APPENDICES

Appendix I

Working Group Membership

Cllr Robert Hutchison, chair
Cllr Fiona Mather
Cllr Vicky Weston,
Cllr Mike Southgate, July 2014
Cllr Martin Tod
Cllr Janet Berry
Cllr Dominic Hiscock
Mike Slinn, WDSP
Chris Turner, BID
Keith Hatter, Access for All
David Jones, Winchester Litter Pickers
Kate Macintosh, WinACC and 2020 Group
Liz Kessler, City of Winchester Trust Policy Group and 2020 Group.

Appendix II

Working Group Terms of Reference

The Group will be established to:

a) agree a Strategy capable of being approved by HCC and WCC, including the Winchester Town Forum;

b) develop the Strategy, in particular through identification of streets to be improved in the short, medium and long term with the identification of at least one high profile scheme to be implemented between 2014 and 2016 to demonstrate a changed approach and to engender support for more;

c) create a context in which the needs of pedestrians are prioritised in all new development and infrastructure projects

d) establish links between the cycling and walking strategy ensuring that they add value to each other;

e) drive, and monitor, the implementation of the Strategy.

Appendix III

Organisations that have been contacted and contributed to this Strategy

The following organisations/individuals were sent copies of the May 2014 draft Winchester Walking Strategy; many have made comments either at meetings or by email. All those who have responded have been supportive and their contributions have been much appreciated.

WCC, Traffic & Transport and Active Lifestyles

HCC, Highways and Public Health

University of Winchester

WinACC

City of Winchester Trust

Friends of the Earth

Cycling Working Group

WAFAA

Winchester Ramblers

Peter Symonds College

Andrew Rutter

Kathy Heathcote, ex Occupational Health Adviser, IBM

Living Streets

Appendix IV

National and Local Policy and Guidance

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen'

The current Government has highlighted walking as a key transport mode and has set up the Local Sustainable Transport Fund with £560m for local authorities. The Fund was announced in the '**Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen**' January 2011 White Paper. The paper aims to encourage greater use of public transport and more walking and cycling. It also aims to give local people more power over initiating innovative transport schemes in their own areas to better meet local needs.

The White Paper continues (paragraph 2.19):

"*Cycling and walking offers an easy way for people to incorporate physical activity into their everyday lives. The importance of active travel is also emphasised in the Department of Health's Public Health White Paper (Department of Health, 2010)*." In chapter 5 the white paper refers to school travel and states: "*Current estimates suggest an annual £600 return (much from short and long term health gains) for each pupil making the shift from travelling by car to walking and cycling*."

And in paragraph 2.36, **"***Attitude surveys show a willingness to switch to these modes (that is walking and cycling) for shorter journeys, although there are also concerns about aspects such as safety. People acknowledge the health benefits of walking,*

and around four in ten drivers say there are many shorter journeys that they could walk rather than take the car. Barriers to increasing walking include speed, unpleasant walking environments and fear of crime (National Centre for Social Research, 2009)."

The White Paper (paragraph 4.5) notes when referring to possible interventions:
"*It could also include changes to language or the way information is framed to encourage a particular choice; reducing unnecessary signs, posts and other street clutter – which can improve road safety; and encouraging walking by creating a more attractive street environment, free of obstructions and barriers to movement and reducing costs for authorities*."

In paragraph 5.1**, "***Cycling and walking present an easy and cheap way for people to incorporate physical activity in their everyday lives. As well as the health benefits, they offer other benefits when they replace vehicle trips, including reducing carbon emissions, improving air quality, and reducing congestion*."

The White Paper also records that the Sustainable Travel Town project (2004-2009) in Darlington, Peterborough and Worcester achieved a 13% increase in walking trips and a 6% reduction in car driver trips.

The Appendix to the White Paper notes that:

"*A12. People acknowledge the health and wider benefits of walking – over 90% of adults consider that everyone should be encouraged to walk to help their health, help the environment and to ease congestion. One third of adults indicate that their only form of exercise in a typical month is walking for more than 10 minutes at a time (Lyons et al., 2008*).

A13. *Around four in ten car users say there are many shorter journeys they currently undertake by car that they could walk instead (National Centre for Social Research, 2009).*

A14. *As with other areas of behaviour change, there are a range of different types of barrier, including some that are attitudinal and some that relate to infrastructure. For example, while young people recognise walking as a healthy activity and are positive about it, there are also negative perceptions about it being slow and unsafe. Some people are put off by infrastructure problems such as pavements being in poor repair, traffic noise/fumes and difficult pedestrian access by roads (Lyons et al., 2008)*."

Guidance on Local Transport Plans

The Department for Transport's **Guidance on Local Transport Plans (July 2009)** provides advice to local authorities on how to prepare their Plans**.** Paragraph 34 states that: "*Authorities may also wish to consider local targets on cycling and walking*". And in Paragraph 52**, "***To maximise the effectiveness of the core strategy and implementation aspects of the LTP, and to help ensure that the Plan itself is concise, authorities may choose to support LTPs with a number of supplementary documents, for example explaining how the Plan covers particular policy areas, such as walking, cycling, accessibility, parking, freight, buses, road safety and traffic reduction*."

Walking and Cycling Action Plan

The Department for Transport's **Walking and Cycling Action Plan** (2004) notes:
"*Walking and cycling are good for our health, good for getting us around, good for our public spaces and good for our society. For all of these reasons we need to persuade more people to choose to walk and cycle more often.*

Around 60% of men and 70% of women are currently not physically active enough to benefit their health. Walking and cycling offer the opportunity to build moderate, pleasant exercise into people's routines. This kind of exercise can help us to counteract problems of overweight and obesity as well as coronary heart disease, stroke, diabetes and cancer in addition to improving mental wellbeing. Walking and cycling are also vital means of travel. In themselves, they are viable modes of transport for many of our trips. Nearly a quarter of all our trips are one mile or less – a generally walkable distance. And 42% are within two miles – less than the average length of a cycling trip. But in addition, walking and cycling provide the vital links to our public transport systems and a 'no-emissions' alternative to motor vehicles. But walking and cycling are about more than improving health, important though this is. They also benefit our transport networks by taking pressure off the roads and improving access to public transport services and increase the liveability and vibrancy of our neighbourhoods. This can have economic as well as social benefits."

Other National Guidance Documents

The Department for Transport (DfT) **Traffic Advisory Leaflet 2/00** provides information on a Framework for a Local Walking Strategy.

Hampshire Local Transport Plan 2011-2031

Policy Objective 12 of the Plan states: "*Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being*."

The Plan then notes that:
"*Investment in walking and cycling infrastructure will be primarily focused on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost*."

Winchester Town Access Plan, WTAP, July 2011, HCC/WCC

The second of the four key Aims of the Access Plan is:
To lead a transition to cycling, walking, public transport and low-carbon modes of travel, including low emission private and commercial vehicles.

In order to achieve the aims of the Access Plan, action is required in key areas. These are identified as eight strategic priorities; the second of which is:
Improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure).
There are 18 actions listed under the second priority B; 15 of these are to improve the walking experience.
Two key schemes from the WTAP action plan which will play a significant role in aiding this Walking Strategy are:
1. Investigate / trial a Town wide 20mph scheme. This will

consist of a
central 20mph zone and separate neighbourhood zones covering the Town.
2. Promote shared space and traffic management solutions where this is
appropriate (specific schemes in the WTAP longer term action plan)

Station Access Plan

Local Sustainable Transport Fund

The purpose of this fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth whilst reducing carbon. The fund also provides the opportunity to take an integrated approach to meeting the local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities. The local authorities will work with local partnerships and the community to identify solutions for the environmental challenges in their area. Hampshire County Council's successful bid partners included the local authorities within Hampshire, Sustrans, CTC, NHS, South West Trains, Stagecoach Bus and WinACC. This successful bid of just over £4million has allocated funding for travel plan, Bikeability, Bikeabout hire scheme, walking and cycling maps, and a dedicated cycling project officer, in conjunction with the CTC.

Appendix V
Guidance on Design for Walking, Enforcement, Education and Monitoring

National Guidance

DfT **Local Transport Notes** provide guidance on planning and designing walking facilities. Relevant guidance includes:

1/12 Shared use routes for pedestrians and cyclists, 13 September 2012
1/11 Shared space, 20 October 2011
2/09 Pedestrian Guardrailing 20 April 2009
1/08 Traffic Management and Streetscape
1/04 Policy, Planning and Design for Walking and Cycling

Three other important guidance documents are: **Reimagining urban spaces to help revitalize our high streets** (DCLG, 2012), **Manual for Streets, MfS** (DfT, 2007) and **Manual for Streets 2, MfS2** (CIHT, 2010). MfS recommends a change in approach to street design. MfS2 builds on the guidance in MfS exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads thus helping to fill the perceived gap in design guidance between MfS and the Design Manual for Roads and Bridges (DMRB).

Companion Document to Manual for Streets

In April 2010 Hampshire County Council prepared this document noting that the Manual for Streets does not cover the detailed technical standards for materials and construction that are needed for highways to be adopted. The Companion

Document provides a series of technical papers aimed at ensuring that, by applying the principles of the Manual for Streets, new streets meet HCC's standards without compromising quality of design. The Companion document also provides a street characterisation toolkit.

Design Principles and Engineering

Design for walking infrastructure should rely heavily on MfS, the HCC Companion Document and MfS2 whilst also drawing from other relevant documents such as Local Transport Notes 1/11,1/12, 2/09 and 1/08. It needs to be applied retrospectively to existing streets as well as to new streets linked to new development.

MfS recommends a change in approach to street design:-

- applying a user hierarchy to the design process with pedestrians at the top
- emphasising a collaborative approach to the delivery of streets;
- recognising the importance of the community function of streets as spaces for social interaction;
- promoting an inclusive environment that recognises the needs of people of all ages and abilities;
- reflecting and supporting pedestrian desire lines in networks and detailed designs;
- developing masterplans and preparing design codes that implement them for larger-scale developments, using design and access statements for all scales of change and development;
- creating networks of streets that provide permeability and connectivity to main destinations and a choice of routes;
- moving away from hierarchies of standard road types based on traffic flows and/or the number of buildings served;
- developing street character types on a location-specific basis with reference to both the place and movement functions for each street;
- encouraging innovation with a flexible approach to street layouts and the use of locally distinctive, durable and maintainable materials and street furniture;
- using quality audit systems that demonstrate how designs will meet key objectives for the local environment;
- designing to keep vehicle speeds at or below 20 mph on residential streets unless there are overriding reasons for accepting higher speeds; and
- using the minimum of highway design features necessary to make the streets work properly.

MfS2 considers roads as well as urban streets recognizing the need to design for both the movement function for traffic as well as the place function when considering the range from residential street, high street, rural lane to main road. The balance in design will depend on the relative importance of the movement and place functions for the street/road being considered.

All streets in Winchester should then be designed to encourage walking as a mode of transport while recognising the need to design for both the movement function for traffic as well as the social function, recognising the importance of the community function of streets as spaces for social interaction. This will vary

and require different measures for different types of streets in different character areas: residential streets, noting the relationship between front doors and street, high streets/streets with shops, lanes and main roads as recommended by Manual for Streets (MfS). The balance in design will depend on the relative importance of the movement and place functions for the street/road being considered and as such should, throughout their length, incorporate as far as possible the Core Principles (refer to section 6). Specifically this would include a combination of the following:

- considering each street individually, analysing its potential and identifying key interventions as part of a plan for the street as a whole
- applying a user hierarchy as recommended by Manual for Streets, with pedestrians at the top
- reducing speeds on residential roads to 20 mph and supporting this with design interventions to limit opportunities for speeding: highway narrowing, pavement widening, planting and interventions to restrict speeds, including parking and tightening junctions.
- ensuring that it is physically not possible to substantially exceed the speed limit minimises the need for enforcement and so reduces costs
- prioritising pedestrians a junctions by creating a clear continuation of the pavement, at grade, across the junction, using Speed Table crossings and/or zebra crossings,
- reflecting and supporting pedestrian desire lines, taking the shortest route, in networks and detailed designs
- pavements that are sufficiently wide and accessible for people of all ages and abilities, including parents/carers pushing children with another child by their side
- developing street character types on a location-basis with reference to both the place and functions for each street and its historical context
- developing masterplans and preparing design codes that implement them for larger-scale developments, and using design and access statements for all scales of development
- way-finding that clearly signals pedestrian routes and indicates time required to reach key destinations; this includes signage and maps.
- planting, landscaping and street furniture, chosen to respond to local conditions and enhance local character
- de-cluttering
- lighting that creates feelings of safety from both antisocial behaviour and vehicles - this will not be considered in detail as it has recently been replaced; if however there are omissions or if routes are improved the lighting scheme should be continued

London - retrofitting streets to improve the pedestrian environment and give pedestrians priority

<u>Redesign and Retrofitting Existing Streets</u>

The first step will be to both consider the role of each street and road in movement and place terms and to identify key routes that are attractive for pedestrians and provide access to essential services. These services are shopping, education (schools, colleges and universities), employment centres, health (clinics and the hospital), leisure and transport hubs (train station). Opportunities for improved pedestrian access provided

by new development must be included. Then, following the guidance in MfS and other documents, to retrofit an improved safe walking infrastructure. This infrastructure retrofitting design must overcome the barriers to increasing walking including speed, noise and air pollution, unpleasant walking environments and fear of crime. The redesign measures considered will include:

- walkways of appropriate width, standard and a step-free environment,
- roadway crossings to priorities pedestrians, including raised/speed tables,
- reducing/removing traffic through traffic management measures
- traffic calming measures to reduce speeds including 20mph and/or shared space schemes,
- good way-finding signs with a de-cluttering of traffic signage and street furniture
- planting and landscaping
- good lighting and security equipment (where appropriate)
- design for the mobility-impaired

Changes to existing streets in Petersfield, Coventry, and Belgium all designed to improve the pedestrian experience, radically slow speeds through road narrowing and shared surfaces and incorporate landscaping/ design features

Streets and Roads in New Development

New development should be designed to knit in as far as possible with the existing street network and enhance connections. Cul de sacs that prevent permeability should be discouraged and density that ensures walking distances are lessened and reduces the need for large areas of hard surfacing on streets should be a consideration. Wherever possible new streets should be designed to promote their social as well as movement functions, embedding Home Zone concepts.

Significant developments sites should provide safe, convenient and attractive walking links within the development and, from it, to essential services and the Town Centre. The layout of the development should provide a permeable, but not leaky, environment for pedestrian movement.

Smaller scale development can provide financial contributions towards walking improvement schemes as identified in this Strategy where it can be demonstrated that they will benefit the inhabitants of the development and alleviate the effects of increased traffic caused by them.

Safe convenient pedestrian routes need to be provided during the construction works for any new development.

Habits are difficult to alter and new development offers an opportunity to create a context in which there is an assumption in favour of walking and cycling from the outset. In this respect Barton Farm is hugely important and an infrastructure of safe and attractive pedestrian and cycle routes to the Town Centre and the station needs to be in place before the first residents move in making the Andover Road, with links through to the station and the Town Centre a very high priority walking route that needs immediate attention. This would also benefit large numbers of existing residents and those accessing educational

facilities and so can easily be justified in the short term before the population increases.

Highways Maintenance

The highways maintenance programme should recognise the need for well-maintained walking routes and identify repairs and improvements to these as part of the highway maintenance programme.

The maintenance programme should recognise the difficulties pedestrians experience such as broken paving slabs and manhole covers on footways, inadequately cleaned drainage gullies, overgrown vegetation, and slippery footways in winter conditions.

Satisfactory access for all pedestrians should be maintained when highway maintenance is being undertaken. Safe pedestrian routes need to be provided during any highway maintenance works that affect existing pedestrian routes.

Walking Audit

The development of a Non-Motorised User Audit system including pedestrians is currently being progressed by Hampshire County Council. This is an important part of ensuring that the need for safe and convenient pedestrian movement is included in any highway or traffic management scheme designed by, or for, the County Council.

Glossary

Shared Use Routes are designed to accommodate the movement of pedestrians and cyclists. They can be created from new, or by converting existing footways or footpaths. Shared use routes may be segregated or unsegregated. A segregated route is one where pedestrians and cyclists are separated by a feature such as a white line, a kerb or some other feature. On an unsegregated route, pedestrians and cyclists mix freely and share the full width of the route.

Shared Space is a street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional design.

Home Zones are residential areas designed with streets to be places for people instead of just for motor traffic and often include shared spaces as part of the scheme design, speeds are reduced to between 7-10 mph through design.

Speed Tables are raised areas of the road carriageway, typically at junctions and pedestrian crossings, bringing the carriageway flush with the footway and so allowing people to cross the street at one level

Enforcement

Good design with appropriate visual appearance, signage and marking can be self-enforcing. So it is important that all measures to improve walking are designed to encourage self-enforcement, for example the use of trees to deter pavement

parking.

To be enforceable, measures for managing traffic movement and speed and for managing street and pavement parking need to be supported by the appropriate traffic or parking management order.

Local authorities can support and encourage the Police to enforce traffic movement and speed restrictions that are designed to improve conditions for walking. Speed detectors and vehicle activated signs including speed limit reminders can assist in this.

Pavement Parking

Vehicles parked on pavements cause problems for pedestrians and particular problems for people in wheelchairs or with visual impairments and those with pushchairs. The Regional and Local Transport Minister wrote to local authorities in February 2011 prompting them to use their powers to prevent parking on the pavement where it is a problem. Along with the letter, the Department for Transport has given all councils in England permission to use signs to indicate a local pavement parking ban .

Encouragement and Education

If people are going to consider actively choosing to walk, as opposed to getting into their cars, the benefits must be obvious; these include a combination of the measures described above, supported by:

For Employers/ Workplaces

-Provide advice for and encourage the preparation and implementation of
Workplace Travel Plans, highlighting the advantages of walking and cycling

For Schools

Education will play an important role in encouraging walking as a life-time habit. Hampshire County Council maintain a Junior Road Safety web section with information on the Green Cross Code and how parents and school teachers can train children for safe walking. Schools can reinforce, to both pupils and parents, the importance of walking as a means of travel and describe the health benefits.

Developing and maintaining a School Travel Plan is a good mechanism for school communities to describe the measures they are taking to encourage walking to school. Working with the County Council, the school community can identify safe convenient routes to school including any road crossing changes needed. Small children might travel to school using a “walking bus”.

The School Travel Plan includes an Action Plan which will contain the measures being taken and the timetable for their implementation. Regular progress reports should be provided to the whole school community so that the Travel Plan with its Action Plan are seen to be live documents that are enabling more pupils to walk to school.

For Health

- Ensuring that GP surgeries and hospitals are linked in to safe, accessible pedestrian routes and have information on the health benefits of walking, with local maps

Monitoring

Pedestrian Accident Monitoring
To assist with meeting the performance targets set in the Hampshire Local Transport
Plan 2011-2031, the County Council undertake comprehensive analysis of accident
data and produce detailed statistics of sites, routes and areas. This information is
used to identify locations where treatable accident trends and patterns exist, which can
be addressed through casualty reduction measures. As part of this process, the
County Council pay particular attention to collisions involving all vulnerable road
users including pedestrians.

Pedestrian Movement and Scheme Monitoring
Pedestrian movements will be monitored both before and after measures to improve walking are implemented. The monitoring will include gathering opinions and feedback from the local community as well as the performance of materials used. The results of the monitoring will be used to assist in the design of future measures.

Appendix VI
Health Benefits of Walking

walking for health

walking works

What is Walking Works?

The Walking Works report is an extensive overview of the research into the problems caused by physical inactivity and the benefits of getting active.

Endorsed by Public Health England, it shows walking is the solution to helping everyone get active, and that Walking for Health is already changing people's lives.

The information below is all taken from the report where it is fully referenced.

The challenge of physical inactivity

Physical inactivity is becoming a public health problem comparable to smoking, responsible for 17% of premature deaths in the UK, 10.5% of heart disease cases, 13% of type 2 diabetes cases and around 18% of cases of colon and breast cancer.

Being inactive increases the risk of cancer, heart disease, stroke and diabetes by 25–30% and shortens lifespan by 3–5 years.

Physical inactivity is expensive

Physical inactivity could be costing the economy up to **£10 billion a year** in healthcare, premature deaths and sickness absence. In 2010, each Primary Care Trust was spending an average of £6.2 million a year on dealing with the consequences of physical inactivity, or over £940 million across England, with some individual PCTs spending over £17.7 million.

An inactive person spends 37% more days in hospital and visits the doctor 5.5% more often.

The cost to the NHS of physical inactivity was estimated in 2007 at between £1 billion and £1.8 billion.

"Reading [Walking Works] brings us closer to understanding the kind of societal shift that needs to happen before we truly combat the pandemic of inactivity."

Kevin Fenton
Director, Health and Wellbeing
Public Health England

Physical activity saves lives

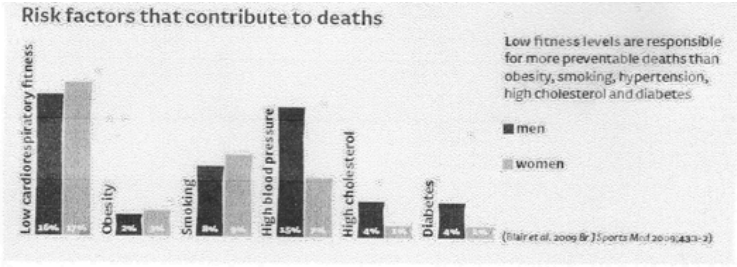
If everyone in England was sufficiently active, it could prevent:

- 36,815 deaths from all causes
- 12,061 emergency hospital admissions for coronary heart disease
- 6,735 breast cancer cases
- 4,719 colorectal cancer cases
- 294,730 people living with diabetes

Being physically active significantly reduces the risk of several major health conditions by between 20–60%, including **heart disease, stroke, type 2 diabetes, colon and breast cancer** and **Alzheimer's disease**. There is also increasing evidence that physical activity can assist in the treatment and management of various health conditions.

Download the report:

www.walkingforhealth.org.uk/walkingworks



"Walking is the most likely way all adults can achieve the recommended levels of physical activity."

National Institute for Health and Care Excellence (NICE)

Walking works

Walking is the most accessible physical activity, and already the most popular. Walking is a free, gentle, low-impact activity that requires no special training or equipment.

Promoting walking is a 'best buy' both for health and active travel. Schemes to provide improved local walking and cycling routes typically have benefit-to-cost ratios of 20 to 1, considerably higher than rail and road schemes, which typically have ratios of 3 to 1. They deliver benefit-to-cost ratios of between 3 to 1.

NICE found that walking interventions had costs per quality-adjusted life year (QALY) of less than £10,000. This is well below NICE's accepted value-for-money threshold of £20,000–30,000.