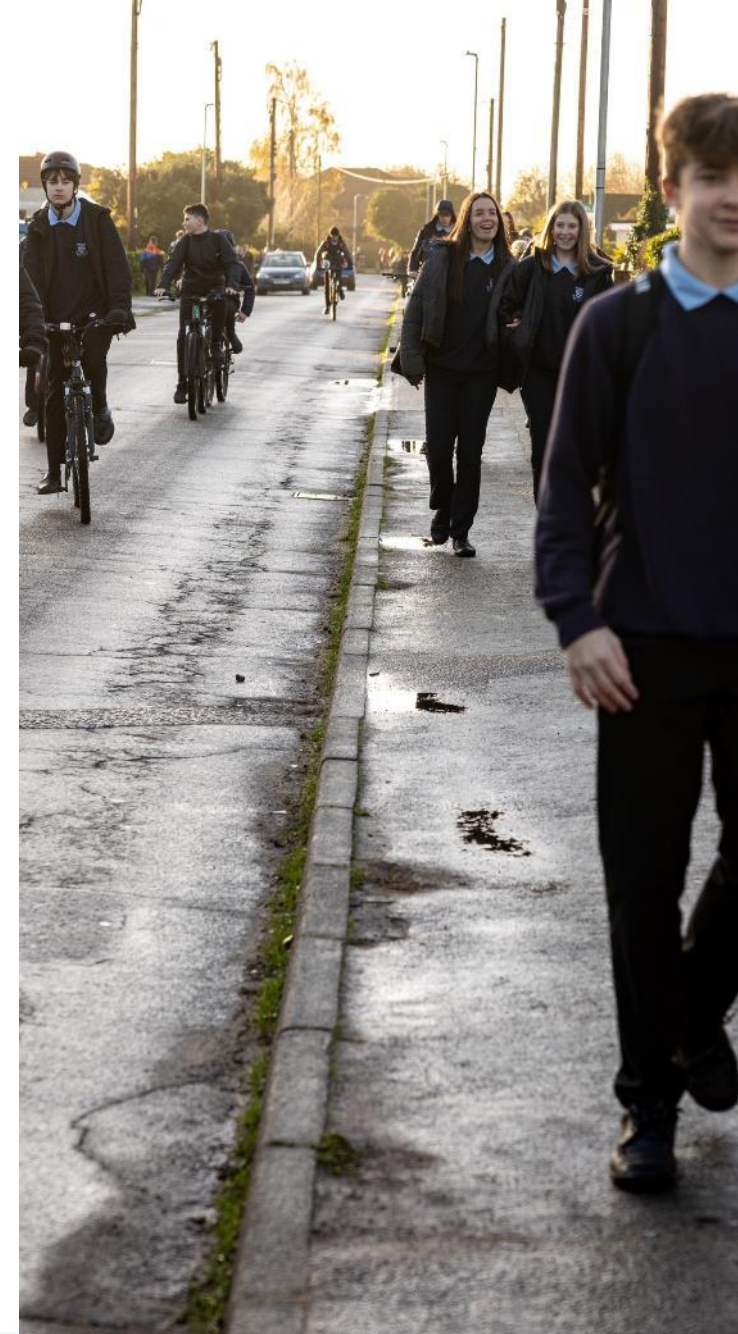


Investing in and improving standards for active travel across England

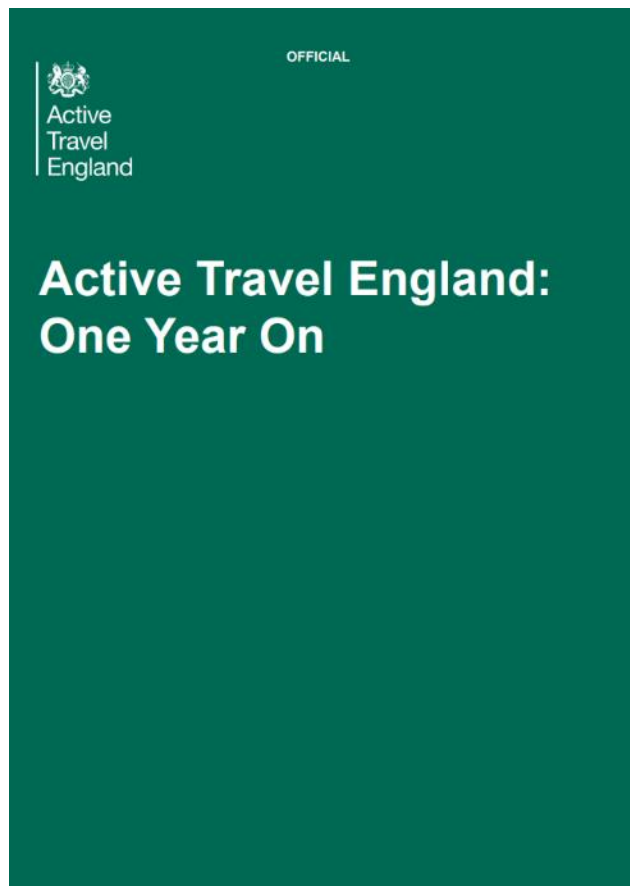
Integrating active travel in the planning system

Giving more people, from all walks of life, the opportunity to try active travel

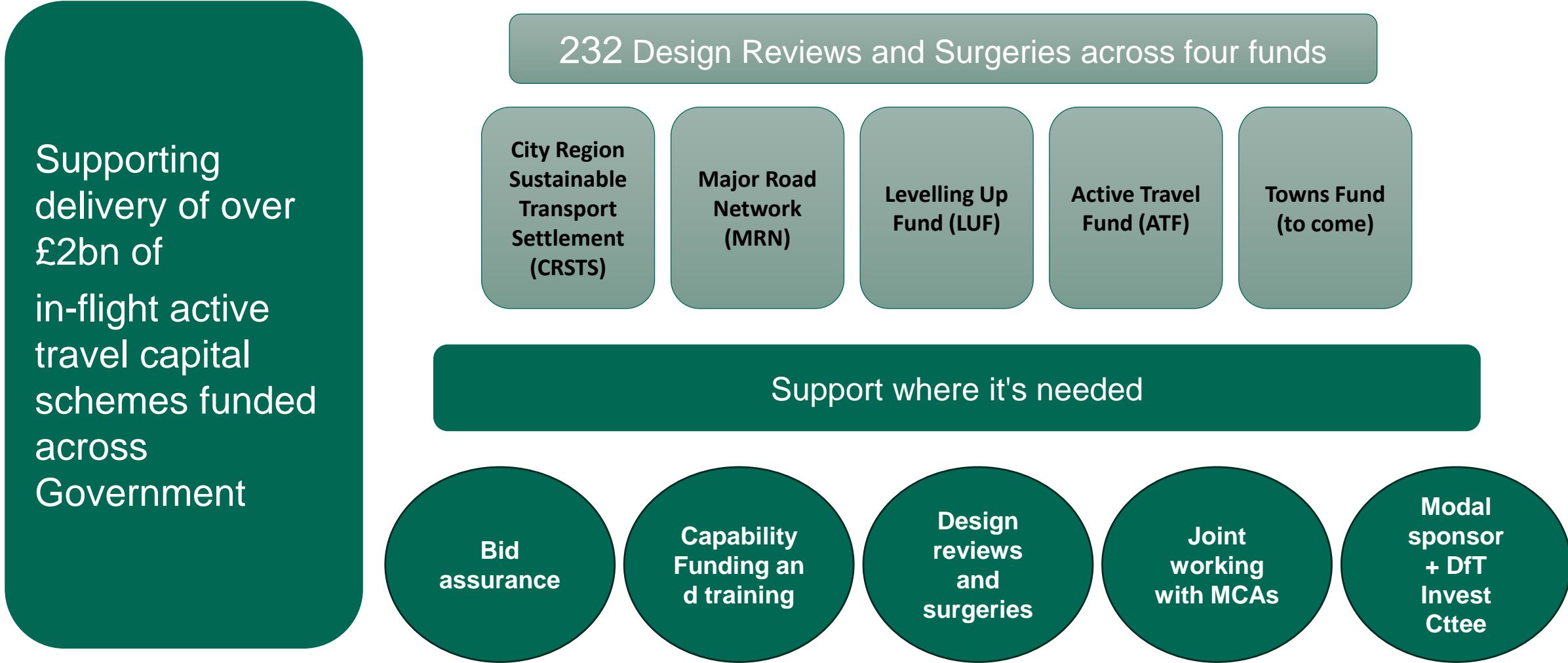
Transforming how data is used in active travel planning



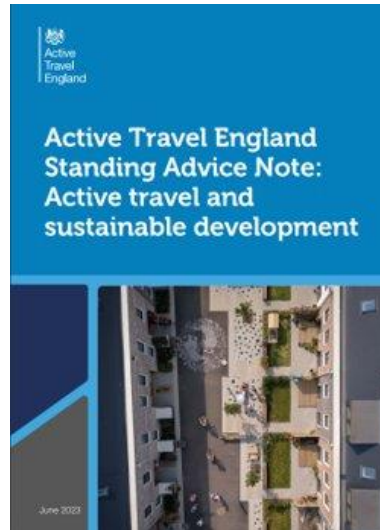
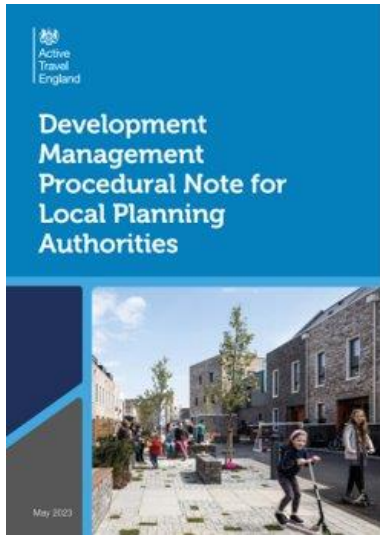
Our first year



Improving standards for all Government investment in active travel



Planning: what does good look like to ATE?



We have been participating in the planning system through our role as a statutory consultee within the consenting regime

729 consultation requests received and responded to, with a 99% response rate within statutory timescales

224 Planning Authorities out of 309 in England have consulted us, representing 72% of the total

Consistent positive feedback from across the Planning & Development sector, including public and private sector stakeholders



To maximise the influence of ATE in planning we recognise that we need to think outside of Development Management



Theme 1 Realising opportunities created by the Levelling Up & Regeneration Act 2023



Theme 2 Addressing existing barriers or inconsistencies in the implementation of national policies



Theme 3 Identifying additional means to support Local Planning Authorities to better embed active travel in the planning system

The difference in quality between a standard and protected signal junction

Scores 17%



Scores 83%



Wins for everyone: A579 Bolton



1. Reduce congestion ✓
2. Support economic growth and rebalancing ✓
3. Support housing delivery and enhances land value ✓
4. Support all road users ✓
5. Support the Strategic Road Network ✓

Outputs from the ATE inspection tools



54% to 71% Route check
54% to 85% Placemaking

Upgrading legacy highway schemes can make a big difference



Before



After

Programmed resurfacing matched with external funding



Before



After

Like for like
replacement -
no
improvement



Before



After

Context is everything: Active Travel Network Audit Greater Manchester

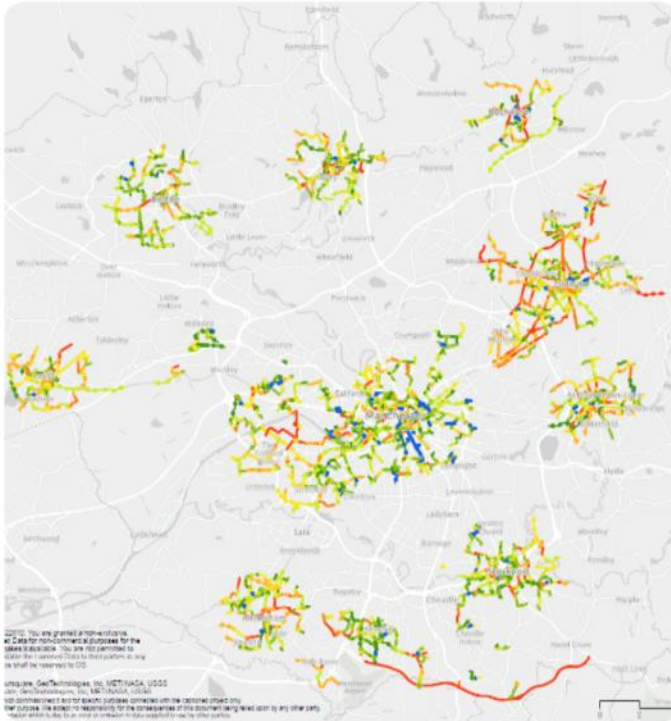


Image: final results map

- Around 700km of existing infrastructure audited on proposed future Bee Network routes
- Focussed on 3km catchments of 13 principal centres identified in LCWIP
- Funded from Active Travel England's Capability Funding.
- Combination of desktop (i.e. Google maps/GIS) and on-site audit teams
- Data collected on 17 critical parameters to determine compliance with Bee Network standards. All logged in GIS system for over 25,000 individual links
- 'Weighted delivery score' indicates how challenging a link would be to bring to standard
- Only <20km found to be 'to standard' but most failures were on 'easy fix' points such as lack of dropped kerbs/tactile paving at side road crossings
- Results being used to generate future programmes of interventions, including targeted corridor pedestrian/accessibility enhancements and maintenance programmes
- Plans for second phase of audit work focusing on schools and major development catchments







Active Travel England

gov.uk/government/organisations/active-travel-england

