



Regional Active Travel Newsletters

The Regional Active Travel Newsletters are quarterly newsletters that we produce to provide updates and insight during the development of our Regional Active Travel Strategy & Action Plan. To view this newsletter and previously published newsletters, please visit the Transport for the South East Active Travel webpage at: <https://transportforthesoutheast.org.uk/active-travel/>

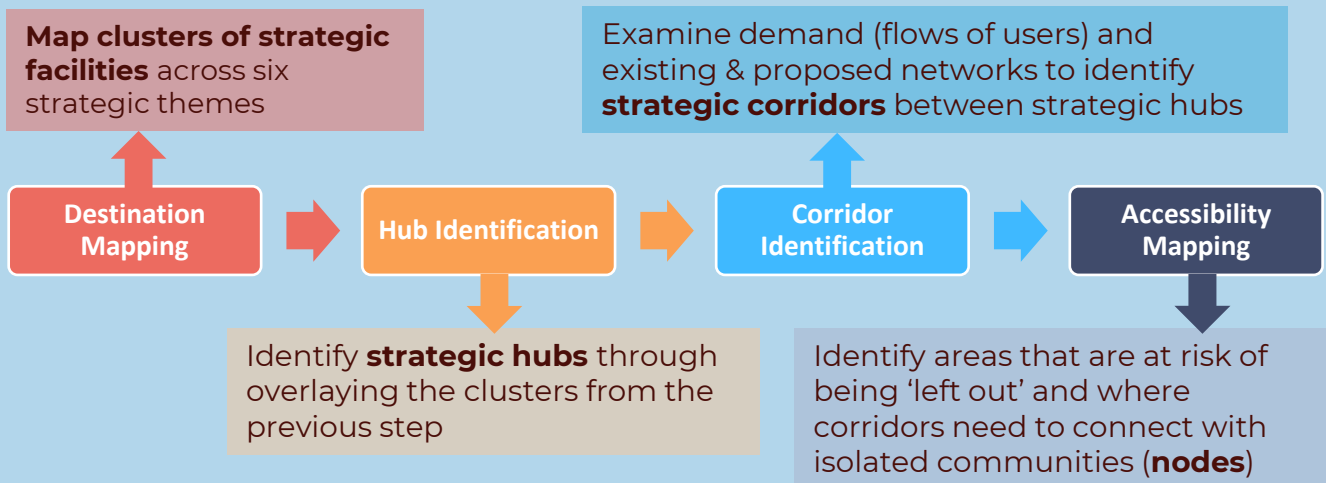
Regional Active Travel Strategy & Action Plan Overview

Transport for the South East (TfSE) is developing the first phase of the Regional Active Travel Strategy & Action Plan (RATSAP). The RATSAP will **aggregate, complement, and support work being undertaken by local authorities** across the region. We are currently in Stage 4: Strategic Network Prioritisation.



Strategic Network Development Methodology

We developed a four-step methodology with Steering Group members to inform and identify a Strategic Active Travel Network, which is shown below and explained in more detail overleaf.





Destination Mapping & Hub Identification

The identification of strategic destinations was the first step in understanding where strategic hubs may be located and where there is current or future potential for strategic active travel demand. Facilities across the region were mapped under six themes:



Education



Healthcare



Development Sites



Employment



Transport



Tourism Sites

The TfSE area was then divided into squares of 1km x 1km to reflect a reasonable proximity by active travel. This provided a framework for identifying areas with clusters of strategic destinations (areas with facilities from at least three different themes in each grid square).

Accessibility Mapping

The final step of accessibility mapping was added in response to feedback from stakeholders wanting to ensure that the development of the network was inclusive and uplifting. This check seeks to identify towns and villages which may not be picked up in the hub identification phase but have reasonable population density and poor accessibility. Provision of active travel facilities at these locations could provide a step change in connectivity for communities at risk of exclusion.

The process for determining which 'nodes' should be included within the network was as follows:



1. Map areas by population density (excluding existing hubs)



2. Use existing data from [Transport for the North's transport-related social exclusion](#) to identify areas with poor accessibility



3. Adjust the corridor network to 'pick up' the identified nodes (where possible)

What Have We Achieved This Quarter?

- ✓ We **developed a methodology to inform and identify a Strategic Active Travel Network** for the region.
- ✓ We integrated **accessibility mapping** within the methodology to ensure that the initial strategic network has the maximum impact for as many people as possible within the region.
- ✓ We started developing a **prioritisation framework** to support the prioritisation of the Strategic Active Travel Network to inform further work and investment.
- ✓ We have **continued to engage with stakeholders across the region.**