TRANSPORT FOR THE South East

Regional Active Travel Strategy and Action Plan

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Version Number	Date	Summary
v0.1	12/06/24	Initial draft for client review
v0.2	08/07/24	Revisions to the strategy
v0.3	25/07/24	Revised action plan
v0.4	20/09/24	Revision following stakeholder comments
v0.5	04/10/24	Minor revisions
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v0.7	27/11/24	Revisions (in progress) based on PB feedback
V0.8	07/03/25	Revised draft for PB
v1.0	21/05/25	Final version

Photo credits on cover page (clockwise)

- Person walking on Crab and Winkle Way (Sustrans, 2019)
- Docked Beryl bikes & Voi scooters in Southampton (Katie Lamb, 2023)
- Kid riding on back of ecargo bike with adult (Arjun Rajah, 2023)
- Dominos delivery ebikes in Lewes (Katie Lamb, 2024)
- Kidical Mass Brighton Event (Alex Bamford, 2023)
- Redhill Station wayfinding, package lockers, and cycle parking (Katie Lamb, 2024)
- Person running on Cuckoo Trail (Sustrans, 2019)
- Cyclists at sunrise by Churchill Square in Brighton (Katie Lamb, 2023)

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Contents

Executive Summary

Transport for the South East (TfSE) has developed this Regional Active Travel Strategy and Action Plan (RATSAP) to advance economic, social, and environmental goals outlined in its Transport Strategy and Strategic Investment Plan. This document summarises the development of the RATSAP, which involved collating and analysing technical baseline evidence, identifying and appraising a strategic regional active travel network, and developing an action plan with stakeholders to maximise the opportunities derived from the RATSAP process.

1 Introduction

Chapter at a glance
This chapter provides an overview of the project and the purpose of the Regional Active Travel Strategy and Action Plan.

1.1 Background

Transport for the South East (TfSE) has developed a Regional Active Travel Strategy and Action Plan (RATSAP) to support the economic, social, and environmental strategic goals identified in TfSE's adopted Transport Strategy[i] and Strategic Investment Plan[ii].

The outputs of this first phase of the RATSAP have involved identification and appraisal of a strategic regional active travel network for the TfSE area, development of an initial action plan for delivering this network and maximisation of the opportunities identified throughout the RATSAP development. The second phase will then involve implementation of the strategy and action plan. The technical work in this first phase was split into five stages, as summarised in Figure 1-1.

- In **Stage 1 (Governance)**, we assembled a Steering Group to provide strategic guidance throughout all Stages of RATSAP development.
- In **Stage 2 (Baseline)**, we developed an Evidence Base Report for the TfSE area, which summarised key policies and data sets, existing and proposed active travel infrastructure, and expected trends in active travel demand.
- In **Stage 3 (Strategic Network)**, we identified a strategic active travel network for the TfSE area comprising of strategic corridors, strategic hubs, and nodes, summarised within a Network Identification Report.
- In **Stage 4 (Appraisal)**, we developed a framework for network appraisal and set out appraisal outcomes, summarised within a Network Appraisal Report.
- In **Stage 5 (Strategy and Action Plan Development)**, we developed a final Strategy, summarising key findings from earlier stages of the RATSAP, supported by an action plan.

Figure 1-1: Project Stages of developing the TfSE Regional Active Travel Strategy and Action Plan

1.2 Engagement Overview

Regular engagement with the Regional Active Travel Steering Group, alongside specific inputs from subject specialists and local transport operators, has been crucial to identifying opportunities, challenges, and local issues that can be addressed through the RATSAP while maintaining a balance between regional focus and the work being done on a local level by Local Transport Authorities (LTAs). The RATSAP has been supported by stakeholder engagement predominantly through:

- **Regional Active Travel Steering Group (RATSG)** meetings which have guided the methodology and outputs of each stage through participation in workshops and critically reviewing technical reports, as well as development of the RATSAP aim and objectives, challenges and opportunities, and the action plan.
- **Focus groups** with transport operators, active mode specialists, and research and innovation organisations to gain further insights into challenges and opportunities.

1.3 Purpose of this Strategy and Action Plan

This document has been produced for Stage 5 of the RATSAP development (see Figure 1-1), which summarises the key outcomes from earlier stages of the RATSAP process and is supported by recommendations and actions. The document has been developed using the outcomes from previous stages, namely:

1. The aim and objectives of the RATSAP, which were defined in collaboration with the RATSG in Stage 1.
2. Challenges and opportunities identified through the Evidence Base Report produced in Stage 2.
3. A strategic active travel network that was developed using a methodology co-developed with RATSG members in Stages 3 and 4.
4. Exploration of recommendations and actions for the strategy and action plan collected in the RATSG meetings in Stage 5.

1.4 Document Structure

This document is structured as follows:

- **Chapter 2 – Baseline Summary**

  This chapter provides a summary of the key outcomes and findings from the Baseline Report.
- **Chapter 3 – Regional Active Travel Network**

  This chapter provides an overview of the proposed Strategic Active Travel network for the TfSE area and the methodology that was developed to identify the network.
- **Chapter 4 – Network Appraisal**

  This chapter provides an overview of the appraisal framework for assessing the strategic network, including the methodology adopted, its associated framework, data analysis, and assumptions.
- **Chapter 5 – Conclusion**

  This chapter presents a summary of the strategy, its outcomes, and next steps for the RATSAP.
- **Chapter 6 – Action Plan**

  This chapter provides an overview of the approach adopted and implemented to identify actions for the RATSAP and presents these against identified themes of commonality.

This document is supported by a series of Technical Appendices:

- **Technical Appendix A**: Evidence Base Report
- **Technical Appendix B**: Network Identification Report
- **Technical Appendix C**: Network Appraisal Report

2 Baseline Summary

Chapter at a glance

This chapter provides an overview of the Baseline Stage findings and key identified challenges and opportunities.

2.1 Overview

The purpose of the Baseline Stage (Stage 2) is to provide a robust evidence base through assessing the current state of active travel across the TfSE area, including:

- Reviewing current active travel related strategies and policies, and understanding the progress being made by the LTAs in the TfSE area regarding active travel schemes and initiatives.
- Gaining a better understanding of the existing and future planned active travel network across the region.
- Determining the current and potential active travel demand.
- Identifying relevant challenges and opportunities.

The Baseline Stage also included a review of best practice from other active travel strategies, as well as the development of the RATSAP aim and objectives. This chapter includes the following sections:

- Aim and Objectives
- Policy and Strategy Review
- Regional Context
- Existing and Planned Active Travel Infrastructure
- Existing and Potential Active Travel Demand
- LTA Active Travel Progression

2.2 Aim and Objectives

The RATSAP is underpinned by an aim and set of objectives, established to guide its development and to ensure alignment with existing TfSE workstreams and strategies. They have been co-developed with the RATSG and informed by best practice examples including national active travel guidance, as promoted by Active Travel England (ATE), and frameworks from Scotland and Wales. The Transport Strategy for the South East's Strategic Goals formed an important starting point for the aim and objectives of the RATSAP, which align with the Transport Strategy.

The aim of the TfSE RATSAP is to:

Develop a high quality, safe, convenient, and accessible strategic regional active travel network that is well-connected and integrated with other modes to increase the proportion of journeys made by active modes within the TfSE area.

There are four strategic objectives which support achieving the aim.

- Reduce transport-related pollution and emissions to improve health, address climate change, and protect and enhance our environment by providing a regional active travel network.
- Improve health and wellbeing through the delivery of a regional active travel network that improves connectivity and integration between active travel and other transport modes.
- Identify and reduce inequalities by providing an integrated, accessible, and inclusive regional active travel network that increases access for active travel and multi-modal journeys.
- Support economic wellbeing by creating places that attract tourism and inward investment through improvements in placemaking and infrastructure that supports active travel.

2.3 Policy and Strategy Review

Several tiers of active travel-related policies, strategies, and delivery plans were reviewed:

- **National**: Policies and strategies produced by the Department for Transport (DfT) and ATE.
- **Regional**: Policies and strategies produced by TfSE in partnership with the 16 LTAs in the TfSE area.
- **Local**: Policies and strategies produced by the 16 LTAs and Local Planning Authorities (LPAs: district, borough, town, and parish councils), including Local Cycling and Walking Infrastructure Plans (LCWIPs).

2.3.1 National

Policy at a national level is dominated by the UK-wide target to meet net zero carbon emissions by 2050. Increasing the proportion of journeys made by active modes is a core element of delivering transport decarbonisation alongside supporting improved health and economic outcomes, as set out in policy including Gear Change – A bold vision for cycling and walking[iii][1] and Future of Mobility: Urban Strategy[iv].

2.3.2 Regional

The principal regional policy document is the Transport Strategy for the South East[v], which was prepared in partnership with the 16 LTAs and other key stakeholders. The Strategy is built on three strategic goals (Economic, Social, and Environmental), which have a related set of priorities to help achieve them. At the time of preparing this report, TfSE was in the process of refreshing their Transport Strategy. RATSAP has been developed in conjunction with this to ensure a coordinated approach.

The Strategic Investment Plan[vi] is also a key policy document. It was developed with key partners and provides a framework for future investment in strategic transport infrastructure and services across the TfSE area to 2050.

2.3.3 Local

The 16 LTAs across the TfSE area have each produced their own suite of transport policies and strategies. This includes Local Transport Plans, Climate Change or Climate Emergency Strategies, Joint Health and Wellbeing Strategies, and Bus Service Improvement Plans. There are 64 LCWIPs, or equivalent local active travel plan or strategy, currently in production or complete across the region (as of September 2024). In line with DfT guidance[vii], LCWIPs identify and prioritise future upgrades to the walking and cycling network. LCWIPs typically cover a small, focused area (e.g. 10km from a city, town or village), however, some cover a much broader area (e.g. an entire county). shows a spatial summary of the LCWIPs adopted and in progress across the TfSE area.

[1] Published under the 2019 to 2022 Johnson Conservative Government

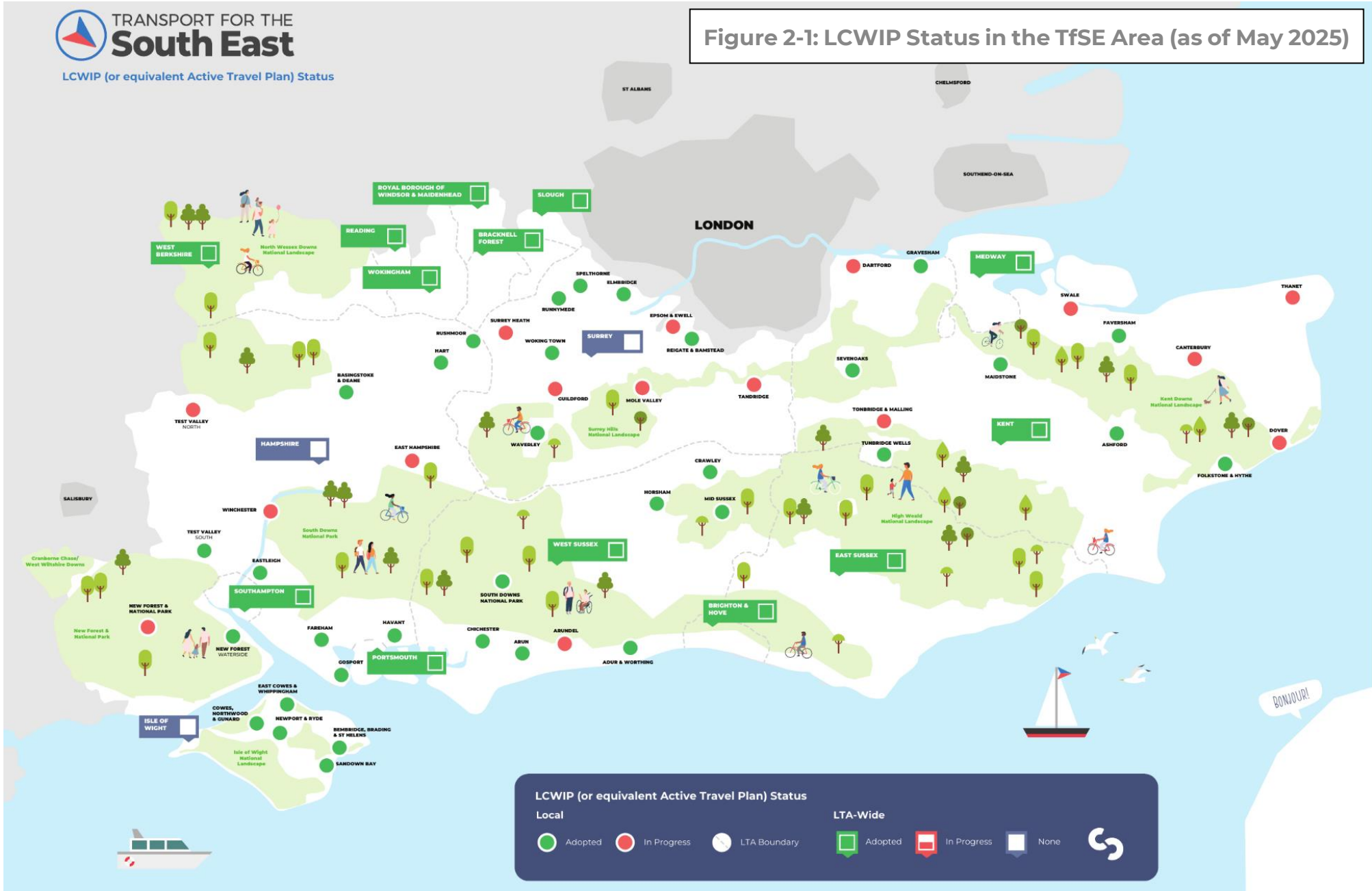


Figure 2-1: LCWIP Status in the TfSE Area (as of May 2025)

2.4 Regional Context

The Baseline Stage included analysis of contextual data to ensure the RATSAP reflected the differing needs of the TfSE area and used an inclusive approach to the development of a regional active travel network. This analysis included:

- **Demographics**: Age and population distributions, compared to the rest of England.
- **Socio-Economics**: Deprivation, activity levels, limiting long-term illness, and active travel commuting levels across the population.
- **Land Use**: Locations of facilities, distribution of built-up areas, and future allocated development sites.
- **Environment**: Locations of protected and designated landscapes.

2.4.1 Demographics

A demographic analysis of the TfSE area demonstrated that the majority of the area is sparsely populated. The most densely populated areas are the built-up areas on the outskirts of London and along the coastline. This variation in population density highlighted some challenges regarding network design and ensuring that rural communities are integrated. Analysis of cycling commuting journeys using Census data presented a strong correlation with population density, a result of the shorter journey distances within these areas due to greater availability of facilities and amenities which caters for active travel. This highlighted the ongoing importance of local active travel planning and the need for the RATSAP to complement and support this.

2.4.2 Socio-Economics

Socio-economic analysis showed the spatial variation in deprivation across the TfSE area. The coastal and built up areas experience concentrated pockets of higher deprivation whereas rural areas tend to be less deprived but encompass larger areas. Active travel infrastructure can help address deprivation through improving health, travel affordability, and access to employment, education, and key services. This highlights the RATSAP's potential to target interventions in areas where there are existing inequalities and deprivation. Spatial analysis of physical activity levels and limiting long-term illnesses (LLTIs) demonstrated a positive correlation with deprivation, further highlighting the potential role of active travel in addressing these issues.

2.4.3 Land Use

Existing education and healthcare facilities were mapped and analysed. As key facilities, their spatial distribution helped understand where people might want to travel to by active modes. They are distributed throughout the TfSE area but clustered around villages, towns, and built-up areas, with higher numbers of facilities in areas of higher population density. This analysis was supported by also mapping future planned developments.

2.4.4 Environment

There are several different protected landscapes and designated areas within the TfSE area including National Landscapes, National Parks, Special Protection Areas, Special Areas of Conservation, and Sites of Special Scientific Interest. These designations need to be taken into account in the ongoing planning of new active travel routes and corridors, as in many cases disruption to the landscape will need to be minimised. However, these areas also indicate where there may be natural spaces for the public to enjoy which would benefit from being connected to local communities to encourage access for leisure and tourism purposes.

2.5 Existing and Planned Active Travel Network and Hubs

As part of the development of the RATSAP, a review of existing and planned active travel infrastructure, and its integration with public transport, provided a basis on which to identify and improve the strategic active travel network. This analysis comprised of:

- **Existing Active Travel Network**: Including Public Rights of Way (PROWs), long distance routes and trails, the National Cycle Network (NCN), local cycling infrastructure, reported collisions involving active modes, and shared micromobility schemes.
- **Existing Public Transport Hubs and Rail Network:** Including public bus routes, rail lines and stations, and public ferry services.
- **Future Planned Active Travel Network**: Collated from LTAs based on LCWIP plans and schemes.

2.5.1 Existing Active Travel Network

Mapping and analysis of the existing active travel network within the TfSE area showed that the majority of the network is comprised of PROWs. These paths are the main source of connectivity for pedestrians, but are also open to a variety of users and purposes depending on the route type, including cyclists, equestrians, and motorists. While this network is expansive, there are some rural areas where the network is sparse (e.g. the south west of Kent, East Sussex, West Berkshire, and the south west of Hampshire), and even some cases of urban areas with limited PROW networks (e.g. Brighton and Hove). There are also sections of PROW that provide access to natural assets, such as the South Downs National Park, either on their own or as part of longer distance walking routes. These assets are critical to the RATSAP as the routes within them support both the leisure and visitor economies, making them an important part of the network to consider as part of the strategy.

The cycle network in the TfSE area comprises local cycle paths and the long distance NCN which is managed by Sustrans. There are different types of infrastructure, including on-road, shared use, and fully separated/dedicated paths. E-mobility sharing /rental is also available in specific locations across the TfSE area, including e-bicycles and Brompton folding bicycles at rail stations. These facilities are largely focused in urban areas to serve the shorter trip distances that people make in town and city centres. There are also three e-scooter rental schemes running within the TfSE area. It is however noted that cycle infrastructure is not well recorded, hampering the ability to accurately identify the existing network.

Safety remains a critical concern for active travellers across the region, as mapping of collisions involving pedestrians and/or cyclists showed widespread incidents. Unsurprisingly there are clusters of collisions within densely populated areas, which is a challenge for encouraging modal shift towards walking, wheeling, cycling, and riding due to actual and perceived safety issues when interacting with other vehicles.

2.5.2 Existing Public Transport Hubs and Rail Network

Mapping of the bus network across the TfSE area showed a high level of coverage across most of the region. There is a denser network in urban areas, and some rural areas appear to be underserved. Although frequency of services was not able to be mapped, it is likely to have highlighted known challenges around access to services on a regular basis, particularly in rural areas.

Rail stations mostly provide connectivity between built up areas with a handful of smaller, rural stations constituting important hubs for these communities. However, due to the clustering of stations around urban areas, there are large parts of the TfSE area that lack easy access to a rail station without relying on an intermediary form of

transport, such as a bus, taxi, private vehicle, or suitable active travel connection. Rail lines also cause severance due to a lack of appropriate crossing points and may have implications for the delivery of new active travel corridors.

There are also several ferry ports along the south coast providing domestic services which are particularly important for commuting, leisure, and tourism.

Integration of these public transport hubs into the TfSE active travel network is essential for enabling strategic journeys which cover longer distances. This includes connecting people in less built-up areas with their local station where bus access is poor.

2.5.3 Future Planned Active Travel Network

Understanding the planned active travel network across the TfSE area was important for aligning proposals within the strategy with future works. However, this exercise highlighted the challenges LTAs face around data collection and collation, particularly in a geospatial format, meaning some proposals were not able to be incorporated.

2.6 Existing and Potential Active Travel Demand

Existing and potential future active travel demand was analysed to understand how the RATSAP and the strategic active travel network can support these journeys. This incorporates:

- **Existing Active Travel Demand**: Including for commuting as recorded in the Census and observed cycle flows from LTA count sites.
- **Potential Future Active Travel Demand**: Supported by Census commuting data, desire lines between origins and destinations, and propensity to cycle.

2.6.1 Existing Active Travel Demand

Analysis of Census data showed the commuting patterns between different origin and destination points for various modes of travel. This data was used to highlight commuting demand for walking, wheeling, cycling, and riding and the resulting desire lines were mapped. Active travel commuting trips are focused within and around built-up areas, from nearby suburbs and villages. The greatest concentration of these trips can be found in Southampton, Portsmouth, and Brighton and Hove.

Cycling demand was also analysed for 2022 and 2023 (using the most recent available year), based on an average of count points provided by LTAs, supplemented with DfT road traffic statistics. The daily demand per 100,000 residents is highest in Reading, followed by Southampton and Brighton and Hove. In contrast, West Berkshire, Kent, Isle of Wight, East Sussex, and Hampshire have comparatively lower cycling demand. Overall, daily cycle counts in most LTAs are lower than the 2022 national and regional averages.

Walking demand data was also requested from LTAs but was not widely or consistently available. This is partly due to the challenges of data collection, as well as wider issues such as privacy concerns, the difficulties of observing pedestrian behaviour, and the resource requirement for this kind of data collection.

2.6.2 Potential Future Active Travel Demand

To assess future active travel potential, overall travel demand across the TfSE area was analysed using desire lines between different origins and destinations. The purpose of this was to capture demand for shorter trips which can be fulfilled by active travel alone, as well as medium length trips which may require another mode in conjunction with active travel.

Built-up areas along the south coast and on the border of London exhibit elevated levels of interconnection, highlighting a greater potential for active travel journeys in

these areas. There are also several areas within the rural central belt of the TfSE area that have a higher demand for short and medium length trips, including Basingstoke, Crawley, and Ashford. This demonstrates the importance of connecting people in lower density areas with the facilities and amenities they require and highlights the important role that public transport has to play to offer both local and regional connections.

The Propensity to Cycle Tool[viii] was also used to highlight areas with a high probability of mode shift to cycling based on trip distance, population, and topography. Based on Census data, there is generally a low propensity to cycle across the TfSE area, although it is higher within built-up areas primarily due to shorter travel distances required.

Analysis such as this can help pinpoint areas for targeted investment and infrastructure improvements to maximise modal shift and uptake of active travel.

2.7 LTA Active Travel Progression

An online survey was conducted to gather information from LTAs in the TfSE area on their current progress with and promotion of active travel in their area, as well as what they feel are the key barriers to this work. Using the survey results, an Active Travel Progression Model (ATPM) was developed to deliver a quantitative analysis of active travel policy and intervention progress across the TfSE area. The ATPM has been designed to be an auditing tool which can be used to identify where LTAs are on a spectrum of preparedness for supporting active travel uptake. The ATPM can also help to identify the gaps and activities that need to be prioritised for LTAs to make further progress. Seven elements were considered essential to effective and comprehensive active travel planning and implementation:

- **Active Travel Strategy**: Presence of a strategy and ambition for active travel, including targets, outcomes, and the proportion of built-up areas that are covered.
- **Active Travel Action Plan**: Presence of an active travel action plan, including ownership, timescales, delivery mechanisms, and costs.
- **Funding**: Recent experience of securing funding, including diversity of sources.
- **Delivery**: Progress with scheme delivery, internal planning, and delivery support from dedicated officers.
- **Design and Planning**: Establishment, adoption, and breadth of active travel infrastructure design standards, including if this is embedded in the planning system.
- **Engagement**: Extent and consistency of stakeholder and public engagement, including engagement inputs into decision making processes.
- **Data, Monitoring and Evaluation**: Extent and organisation of recent active travel demand data and presence of monitoring and evaluation processes.

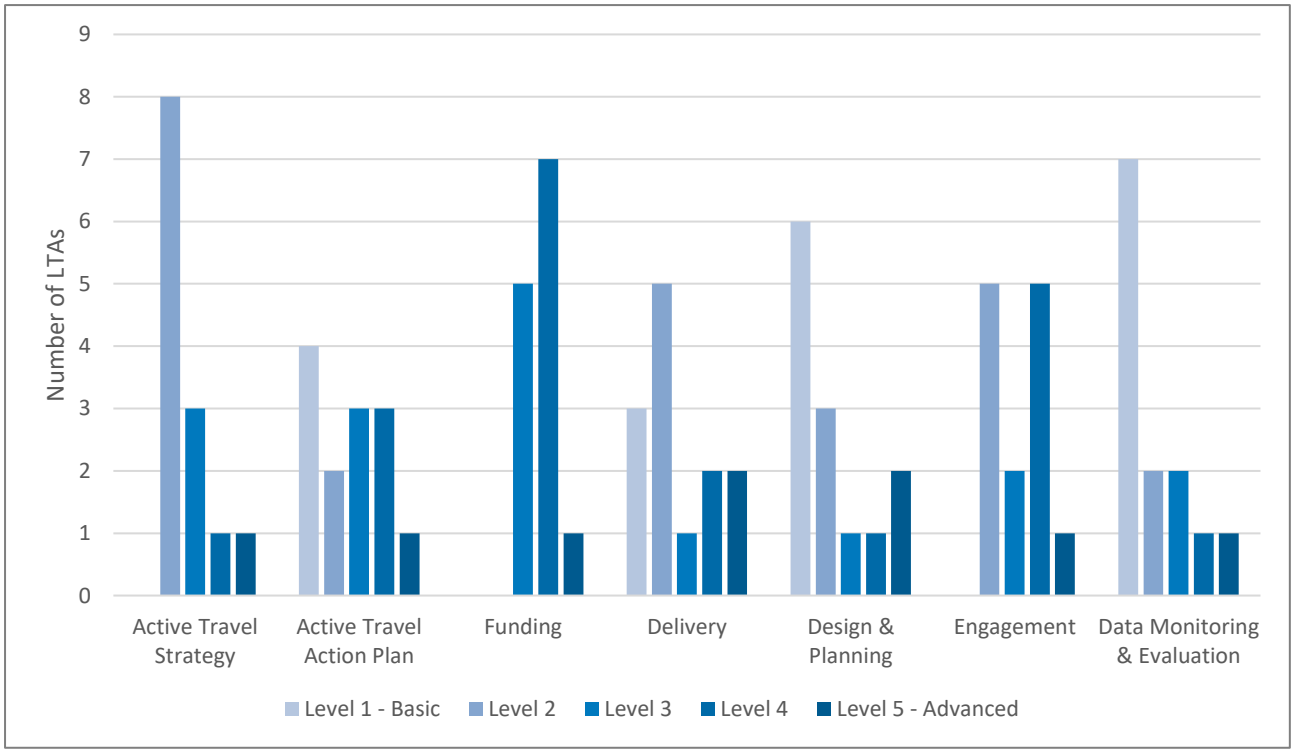
Each category was split into five levels (ranging from 1 to 5), where level 1 represents a basic standard, whilst level 5 demonstrates a more advanced level of development.

2.7.1 Active Travel Progression Model Results

Of the 13 out of 16 TfSE LTAs that responded to the survey, eight have active travel targets of some sort, while nine have some form of overarching active travel strategy or action plan. Key barriers to the delivery of active travel schemes were identified as funding, local community pushback, and political will.

The results of the ATPM are shown in Figure 2-2 and highlight LTAs' strengths in accessing funding and showcase extensive experience of engagement as part of the delivery of active travel schemes. However, written responses from LTAs identified funding and engagement as some of the biggest barriers to active travel delivery. In contrast, areas such as data, monitoring and evaluation, and design and planning were highlighted by the LTAs as weak points. The written responses noted that these areas could be supported by the development of the RATSAP by identifying gaps in data collection and bringing together data inputs from all LTAs to form a baseline to use as the basis for monitoring and evaluation of active travel progress across the region.

Figure 2-2: LTA Active Travel Progression Model Results by Level and Category



2.8 Key Challenges

- **Active Travel Progression Model:** The results of the analysis conducted using the ATPM show the progress with the development and implementation of active travel plans and infrastructure varies markedly across the TfSE area. This is particularly the case with the identification of future committed active travel schemes, with parts of the TfSE area not currently being not covered by an LCWIP.
- **Ambition versus Funding:** There is clear evidence of ambition to introduce active travel improvements across the TfSE area. However, the structure, availability, and the scale of the current funding sources means that they are not sufficient or fit for purpose. There is an opportunity for the RATSAP to support and add weight to previously identified schemes, such as those in LCWIPs, where they support the strategic active travel network.
- **E-Scooter Legislation Uncertainty:** It is unclear whether private use of e-scooters will be legalised in future. This creates a potential constraint in terms of the role of e-scooters within the RATSAP (e.g. in terms of enabling greater distances to be covered).
- **Potential Threats to Delivery:** Key challenges raised by LTAs in progressing active travel locally were local community pushback, funding, and political will. Particular concerns are associated with initiatives relating to road space reallocation and value for money when mode share is usually dominated by the private car. These present potential threats to the implementation of the strategy.
- **Local Data Provision**: Several data gaps exist that risk project delays and an inconsistency in evidence across the TfSE area, particularly for observed pedestrian demand. A more consistent, robust approach to active travel flow monitoring is needed to support the development of active travel schemes, and the monitoring of their outcomes across the region.
- **Socio-Economic Inequalities:** The correlation between Limiting Long-Term Illness, physical activity, and deprivation highlights significant socio-economic inequalities across the region. Tackling these disparities to improve health outcomes and quality of life for residents in these areas is a complex challenge that requires a range of solutions. Although the introduction of active travel infrastructure can help address these inequalities, it can only do so as part of a comprehensive package of measures.
- **Increasing Physical Activity:** Identifying barriers to physical activity where residents are less physically active will be essential, alongside implementing effective initiatives to increase activity levels. Like car dependency, this is a complex challenge that will require a strategy alongside the provision of active travel infrastructure.
- **Car Dependency:** Encouraging use of sustainable modes of transport for short journeys, particularly in areas with established car dependent habits, will require cultural and mindset shifts. Travel behaviour changes are not solved through the delivery of active travel infrastructure alone and will require other measures to accomplish mode shift. Although multi-modal journeys can be made easier and more attractive, there is still a challenge to shift habits from private motor vehicles to trips requiring public transport, multiple modes, and interchanges due to the embedded habits and perceived convenience of driving.
- **Conservation vs. Development:** Development policy or other regulatory restrictions (e.g. environmental, landscape, or other designations), may limit the ability to provide active travel infrastructure in some locations.

- **Balancing Safety and Mobility**: Achieving a balance between promoting sustainable transport options and road safety is paramount, as safety and the perception of safety are common barriers to the uptake of cycling and micromobility. This presents a challenge to ensure the network is consistently safe, well-designed, and well-maintained across the local areas and the region.
- **Network Gaps**: Lack of appropriate infrastructure in many areas presents a challenge. Future development of the network should consider the appropriate types of infrastructure, including incorporating natural surveillance, to maximise cycle use.
- **Confidence in Public Transport**: Sparse or infrequent bus services in parts of the TfSE area, as well as an ongoing pattern of service cuts, pose a challenge for integrating the bus network with the strategic active travel network.
- **Multi-Use Paths:** Leveraging and promoting multi-use paths that cater for various users (including pedestrians, cyclists, wheelers, riders, and e-scooters) can maximise active travel usage and future-proof the network (e.g. as micromobility trends evolve). However, there may be conflicting needs and design requirements between different user types, and multi-use paths may not be appropriate in all place types, especially where demand is greater.
- **Community Engagement:** Engagement with the community can present a challenge in gaining buy-in for schemes that may compromise other modes (e.g. road space reallocation) and good community engagement can be costly and time-consuming.
- **Low Propensity in Less Built-Up Areas:** Evidence suggests that low density areas have lower potential to shift to active travel, partly due to longer distances required and the sparsity of services and amenities in these areas. This means it may be more challenging to encourage behaviour change and deliver modal shift away from the private car in these locations. Greater integration with public transport services to provide multi-modal options will be required.
- **Infrastructure Adaptation:** Promoting active travel as a preferred mode of transport will require meaningful infrastructure investment, particularly in areas where infrastructure is currently lacking or substandard. Implementing these changes will require significant additional investment which presents further challenges given the current funding environment.
- **Behaviour Change Campaigns:** The provision of infrastructure alone will not change travel behaviour, as demonstrated by examples of poorly planned active travel infrastructure provision without accompanying promotion that have resulted in low active travel uptake. Implementing campaigns and behaviour change initiatives alongside the provision of infrastructure can encourage residents and visitors to consider active travel, support positive first experiences of active travel, and emphasise key co-benefits such as health, reduced traffic, and cost savings.

2.9 Key Opportunities

- **Local Active Travel Progression**: Most LTAs in the TfSE area have an overarching active travel strategy or action plan and there are 43 adopted LCWIPs or equivalent (and 21 LCWIPs or equivalent in development) as of September 2024. These include statements of local ambitions and opportunities for active travel, as well as identification of future schemes. The RATSAP can build on and further support this progression and encourage joint working across LTA boundaries.
- **Transport Strategy for the South East KPIs**: There are established active travel related KPIs (e.g. length of NCN), which have informed the RATSAP and for which the RATSAP can support delivery.
- **Ageing Population:** It is important to address the needs of the age distribution in the TfSE area, including an ageing demographic, through well-designed, safe, and accessible active travel infrastructure. Active travel presents an opportunity to prevent isolation and support physical and mental health benefits in the older population alongside other age groups.
- **Built-Up Area Infrastructure:** There is a higher proportion of active adults and closer proximity of services and amenities within built-up areas. There is an opportunity to further enhance this potential through the provision of active travel infrastructure and investment, to promote active lifestyles, and encourage a shift from private motor vehicle trips.
- **Socio-Economic Empowerment:** Evidence from development of the RATSAP demonstrated a correlation between deprivation and activity levels. As poor health is an indicator of deprivation, it can be addressed through improving physical activity levels in these areas. There are also several co-benefits, such as improving access to jobs and education, at little or no cost, for those without access to a car and therefore improving socio-economic outcomes. In addition, improving physical activity to prevent and improve poor health has the potential to save public money.
- **Natural Landscapes:** There are many designated areas of natural beauty in the TfSE area, including National Parks and Natural Landscapes. There is an opportunity to provide active travel access to and within these areas, for both residents and visitors, to promote physical and mental health benefits within these natural environments through walking, wheeling, cycling, or riding.
- **Multi-Modal Access to Key Facilities:** Many areas of the region do not have access to key amenities by active travel because of distance. There is therefore an opportunity for the RATSAP to integrate with the public transport network and multi-modal hubs to provide multi-modal journey opportunities, including those across LTA boundaries.
- **Local Economy:** An enhanced regional active travel network will support increased numbers of both resident, commuter, and visitor journeys that help support local economic growth. There is an opportunity therefore for the RATSAP to consider growth areas and key visitor attractions.
- **School-Based Schemes:** Utilising education facilities as a key hub to engage the younger population with active travel initiatives (e.g. cycle to school schemes; cycle training) will be an important mechanism for instilling positive behaviours and generating cultural change.
- **Leisure Routes:** There are several large-demand visitor destinations and attractions in TfSE area which present an opportunity for providing active travel access to these sites. This is beneficial for local communities and economies through attracting more visitors travelling more sustainably**.**

- **Existing Infrastructure and Plans**: Active travel infrastructure in the region includes local dedicated cycle infrastructure, PROWs, hiking routes, national trails, and the NCN. However, it has not been planned as an overall network leaving often disjointed or discontinuous links. This presents an opportunity to further develop and connect with existing and proposed infrastructure when developing a strategic active travel network.
- **Longer Distance Travel:** A strategic active travel network can support longer distance travel across the region. Longer distance active travel can better connect communities in rural areas to the facilities and services they need, as well as integrate with existing longer distance routes, such as the NCN and hiking routes, to further promote leisure trips.
- **Multi-Modal Integration:** There is an opportunity to integrate the strategic active travel network with the extensive bus, rail, and domestic ferry networks and hubs to promote and integrate first- and last-mile active travel solutions. This will reduce the need to rely on private vehicles for longer journeys and increase the range of options for people travelling sustainably. This will require effective planning to coordinate schedules, infrastructure, and wayfinding.
- **Micromobility Integration:** The strategy can support an inclusive strategic network that considers a range of modes, has a forward look on micromobility, and supports first- and last- mile journeys.
- **Targeted Intervention**: Identifying areas with existing and potential active travel demand offers an opportunity to target infrastructure in areas of high demand, thereby maximising opportunities and accelerating uptake. This includes new infrastructure provision or improving existing infrastructure.
- **Short Distance Trips**: Hotspots of demand for short (under 5km) and very short (under 1.5km) distance trips highlight areas of potential for active travel as a preferred mode of transport, especially in more urban or built-up areas. Delivering new and improved strategic active travel infrastructure to and from these areas will support making active travel the default choice.
- **Community Engagement:** Involving local communities in the planning and development of the strategic active travel network is key to understanding local issues and contexts regarding active travel. This presents an opportunity to engage with residents, leverage local knowledge, and help obtain buy-in from the community.

Further detail on the Baseline Stage is included in Technical Appendix A.

3 Regional Active Travel Network

Chapter at a glance

This chapter provides an overview of the Strategic Active Travel Network for the TfSE area and the methodology that was developed to identify the network.

3.1 Overview

The strategic active travel network identification methodology for the RATSAP was developed using work undertaken in Stages 1 and 2. Specifically, this was informed by:

- The aim and objectives of the RATSAP which were defined in collaboration with the RATSG in Stage 1.
- Challenges and opportunities identified in Stage 2.
- Feedback from the RATSG on the proposed methodology.

3.2 Key Principles

Several key principles were established to support the development of a methodology for the strategic network identification. These principles are based on findings from Stage 2 and discussions with the Steering Group.

- **High-Level Planning:** The strategic network consists of 'corridors', which have no fixed alignment and represent the intention to link two hubs together, rather than assuming specific routes. This high-level network of desire lines indicates where strategic movement for the region is. Specific alignments and designs of this network are not part of RATSAP as delivery of corridors are under local jurisdiction.
- **Strategic Destinations:** Following workshop outcomes with the Steering Group, six types of hubs were identified that are considered to be strategic destinations at a regional level. These destinations include employment, transport nodes (rail and bus stops), education, healthcare, tourism, and new developments.
- **Facilitating Active Travel:** Some of the strategic network is comprised of long-distance corridors. These corridors seek to address current gaps in the network at a local level, such as joining up schemes and services across LTA boundaries, as well as greater consistency in active travel facilities across the region. Longer sections of the network have the potential to support journeys of different lengths and by different kinds of active travel, including first- and last-mile journeys and integration with public transport.
- **Supporting Local Authorities:** There are a number of aspects of the relationship between the strategic network and the work being undertaken by local authorities that need to be borne in mind. These are as follows:
  - The strategic network is an aspirational and indicative network that will be updated as appropriate. The network does not take precedence over local plans for active travel but rather seeks to join up existing and planning routes across boundaries and highlight opportunities for future work.
  - The strategic network is designed to complement and support, rather than duplicate, the work being undertaken at a local level. The network seeks to support and connect areas where there are planned LCWIP routes, by providing connections between hubs that are not covered by an LCWIP and by joining up cross-boundary routes that may not otherwise be promoted by individual LTAs.
  - The strategic network is not a blueprint of specific routes or infrastructure for delivery but is intended to act as a guide for LTAs and delivery partners within the region to reference in their own plans, funding bids, and scheme delivery plans in the way which they feel it is most appropriate.

  - The strategic nature of this network means that it can be used to identify where joined up working could take place, as well as cross-boundary collaboration. As a regional body, TfSE will seek to support and encourage coordination between organisations where and when it is appropriate.
  - Some of the strategic network is comprised of longer-distance corridors. These corridors seek to address current gaps in the network at a local level, such as joining up schemes and services across LTA boundaries, as well as greater consistency in active travel facilities across the region. Longer sections of the network have the potential to support journeys of different lengths and using different forms of active travel, including first- and last-mile journeys and integration with public transport for multi-modal journeys.
- **Regional Active Travel Steering Group:** To reflect local priorities and challenges, there has been regular engagement with the RATSG at several stages of the process, using both group discussions and focused breakout workshops to gather feedback on the proposals, data sources, and methodology development.
- **Next Steps:** Further work will be required, in partnership with LTAs, to deliver the aim and objectives of the RATSAP. The strategic network will need to be responsive to changes, such as when routes are delivered by local authorities, there are changes in priority, and funding availability. The network identification methodology was therefore developed to be flexible, replicable, and support refinements and updates in the future.

3.3 Summary of Methodology and Outputs

The strategic network identification process was comprised of the following four tasks:

- **Task 1 – Destination Mapping:** Strategic destinations across the TfSE area were mapped, then divided into grid squares of 1km to reflect reasonable accessibility by active modes.
- **Task 2 – Hub Identification:** Clusters of different destination types and themes across the whole TfSE area were identified, which were aggregated and mapped to form strategic hubs.
- **Task 3 – Corridor Identification:** High-level strategic corridors were identified by linking together the strategic hubs identified in Task 2.
- **Task 4 – Accessibility Mapping:** Using Transport for the North's Transport Related Social Exclusion work[ix], nodes were identified which have low levels of access to transport and are at risk of being disregarded from the network due to size or available facilities and services. The paths of the nearest corridors were then updated to consider these nodes.

3.4 Identified Strategic Active Travel Network

Error! Reference source not found. displays the strategic active travel network for the T fSE area, including the location of strategic hubs, strategic corridors, and nodes. Further detail on the Network Identification Stage is included in Technical Appendix C. The RATSAP including the strategic active travel network, was circulated for comment prior to finalisation. A number of comments were received on the network and a number of changes were made to reflect these comments.

3.5 Next Steps

The following should be considered for the next steps for the initial network developed:

- **Existing and Planned Networks**: There is further work required to understand how the strategic network complements existing and planned active travel networks, including those proposed as part of the Strategic Investment Plan and in local active travel plans such as LCWIPs. There will be some strategic corridors identified that are provided already in existing plans in full or in part. This further work would ensure the corridor does not duplicate but instead join-up, align, and complement existing and planned active travel networks and plans.
- **Cross-Regional Corridors**: The TfSE area shares its boundary with England's Economic Heartland, Western Gateway, Transport East, and Greater London. Engagement is ongoing with these authorities to understand how any existing regional active travel work can be used to develop cross-regional strategic corridors between strategic hubs identified in the TfSE area and strategic hubs in these neighbouring areas.

Figure 3-1: Strategic Active Travel Network for the TfSE Area

4 Network Appraisal

Chapter at a glance

This chapter provides an overview of the appraisal framework used to assess the network, including the methodology adopted, its associated framework, data analysis, and assumptions.

4.1 Overview

Stage 4 sets out the appraisal framework and the results from applying this to the strategic active travel network. The methodology was developed using work undertaken in Stages 1, 2, and 3. Specifically, this was informed by:

- The aim and objectives of the RATSAP which were defined in collaboration with the RATSG in Stage 1.
- Challenges and Opportunities identified in Stage 2.
- The Strategic Active Travel Network identified in Stage 3.
- Feedback from the RATSG on a proposed methodology.

4.2 Approach

- **Objectives-Led Framework:** The appraisal framework has been structured using the RATSAP Objectives agreed by the RATSG. Appraisal metrics that assess the network were linked to these objectives to maximise alignment of the appraisal methodology and outcomes with the Objectives of the strategy.
- **Regional Active Travel Steering Group:** There has been regular engagement with the RATSG to develop the appraised network, using both group discussions and focused breakout workshops, to gather feedback on the developing framework and methodology.
- **Appraisal of Hubs:** The appraisal of the network focused on strategic corridors. The role of a strategic hub is to support the corridors through providing local active travel infrastructure that links users to the strategic corridors. There is limited value to strategic hub appraisal in the context of strategic network appraisal, as the purpose of the hubs is to indicate the presence of trip attractors and generators, rather than being part of the appraised network.
- **Evidence-Based Assessment:** Appraisal metrics use existing regional data and evidence to ensure an objective approach that is consistent across the whole TfSE area.
- **Active Travel Modes:** The appraisal framework has been developed to assess the network for all active travel modes (walking, wheeling, cycling, and riding). While some of the strategic network supports long-distance journeys, the purpose of the network is to facilitate connectivity along shorter distances and cross-boundary corridors, rather than encouraging active travel along the full corridor. This means that the network has potential to support a variety of active travel journeys, including first- and last-mile trips and integration with public transport.
- **Equal Weightings:** The consensus among the RATSG members was to not apply relative weightings to metrics or objectives in the appraisal framework. This means each metric within any objective, and therefore each objective, has equal importance in the appraisal of the network.
- **Deliverability:** Deliverability evaluation of the network is at a very early stage in understanding. It has provided additional high-level information about network elements for further consideration in future phases of RATSAP work. However, there are still many deliverability factors that cannot be properly assessed at this stage. Deliverability does not influence the appraisal of the network due to the high-level nature of the strategic network.

- **Appraisal Outcomes:** Assessment of the strategic corridors provides insight into how they perform against one another and why. The appraisal process does not seek to filter the appraised strategic network elements, rather compare corridors given the framework's objectives and deliverability criteria. Its outcomes are intended to provide indicative strengths and weaknesses of corridors in relation to objectives, and within a regional context. It is not intended to dictate or negate any local priorities.
- **Flexible Methodology and Next Steps:** The appraisal methodology has been automated where possible and designed to futureproof the framework and provide flexibility for future changes or updates. As a high-level network, the strategic network will need to be responsive to changes, such as when routes are delivered by local authorities, as well as changes to various factors including the deliverability of routes and whether there is an opportunity for collaboration on funding with transport network operators (e.g. National Highways, Sustrans, and Canal and River Trust).

4.3 Appraisal Framework Overview

The appraisal framework was comprised of two steps:

- **Step 1: Objective-Based Metric Assessment** – Each of the RATSAP's four objectives was supported by a series of metrics used to assess the strategic corridors. A score was calculated for each of the objectives, for each strategic corridor.
- **Step 2: Deliverability Assessment** – High-level deliverability criteria were used to assess the potential challenges and opportunities of infrastructure delivery associated with the strategic corridors. This provides additional information associated with the network but does not impact the appraisal scores.

4.4 Appraisal Outcomes

The strategic corridors were assessed using the developed appraisal framework. Table 4-1 summarises the average scores across all strategic corridors for each objective and in total. Strategic corridors, on average, score highest for Objective 1 and lowest for Objective 3 & Objective 4.

Table 4-2 summarises the number of strategic corridors associated with each deliverability metric assessed. The majority of strategic corridors have potential to be severed where they cross existing rail lines or the Strategic and Major Road Networks. There are some potential opportunities for collaboration with the Canal and River Trust (13 strategic corridors) and LTA partnerships (72 strategic corridors), but the majority of strategic corridors may have potential for collaboration with National Highways or the opportunity for funding associated with the Major Road Network.

Objective	Average Score*	Score Range*
Objective 1: Reduce Transport-Related Pollution & Emissions	2.2	1.5 to 2.8
Objective 2: Improve Health & Wellbeing	2.0	1.0 to 3.0
Objective 3: Inclusive & Accessible	1.8	1.0 to 3.0
Objective 4: Sustainable Growth	1.8	1.0 to 3.0
Total	7.8	5.8 to 10.0
***Out of a possible 3.0 for individual objective scores and 12.0 for the all-objectives score**		

Table 4-1: Average Objective Scores for Strategic Corridors

Theme	Metric	Number of Strategic Corridors*
Network Integration	Existing Active Travel Infrastructure	431 (with an average score of 2.0 out of 3.0)
Network Integration	Active Travel Plans	422
Severance	Strategic/Major Road	318
Severance	Major Watercourse	211
Severance	Rail Line	357
Collaboration	NCN	216
Collaboration	Strategic/Major Road	318
Collaboration	Canal and River Trust	13
Collaboration	Cross-LTA	72
Flood Risk	Flood Risk	147
Protected Landscape	National Park, Natural Landscape, Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area	308
***Out of a possible 429 strategic corridors**		

Table 4-2: Sum of Strategic Corridors Meeting Deliverability Metric Assessment Criteria

Further detail on the Appraisal Stage is in Technical Appendix C.

5 Action Plan

Chapter at a glance

This chapter presents the actions which are recommended to be taken forward, as well as an overview of how they have been developed.

5.1 Overview

A key outcome of this project is the identification of forward-looking actions aligned with the challenges and opportunities identified. The actions identified offer a mix of 'hard' and 'soft' measures to create a holistic programme of actions. These actions are framed for TfSE as the lead organisation, however collaboration and coordination with various partners and stakeholders is needed for the successful delivery of each action. Each action assigned partners and stakeholders to assist in further development with TfSE, which includes those who were engaged with as part of the development of the RATSAP and incorporates both national and regional level engagement and collaboration.

5.2 Approach

Following the collation of key challenges and opportunities, a list of potential actions was identified. These actions were presented to the RATSG to allow stakeholders to provide feedback and input. During this workshop, stakeholders discussed what actions would be most useful and helped clarify scope and applicability of actions. After revision and consideration, eight actions were identified. Table 5-1 summarises each action and its page number. The following information is included for each action:

- Action ID
- Action title
- Action description
- Locational context
  - Local: applicable for individual authorities
  - Regional: applicable for a wider area, either for the entire TfSE region or a subset of the region
  - National: applicable for the entire TfSE region and beyond
- Partners and stakeholders
- TfSE's role

ID	Action	Description	Page
1	Regional Active Travel Steering Group	Convening of key stakeholders from across transport and adjacent sectors to provide strategic direction and feedback on RATSAP delivery.	26
2	Funding	Improvements to active travel funding, including opportunities and availability.	26
3	Local Plans & Strategies	Up-to-date and cross-boundary consideration of local active travel plans and strategies for greater consistency and collaboration across the region.	27
4	Knowledge Sharing	Sharing of active travel resources, evidence, opportunities, and lessons learned to support consistency and efficacy across the region and beyond.	27
5	Data & Evidence	Enhance and expand upon data and evidence availability across the region to support active travel development and delivery, as well as future work streams.	28
6	Cross-Boundary Collaboration	Encourage cross-boundary collaboration of schemes to join-up work across authorities and achieve more cohesive and effective outcomes.	28
7	Network Delivery	Support local authorities through feasibility, development, and funding of strategic active travel corridors and hubs across the region.	29
8	Integration	Collaborate with operators on the integration of active travel within their services and schemes.	29

Table 5-1 Action Plan Summary

Action 1: Regional Active Travel Steering Group (RATSG)

Convene key stakeholders from across transport and adjacent sectors to provide strategic direction and feedback on RATSAP delivery.

Locational Context

Regional

Partners & Stakeholders

- Local authorities
- Central Government
- Relevant special interest and advocacy groups

TfSE Roles

- Revise the RATSG Terms of Reference and request invited members to opt-in their commitment.
- Facilitate three meetings a year, all held online with a desire for one to be held in-person.
- Establish reoccurring agenda items on:
  - latest announcements/developments of significance for the region
  - roundtable of current challenges in development and delivery, as well as opportunities for collaboration
  - progression of RATSAP implementation
- Identify and plan topical presentations, workshops, training, and/or site visits based on current RATSAP implementation and RATSG member input.
- Encourage collaboration and knowledge sharing across the region both during and outside of RATSG meetings.

Action 2: Funding

Improve active travel funding, including facilitating and encouraging funding collaboration, supporting funding applications, and seeking to address challenges with active travel funding.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Central Government

TfSE Roles

- Engage with Central Government on active travel funding, emphasising scale of ambition and funding gap.
- Disseminate funding opportunities and information to stakeholders, including through RATSG, the TfSE Centre of Excellence funding page, and other TfSE standing meetings where appropriate.
- Identify further opportunities for funding active travel, centrally and locally, including to support network maintenance and upkeep.

Action 3: Local Plans & Strategies

Up-to-date and cross-boundary consideration of local active travel plans and strategies for greater consistency and collaboration across the region.

Locational Context

Local

Partners & Stakeholders

- Local authorities

TfSE Roles

- Participate in local active travel plan and strategy development through stakeholder engagement (e.g. workshops, consultation).
- Facilitate cross-boundary coordination and collaboration where appropriate.
- Provide available data, insights, and best practice to support consistent and joined-up local plans and strategies.

Action 4: Knowledge Sharing

Sharing of active travel resources, evidence, opportunities, and lessons learned to support consistency and efficacy across the region and beyond.

Locational Context

Regional/National

Partners & Stakeholders

- Local authorities
- Central Government
- Other sub-national transport bodies

TfSE Roles

- Engage with the RATSG to identify active travel resource gaps, including available data and information.
- Collaborate with other sub-national transport bodies and Central Government on the development of new workstreams where appropriate.
- Regular review and updates of active travel content on the Centre of Excellence website to ensure information is accurate and useful.
- Identify and respond to requests for new content and workstreams (i.e. guidance, studies, tools, etc.) through the Centre of Excellence. Potential workstreams to explore, but not limited to:
  - Cycle parking guidance
  - Behaviour change guidance
  - Active travel engagement guidance
  - Study tours
  - Training
  - Webinars
  - Active travel image database
  - Regional Active Travel Quarterly Newsletter
  - Social media posts
  - Business cases

Action 5: Data & Evidence

Enhance and expand upon data and evidence availability across the region to support active travel development and delivery, as well as future work streams.

Locational Context

Regional

Partners & Stakeholders

- Local authorities
- Central Government
- Public transport and mobility operators
- Research organisations, academia, and universities

TfSE Roles

- Facilitate and support cross-organisation and cross-sector sharing of existing data.
- Engage with partners and stakeholders to understand requirements, challenges, data and information availability, and lessons learned.
- Collect primary data on a regional scale that can be used for policy development and funding applications.
- Explore development of a data management portal to support ease of access to and sharing of collected data.
- Explore development of guidance on data collection to improve consistency and reliability of data collected across the region.

Action 6: Cross-Boundary Collaboration

Encourage cross-boundary collaboration of schemes to join-up work across authorities and achieve more cohesive and effective outcomes.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Public transport and mobility operators
- Other sub-national transport bodies

TfSE Roles

- Highlight opportunities for collaboration and working across boundaries (including cross-regional) to local authorities and other relevant delivery partners.
- Support local authorities working collaboratively to develop actions for implementation, including sharing information, expertise, and best practice.
- Facilitate joint working and ‘buddy up’ local authorities who share similar typology challenges and opportunities.

Action 7: Network Delivery

Support local authorities through feasibility, development, and funding of strategic active travel corridors and hubs across the region.

Locational Context

Local/Regional

Partners & Stakeholders

- Local authorities
- Central government

TfSE Role

- Work to progress corridors and hubs across the region, including:
  - Support for local authorities with feasibility studies of strategic corridors and hubs to progress and develop the strategic active travel network.
  - Refresh the strategic active travel network when appropriate.
  - Engage with partners and stakeholders to continually refresh and deepen understanding of challenges and opportunities in active travel delivery.
  - Work with delivery partners to secure additional funding, such as with developers to support new developments.
  - Support the introduction of Mobility Hubs.

Action 8: Integration

Collaborate with bus and rail operators on the integration of active travel within their services and schemes.

Locational Context

Regional/National

Partners & Stakeholders

- Local authorities
- Central Government
- Public transport and mobility operators
- Research organisations, academia, and universities

TfSE Roles

- Encourage and facilitate cross-organisation collaboration for improved integration across public transport and active modes.
- Engage with partners and stakeholders to share insights across organisations and identify clear integration opportunities. Potential opportunities to explore, but not limited to:
  - Explore cycle parking and storage options with operators to support multi-modal journeys.
  - Encourage coordinated promotions of sustainable travel between operators and local authorities.
  - Identify opportunities for shared mobility hire schemes to compliment services, such as Brompton Lockers at railway stations.
  - Support pilot trials through identification of potential pilot projects and locations, as well as collaboration between authorities, operators, and institutions.

6 Conclusion

The development of the RATSAP has provided the TfSE area with a clear, concise, and evidence-based document that identifies key opportunities and challenges for developing a high quality, safe, convenient, and accessible active travel network across the region. It has been co-developed with stakeholders to:

- Establish the aims and objectives for the RATSAP to support its overall direction and purpose.
- Understand the current state of active travel in the region, including planning delivery progress by LTAs.
- Explore challenges and opportunities for active travel across the TfSE area.
- Develop a high-level strategic active travel network comprising of strategic corridors and hubs.
- Provide a catalogue of appraised strategic corridors alongside their respective scores and deliverability assessment outcomes.
- Develop an action plan to guide and progress active travel across the TfSE area.

The appraised strategic active travel network provides TfSE and its constituent authorities with a vision for regional active travel, highlighting where joint working will be required and beneficial. The action plan provides a menu of actions which respond to the challenges identified, which have been explored with the Regional Active Travel Steering Group. Engagement will continue to be a key part of RATSAP to build partnerships and collaboration, check and challenge actions, and maintain accountability as actions are progressed. The RATSAP ultimately seeks to uplift and unify active travel across the TfSE region.

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