

Active Travel and Micromobility Policy Position Statement

V7.0 October 23 2023



Context

“Active travel” covers walking, wheeling (e.g. by wheelchair, mobility scooter, children in a pram), cycling, scooting and horse-riding. Micromobility refers to a range of personal mobility vehicles, such as cycles, scooters, skateboards, wheelchairs, and roller skates; all of which can be electric or non-electric and may be part of a hire scheme.

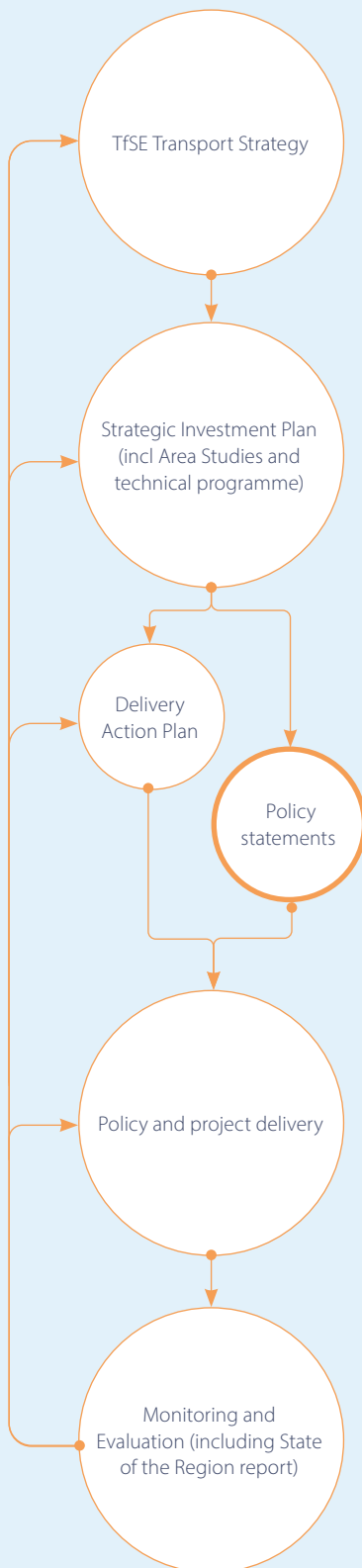
The benefits of active travel and micromobility are wide and often active travel is the most efficient, affordable, and sustainable way of making shorter trips.

For longer journeys between towns and cities or to and from rural areas, active travel can act as a feeder into and from our public transport networks. Electric bikes can make trips previously made by only the most seasoned cyclist an attractive alternative for a far greater number of people. Active travel also plays a key role in helping us to tackle challenges such as poor public health and air quality, tackling climate change and addressing congestion.

Currently, however, active travel levels within the south east are low, though not dissimilar to national levels. This is largely due to a lack of high-quality infrastructure and a lack of effective promotion, meaning that people do not see active travel as a safe, attractive, or convenient way to move around.

To maximise the benefits that active travel and micromobility can bring, an attractive, safe, and integrated network is required and will need to be developed across the region. This will need to be promoted via enhanced education, training, marketing, and communications campaigns to promote infrastructure and the benefits of “getting active”.

Transport for the South East



Both active travel and micromobility have an important role to play in helping us to deliver our Transport Strategy’s vision. However, unless we prioritise active modes, they may never be seen as viable choices for most people. TfSE will take a strategic-level role in realising this vision, coordinating, guiding, and supporting our local authorities to make the necessary changes across their towns and cities. Our **Transport Strategy**, published in 2020, sets out how we will tackle these challenges and achieve our goals. In the Transport Strategy, we set out the following vision for 2050:

By 2050, the south east of England will be a leading global region for net zero carbon, sustainable economic growth where integrated transport, digital and energy networks have delivered a step change in connectivity and environmental quality. A high-quality, reliable, safe, and accessible transport network will offer seamless door-to-door journeys enabling our businesses to compete and trade more effectively in the global marketplace and giving our residents and visitors the highest quality of life.

To support our vision, Transport for the South East submitted a **Strategic Investment Plan** to government in 2023. We have engaged widely with stakeholders to ensure what we put forward in the plan aligns with both their needs and their expectations in a sustainable and financially responsible manner. It is a plan developed by the south east, for the south east.

The Strategic Investment Plan is supported by thematic plans, including one about **Strategic Active Travel and Micromobility**. This document builds on the thematic plan and presents Transport for the South East’s position on active travel and micromobility in realising our vision. It also sets out the actions Transport for the South East will lead on and deliver with our partners.

What we're going to do to deliver our 2050 vision



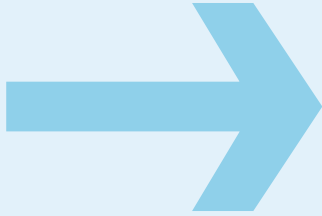
We will take a strategic-level role in realising our vision for active travel and micromobility, coordinating, guiding, and supporting our local authorities to make the necessary changes across their towns and cities. We have identified four priorities to support delivery:

- develop robust and integrated strategy, policy and guidance;
- support scheme development at pace;
- delivering our targeted priorities; and
- learning from our delivery.

Guidance and policy development

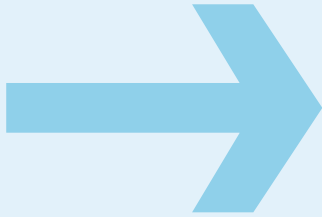
To achieve our aim of growing the number of people walking, wheeling, cycling and scooting as part of their daily lives, we will need to develop a plan for the south east. This plan will provide evidence and the need for intervention, identify specific opportunities areas, and lay out principles for the implementation of interventions which have been proven to have success in creating the conditions in which active travel can thrive. This could include interventions such as such as:

- road space reallocation and better kerbside management for new protected cycle lanes and other supportive infrastructure;
- provision of cycle / scooter parking related facilities at transport interchanges such as railways stations and bus stops;
- bike, electric bike and electric scooter hire schemes;
- traffic management schemes for filtering and prioritising active modes; and
- behaviour change programmes for promoting active travel and micromobility through increased levels of education and training and effective marketing and communication campaigns.



Action 1 – Develop a Regional Active Travel Strategy

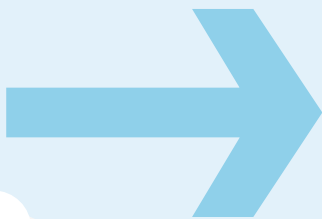
To set out our plan of action on delivering high-quality active travel infrastructure and interventions and supporting our local transport authorities to deliver schemes.



Action 2 – Support local authorities with behavioural change initiatives

Through our Regional Centre of Excellence we will provide guidance for local transport authorities on the delivery of effective marketing and behavioural change campaigns to facilitate modal shift.

Advances in micromobility technology will contribute to our Transport Strategy's objectives, and many are already in use or being tested. However, without investment in the infrastructure which surrounds them, these modes are unlikely to be anything other than a fringe method of transport. This could hold the region back from the benefits and opportunities these technologies offer. As such, investment will need to be made in electric cycle, scooter, and micro-mobility infrastructure, including dockless or docked hire schemes for the public and businesses.



Action 3 – Integrate micromobility into transport policy

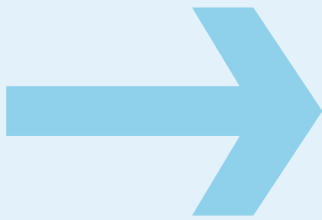
We will seek ways to integrate micromobility into transport policy, as well as developments, key destinations, and transport hubs.



Supporting scheme development at pace

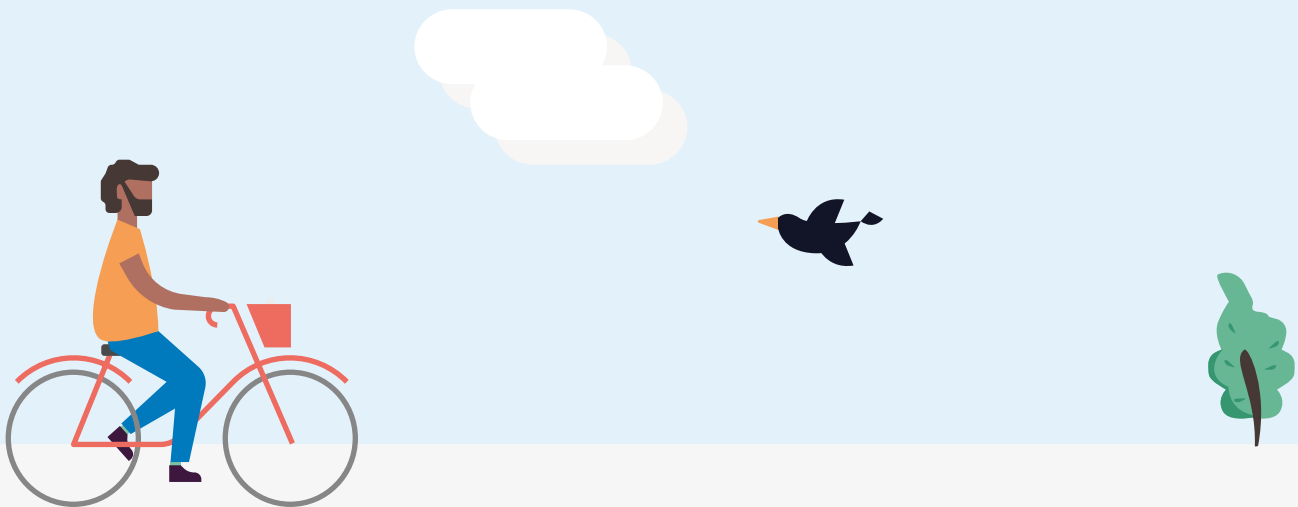
New and improved infrastructure will need to be designed to the highest standard to ensure that our walking and cycling networks are coherent, comfortable, direct, attractive, and safe. We will also need to ensure that existing infrastructure is subject to regular maintenance and safety enhancements, including addressing carriageway conditions, vegetation, and lighting. Space for cycle parking, mobility hubs, and cycle/scooter hire facilities will need to be found on the kerbside, as well as places for people to sit and rest.

Destination facilities, such as secure cycle parking, showers and charging points, are a crucial component of building a world class cycle network and influence modal shift. Therefore, high-quality facilities will be expected to be provided by developers at new homes, offices, and everywhere in between in order to make active travel as convenient as getting into a car.



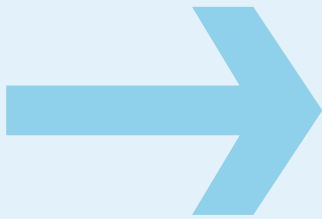
Action 4 – Secure and allocate funding

Through our Regional Centre of Excellence, provide guidance on the development and application of Movement and Place Frameworks and share best practice in the reallocation of road space for delivery of multi-modal solutions.



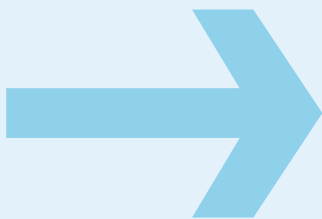
Partnership, advocacy and promotion

In addition to the actions outlined above, we will ensure that we are flexible enough to take opportunities to enable active travel and micromobility to grow, as they arise. We will take a wider systems approach, considering ways to encourage people to give walking, wheeling, scooting, and cycling a try. This will involve a range of techniques to both 'nudge' and entice people to change.



Action 5 – Work with Active Travel England and local authorities

Establishing how we can work together with Active Travel England and ensure that high quality infrastructure is delivered across the south east, including integration with other major transport investments and developments and the reallocation of road space to support new infrastructure.

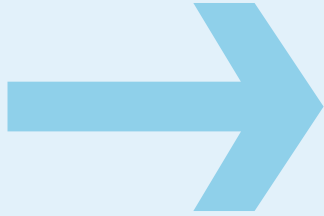


Action 6 – Champion active travel through key figures

Work with political and industry figures to champion active travel and the need for cycling improvements across the region.

Cycling and micromobility can significantly increase the catchment area of rail and bus stations, making it quicker and more convenient for people to make longer distance journeys. With proper investment into active travel and micromobility networks, reliance on the private car can be reduced. This can support car-lite or car-free lifestyles.





Action 7 – Work with train operating companies

Work with bus and train operating companies and Network Rail to improve integration between cycling parking and bus and rail services, including at stops/stations and onboard



Action 8 – Advocate for changes in legislation

Continue to advocate for legislation to safely legalise e-scooters and other new mobility modes, including gathering evidence to support the case.

Learning from our delivery

Without a monitoring and evaluation framework and plan in place, it is not possible to accurately measure the inputs such as spend, staff resource and other project management metrics. Effective monitoring and evaluation will also allow us to establish lessons learnt to feed back into strategy and scheme development.



Action 9 – Develop monitoring and evaluation frameworks

Work with partners to develop monitoring and evaluation frameworks and scheme specific plans to measure delivery and performance and gather insights and lessons learnt.



Next steps

Reflecting our status as the Sub-national Transport Body for the south east we will work with our delivery partners and other stakeholders to implement the actions included in this policy position statement. We will tailor our approach to the mode, scale, and level of development of each prioritised intervention.

We will use our Monitoring and Evaluation Framework to report our progress against these actions on an annual basis.

Contact us

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