



William Graham AM  
Chair, Enterprise and Business Committee

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Dear William

I wrote to you on 8 February with additional information following my evidence session at the Enterprise and Business Committee on 14 January. I am now in a position to provide you with further information on Active Travel and other issues following my attendance at Committee on 20 January 2016.

A matter that was raised with me was the issue of lighting at black-spots. I am responsible for trunk roads in Wales. We regularly monitor black-spots on trunk roads and keep lighting under consideration as we develop or maintain our schemes.

I also agreed to provide a breakdown of the funding that I provide for Active Travel. I will also write to Cabinet colleagues to ask them to write to the Committee with information on any Active Travel related expenditure from their budgets.

In addition to the funding set out in the table below, the cost of Active Travel elements of major new projects is incorporated into the overall costs and cannot be sensibly extracted.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

## Funding allocations in 15/16 – Transport department only

<b>Capital funding for active travel routes</b>	
<ul style="list-style-type: none"> <li>Local Transport Fund</li> </ul>	£4.9m
<ul style="list-style-type: none"> <li>Safe Routes in Communities</li> </ul>	£5.03m
<ul style="list-style-type: none"> <li>Trunk Road active travel</li> </ul>	£1.65m
<ul style="list-style-type: none"> <li>Metro Programme (£2.5m over two years)</li> </ul>	£1.25m*
<ul style="list-style-type: none"> <li>Major Trunk Road projects (£15.3m between 2012-2021)</li> </ul>	£1.7m*
	(*average)
<b>Subtotal</b>	<b>£14.53m</b>
Additional funding for active travel safety improvements	
<ul style="list-style-type: none"> <li>Safe Routes to trunk road schools</li> </ul>	£1.5
<ul style="list-style-type: none"> <li>Road Safety Grant</li> </ul>	£2.59m
<b>Total</b>	<b>£18.62m</b>
<b>Revenue funding for training and promotion</b>	
<ul style="list-style-type: none"> <li>Active Journeys (successor to Bike It)</li> </ul>	£212k
<ul style="list-style-type: none"> <li>Cycling training</li> </ul>	£532k
<ul style="list-style-type: none"> <li>Pedestrian training</li> </ul>	£800k
<ul style="list-style-type: none"> <li>Travel plan co-ordinators</li> </ul>	£130k
<b>Total</b>	<b>£1.674m</b>
<ul style="list-style-type: none"> <li>Studies</li> </ul>	<b>£45k</b>
<b>Total Revenue and Capital</b>	<b>£20.34m</b>

## Welsh Government response to the Enterprise and Business Committee's Report "The Start of the Journey"

Since the commencement of the Act in September 2014 we have made excellent progress. I published the first Annual Report in December 2015, which summarises progress so far and provides the most recent active travel data. Local authorities have submitted their first sets of Existing Routes Maps, and will soon begin work on their Integrated Network Maps. The Welsh Government has put a framework in place to support local authorities in meeting their duties under the act and progresses work in relation to its own duties.

We are nonetheless still at an early stage of implementation, as recognised in the title the Committee chose for its report. On 29 February 2016 we completed another important milestone, when I published the first Active Travel Action Plan. The Action Plan sets out the Welsh Government's ambition for active travel and the wider actions we will take to achieve it, beyond implementation of the Act.

We intend to continue to work closely with partners inside and outside Government to implement the Act and the Action Plan and we will reflect on the experience of these first stages to inform our approach in the future.

EBC recommendations	WG response	Commentary
<b>Recommendation 1.</b> The Welsh Government should have a specific budget line dedicated to supporting active travel. The budget for active travel should be used for both supporting active travel infrastructure projects and promoting active travel.	<b>Reject</b>	The Welsh Government does not see merit in considering transport budgets in isolation. The benefits of active travel are far reaching, straddling many different departmental boundaries. Our approach to the promotion and improvement of active travel is to mainstream activity through an integrated approach and not to confine active travel to a budget line in the transport department.
<b>Recommendation 2.</b> In line with the recommendations in Professor Stuart Cole's report 'Active Travel Independent Ministerial Report', the level of funding for active travel should be reviewed.	<b>Accept in principle</b>	The Welsh Government is grateful to Professor Cole for his recent report reviewing delivery of active travel in Wales. At a time of severe funding pressure, the Welsh Government has been able to maintain funding levels in all areas from which Active Travel is funded and currently spends over £14m each year on new and improved Active Travel

		<p>routes, £4m on safety improvements for active travel and further substantial sums on promotion, education and training. We will develop the funding strategy for active travel investment, which will consider the overall level of funding.</p>
<p><b>Recommendation 3.</b> The Welsh Government should ensure that there is sufficient expertise and capacity within the transport team to effectively assess the Existing Route Maps and Integrated Network Maps prepared by local authorities.</p>	<b>Accept</b>	<p>The Welsh Government is ensuring that the appropriate level of qualified and skilled personnel within the transport team is available to effectively assess the Existing Route Maps and Integrated Network Maps prepared by local authorities. The assessments have to be carried out within the parameters set by the Active Travel (Wales) Act 2013 and are not constrained by staff expertise or capacity.</p>
<p><b>Recommendation 4.</b> The Welsh Government should make sufficient resources available to local authorities for developing their Integrated Network Maps.</p>	<b>Accept</b>	<p>Local authorities will receive a share of £200k funding in both 2016/17 and 2017/18 to develop their Integrated Network Maps. The costs for the next phase were calculated on the basis of work being carried out at least partially in-house. Local authorities that choose to solely rely on external contractors may need to supplement this funding from their own budgets.</p>
<p><b>Recommendation 5.</b> The Welsh Government should make the information held within its central data capture system accessible to the public, in particular for use in map apps.</p>	<b>Accept</b>	<p>The Welsh Government is currently considering options for the long term maintenance and adaption of the system, This will include considering how the aspiration to make those parts of the data that are of interest to the public available to them and also, in how far the detailed data could be shared with third parties including commercial app developers.</p>

<p><b>Recommendation 6.</b> The Welsh Government should initiate a national population level campaign to promote the benefits of active travel. The campaign should include approaches aimed at reaching all sections of Welsh society, including hard-to-reach groups.</p>	<p><b>Accept</b></p>	<p>The Welsh Government considers the promotion of active travel as a key factor in increasing levels of walking and cycling. The Active Travel Action Plan sets out that we will develop a communication strategy for active travel together with other Welsh Government departments and the Active Travel Board. This will consider how active travel can be promoted among the wider population, including hard to reach groups. The benefits of a standalone campaign will be considered against other options such as feeding into appropriate other existing and emerging campaigns and channels.</p>
<p><b>Recommendation 7.</b> The Minister should consider how best to engage with the Board and ensure it is effective in implementing the Act.</p>	<p><b>Accept in principle</b></p>	<p>The Welsh Government convened the Active Travel Board to provide oversight, coordinate activity and support the effective implementation of the Active Travel Act. The Board is chaired by Professor Cole and includes key external partners, including walking and cycling organisations, Disability Wales, Public Health Wales, as well as the relevant government departments. The Welsh Government keeps the effectiveness of the Board under review.</p>
<p><b>Recommendation 8.</b> The Active Travel Plan should contain a statement of ambition which sets targets for an increase in the number of walking and cycling journeys in Wales. It should also set out how each Welsh Government</p>	<p><b>Accept</b></p>	<p>The Active Travel Action Plan sets out our ambition for active travel in Wales and the actions we will take across different departments to achieve this. It includes the development of evidence based targets.</p>

Department will promote and support active travel.		
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