

  
**46%**  
of low-income households  
don't have access to a car  
(source: green-  
alliance.org.uk)



Celebratory ride  
for the Active  
Travel Act begins

Left: Simon Ayre. Right: Alamy



**Transport**  
**PLAN FOR DRIVERS**

No, you haven't travelled back in time 30 years: the UK Government really has come up with a 'plan for drivers'. Proposals are less about driving and more about restricting councils' powers to introduce measures making cycling safer and more attractive for more people. Cycling UK wants to see a transport plan that provides better choices for us all. You can write to Rishi Sunak and we'll deliver an early Christmas card letting him know your views: [cyclinguk.org/TellThePM](https://cyclinguk.org/TellThePM)

**Cyclists' Defence Fund**  
**KEYHOLE BRIDGE VICTORY**

In March, Cycling UK took Bournemouth, Christchurch and Poole Council to court when it reopened Keyhole Bridge in Poole Park to motor traffic. (It had been closed in 2020 to stop people driving through the park.) We thought the decision unlawful, as the council didn't consider the relevant guidance. The council has conceded and has agreed to pay our costs, so people can use Poole Park without fear of rat-run drivers. ▶

**Wales**

**10 YEARS OF THE ACTIVE TRAVEL ACT**

While the UK Government is rowing back on active travel, Wales has something to celebrate, as **Gwenda Owen** reports

**T**he Active Travel Act in Wales had its 10th anniversary on 4 October. To celebrate we ate cake, rode our bikes, applauded Wales's politicians and discussed how we could ensure that the Active Act Travel delivers on its vision of walking and cycling becoming the normal choice for shorter journeys.

The Active Travel Act was and remains ground breaking. It places a duty on every local authority to plan and prioritise improvements to walking and cycling routes, creating a network by which people of all ages and abilities can get about without always having to resort to using a car.

Many of us who work and campaign for active travel improvements do, however, feel a little frustrated because the promise of the act has not yet been delivered. Some local authorities are making more progress than others, with joined-up networks being seen here and there, but it's patchy and progress seems so slow. Given the role that cycling has to play in addressing the climate emergency, pollution, transport poverty and pressures on our health services, it should be something that every local authority is prioritising.

The anniversary was a call to action as well as a celebration. We currently have cross-party

support for active travel in the Senedd, and Lee Waters MS is a committed deputy minister who has driven through significant change. But politicians move on, priorities can change and, as we've seen in England recently, support for active travel can falter.

To keep walking and cycling high up on the agenda of our local and national politicians we need them to understand what a good active travel network offers. It's not just about the bike – it provides better transport choices, cleaner air, nice places to live, work and play, easy access to shops and services, and it enables our children to move around their communities without fear.

We campaigners have a crucial role to play in trying to ensure that politicians in Wales continue to do the right thing. Political cycles and positioning being as it is, we can't be complacent. Now more than ever we need to strengthen the call for continued investment and commitment to create an active travel network that works for all and that gives people real choices about how they travel.

This is why it's so important that we grow grassroots support and develop a diverse network for people who feel able to advocate for cycling in all sorts of ways. See [cyclinguk.org/cycle-advocacy-network-resources](https://cyclinguk.org/cycle-advocacy-network-resources).