

ENCOURAGING ACTIVE TRAVEL ON THE ISLE OF MAN

CONSULTATION ANALYSIS



Isle of Man
Government

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1. Introduction

- 1.1 The Department of Infrastructure launched a consultation exercise entitled "Encouraging active travel for the Isle of Man" between 31 July 2017, and 25 September 2017. A total of 379 responses was received.
- 1.2 In general, many of the responses were supportive of the proposed work by the Department and agreed with most of the proposed definitions. There was however some criticism of the proposed work mainly in relation to the proposed scope. This Consultation report will consider each question in turn and analyse comments received in relation to those questions. A summary of the responses by questions asked and a high level summary is provided in Appendix 1.
- 1.3 The work on active travel is being led by the Department of Infrastructure in close collaboration with the Department of Health and other colleagues across Government. It forms one of the objectives from the Programme for Government and contributes towards the Island being a special place to live and work. The Department intends to use this consultation and analysis process to help formulate an action plan. The action plan will identify objectives from across Departments, for example health and fitness targets, and these will be attributed to measures of health for example health and wellbeing, general fitness, lowering levels of obesity etc.
- 1.4 It is acknowledged that active travel will not apply to everyone, nor would it be appropriate for all. There are many barriers across the Island which can impede on an individual's ability to choose walking or cycling instead of motorised transport for some of their journeys, and many of these cannot be overcome as part of this initiative. There is also an individual's choice as to whether they wish to travel by car or by walking or cycling. However, it is hoped that as part of this work, that an action plan could be formulated which will make it easier for those people who have the opportunity to choose to, to travel actively for their everyday journeys of necessity.

2. Definition of active travel

- 2.1 The Department proposed the following definition of active travel and asked if respondents agreed with it - *for the purposes of this work stream, active travel is defined as walking or cycling as an alternative to motorised transport (cars, buses,*

motorcycles etc) for the purpose of making everyday journeys. The Department is proposing that the terms "walking" or "walker" will be used as a generic term to include running as well as non-motorised users for instance wheelchairs, electric wheelchairs, mobility scooters and other mobility aids.

- 2.2 A total of 367 respondents answered this question, 333 (87.86%) agreed, 34 (8.97%) disagreed. 12 respondents did not answer this question and 89 comments were received.
- 2.3 The additional comments submitted by respondents were varied. Some suggested that the definition be broadened to include electric bikes as non-motorised transport (which should be defined along with the term cyclist) while some questioned why electric wheelchairs and scooters were included within the definition as non-motorised vehicles. Others proposed that the definition should include any activity that is propelled by an individual (including pushchairs, wheelchairs, blading, scooters, and other self-propelled devices).
- 2.4 There were a number of comments received which included reference to public transport, suggesting integrating active travel with public transport to create an Island-wide joined up travel policy and querying whether walking or cycling to public transport could be considered as "active". The proposed definition of an active travel journey will accommodate walking or cycling activity to public transport for part of a person's journey and how to integrate active travel with public transport will be considered as part of the action plan.
- 2.5 Several comments were received in relation to the purpose of the active travel journey. The Department has proposed that active travel incorporates a purpose for that journey, whether it is for work, or travelling to schools or other facilities. Some of the comments question why the proposed definition is limited to such journeys suggesting amendments to this, as well as questioning why walking and cycling for recreational or leisure journeys or for exercise purposes were not included as part of the definition. It was also suggested that it could be redefined to "active work travel" and just apply to work journeys being undertaken by walking or cycling.

- 2.6 There were also a number of comments received which suggest that more consideration should be given to disabled and older people. This demographic group may not be able to undertake active travel journeys because of physical conditions and restrictions (including walking with aids or visual impairment), but for those who can, and choose to, it is hoped that the measures proposed as part of this initiative could help facilitate their choices.
- 2.7 A small number of comments received questioned the work being proposed for active travel by the Department. While some were constructive and suggested additional measures which could be incorporated, others questioned the overall purpose and reason for this work. To clarify, this work forms part of the Programme for Government, and as such, is a priority for this administration. The Department of Infrastructure is leading on this work, in close collaboration with other Departments, primarily, the Department of Health and Social Care. Through the work the Department is doing, there are a number of target groups which could benefit from additional support and encouragement to increase the level of activity they currently are able to undertake. By identifying barriers to participation for active travel for such journeys as proposed, the Departments will work collectively to prepare an action plan which, when implemented, could help some of these people overcome these barriers, and facilitate their active travel journey choices. The Department of Infrastructure is not proposing that this is compulsory for all residents. It is an individual's choice to participate, or an employer's opportunity to offer such choices for employees. It is acknowledged that there are many other restrictions and barriers that may make it difficult for individuals to participate in active travel if they wanted to, including time restrictions, costs, weather, distance, topography, childcare issues and other logistical arrangements that may make it not possible as a means of travel.
- 2.8 There were also some comments made in relation to budgets, both for supporting and opposing the scheme. It is hoped that any works required to implement the action plan will see a benefit returned to those individuals choosing to incorporate active travel into their daily journeys, and ultimately these benefits may be reflected in improved health statistics for those of the Island's population wishing to engage with it.

2.9 The Department has carefully considered all of the consultation responses received in relation to the proposed definition of active travel and proposes to include the following definition into the final strategy document: *active travel is defined as walking or cycling (including the use of electric bicycles) as an alternative to motorised transport (cars, buses, motorcycles etc) for the purpose of making everyday journeys. The Department will incorporate terms such as "walking" or "walker" as a generic term to include running as well as non-motorised uses for instance wheelchairs, electric wheelchairs, mobility scooters and other mobility aids, scooters and other means of self-propulsion.*

3. **Definition of an active travel journey**

3.1 The Department proposed the following definition of an active travel journey and asked if respondents agreed with it - *the Department is proposing that an active travel journey is one to or from a workplace or educational establishment or to access other services or facilities. It could cover for example short-distance commuting, travel to school, shops, leisure facilities etc. Such a journey must connect to facilities and services and be suitable for utility, everyday journeys. It does not cover routes or sections of routes that are just used for leisure or recreational purposes. Active travel relates to journeys of necessity, rather than journeys of desire. It is also possible to consider journeys which may include an element of active travel where it is not possible to undertake the whole of the journey by these means.*

3.2 A total of 367 respondents answered this question, 327 (86.28%) agreed, 40 (10.55%) disagreed. 12 respondents did not answer this question and a total of 70 additional comments were received.

3.3 A number of respondents who agreed with the Department's proposed definition supplied additional comments which related to considering (and defining) the terms services / facilities and proposed broadening this to include other journeys for example trips by children to youth clubs or to any public / private social event. Some suggested that the incentive should focus on getting people to do something they would not normally do on a regular basis and to encourage the regular use of cycling and walking so that it forms part of everyday life. It was further suggested that the definition of an active travel journey should simply be the physical activity of

commuting or getting from A to B whilst another suggested that an active travel journey is one where the individual participates physically to move themselves on foot or bicycle or other similar active means, irrespective of the purpose of the journey.

- 3.4 Other respondents asked for the consideration of the active component of a journey – some asked for the proportion of the total journey carried out by walking or cycling to be qualified in percentage terms, some asked for the reference to “short-distance commute” within the consultation document to be clearly set out and to confirm that an element of walking or cycling to get public transport would be considered as active travel. This could also impact on the person undertaking the active travel journey as there were concerns about physically or visually impaired persons being able to participate.
- 3.5 Many comments were received from respondents who did not support the Department’s proposed definition of an active travel journey. These responses suggested including all walkers and cyclists and all their journeys, as well as fitness journeys as part of this definition. Some respondents reported that the proposed definition was too restrictive where it seems that the traveller appears to have to be in work or in education in order to participate while others felt the definition should include journeys when people choose active travel for enjoyment and health benefits.
- 3.6 The Department is keen that the definition relates only to journeys that are made for a purpose. Cycling and walking for recreation and leisure will be covered as a broader piece of work. The purpose of this work on Active Travel is to encourage more journeys that are currently made by car or wholly on public transport to become more active. This would either be for part of that journey or for the entirety of the journey. As such, as a consequence of the consultation exercise, the Department proposes the following revised definition of an active travel journey:
an active travel journey is a journey for a purpose. It is a journey which replaces a trip normally undertaken by motorised means. It is also possible to consider journeys which may include an element of active travel where it is not possible to undertake the whole of the journey by these means.

4. Do people currently travel actively?

- 4.1 The consultation asked respondents to state whether they currently travelled actively, and if they did to state if was by walking or cycling. The purpose of this question was to better understand if those responding were already engaged in active travel (and if so, how do they travel), or if these were people who were not travelling actively.
- 4.2 A total of 365 people responded to this question with 15 not directly answering. Of those who responded, there were a number of responses which could not be considered as part of this analysis, namely because they did not specify the method by which they travelled actively (i.e. walking or cycling), although it is acknowledged that they had answered "Yes". It was also necessary to discount several responses which stated a respondent used electric bikes or cars as their mode of travel as this does not fit within the proposed definition for active travel upon which this consultation was based.
- 4.3 Of those respondents who answered "Yes" to travelling actively (225 or 59.37%), there were 191 useable responses. Of these, 67 responded that they walked, 84 cycled and 40 travelled by both means.
- 4.4 This has provided the Department with an overview, in terms of responses from this consultation, as to the total number of respondents who do currently travel actively.

5. The long-term vision for active travel on the Isle of Man – We asked

- 5.1 The Department proposed that the long-term vision for the Isle of Man is to *be an Island where cycling and walking are normal and realistic transport choices for people of all ages and abilities.*
- 5.2 A total of 367 responses was received to this question, with 310 (81.79%) agreeing, 57 (15.04%) disagreeing and 12 respondents not responding. There were 135 comments received in relation to this question.
- 5.3 While there were many comments which supported the proposed long-term vision, and the benefits it could bring about, there were a number of comments which suggested that the targets could be more ambitious, that these levels should be

higher and bolder. Conversely, there were many comments which did not agree with the proposed target levels, saying that were far too high and not achievable.

- 5.4 There were comments received in relation to concerns over safety in general on our Island's roads, both in terms of the safe travel along the roads (suggestions include increased maintenance required for these roads and footpaths for pedestrians) as well as behavioural issues with both cyclists and drivers. As part of the forthcoming action plan, it is likely that the Department will consider educational programmes for all road users which should help identify and address some of the issues.
- 5.5 There were also many comments suggesting that there should be a separation of cyclists and cars along the roads, many calling for identified cycle lanes to be provided. However, others commented that the roads are too narrow here to sufficiently accommodate cycle lanes, and acknowledged that there is limited space within which improvements could be made.
- 5.6 Many respondents made comments relating to barriers, including comments regarding the weather, limited available time, distance to travel and the topography of the Island, concerns for the ability of the elderly and less physically mobile to participate, as well as those travelling with children (or shopping) in addition to the issue of childcare as a hindrance to this incentive. The Department recognises that many of these barriers exist for many circumstances, and acknowledges that travelling actively will not be a viable option for everyone all of the time. However, the Department is hopeful that the results of this consultation, the resultant action plan and strategy supported by the appropriate evidence base will present further opportunities for willing participants who want to substitute some or all motorised vehicle journeys for bikes and walking.
- 5.7 In response to comments received in relation to the targets proposed by the Department as part of the consultation, further evidence was considered. The Department used baseline information from the 2011 Census (which took place 27/28 March 2011) which asked respondents (Q20) *How did the person travel to work last week* and options included travelling on a pedal cycle and on foot.

- 5.8 The Department appreciates that this data is for one week only, and as such, felt it necessary to understand what the weather was during this time as it most likely will have had some impact on the way in which the question was answered. The Department confirmed that the weather for this week was very pleasant for March, dry, often sunny and double figure temperatures. This good weather will have undoubtedly affected the results returned which included a total of 6,143 (14.2¹%) persons travelling actively. Of those, 5,737 travelled on foot and 406 on pedal cycle. This question returned data on people who were in employment travelling to work only.
- 5.9 The Department then considered the relevant results from the 2016 and 2017 Social Attitudes Surveys² which sought to understand public attitudes on a wide range of issues. The Department was particularly interested in questions which asked respondents to describe their primary mode of transport to work and how respondents travelled to work by region. These results are shown in the tables below.

¹ Regrettably this was misreported as part of the consultation report, where the Department reported it as 14.1% instead of 14.2%.

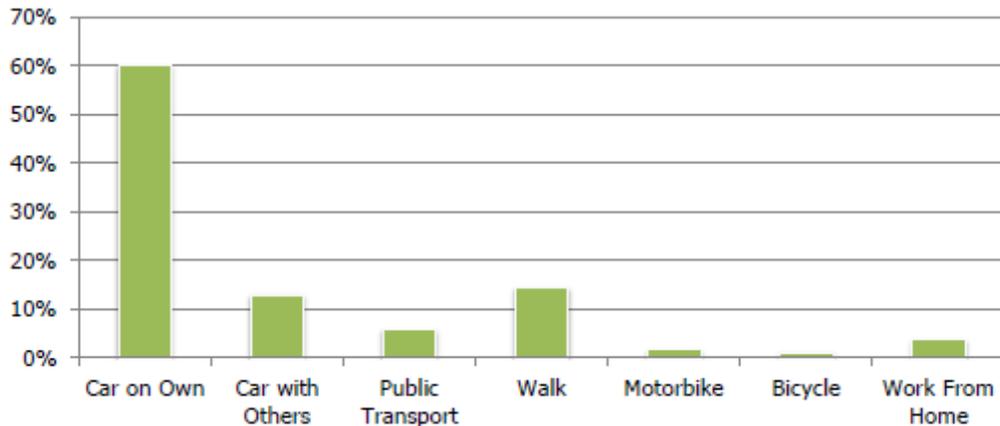
² <https://www.gov.im/media/1352363/2016-06-15-social-attitudes-survey-final.pdf> page 17 & 18

Figure 1: 2016 Social Attitudes Survey Results

Travel to Work

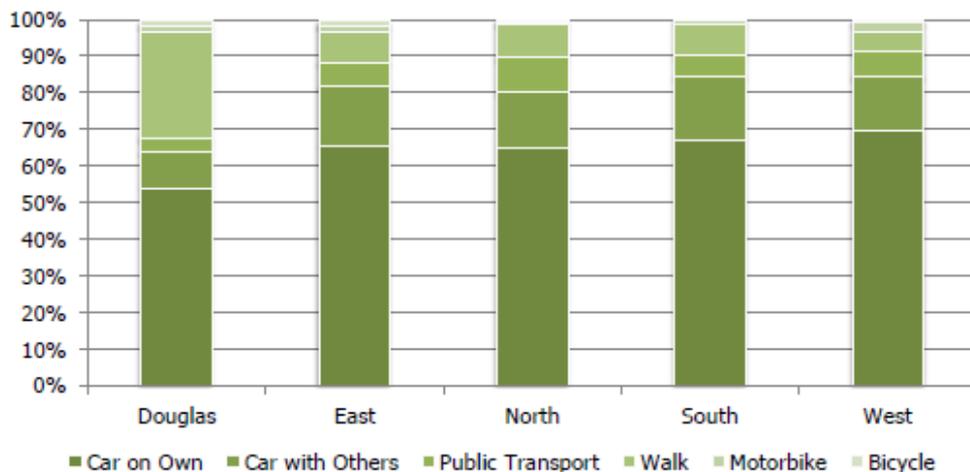
When asked about how they travel to work, the majority of individuals that were employed (60%) indicated that they drove to work on their own. 14% walked, whilst 13% car shared.

Figure 19: "How do you travel to work?"



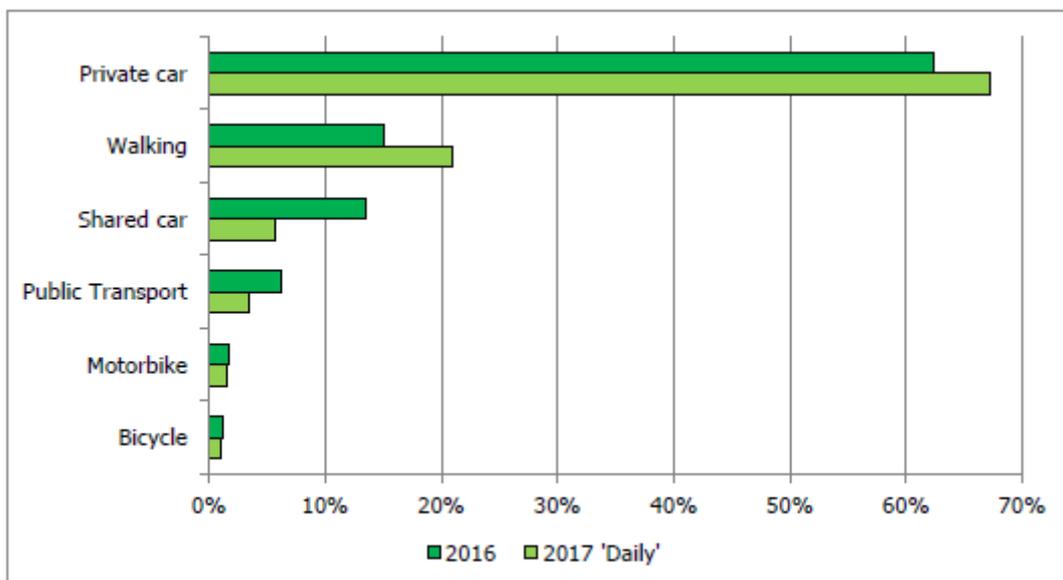
Those who resided in Douglas were least likely to travel to work by car, at 62% of respondents, but there were no other significant differences between other regions, which varied between 75% and 82% of individuals. The only other significant difference was the increased tendency for those living in Douglas to walk into work, at 28% of individuals, whereas other regions had between 5% and 9% of individuals walking to work.

Figure 20: "How do you travel to work?" By region



5.10 The 2017 Social Attitudes Survey expanded on the questions asked in the 2016 Survey to better understand the frequency of various modes of commuter transport. Summary comparisons between the two slightly different sets of questions are made by comparing 2016's primary mode of transport, to the mode of transport described in 2017 as 'Daily'. Respondents to the 2017 survey are reported to have been slightly but not significantly more likely to travel to work in a private car (+4% in 2017), and less likely to travel in a shared car. There has been a 6% reported increase in the proportion of respondents who walk to work, and a decline in the proportion that travel by public transport (6% in 2016 to 3% in 2017)³. This is shown below.

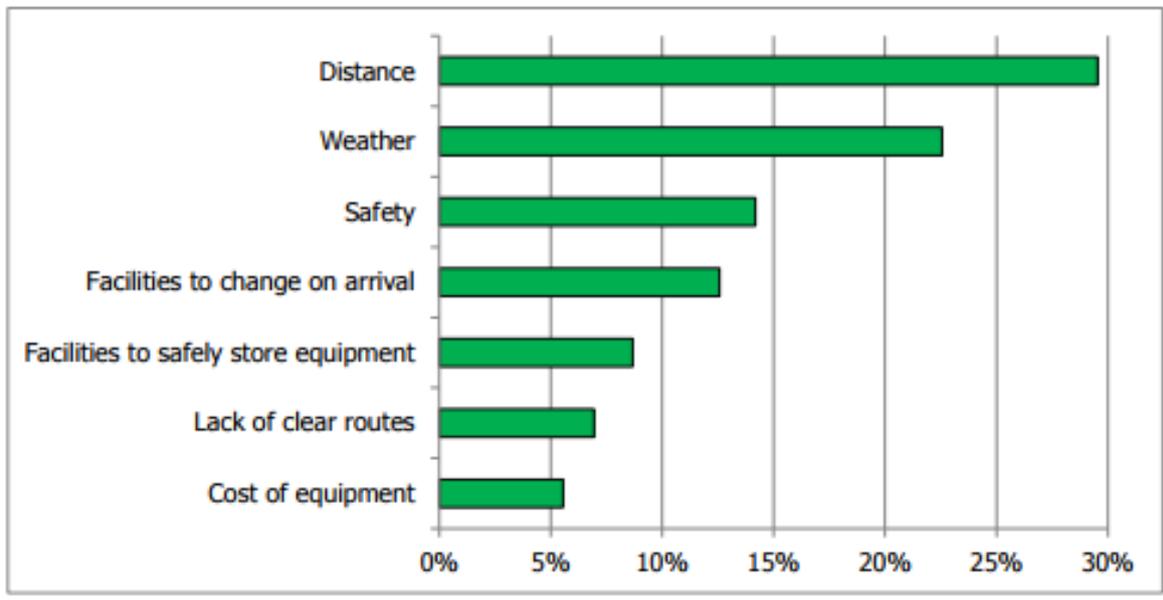
Figure 2: Travel to work 2016/2017



5.11 The 2017 Survey reports that respondents who did not walk or cycle to work were asked what things prevent them from doing so. Distance was quoted as the most frequent response (30%), followed by weather (23%). One in seven respondents indicated that safety was a barrier to active transport and a similar proportion stated that they lacked facilities to change clothing upon arrival at work. The least frequent response was a lack of clear routes (7%). These responses are consistent with many of those received as part of this consultation.

³ <https://www.gov.im/media/1358038/iom-social-attitudes-survey-2017-report.pdf> page 69

Figure 3: Reasons why people did not walk or cycle to work



5.12 It is important to note the limitations of the Social Attitudes Survey dataset. The Survey uses the 2016 Isle of Man Census data as a frame and is weighted post-hoc on the demographic factors of sex, age, and place of residence to provide a proportionate and representative picture of the Island’s population on those characteristics. However, there are numerous other factors which may influence survey results. The voluntary sample for Social Attitudes 2017 included a disproportionate number of residents with higher levels of education, and the Economic Affairs Division of the Cabinet Office presumes that the sample therefore includes higher median incomes than would be found in the general population. As such, the social attitudes survey is not wholly representative of the Island’s population in relation to transportation.

5.13 In terms of data, the 2016 and 2017 Social Attitudes Survey provide the Department with some information relating to active travel. Future iterations of the survey could incorporate additional questions to enable further comparisons in terms of the number of respondents walking or cycling to work. These will be prepared in collaboration with colleagues, particularly Public Health, and submitted to Cabinet Officer for inclusion in future surveys.

5.14 Having considered the additional evidence, the Department still feels that the initial target of 20% by 2020 is realistic and achievable. The Department has considered

that following this initial target set for 2020, an increase of 10% of the initial target per year (using the baseline total from the 2011 Census) could be achieved. This is shown in Table 1 for the five years after the initial target date of 2020. Annual monitoring as part of the action plan would assist with this as the Department would have the real numbers of people travelling actively and could then set measures to achieve the 10% increase. It may be necessary to revisit these targets based on the monitoring of these numbers following implementation of measures to be introduced through the action plan alongside any further evidence obtained through future surveys. The Department will also consider the results from the 2021 Census and intervening Social Attitudes Surveys and will reconsider these targets as necessary.

- 5.15 The Department appreciates that not everyone could or will want to change from motorised to active travel. Overall, the Department is hoping that there will be an increase in at least 6,797 people (from the 2011 baseline or corrected against the 2021 Census data) choosing to travel by non-motorised means by 2025. Consequently, if the Department is able to meet these targets, there will be a knock on effect which will hopefully also result in the reduction in the number of journeys being made by motorised means.

Table 1 Targets for increasing number of people travelling actively

Year	Total travelling to work (based on 2011 census)	Actual travelling actively	% travelling actively target
2011	43,134	6,143	14.24
2020		8,626	20 (estimate)
2021		9,489	22
2022		10,352	24
2023		11,214	26
2024		12,077	28
2025		12,940	30

6 Benefits of active travel on the Isle of Man

- 6.1 A total of 239 responses was received in relation to this question. These have all been considered and summarised below.
- 6.2 The Department outlined that there were a number of benefits which it considered could be achieved from encouraging active travel on the Isle of Man. Many agreed

with the benefits particularly in relation to the wider health benefits; the impacts that active travel could have on individuals (including children travelling to school), making them healthier, more efficient, better for their wellbeing, and as a much less stressful way of travelling which could result in employees taking fewer sick days off from work.

- 6.3 In addition, many cited cost savings to the NHS as a result of a healthier, more active population including savings specifically in relation to obesity, diabetes, asthma and heart disease. A reduction in vehicular movement may result in a reduction in congestion, and therefore better, cleaner air quality as a result of lower emissions⁴ with less noise.
- 6.4 Some comments were received suggesting that active travel could facilitate and foster social interaction between participants and could make travel much more sociable, including walking with colleagues to meetings during work.
- 6.5 Other benefits identified included the possibility of an enhanced tourism offer in terms of identified walking and cycling routes, the improved signage of such routes as well as these routes possibly being more direct (and quicker) than those current journeys must pass along. Several respondents also suggested that there could be a number of business opportunities across the Island in terms of increased bicycle sales, as well as the provision of other facilities including showers, secure bike storage and other convenience outlets (cafes, vending machines).
- 6.6 In addition to the benefits identified above, the issue of car parks and car parking in general was listed by several respondents. Firstly, some felt that it could be possible to create a park and ride / ride and drive scheme which could remove some of the demands on parking in Douglas where parking can, at times, be limited. Such a facility could also provide a secure lock up for bicycles while also providing an option for some people to drive to break up their journey particularly if it is too far or too hilly for them to complete it all on a bicycle or foot.

⁴ This measure may only be relevant for a limited time should the Island aim to promote the use of electric vehicles, which will ultimately have zero (or close to zero) emissions.

- 6.7 Other comments received in relation to car parks included that should there be a significant reduction in journeys being made by cars, there may not be the same requirement for so many car parks within Douglas; some of these areas could be given over to green spaces or provide opportunities for their reuse, there may be fewer cars parked on roads, and there could be an economical benefit for employers who may not have to continue paying for car parking if employees are choosing to travel actively.
- 6.8 Conversely, there were many comments received from respondents which highlighted their perceived disadvantages to encouraging active travel on the Isle of Man. Some of these comments which have been reported above include that it is not always suitable or appropriate for some elderly or those with limited physical mobility to walk or cycle or for those with additional limits on their time. Roads were also cited as not being wide enough to accommodate additional cyclists (and / or dedicated cycle lanes) and this may cause additional congestion and frustration amongst drivers, that it is not always possible to carry shopping etc whilst on a bike, and that footpaths and roads need to be better maintained but this also has a cost implication for the Department.
- 6.9 The Department is committed to delivering an Active Travel Strategy as part of the Programme for Government, and as such, a small budget has been set aside to assist with this. The Department will now prepare an action plan that will include provision for regular monitoring of the impacts made. This will also include a consideration of the financing of the proposals within the action plan to determine whether the money being invested is making a positive impact or not.

7. Consideration of the overarching principles

- 7.1 The Department proposed the following as the overarching principles as part of the consultation:
- enable more active travel by creating a safe, convenient and effective active travel network for people to use; and
 - encourage and promote a shift of choice to active travel modes for every-day, functional trips.

- 7.2 Three hundred and sixty seven responses were received in relation to this question; 329 (86.81%) agreed with the principles, 38 (10.03%) did not, 12 respondents did not complete this question and 120 additional comments were received (86 from respondents who answered "yes", 34 from those who answered "no").
- 7.3 The additional comments received have been analysed and the key points raised within these comments will now be summarised.
- 7.4 Many responses raised concern over safety on the roads for both cyclists and pedestrians. Some said that the road and traffic laws are not protective of walkers and cyclists, that the Highway Code should be changed to incorporate safe passing distances, that there should be better legal enforcement of this and that better education is needed for all road users. Some respondents felt that by improving road education there may be a greater level of respect for cycling and cyclists. Others felt that by encouraging more people to cycle and to walk a greater level of acceptance of these modes of travel may result. This education should also include educating / reminding cyclists that they are not permitted under the Highway Code to cycle on pavements, something which is of concern to some people.
- 7.5 Numerous responses received called for the separation of cyclists on the roads, with some suggesting the separation of all mechanical and non-mechanical transport. As part of these separation comments, many suggestions were received in support of using the Peel – Douglas old railway line. This route was also proposed to form part of a much needed network of routes.
- 7.6 Some respondents stated that increased numbers of bikes on the road will lead to greater levels of congestion resulting in greater numbers of cars travelling more slowly and creating bottlenecks leading to frustrated drivers.
- 7.7 A number of general comments were provided including that any scheme needs to be more practical and better implemented, that there was a need to discourage non-active means of travel, that there should be monetary penalties or incentives to encourage people to travel actively, and that the Department should actively encourage participants rather than punish those who do not wish to engage with active travel.

- 7.8 A minority of negative comments received questioned why there was a need for the Department to pursue this, that no more routes were required, and how there were many other Government priorities that respondents felt should be pursued rather than the promotion of active travel. Others opposing the work stated that it was patronising and impractical, that the DOI should be supporting motorists and no clear cost benefit analysis had been presented.
- 7.9 A number of additional barriers to those previously identified by the Department were raised by respondents including the lack of facilities at work places (shower facilities, drying rooms and secure bike lock ups etc), the quality of highways and footpaths, the impact of the weather and the seasons in enabling active travel, trying to achieve a work life balance, expenses associated with active travel (more specifically related to cycling), working patterns including start / finish times, locations and requirements of jobs.
- 7.10 The Department has carefully considered all of the consultation responses received in relation to the overarching principles and proposes to finalise these within the strategy in collaboration with colleagues across Government.

8. Key issues

- 8.1 The Department proposed that the preparation and delivery of an action plan would focus on a number of key issues including;
- infrastructure provision;
 - behaviour change and improved education;
 - a network of routes for people to walk and cycle on; and,
 - partnership working and delivery.
- 8.2 Respondents were asked if they agreed that these key issues should form the basis of the action plan. A total of 367 responses was received, 312 (82.32%) agreed with 83 further comments being made while 54 (14.32%) of respondents did not agree, and submitted a further 53 comments in relation to this. There were 13 respondents who did not answer this question.
- 8.3 Following the comments received, the Department will include as part of the strategy:

- clarification that the action plan will apply for the whole of the Island; and,
- explanation of how the Department determined that a 2.5 mile radius around Douglas would be used.

8.4 Returning to the analysis of this question, those respondents who agreed with the question raised a number of topics, including that there should be better education and communication of that education for all road users as well the need for a behavioural or attitude change principally from road users towards cyclists, and the need to improve infrastructure, including the possible creation of cycle lanes which should be separate to the roads, improved signage, the improvement of road / path surfaces and the cutting of vegetation.

8.5 A number of responses received proposed that there should be more discouragement of car journeys, that there should be more encouragement from firms prioritising their car parking arrangements for those travelling from out of town parking as well as more positive incentives.

8.6 Further suggestions include the need for better facilities to be provided, both publicly and by private firms, to further encourage people to walk and cycle to work as well as many comments received in relation to the use of the Heritage Trail from Peel to Douglas.

8.7 Finally, several comments were received in relation to the legalities of cycling and walking, including safety inspections for cyclists and walkers and issues relating to insurance and liability on cars for accidents.

8.8 Many of the additional comments submitted by respondents who did not agree with the question were of similar sentiment, and included comments relating to:

- the cost of the work / project and whether a cost benefit analysis has been carried out;
- the consideration all of the barriers for people cycling or walking to work and consider how to minimise the impact – this will be done once the data received as part of the Health and Lifestyle survey conducted by Public Health has been released. This data is expected to be available in the early part of 2018. This survey did ask respondents about any barriers, and as part of the

work to prepare the action plan, the Department will consider how best to address these;

- lack of infrastructure in terms of bicycle storage and appropriate walking routes;
- consideration of a reduction in VAT on bikes and cycling accessories to make cycling more affordable for everyone;
- the physical nature of the Island's roads being too narrow and dangerous to have cars and bicycles travelling along them;
- a need to improve driver education;
- ensuring that any proposals do not inhibit or restrict the Island's roads for car users; and,
- how best to resolve any disputes between users, for example within towns.

8.9 The Department will further consider all of the comments made in respect of the key issues that were proposed and determine how best to resolve any conflicting issues. The Department will finalise the key issues within the strategy and will ensure that this work aligns with the future work of Public Health in relation to active travel.

9. Achieving the long-term vision

9.1 The Department asked *is there anything that should be included within the action plan to assist the Department in meeting its long-term vision for active travel?*

9.2 A total of 264 comments was received to this question, many of which had been received in response to previous questions. These are listed in broad themes below with more detail provided for each theme in Appendix 2:

- education;
- roads and pavements;
- infrastructure;
- financial incentives;
- discourage motorised transport;
- school travel;
- bicycles and cyclists;
- heritage railway lines;
- walking and cycling Route networks;
- cycle to work scheme; and,
- planning.

9.3 The Department has carefully considered all of the consultation responses received. The Department will work across Government and will finalise the long-term vision within the strategy and subsequent action plan.

10. Next Steps

10.1 There is strong evidence that physical activity reduces the risk of a range of health conditions including cardiovascular disease, stroke, obesity, type 2 diabetes, some cancers (e.g. bowel and breast), osteoporosis, depression and cognitive decline. Evidence also shows that the best way to increase physical activity is by making it easy for people to include walking and cycling within their daily routine for journeys to work, school and so on. The impact of increasing physical activity is wide ranging: better health and wellbeing for individuals, reduced demand on and cost to health and care services, increase in people getting back into work and improved cognitive and academic performance in young people. Using active travel as a means to increase physical activity also has other benefits: reduction in congestion, reduction in vehicle emissions, improvements in local community environments and opportunities for social interaction.

10.2 Evidence from across the UK and other countries shows that active travel can work to deliver the improvements above and that active travel programmes offer very high value for money. An assessment of 12 projects across England showed a benefit to cost ratio of 5.5:1 (a £5.50 return on every £1 invested)⁵. Increasing physical activity through active travel is one of the 'best buys' for public policy. Unlike many other major public schemes, it is quick to implement – typically around two years compared to 8 – 10 years.

10.3 The evidence from elsewhere is strong and consistent across different areas and communities (for example, rural and urban). These findings should be applicable to the Isle of Man. In delivering our strategy we must make sure that we are getting the expected results. This will be done through a detailed, timed, costed and accountable implementation plan and a set of measures through which we can monitor whether we are doing what we set out to do and getting the results we expect.

⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/648822/local-sustainable-transport-fund-impact-summary-report.pdf

10.4 Having undertaken the analysis of all of the consultation responses received and considered the above, the Department will now:

- finalise and publish the Active Travel Strategy;
- finalise the action plan, specifically for the two areas already identified:
 - all Island schools and educational establishments; and,
 - travel within a 2.5 mile radius of Douglas.

10.5 The Department will consider the suggestions received against their feasibility, deliverability and the impact they might have on increasing the number of people who travel actively. It may not be possible or appropriate to include all of these suggestions at this time but with future monitoring, it might be possible to incorporate others as part of future action plans. The suggestions include:

- ways to undertake appropriate monitoring to understand the impact of any of the proposed initiatives;
- better education and communication;
- any necessary legislative changes;
- increasing and improving signage along cycling and walking routes;
- incentives for people to make the modal switch to want to travel actively; discouraging car journeys;
- integrating public transport with walking and cycling;
- identifying cycle routes, active travel routes, and walking routes that are well defined;
- the introduction of community bikes (similar to "Boris" bikes in London);
- improving and increasing access to facilities such as showers, dry rooms and secure lock up facilities; and
- making the footpaths dual use / shared use as far as possible⁶.

⁶ This will need careful consideration. The Highway Code currently prohibits bicycles from using the footpath.

Appendix 1

Table 1 Summary of responses per question

Question	Yes	No	Not answered	Total Additional comments (and breakdown by Yes / no response)
1 Do you agree with the proposed definition of active travel?	333 (87.86%)	34 (8.97%)	12 (3.16%)	89 Yes – 57 No - 32
2 Do you agree with the proposed definition of an active travel journey?	327 (86.28%)	40 (10.55%)	12 (3.16%)	70 Yes – 35 No - 35
3 Do you currently travel actively?	225 (59.37%)	139 (36.68%)	15 (3.95)	274 Yes – 206 No - 68
4 Do you agree with the long-term vision for active travel on the Isle of Man?	310 (81.79%)	57 (15.04%)	12 (3.16%)	135 Yes – 80 No - 55
5 Can you suggest additional benefits or dis-benefits to those identified above?				239
6 Do you agree with the proposed overarching principles?	329 (86.81%)	38 (10.03%)	12 (3.16%)	120 Yes – 86 No - 34
7 Do you agree that these key issues should form the basis of the action plan?	312 (82.32%)	54 (14.25%)	13 (3.43%)	137 Yes – 83 No - 53
8 In addition to the above, is there anything that should be included within the action plan to assist the Department in meeting its long-term vision for active travel?				263