

Cross Party Group on the Active Travel Act
Minutes of the Meeting held at 12.00 noon on December 1st, 2021
Meeting conducted through Microsoft Teams

Present & Apologies: see attached lists.

Welcome and Introductions: Rhun ap Iorwerth MS, Chair, welcomed participants to the meeting. He gave apologies from the Chair of the Group, Huw Irranca-Davies MS, who was engaged in in Senedd committee work. He offered a particular welcome to the MSs attending and to the local government councillors and officers who were attending for the first time. He apologised that Teams did not currently permit simultaneous translation and explained that the Senedd was in the process of introducing Zoom which will allow translation facilities for CPGs.

Discussion on the viability of e-scooters as a mode of sustainable travel and their impact on active travel: The Chair started the discussion by declaring that he loved e-scooters but that he was aware of their drawbacks, not least from his cyclist daughter who considered them an annoyance on bike lanes. He welcomed two guest speakers Ross Ringham, Director of Communications for Europe, Middle East and Asia for Superpedestrian, a global micro mobility company, and Acting Chief Inspector Gareth Morgan of South Wales Police.

Ross outlined the difference between shared and personal e-scooters. He characterised shared schemes as: heavily regulated, speed restricted, for public use and geofenced, whereas personal e-scooters were currently unregulated in the UK, often capable of high speed and no rider education was required. It was unclear how many personal e-scooters were in use in the UK but in Italy, where there were 42,000 shared e-scooters, there were 500,000 personal machines. There were two types of shared schemes: RFP, where the local authority contracted a service provider, and Permit, where the local authority provided a regulatory framework for a number of operators. The financing of the scheme was normally left to the operator, though some local authorities made a charge on the operators. There were varying levels of requirements for rider education, geofencing, speed and parking behaviour. He listed the benefits of shared e-scooters as: they offered flexible and scalable systems; they were popular with riders: 13m rides in the UK; they provided speed restrictions, geofencing and other safety innovations. He estimated the mode shift from cars to be around 30%, though accurate figures were difficult to obtain. There was little evidence of a shift from bikes to scooters and consequently few users had the road savviness found in cyclists. They were fun to use, which had helped make them a popular alternative to the car. The downside of the shared schemes included a short vehicle lifespan due to wear and vandalism; problems with pavement riding and clutter caused by incorrectly parked scooters; the financial viability of some schemes. He believed that with the right technology and regulatory framework, all these problems could be overcome.

Gareth outlined the current legal position of e-scooters. They were not a recognised vehicle type for use on public highways in the UK outside of the shared use pilot schemes, none of which were in Wales. This meant that all private e-scooters outside of the pilots were operating without any insurance. The police were taking action against illegal use, including

the seizure of scooters but police resources were stretched. There was a significant difference between the scooters used in the regulated schemes and some privately owned machines, the Metropolitan Police had seized one with a top speed of 80mph. There were also problems with batteries causing fires, including on the Underground. However, given the importance of low emission travel, he believed we needed to look at legalisation. He put forward the following key questions: Where would we want them to be used – if on cycle lanes, would that adversely affect cyclists, if on footpaths would that inconvenience pedestrians and other vulnerable road users? Geofencing should be a given to limit the areas of use. What should the age limit for use be? What personal protection equipment should be required, and should lights be mandatory all the time or only at night? Should users be required to complete a training course? Should there be a mandatory registration mark to deter crime?

There then followed a series of questions to the speakers. On levels of vandalism in the pilot areas, Ross replied that this tended to be more of an issue in deprived areas, but it was generally not too great a problem in the UK. Asked if the police were barred from pursuing e-scooter riders, Gareth responded that they could only undertake a pursuit if there was a clear means of bringing it to a 'resolution', such as, with cars, deploying a 'stinger', no such means were available for e-scooters.

Other issues raised included: would imposing measures such as registration plates on scooters open the door to similar requirements for cyclists, leading to a reduction in cycling; whether restricting e-scooters to shared schemes would confine them to larger urban areas, to the exclusion of rural areas; their potential role in creating a culture of respect for vulnerable travellers; parallels with the improvement of the safety of motorcycles with improved regulation and technology; lack of provision for recycling the batteries. He clarified that the legislation needed to legalise and regulate e-scooters would have to come from Westminster.

In rounding up the discussion, the Chair concluded that most people agreed that there was a role for e-scooters in developing a more sustainable transport system, but clearer policies and regulation were required. He would like to see a trial in Wales. The Chair thanked the speakers for their contribution.

The Review of the Active Travel Act: The Chair reminded the meeting that the Group had agreed to undertake a review of the Active Travel Act, to allow the Group to contribute to the statutory review of the Act that Welsh Government were required to undertake by the end of 2022. It was proposed that a panel be established to draft a report for consideration by the Group and a draft Terms of Reference for the Panel had been tabled, see Annex A. Assurances were sought and given that the review would be wide ranging and not confined solely to the provisions of the current Act. It was mentioned that the British Horse Society were very interested in how the Act impacted on horse riders. The Terms of Reference were accepted by the meeting.

Good Practice in Active Travel Delivery – Pedal Power's SeE Cycling Differently: The Chair welcomed Sian Donovan, Director of Pedal Power, the Cycling Charity for All. Sian gave an account of the work of her charity stating that cycling had to become inclusive for all, not

just for the health of people riding bikes but for the health of the planet. Pedal Power's philosophy was that cycling was not just for fit people it was for everyone, and Pedal Power had a wide range of adapted bikes and trikes that enabled almost everyone to ride. Their SeE Cycling Differently project, funded by Welsh Government, had introduced a fleet of electric bikes, trike and cargo bikes, offering opportunities for cycling with less effort, tackling hills and longer distances. It allowed people to use cycling to help recover from illness, and for people who suffered from conditions such as Parkinsons to continue riding by switching to a trike. The charity operated from two bases, a permanent centre in Pontcanna and a smaller base in Cardiff Bay, both offered easy access to quality cycling routes. The new project would also allow people to try e-bikes before buying. She was keen to work with other organisations to make the bikes more affordable, as they could be very expensive and less wealthy people should not be denied access to mobility. She was also keen to see the development of organisations like Pedal Power in other parts of Wales. The issue of the need for more secure cycle parking, given the high value of e-bikes was raised. The Chair thanked Sian for her presentation and congratulated Pedal Power on their excellent work.

Minutes of the Previous Meeting: The minutes were accepted as a true and correct record of the meeting.

Matters Arising: The Chair reported on progress in promoting the Group's Active Travel to Schools Toolkit. There had been considerable support from members of the group with a number of local authorities distributing it to key personnel and promoting it on social media. Public Health Wales were now hosting it on their website: [Active-Travel-to-School-Toolkit-Cym.pdf](#) & [Active-Travel-to-School-Toolkit-Eng.pdf](#) . The Chair spoke of how he had distributed the Toolkit to all the schools in his constituency. Member were asked to contact the Secretary with suggestions for how to further raise the profile of the Toolkit, particularly amongst school governors and teachers.

Any Other Business: No other items were raised.

There being no other business, the Chair thanked everyone for their attendance and closed the meeting.

Attendance List

First Name	Surname	Job Title	Organisation
Rhun	ap Iorwerth	Aelod Seneddol	Senedd Cymru
Ken	Barker		Cycling UK
Ruth	Billingham	Head of Campaigns & Public Affairs	Living Streets
Christine	Boston	Director	Sustrans Cymru
Rebecca	Brough	Policy and Advocacy Manager	Ramblers Cymru
Richard	Brunstrom		Cycling UK North Wales
Nancy	Cavill	Senior Adviser	Julie Morgan MS
Teresa	Ciano	Partnership Manager	GoSafe, Road Safety Wales
Helen	Cunningham	MSS	John Griffiths MS
Sian	Donovan	Director	Pedal Power
Ryland	Doyle	Communications and Research Officer	Mike Hedges MS
David	Edwards		Casnewydd Community Cycling
Ryan	Ellis	Communications Officer	Janet Finch-Saunders MS
Hazel	Evans	Cabinet Member for Environment	Carmarthenshire County Council
Ken	Evans	Chair	ICE Wales Cymru
Richard	Evans	Chair	Cycle Training Wales
Christine	Farr	Senior Health Promotion Specialist - Healthy Schools	Welsh Network of Healthy Schools
Janet	Finch-Saunders	Member of the Senedd	Senedd Cymru
Matthew	Gilbert	Active Travel Lead	Transport for Wales
Danny	Grehan	MSS	Heledd Fychan MS
Owain	Griffiths		Cardiff Cycle City
Heulwen	Hulme	Portfolio Holder for Environment	Powys County Council
Brian	Jones	Lead Member for Waste, Transport and the Environment	Denbighshire County Council
Peter	King	Cabinet Member for Neighbourhood Services and Transport	Vale of Glamorgan Council
Gareth	Morgan	Acting Chief Inspector	South Wales Police
Amy	Nicholas		Active Travel West Wales
Gwenda	Owen	Engagement Officer - Wales	Cycling UK
Matt	Perry	Head of Highways, Transport & Recycling	Powys County Council
Amy	Preece	Rheolwr Prosiect / Project Manager	Newport Council
Dareyoush	Rassi	Secretary	Wheelrights
Jenny	Rathbone	Member of the Senedd	Senedd Cymru
Ross	Ringham	Director of Communications for Europe, Middle East and Asia	Superpedestrian
Chris	Roberts	Secretary	CPGATA
Heledd	Roberts	MSS	Rhun ap Iorwerth MS
Geoff	Rone		Carmarthenshire Cycle Forum

Emma	Sandrey	County Councillor	Cardiff Council
John	Sayce	Chair	Wheelrights
Gwyn	Smith	South Wales Network Development Manager	Sustrans
Phil	Snaith	Secretary	Carmarthenshire Cycle Forum
Paul	Streets	Schools Officer	Cardiff Cycle City
Paul	Sullivan	Youth, Sport and Active Travel Manager	MonLife, Monmouthshire County Council
Mark	Thomas	Cabinet Member for Environment Enhancement & Infrastructure Management	City & County of Swansea
Stuart	Thomas	Health and Safety SLA Manager	Cardiff Council
Dafydd	Trystan	Chair	Welsh Govt. Active Travel Board
Tom	Wells		Active Travel West Wales

Apologies:

Anne Adams-King, Chief Executive Officer, Welsh Cycling
Joseph Carter, Head of Devolved Nations, British Lung Foundation
Jane Dodds, Member of the Senedd, Senedd Cymru
Huw Irranca-Davies, Member of the Senedd, Senedd Cymru
Delyth Jewell, Member of the Senedd, Senedd Cymru
Keith Jones, Director, ICE Wales Cymru
Mike Jones-Pritchard, County Councillor, Cardiff Council
Hugh Mackay, Cycling UK VofG
David Naylor, Wheelrights
Peredur Owen Griffiths, Member of the Senedd, Senedd Cymru
Matt Price, Team Leader, Transport Vision, Policy and Strategy, Cardiff Council
Julie Robinson, Chair, Active Travel West Wales
Ross Williams, MSS Rebecca Evans, Rebecca Evans MS

Annex A: Draft Terms of Reference for a CPGATA Review of the Active Travel Act

The Active Travel (Wales) Act 2013 contains a clause requiring the Welsh Government to conduct a 'review of the operation of this Act with a view in particular to assessing its success in securing new active travel routes and related facilities and improvements of existing active travel routes and related facilities'. This review must be completed by Autumn 2022. The success of the operation of the Act is central to the purpose of this CPG. It has therefore been proposed that the Group should start to consider the evidence relating to the performance of the Act and prepare its own report, with a view to submitting this to the Welsh Government's review. The report should also provide important data to inform the Group's future work programme.

Structure of the proposed CPGATA Review

A Panel will be established to invite evidence from organisations involved in or affected by the delivery and promotion of active travel in Wales. The panel, consisting of no more than nine members, will be made up of practitioners with experience of the delivery of active travel measures in local authorities, and from national and local active travel organisations. The review will consider wider accessibility and equality issues relating to active travel, as well as the impact of Wales' diverse geography. The makeup of the panel will reflect these various needs.

The panel will be asked to consider:

1. The overall progress on meeting the Act's aim of making walking and cycling the most natural and normal way of getting about.
2. The implementation and effectiveness of the four key provisions of the Act:
 - Planning and development of active travel networks.
 - Enhancement of facilities for active travellers when constructing or improving highways.
 - Consideration of the needs of active travellers when conducting street works
 - Promoting active travel.
3. Funding and other resourcing.
4. The administration of the provisions of the Act.

The focus of the panel's report will be on determining the reasons why the Act has so far failed to increase levels of walking and cycling in Wales and on putting forward the measures considered necessary to enable the Act to meet its original ambitions, be they regulatory, resourcing or organisational.

The panel will prepare its draft report for consideration by the CPGATA by July 2022.