



Essex **Walking** Strategy

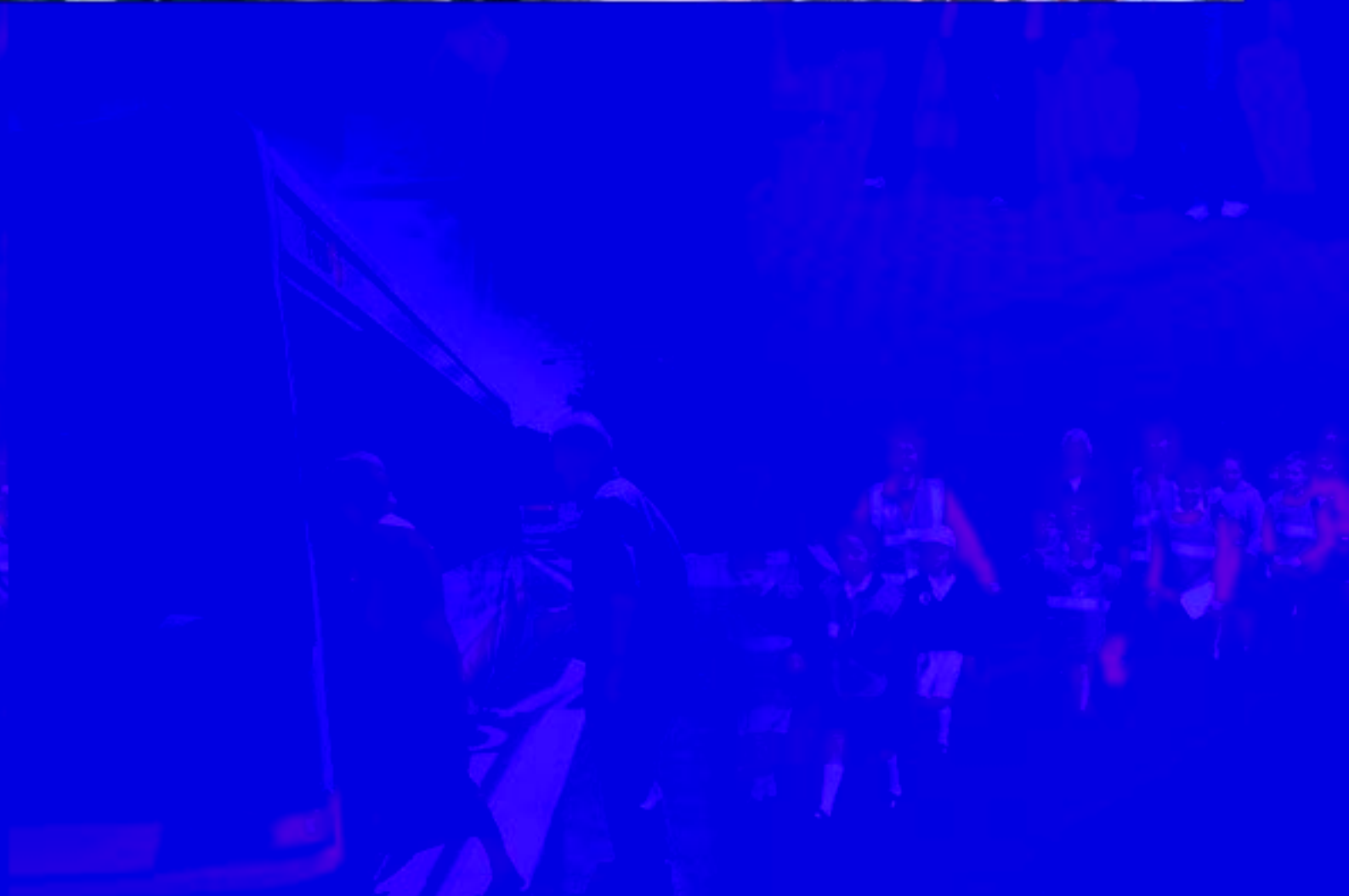


Our Vision is to:-

Create an environment which encourages walking by considering the needs of pedestrians first.



Essex County Council
Transportation &
Operational Services



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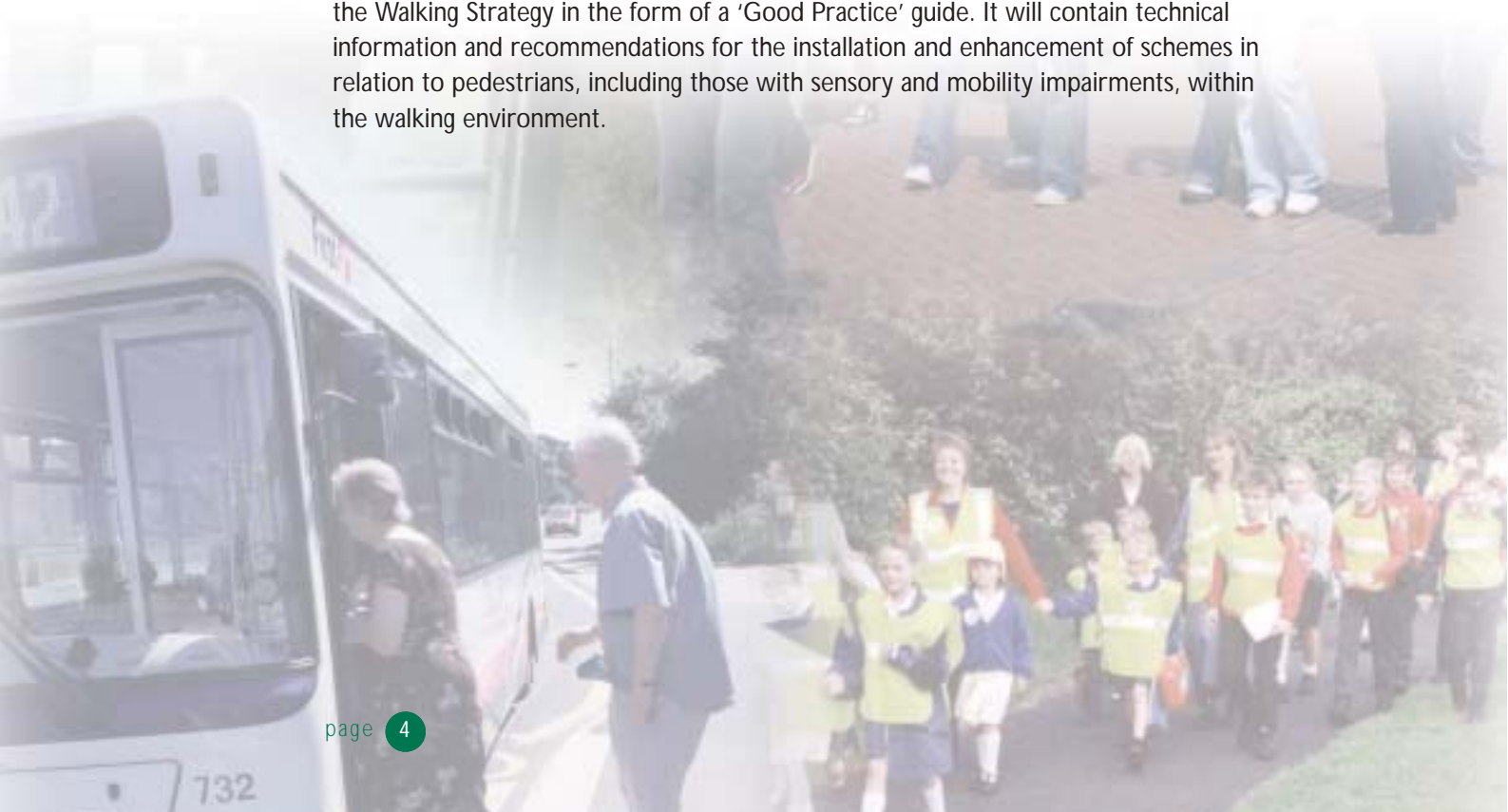
1 - Introduction

Walking is the most environmentally and socially sustainable form of transport. It is an integral part of living in towns, cities and villages as it is ideal for undertaking most short journeys; it also forms the link between other forms of transport for longer journeys. Walking is a good form of exercise for improving health and fitness and is an inexpensive leisure activity. A fully accessible pedestrian environment is paramount if everyone is to enjoy freedom of movement throughout Essex.

Essex County Council recognises the importance of walking as a form of transport and as a leisure activity. This strategy has been produced in response to the Government's requirement for Highway Authorities to produce a walking strategy as part of their Local Transport Plan (LTP). It outlines in detail the steps being taken to encourage walking at present and the direction that will be taken in the future.

This Walking Strategy outlines the problems and opportunities associated with walking in Essex. It brings together all Essex County Council's policies concerning walking and puts them into a national context. The document contains objectives and targets set for walking and identifies the strategies for achieving them. It also states how the strategy will be implemented and monitored in order to ascertain whether it has been successful in meeting the targets.

Technical information, statistics and related policy documents form the appendices. Essex County Council is also in the process of producing a companion document to the Walking Strategy in the form of a 'Good Practice' guide. It will contain technical information and recommendations for the installation and enhancement of schemes in relation to pedestrians, including those with sensory and mobility impairments, within the walking environment.



2 - About Walking

2.1 National Picture

The average total distance walked by people in Great Britain has fallen from 244 miles per person per year in 1985/86 to 193 miles in 1996/98. This decline of 20% is mirrored by the fact that the proportion of journeys made on foot has fallen from 34% to 27% in the same period (National Travel Survey 1998).

The downward trend is continuing which is worrying for a number of reasons:

- **Health**

The amount of exercise that people take is decreasing. Physical inactivity may double the risk of coronary heart disease and may triple the risk of a stroke. Regular exercise may be linked to a 40% reduction in bowel cancer. Being physically active may also reduce the risk of accident and injury, especially falls by elderly people. Making time for physical activity and relaxation is also seen as a way to reduce stress and so contribute to mental health. (Walking the Way to Health, Sept 99).

Walking is an excellent form of exercise as it is inclusive, free to all users and can form part of normal daily activity. Its intensity can be varied allowing people of different levels of fitness to participate. Walking is an aerobic activity that exercises major muscle groups. It uses up 5 calories per minute when undertaken at a brisk pace. Because it is regular, rhythmic and load bearing, it strengthens bones and so is helpful in preventing osteoporosis.

The Government recommends that people undertake 30 minutes of exercise, such as brisk walking, a day in order to gain these benefits (Saving Lives, Our Healthier Nation 1999).

- **Pollution**

The emissions from motor vehicles are a significant contributor to air pollution. A report by the Department of Health's Committee on the Medical Effects of Air Pollutants concluded that air pollution in urban areas, in the form of particulate matter, is responsible for 8,200 premature deaths a year. In both rural and urban areas, ozone is responsible for 12,500 premature deaths per year. Both particulate matter and ozone pollution are estimated to create or bring forward an additional 20,400 hospital admissions for respiratory disease per year (Independent Inquiry into Inequalities in Health Report 1998).



Encouraging journeys on foot instead of by car may not have a significant impact on the overall number of vehicle miles travelled per year, as the journeys are usually short. However, short car journeys cause a disproportionate amount of pollution, as emissions are much higher at the beginning of a journey when the engine is cold. In addition catalytic converters do not operate for the first few miles of the journeys and so emissions are more harmful. Local air quality will also improve where specific areas are targeted at certain times of the day, for example outside schools that have introduced measures to reduce the number of pupils arriving and departing by car. Reducing the amount of pollution will also make the environment more attractive to walk in and so a virtuous circle may be created.

- **Social Inclusion**

Nationally 30% of households do not have access to a car. While fewer households in Essex do not have access to a car (11%) this still represents a sizeable number of people who are reliant on public transport, cycling and walking in order to carry out their daily business. Making facilities and services easily accessible on foot is vital in creating an inclusive society and revitalising communities.

The 'Independent Inquiry into Inequalities in Health Report' highlighted that although households on lower income are less likely to have access to a car; they are more likely to live in areas of high traffic density such as urban areas, on main roads and at junctions. Thus they experience the health disadvantages of air and noise pollution with none of the advantages of access to a car (Independent Inquiry into Inequalities in Health Report 1998).

2.2 Walking in Essex

Essex is a diverse County with highly urbanised areas containing concentrations of industrial, commercial and housing development as well as very rural areas. There are five main urban areas with populations of over 75,000 and almost 70% percent of the population live in urban areas or large towns. The needs of rural and urban areas may overlap in many respects, but also have very different problems and opportunities that need addressing.

A Travel Diary and Attitudes Survey was commissioned by Essex County Council in 1999 in order to understand the travel habits of the residents of Essex. It also gauged their attitude towards different transport initiatives and proposals that the County Council and Government are undertaking or considering. The survey was undertaken in the period towards the end of 1999 and beginning of 2000.



As can be seen from Figure 1 Modal Split for journeys in Essex, 24% of all trips were made on foot, compared to 27% nationally. Trips by bus and train make up approximately 7% of all journeys. These are also significant, as walking is often an integral part of most of these journeys.



Figure 1 Modal Split in Essex (Source Essex Travel Diary 1999)

It is encouraging that the majority of students walk to school or college (56%). However, this number is declining, a trend that should be reversed. Shopping is another activity that a large number of people undertake on foot. Walking makes up 24% of trips to the shops however 68% of trips to the shops are undertaken by car either as driver or passenger. This can probably be attributed to the quantity of goods purchased and the trend toward out of town shopping centres, which favour the use of the car. Only 12.5% of people undertake walking for leisure, to go to leisure facilities or to visit friends. 10% percent of trips to work are undertaken on foot.

The participants in the Travel Diary and Attitudes survey were asked what measures would persuade them to walk or cycle instead of using the car for trips of under 2 miles. While 49% of the respondents could see no alternative to the car, over half indicated that they might change their mode of transport if certain improvements were made. The survey showed that a package of measures is more likely to encourage people to walk as opposed

to the introduction of any one single improvement. 17% said they would walk or cycle if there was less traffic on the road and if it was slower moving. A further 22% would be encouraged to walk to improve their level of fitness. Increased security, improved footpaths and footways and facilities, more traffic free routes and crossings were also cited as measures which would encourage people to walk more often.

It is recognised that many trips cannot practically be undertaken on foot. However, it is hoped that more people will choose to walk more often due to the provision of a pleasant walking environment to local facilities and public transport services.

- **Recreational Walking**

Walking is by far the most popular active recreational pursuit; it is free, requires little or no special equipment or training and can be carried out almost anywhere. This makes it accessible to all age groups and social classes and is one of the best ways to enjoy and appreciate towns and countryside alike.

There are over 6000 kilometres of public footpaths, bridleways and byways throughout Essex. These provide vital access to the countryside for informal recreation. They also form part of the highway network and, as such, will have an increasing role to play in the provision of a sustainable transport network by providing traffic-free alternatives.

Essex County Council administers 13 country parks and open spaces covering 1,266 hectares as well as 41 areas of woodland totalling 236.2 hectares. In addition there are a number of parks administered by District and Town Councils. Essex County Council also makes contributions to the Thames Chase Community Forest and the Lee Valley Park.

There are just under 6000 members of the Ramblers' Association in Essex. This is one of the highest membership figures for any county in the UK and is a testament to the popularity of recreational walking in Essex. Whilst many people walk purely for recreation, once a habit of walking has been developed, more transport journeys may be undertaken on foot, e.g. local shopping trips, travelling to work, rather than by private car. Some other statistics that demonstrate the popularity of walking for leisure:

**In 1995 2.8 million walking holidays were taken in the UK.
This represents 4% of domestic tourism**

**45% of adults had been on a recreational walk of 2 miles or over in the
previous month (General Household Survey 1996)**

**In 1998 British people took 6 million leisure day trips. Walking accounted
for 15% of these trips (UK Day Visiting Survey 1998)**



- **Road Safety**

The safety of pedestrians is central to any strategy which aims to make the environment more conducive to walking. There have been encouraging reductions in all severities of accidents involving pedestrians. When comparing 1999 values to the 1981-1985 averages they have dropped from 330 killed or seriously injured to 168 (see appendix 2 for details). As mentioned above, research by the DETR has shown that people are making fewer journeys on foot and covering shorter distances, this means that they are exposed to less risk and this may contribute to the reductions in casualties. However, much positive work has been undertaken in the form of engineering schemes, education and promotional activities to help reduce pedestrian casualties.

Comparisons between pedestrian casualties in 2000 with the 1981- 85 average show that only the age groups 50-59 and 80+ failed to show an improving trend, with the former remaining static and the latter increasing. Casualties among child pedestrians declined dramatically.

The Government has published the national road safety strategy and casualty targets for 2010 in the document Tomorrow's Road Safer for Everyone.

The new targets have set the following challenges to be achieved by 2010:

- A 40% reduction in the number of people killed or seriously injured in road accidents
- A 50% reduction in the number of children killed or seriously injured
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

In terms of pedestrian casualties in Essex, this can be translated into a target reduction from 16 (1994/98 baseline) to a maximum of 13 of pedestrians killed or seriously injured per 100,000 population in 2005. This figure has been calculated using 1998 population estimates. This is the target that has been adopted in the LTP and this document.

3 - Policy Context

3.1 National Policy

The Government issued its White Paper on Transport – A New Deal for Transport: Better for Everyone in 1998. This recognised the importance of walking and was followed by advice in 'Guidance on Full Local Transport Plans' (March 2000) which stated that a Walking Strategy should form part of the LTP. The document 'Encouraging Walking' published in March 2000 expanded upon the Government's objectives.

These objectives include making the local environment more conducive for walking by ensuring that it is pleasant, safe and convenient. This is to be achieved by improving access on foot or by public transport to employment areas, schools, healthcare and other services; ensuring that people do not feel obliged to use their cars and those without cars are not disadvantaged. Improving access for people with sensory and mobility impairments within the pedestrian environment is a priority in order to allow free access to all facilities. Making provision for walking should be made a priority when new developments are being planned.

Such measures will be taken in order that the amount of walking will increase, communities will be revitalised and people will benefit from increased physical fitness. The increase in the number of walking trips should also have an impact on reducing congestion, especially at peak times and for specific activities such as travel to school and work.

Whilst the Government has not set national targets it wishes to see more people making walking their first choice for short journeys, and travelling longer distances by a combination of public transport and walking. In order to achieve these goals it is necessary for partnerships to be formed between Local Authorities and other organisations for example Health Authorities, schools, the police, businesses, public transport operators, the leisure industry and community groups.

Policies influencing transport are outlined in the Planning Policy Guidance Note (PPG13) (March 2001) which has as its objectives to 'integrate planning and transport at the national, regional and local level to: promote sustainable transport choices, and reduce the need to travel, especially by car'. This is reflected in the Draft Regional Planning Guidance for the South East (RPG9) (December 2000), which states in policy T4 that 'Walking and cycling should be vigorously promoted especially for shorter distances, as the most environmentally -friendly ways to travel.'



3.2 Essex County Council Policy

Essex County Council has in place a number of policy documents that take walking into consideration. The Local Transport Plan outlines the objectives for transport within Essex over the next five years and indicates how measures to encourage walking will help to fulfil them.

The Essex and Southend-on-Sea Replacement Structure Plan (2001) outlines how walking and cycling will be promoted as an alternative means of travel to the car, especially for shorter distance trips in urban areas. The Essex Design Guide for Residential and Mixed Use Areas (1997) contains guidelines for new housing developments to ensure that pedestrian access is convenient, safe, pleasant and that direct links are provided to local facilities to make walking more attractive.

Each District has an adopted Local Plan and a Transport Strategy which reflects the objectives of the Local Transport Plan and the Essex and Southend-on-Sea Replacement Structure Plan. The District Transport Strategies address local walking issues and propose improvements to the pedestrian environment and network for future funding.

Essex County Council is also committed to Local Agenda 21 which is an initiative that covers environmental, social, economic, resource management and conservation issues. This strategy will contribute to the delivery of some of the objectives of Local Agenda 21. Similarly, Local Agenda 21 seeks to co-ordinate and focus policies that impact on the environment which will help achieve some of the objectives of the Walking Strategy.

More detailed information about these policies are contained in the appendices.

3.3 Health Improvement Plans

Health Improvement Plans (HIMPs) are the health strategy for each Local Health Authority area. They are the means for delivering national health targets at a local level and aim to improve health and health care locally. The Health Authorities have lead responsibility for drawing up HIMPs in partnership with NHS Trusts, Primary Care Groups and other professionals such as dentists and opticians working in partnership with the local authority. An important aspect of HIMPs is the identification of priorities for action. Once identified, health improvement targets linked to strategic programmes are devised to address such priorities at both national and local level.

There are two local health authorities within Essex (based upon north and south areas), both of which have produced HIMPs which include action points aimed at increasing the amount of walking undertaken.



4 - Vision, Objectives and Targets

4.1 Vision

The overarching vision of what Essex County Council wish to achieve has been encapsulated in the following statement.

Essex County Council aims to create an environment that encourages walking by considering the needs of pedestrians first.

4.2 Objectives

In order to realise this vision, four main objectives have been developed in order to encourage different aspects of walking. These are:

4.2.1 Promotion

To work with partners in promoting walking as the most environmentally and socially sustainable form of transport.

- To encourage schools to promote road safety and sustainable forms of transport, in particular walking, for students travelling to and from school
- To encourage walking to work to create a healthier workforce and reduce peak hour congestion
- To promote walking as a leisure activity for residents and visitors
- To encourage walking for shopping trips and to leisure activities

4.2.2 Safety and Security

To work with partners to improve safety and security for pedestrians

- To improve pedestrian road safety
- To improve pedestrian security and reduce the fear of crime

4.2.3 Environment

To improve the quality of the walking environment

- To address the needs of disabled, mobility and sensory impaired people within the pedestrian environment
- To work with public transport operators to ensure the needs of pedestrians are provided for at interchanges between transport modes
- To maintain, enhance and extend the Public Rights of Way network
- To maintain and enhance the environment adjacent to the footway.



4.2.4 Planning

To introduce and maintain walking as the primary mode of transport where appropriate, and incorporate this principle within all relevant policies and strategies

- To ensure maximum provision and safeguarding of walking facilities as part of new developments
- To investigate new funding opportunities for initiatives to enhance the walking environment

4.3 Targets

Setting measurable targets for walking is challenging because walking habits are diverse and difficult to monitor. Two headline targets have been set which this strategy will contribute to achieving. Different aspects of the strategy will be monitored against the performance indicators outlined in section 7 of this document.

To increase the proportion of journeys under 2 km in length undertaken by foot from 52% by 2005. (Baseline data from the Essex Travel Dairy 1999/2000)

To reduce the number of pedestrian killed or seriously injured per 100,000 population from 16 (the 1994/98 baseline) to a maximum of 13 by the year 2005

The target to increase the proportion of journeys under 2 km on foot does not state how much of an increase is aimed for. This is because past data is not available by which to set a sensible target. However, any increase will be an achievement as the national trend shows a yearly decrease in the number of trips undertaken on foot.



5 - Strategy

A strategy for encouraging walking contains many elements affecting different areas of work. Although there are many areas that overlap, in order to make the document easy to use, the strategy has been divided into a number of separate topics. Each starts with an explanation of the topic and the work that is currently being undertaken followed by a number of action points with expected completion dates. These action plans form the backbone of the strategy and outline what Essex County Council aims to achieve over the next five years. The elements are as follows:

5.1	Pedestrian Routes and Networks	5.10	Walking and Cycling
5.2	Improving the Environment for Walking	5.11	Crime and the Fear of Crime
5.3	Pedestrianisation	5.12	Recreational Walking
5.4	Land Use Planning	5.13	Promotion
5.5	Provision for People with Sensory and Mobility Impairment	5.14	Safer Journeys to School
5.6	Road Safety	5.15	Travel Plans
5.7	Speed Reduction	5.16	Staff Training
5.8	Making Crossing Easier	5.17	Walking and Health
5.9	Public Transport Interchanges		

5.1 Pedestrian Routes and Networks

One of the key elements of an environment that encourages walking is a network of routes which is maintained to a high standard, consisting of footways or Public Rights of Way that are appropriately lit and sign posted, and which connect up areas and facilities between which people wish to travel.

A methodology will be established in order to identify pedestrian routes, which will take into account existing pedestrian desire lines; the services along the route (for example, shops; transport interchanges; schools or leisure facilities) and the numbers of people or potential numbers using it. A hierarchy of routes will be developed, from the information obtained, which will guide future strategy.

A checklist will be developed that will define the pedestrian requirements for routes in each level of the hierarchy. Requirements that will be taken into account will include:

- Surface of footway i.e. condition, appropriate surface, gradient, width, crossfall etc.
- Lighting
- Signing
- Street furniture
- Crossing facilities

- Obstructions on the footway
- Cleanliness of footway
- Facilities for people with sensory and mobility impairments
- Condition of Public Rights of Way
- Links to facilities and other footways

Deterrents to walking would also be taken into account such as:

- Badly designed footbridges and underpasses
- Traffic speeds
- Traffic flow e.g. high numbers of Heavy Goods Vehicles
- Pollution
- Noise
- Directness of route
- Aesthetics of the environment
- Social and physical safety
- Integration with other transport
- Severance of routes by roads, railways, waterways etc.

The checklist will be used on new developments and on existing routes where improvements are proposed to enhance the walking environment. Existing mechanisms to audit routes and areas such as Village Appraisals, Station Accessibility Surveys, and the Safer Journeys to School initiative which complement this initiative. The methodology for these surveys will be used to aid the development of the pedestrian route audit. An urban pilot area, or rural to urban area, will be used to test the methodology and ascertain the most effective way to undertake this work.

5.1.1 **Signing**

Pedestrian routes should be signed to inform people of the most direct routes to and from key points including railway stations, major bus stops and short cuts away from the road. Signing to, from and along recreational routes is also important. There should be a continuity of signing so that directions are easy to follow. Information on the distance and perhaps time usually taken to undertake the journey on foot could be provided. Signing of routes that are suitable for people with sensory and mobility impairments should also be provided, for example, indicating routes which have dropped kerbs and tactile paving along their entire length. Maps should be provided at information points that clearly show walking routes and key facilities

The Essex County Council Signing Policy contains more information on pedestrian signing.



Action Plan

Action	Who will be involved	Completion Date
A1. Establish a pedestrian route hierarchy	ECC	2002
A2. Establish a pedestrian audit for new and existing routes	ECC	2001
A3. Carry out urban or rural to urban pilot of newly developed hierarchy	ECC, Districts	2002
A4. Derive a detailed rolling programme of work for pedestrian improvements across the county	ECC and Districts – through the implementation of the LTP	Ongoing

5.2 Improving the Environment for Walking

If people are to be encouraged to walk, their surroundings must be pleasant and safe. Unlike car drivers and passengers, who are isolated from the environment in which they are travelling, pedestrians are exposed to all aspects of their surroundings. If the walking environment is perceived as safe and pleasant, people will be tempted to walk and the streets will become a place where people want to be. If footways are damaged and dirty, lighting is inadequate and ill maintained, and the traffic is intrusive, people will be deterred from walking. In the Transport Attitudes Survey undertaken by Essex County Council in 1999, the area that most people thought should be a priority for expenditure was maintenance of the footways and carriageways.

5.2.1 Maintenance

It is estimated that there are some 7200 kilometres of footways within Essex. In order to keep the footways in good condition a maintenance programme costing £3.5 million a year is undertaken, this represents approximately 20% of the annual highway maintenance budget. A detailed inspection of all footways is undertaken annually. In addition, safety inspections are carried out to identify hazards or defects requiring immediate attention. The frequency of these inspections depends on the nature of the footway as listed below.

	Safety	Detailed
Main shopping areas	Monthly	Annually
Busy urban areas	3 monthly	Annually
Other urban and busy rural	Twice a year	Annually
Little used rural	Twice a year	Annually

Figure 2 Frequency of Maintenance checks on Public Footways

The County Council has a maintenance programme for the defects identified from the inspections above. Those which are deemed to represent a danger or serious inconvenience to the public are classed as Category 1 defects. It is County Council policy to repair Category 1 defects within 24 hours of them being reported.

Footways that have deteriorated to a condition where major works are required are submitted as schemes to a special maintenance programme. Schemes are ranked according to their hierarchy and level of defects present, with the top ranking schemes receiving funding priority.

Winter maintenance in the form of salting and snow clearance of footways is carried out only where specific incidents of ice have been reported within priority 1 zones. These include pedestrianised areas in town centres, shopping centres, shopping streets, approaches to major transport centres and other public places where a large number of people congregate. Where heavy snowfall is encountered these areas will be cleared in addition to those where a specific case can be made on the basis of a particular hazard. Following these zone 1 areas, zone 2 footways in high density residential areas and zone 3 footways in low density residential areas will be treated. At present the highway in a particular zone is given priority over the footway in the same zone. One of the actions in this document is to review the maintenance policy to identify where improvements can be made.

In addition to the County Council Policy some District and Borough Councils have their own supplementary provisions for salting footways in town centres.

5.2.2 Street Lighting

The provision and maintenance of street lighting is essential in enhancing an area and making pedestrians feel secure. It is especially important in urban areas where people may want to access facilities on foot and around public transport interchanges where people may fear crime.

Lighting in rural areas can be controversial as it can detract from the rural environment and cause light pollution, therefore, it is important to strike the right balance between aesthetic and environmental considerations and the needs of pedestrians.

The street lighting service for Essex County Council covers essential maintenance and electricity charges for lamps, columns, lit signs and bollards and the lighting of pedestrian crossings. There are approximately 114,000 lighting units and 30,000 lit signs, bollards and beacons countywide, which are recorded on databases. There are also a limited number of street lights for which Parish Councils have the responsibility of maintaining. Most repairs are completed within seven days unless there are problems with the electricity supply. However, where there is an urgent need (such as a knocked down column) immediate attendance can be arranged. For routine maintenance, such as painting or testing, longer periods for completion are appropriate.

New lighting is rarely provided as a stand alone improvement, unless there is a problem with night time road traffic accidents or there is a serious crime problem confirmed by the Chief Constable, and provided there are sufficient funds to do the work. Most new lighting is provided as a package of measures introduced as part of road schemes, provision of crossings and new developments.

It is the County Council's policy to ensure that all new lighting provided by developers, new road schemes or road safety works, provide lighting that illuminates to the levels recommended in current British Standards (soon to be absorbed into European Standards).

Road lighting lanterns are designed to distribute a proportion of their light onto adjacent footways and verges to permit road users to see pedestrians and some of the street scene. In this way, the British Standards recognise the needs of the pedestrian and make recommendations for all categories of roads, paths, and pedestrian precincts.

It is Essex County Council policy to use the Institution of Lighting Engineers Code of Good Practice for the lighting of new crossings and implement it retrospectively for crossings that have a history of night time accidents. In the period since the policy was approved in 1995, most, if not all of these accident sites have had the lighting changed.

5.2.3 Street Cleaning

A major contribution to the attractiveness of an area for walking is the absence of litter. Street cleaning in Essex is undertaken by the twelve District and Borough Councils. Each district has its own policy for the cleaning of streets and road side verges, provision of litter bins and dog waste bins. Street cleaning is monitored by the use of Best Value Performance Indicators with an expected year on year improvement.

5.2.4 Utilities Work

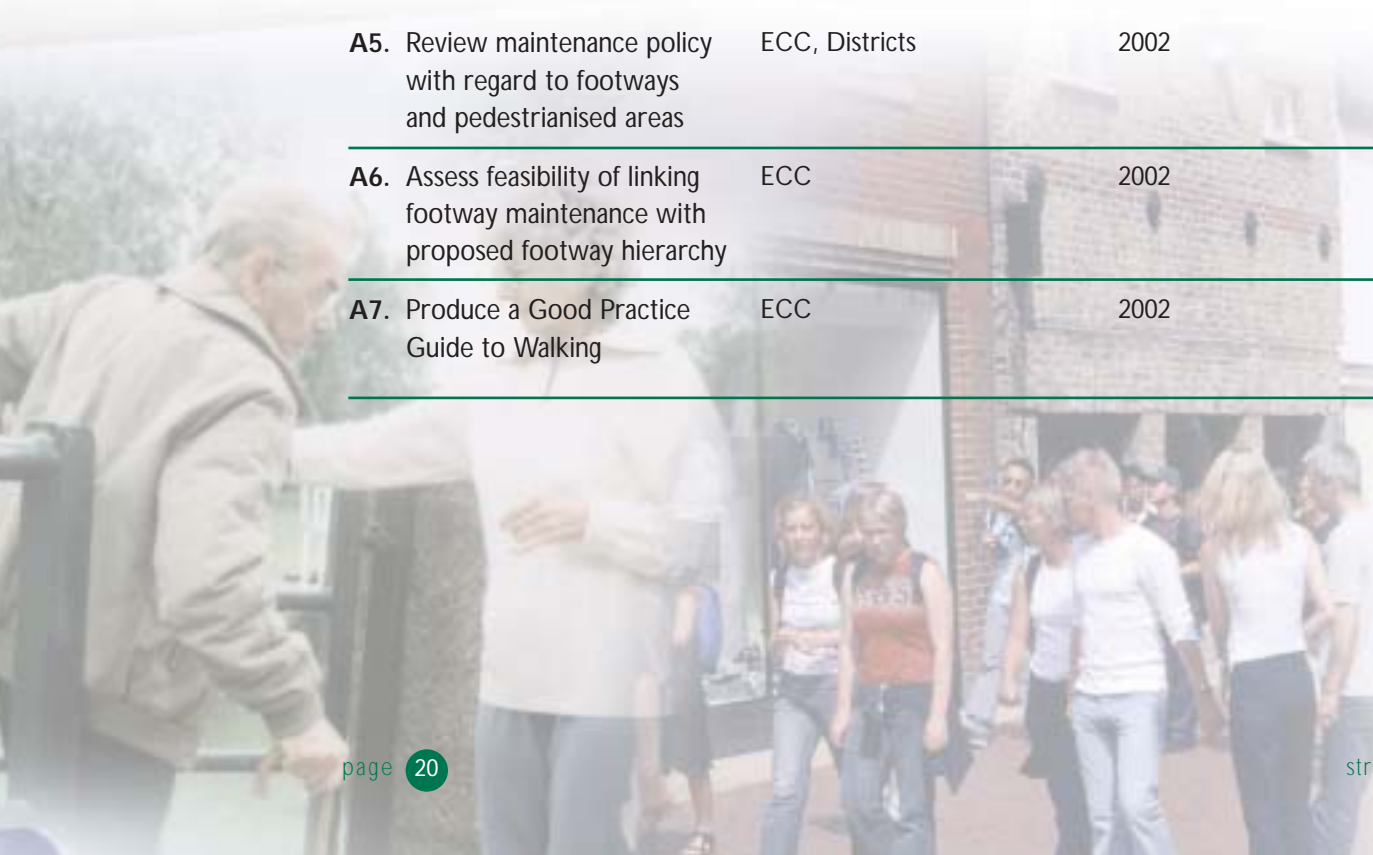
Work undertaken by utilities is governed by the New Roads and Street Works Act 1991. Pedestrians should be given high priority and their safe passage ensured where there are street works. The Institute of Highways and Transportation states that good signing is of paramount importance and requires;

- Adequate advance warning
- Allowance for the use of footway facilities by visually impaired people and protection accordingly
- If footways are to be closed or suffer major disruption, alternatives routes are provided which are clearly marked and maintained during the duration of the works. These routes must be accessible for people with sensory or mobility impairments
- The Code of Practice for Signing at Road and Street Works requirements should be followed at all times (DOT, 1991)
- Remedial work to reinstate the footway should be undertaken as soon as possible
- All signs and works equipment to be removed as soon as possible

5.2.5 Parking on the Footway

Parking on the footway creates problems for pedestrians, especially those with mobility or sensory impairments. Parked cars not only narrow the footway impeding progress of pedestrians using wheelchairs or pushing prams etc and endangering people with visual impairments but the weight of cars damages the footway and causes trip hazards. Parking on footways outside London it is not an offence in itself and so is difficult to eliminate. The County Council acknowledges that footway parking occurs, particularly in areas of older housing where there is no scope for residents creating their own off-street parking facilities. Traffic restrictions such as waiting restrictions may be imposed on a length of road to make parking an offence. However, the problem of illegally parked vehicles is likely to move to a neighbouring street. The most important factor in permitting footway parking is the need to protect enough footway for pedestrians and in particular those with any form of disability. A minimum footway width of 1.8 metres should be retained in line with the Pedestrian and Mobility Policy. Where possible this should be increased on shopping frontages where pedestrian flows are higher. Bollards or kerbing may be required to protect the reserved footway. Proper segregation to protect the rights of the pedestrian is essential. Policies on parking will be effected as districts make decisions on the decriminalisation of parking and it is expected that new policies will help tackle footway parking.

Action	Who will be involved	Completion Date
A5. Review maintenance policy with regard to footways and pedestrianised areas	ECC, Districts	2002
A6. Assess feasibility of linking footway maintenance with proposed footway hierarchy	ECC	2002
A7. Produce a Good Practice Guide to Walking	ECC	2002



5.3 Pedestrianisation

Pedestrianisation and pedestrian priority schemes can provide a pleasant and safe environment in which pedestrians can go about their business without coming into conflict with traffic. If well designed they can help with the regeneration of commercial areas by making an agreeable and attractive place in which people can shop. There is however potential for problems to arise if the issues of commercial viability, accessibility and pedestrian security are not addressed in the right way.



5.3.1 Commercial Factors

Consideration should be given to the type of businesses in the area to be pedestrianised and also those surrounding it to assess the impact of the scheme. It is also important that deliveries and services can be made conveniently to allow business activities to function effectively.

5.3.2 Accessibility

All pedestrian priority areas should be linked into the surrounding area. Therefore, it is important that the area is served by accessible public transport (such as low floor buses) and that the bus stops are convenient and as close to the pedestrian priority area as possible. Likewise car parking should be within walking distance, it is very important that car parking for people with mobility impairments is situated as close to the pedestrian priority area as possible with special parking areas for orange or blue badge holders provided. These areas can have their own enforceable control strategies ensuring that they are kept clear for those that are entitled to use them and allowing specific problem areas to be given higher priority by parking patrols.

Pedestrian areas should also be supplied with appropriate seating so that people have the opportunity to rest before carrying on with their journey. Street furniture in general should be well designed and kept to a minimum allowing free pedestrian flow along a route. Also essential is the provision of high quality pedestrian and cycle routes into the area coupled with cycle parking facilities. Pedestrianisation can present problems for cyclists who wish to travel through an area and suitable through or bypass routes should be provided. The design of alternative cycle routes should minimise the conflict between pedestrians and cyclists that can occur. Consideration should be given to allowing cyclists off peak usage of a pedestrian area providing that conflicts of between users can be overcome.

5.3.3 Pedestrian Security

If not planned and managed carefully, completely pedestrian areas can become solitary and threatening at night when shops are closed. Therefore, in many cases it may be preferable to develop pedestrian priority areas that allow traffic to pass through in the evening, as long as it is clear to drivers and pedestrians alike what restrictions are in place.

The pedestrian environment should also be designed so that there is good visibility and no opportunities for strangers to hide around corners etc. Encouraging mixed use in town centres such as residential flats above shops and restaurants helps to ensure that town centres are not deserted at night.

CCTV cameras also play a role in ensuring that people feel secure in pedestrian areas. These should be conspicuous and well publicised so that people know that they are in place and how they operate. A system of help points linked to the CCTV centre can also provide extra security for pedestrians.

Consultation with all those who will be affected by any changes made is the key to ensuring that the scheme is successful.

5.3.4 Action Plan

Action	Who will be involved	Completion Date
A8. To develop a monitoring programme to assess the success of new schemes, developments and initiatives in increasing the number of people walking	ECC, Districts, Developers	2002

5.4 Land Use Planning

In new developments the best way to encourage walking is to plan for pedestrians from the very first stages of design of the development. There are two key aspects that must be considered in terms of walking, these are:

- The accessibility of the development by sustainable modes of transport to local amenities and job opportunities, mixed development is important in achieving this;
- The ease with which people can walk within and through the development.

5.4.1 Location of Developments

Local Plans have a role in promoting and encouraging accessible locations for development. Local Plans are guided by the Essex and Southend-on-Sea Replacement Structure Plan, which states that residential and retail centres should be situated so that they are accessible by different means of transport including walking (See appendix 1). Therefore, new developments should be situated close to major public transport nodes and mixed developments should be encouraged so as to enable people to access services and facilities without having access to a car.

When major new developments (or extensions to an existing developments) are proposed the developer is expected to provide for pedestrian, cycling and local transport facilities as appropriate. These facilities should be integrated and link with existing facilities to provide an environment which is conducive to walking. Developers may also be required to upgrade existing facilities, for example the addition of lighting to a footway or the upgrade of an existing crossing. Agreements and conditions should be arranged as far as possible so that facilities for pedestrians will be implemented before the development is occupied.

The provision of appropriate measures will influence the recommendation that will be made by the County Council as highway authority on any planning application received on consultation. In the absence of such required provision, the County Council may well recommend refusal of planning permission to the determining authority.

In order to ensure proper implementation of such provision the County Council may seek any planning permission granted to be accompanied by a legal agreement.

The County Council wishes to encourage District Councils to discuss pedestrian, cycling and public transport provision at any pre-application discussions held with prospective applicants. County Council officers would be happy to participate in such discussions at the request of District Councils.

Where a number of developments are put forward for an area or a large development which will be built in phases is proposed, a transport study is commissioned by Essex County Council. These studies assess the impact of the developments on the whole area and recommend a package of measures aimed to encourage sustainable forms of transport, improve safety and assess highway capacity. Developers are then required by legal agreement to contribute to the transport fund and ensure that the improvements to transport facilities and infrastructure recommended in the study are carried out as scheduled.



5.4.2 Planning for Walking within Developments

Within new residential and mixed use areas pedestrian movement should be convenient, safe and pleasant. The aim is to discourage the use of the car for local trips and to encourage walking between homes and local facilities that residents need, or wish to use regularly. The latest version (October 1997) of the Essex Design Guide for Residential Areas has been prepared by the Essex Planning Officers' Association. The Association represents all planning authorities in Essex with the aim of encouraging the best practice in design and layout of new residential and mixed-use development.

The design principles used by the Essex Design Guide place a much greater emphasis on promoting pedestrian (and cycling) movement and recognises the need to consider walking as an important and integral part of the overall transportation provision.

The key considerations are: -

- The provision of good quality footways and footpaths for use by all people regardless of their ability and level of mobility.
- An awareness that people prefer to walk along streets where they can be seen by drivers, residents and other pedestrians.
- If segregated footpaths are provided, they need to be well-connected and overlooked by houses and other buildings.
- Direct routes to be provided to local facilities, adjacent neighbourhoods and public transport services in such a way that it is more convenient and attractive to walk than to drive to such destinations.
- All measures that slow down traffic help pedestrians feel safer.

Internal roads within developments should be designed so that traffic is obliged to travel slowly. This design will result in narrower slower roads, which force drivers to keep their speed below 20 mph (30 kph) and promote a more pedestrian friendly environment.

Lengthy segregated spine footpaths can present opportunities for crime against pedestrians if poorly designed. While in many cases pedestrian routes will be situated along residential roads, with occasional short links to give pedestrians a preferential direct route, the integrity of Public Rights of Way should also be preserved. A document soon to be published entitled 'Public Rights of Way and Planning' will provide guidance for professionals involved with Public Rights of Way.

It should be possible for pedestrians and cyclists to move freely and safely between all parts of a development, both locally and on a wider scale. A permeable layout should be designed which offers, pedestrians a choice of routes. The layout should result in greater visual interest and so generate a higher level of pedestrian activity, and thus security. Incorporating central, overlooked play areas within residential areas encourages children to 'play out' and so take exercise and walk more often.



In order to encourage walking, and to create an environment in which people feel comfortable, any publicly accessible space must be visually pleasing to the pedestrian. Pedestrians examine and interpret a wealth of visual information on their journeys, much of it at a sub-conscious level. An abundance of well designed visual stimuli will help to ensure that the pedestrian does not become bored and alienated from the environment.

5.4.3 Action Plan

Action	Who will be involved	Completion Date
A9. Investigate the benefits of adopting a formal user hierarchy	ECC	End of 2001
A10. Develop a procedure for internal consultation on pedestrian needs for new developments	ECC	2001
A11. All new spine roads and classified roads to meet the pedestrian specification in the forthcoming Good Practice Guide to Walking	ECC/Developers	Ongoing
A12. Publish 'Public Rights of Way and Planning'	ECC	2002

5.5 Provision for People with Sensory and Mobility Impairment

One in ten people have some degree of sensory or mobility impairment, therefore, it is important that all aspects of the highway are accessible to all members of the public. The term 'mobility impaired' covers a wide range of people from those with physical impairments to those laden with shopping. The term 'sensory impaired' includes people with sight and hearing impairments who may encounter difficulties in the pedestrian environment. There are programmes in place to improve the existing highway for people who have sensory or mobility impairments and to ensure that every new facility provided should take consideration of the requirements of all potential users.

Further detail on all of the following sections can be found in the forthcoming Good Practice Guide to Walking.

5.5.1 Audible and Tactile Signals

Over recent years, most signal controlled crossings in Essex have been provided with audible or tactile signals. Only a few sites remain without these signals, where, due to technical difficulties, the cost of the new works is very expensive. An audible signal is sounded when the green pedestrian signal is lit and is provided to assist visually impaired pedestrians. A tactile signal consists of a small rotating cone protruding from underneath the push-button box to assist visually and audibly impaired users. Audible signals are provided in preference to tactile signals, but tactile signals are provided at staggered crossings and junctions where an audible signal could be confusing and therefore dangerous. Tactile and audible signals are provided upon request where pedestrians with both a visual and hearing impairment cross regularly.

All new signal controlled crossings are provided with audible or tactile signals, depending on site conditions.

5.5.2 Dropped Kerbs

Dropped kerbs are provided to assist pedestrians, especially people with mobility impairments, including those with prams or pushchairs, when crossing a carriageway. When any new crossing facility is provided dropped kerbs are always installed.

Dropped kerbs are also provided at junctions where there is no formal crossing facility to allow people in wheelchairs or those with prams or pushchairs to cross the junction. Some roads in the County do not have dropped kerbs at junctions and when requests are received from the public, they are prioritised and provided when funding is available. Dropped kerbs are provided automatically when the footways along a road are renewed. Eventually this will lead to all junctions being provided with dropped kerbs.

5.5.3 Tactile Paving

When any new traffic lights are provided or modifications to existing junctions take place the opportunity is taken to provide tactile paving for visually impaired pedestrians to highlight the presence of the dropped kerbs. Tactile paving acts as a sensory code that allows visually impaired people to navigate within the pedestrian environment, therefore, it is vital that it is installed correctly. The national guidelines on installation of tactile paving must be followed at all times. When changes are made to the pedestrian environment the tactile paving must be altered accordingly.



5.5.4 **Guard Railing**

Guard railing is used at signal controlled crossings to guide visually impaired pedestrians towards the push button controls. It is also used on traffic islands at staggered crossings to guide visually impaired pedestrians to the crossing point. The over use of guard railing can act as a barrier to pedestrians. It is important that crossings are placed on desire lines so that it is not necessary to use guard rail to force pedestrians to divert off their natural route in order to cross the road.

5.5.5 **Removing Obstructions In The Footway**

Any piece of street furniture located in the footway is a physical obstruction and should be located, wherever possible, so that a footway of 1.8 metres is maintained. It is recommended that the colour of street furniture should contrast with surrounding objects to help visually impaired people.

A minimum number of signposts should be used and they should be positioned appropriately. Vegetation should be kept cut back so that it does not intrude on to the footway. Signs outside shops can obstruct the footway and are particularly hazardous to people with visual impairments as they are not fixed so the layout of the pedestrian environment may vary from day to day and cannot be learnt. All efforts should be made to ensure that these signs are not placed on the footway.

On rural footpaths work is being undertaken in certain areas to make Public Rights of Way more accessible to people with sensory or mobility impairments this includes, where appropriate, replacing styles with gates.

5.5.6 **Raised Kerb Heights at Bus Stops**

A raised kerb height at bus stops makes access to the public transport network easier for mobility impaired people and they should be provided at all bus stops where highway alterations are being undertaken. The use of high kerbs should also be encouraged at transport interchanges where buses and taxis pick up passengers. In cases where there is no height differentiation between vehicle and pedestrian surfaces, for example, on some railway forecourts, the possibility of building a length of ramped kerb to facilitate access to the vehicles for people with mobility impairments should be investigated.

5.5.7 Action Plan

Action	Who will be involved	Completion Date
A13. To ensure that all Access Groups are informed of new or altered crossing facilities	ECC, Access Groups	Ongoing
A14. To ensure that practitioners understand the needs of mobility and sensory impaired pedestrians when designing new schemes	ECC, Access Groups District, Contractors	Ongoing
A15. To ensure that any works to improve pedestrian routes take into account the needs of people who are mobility or sensory impaired	ECC, Access Groups District, Contractors	Ongoing
A16. To promote the implementation of raised kerbs at bus stops. Priority will be given to schemes that address an entire route	ECC, Bus Companies Districts	Ongoing

5.6 Road Safety

The provision of a safe environment in which people feel confident to walk and cross the road without fear of being involved in an accident is vital. While all pedestrians require a pleasant and safe walking environment, two groups of people that are especially vulnerable are children and the elderly. Often members of these two groups do not drive or have access to cars and so their personal freedom is curtailed if they cannot access facilities safely on foot or by public transport. Part of a child’s development is to learn to negotiate the pedestrian environment at first with adult supervision and then on their own. Therefore the promotion of road safety involves education of both pedestrians and car drivers and physical measures such as crossings and traffic calming to make the roads safer for all users.

Speed reduction plays a significant role in the safety of pedestrians and this is discussed in section 5.7.

An important tool for ensuring that pedestrians are as safe as possible is the Road Safety Audit. This is an independent formal procedure for assessing accident potential and safety performance in the provision of new road schemes, and schemes for the improvement and maintenance of existing roads. The schemes are examined from the perspective of all road users with the aim that all new highway schemes operate as safely as practicable. The process involves the examination of drawings and other documents relating to a scheme, where appropriate visiting the site of a scheme, and commenting on the design or construction of it. Taken into account are safety principles, experience of similar situations, driver and pedestrian behaviour, accident patterns, and other factors contributing to the occurrence of accidents.

Audits can be undertaken at various stages from outline design to post construction. The number of audits undertaken for a particular scheme and at which stages they are carried out will vary depending on the size of the scheme.

5.6.1 Child Pedestrians

Many drivers do not fully understand the vulnerability of child pedestrians and cyclists. It is vital that this is taken into consideration when designing new environments or improving existing ones. Traffic calming measures, speed reduction, 20mph zones, and 'Home Zones' can all contribute to providing protected areas for children.



The number of slight and serious child pedestrian casualties has decreased from 1997 to 1999 and even greater reductions have been achieved from the 1981-85 average to 1999. The number of fatal casualties in Essex remains low, there were two in 1999.

To maintain and improve this record the safety of children around schools and on the journey to school will remain a priority. The provision of appropriate crossing places, school crossing patrols and reduced speeds can all help. Schools will be encouraged to participate in the Safer Journeys to School programme which involves the whole school community investigating the problems and contributing to the solutions.

Local Authorities will be required by the Government to carry out child road safety audits which will be monitored. The School Travel Advisory Group (STAG), the Government's cross-departmental group, will provide advice on appropriate measures. Essex County Council will set up an inter-departmental/agency 'STAG' to promote and support the safety of school travel. Schools will be offered the opportunity to undertake audits in order to identify any travel and safety problems. This will form part of the Travel and Safety Policy and Plans.

It is important that children gain the life skills to help them to travel and play safely. The Government is to introduce Road Safety into the Personal, Social and Health Education (PSHE) curriculum and provide guidance for teachers. Essex County Council has produced guides for teachers since 1986 and these are regularly updated. The following guides are produced: Traffic Education in the Primary Schools, Traffic Education in the Secondary Schools, Traffic Education for Special Needs Pupils and TravelWise - Sustainable Transport. Schools taking part in the Safer Journeys to School initiative or action zones identified by other initiatives such as Crime and Disorder and Health Improvement Programmes are specifically targeted.

The Essex County Council Road Safety Plan outlines the planned programme of work covering the period to 2002 and includes the following educational initiatives which have a direct influence on pedestrian skills.

- The document 'Road Safety and Travel Policies for Schools' encourages schools to take responsibility for their level of commitment to road safety activities within their own schools. This provides them with a framework for developing a comprehensive policy that includes a statement of policy, examples of good practice and identifying the place for road safety in the curriculum. It allows road safety staff to support, rather than promote activities.
- 'SCHEMA' is the Intranet site being developed by Essex County Council's Learning Services Directorate which will be accessible by all schools in the County. Initially access may be restricted to the schools office computer with access to pupils provided at a later date. Liaison has already taken place with a view to including road safety documents and an interactive education programme.

- 'All about...' packs provide information to parents and children at key stages in the child's development. Packs are designed to target children at ages 5, 7 and 11 (with a pack for age 14 still to be developed) with packs for pre-school children and Young Drivers complimenting the series.
- Three Stage Pedestrian training will be offered to targeted schools for pupils in the reception class, Year 3 and Year 6 and linked to the 'All About' Packs. Whilst informal pedestrian training has been operating across Essex for many years, this is being formalised particularly to support 'Safer Journey' schools.
- Parents will be strongly encouraged to participate in the training, particularly with reception children, in order to provide consistent support to the child and avoid mixed messages. Pedestrian training leaflets will be provided to the parent of each child taking part in the scheme. The guidelines will also be available to support the one off pedestrian courses currently offered to the majority of schools.
- 'Walk to School' is a national initiative to raise awareness of the benefits of walking and to encourage more people to choose to walk to school in preference to using the car. A wide range of attractive materials is available to schools free of charge to support this campaign.

5.6.2 Action Plan

Action	Who will be involved	Completion Date
A17. The Road Safety Strategy to be produced	ECC	2002
A18. Actions in the Road Safety Strategy to be implemented	ECC and partners	To Road Safety Strategy timetable

5.7 Speed Reduction

The Government's speed review has confirmed a strong link between vehicle speeds and the risk and severity of collisions. If a pedestrian is hit by a moving car it has been well established that the risk of being killed rises dramatically with a small increase in impact speed. Higher speeds on roads that were not designed for them are associated with both more accidents and greater injury severity.

The County Council is committed to the aim of reducing speeds on the County's roads as indicated by the Speed Reduction Policy which is currently being updated.

Education plays an important role in this process. Drivers need to take responsibility for their own actions and abide by speed limits. For this to become reality limits must be respected. Research in Essex and other areas has shown that for this to happen the reason for limits must be understood by drivers. The County Council’s Speed Commitment Campaign contributes to creating a safer environment for cycling and walking. It aims to raise awareness of the dangers, and ultimately reduce the occurrence of speeding traffic which intimidates and endangers these road users.

Several self-enforcing 20 mph Zones have been established within Essex as part of the Speed Reduction Policy. To take this concept one stage further the County Council is working towards creating “Home Zones”. These would comprise residential areas where pedestrians, cyclists and motorised traffic have equal status. The fundamental difference between a “Home Zone” and other traffic calming is that the demarcation between the road and the kerb is not normally present. This allows free pedestrian and cycle flow and ensures that car drivers do not feel they have priority in any area. The outcome is that car-borne traffic travels at the same speed as pedestrians and cyclists or avoids the area altogether.

5.7.1 Action Plan

Action	Who will be involved	Completion Date
A19. Review the present speed reduction policy	ECC, partners	2002
A20. Development of a pilot Home Zone	ECC, Districts	2003

5.8 Making Crossing Easier

Crossing facilities are a vital part of making walking environment safe and easy to move around in, by helping form networks and reduce severance. In order to be most effective crossings must be situated on pedestrian desire lines. They should allow pedestrians to cross in the most direct manner and respond quickly and safely to demands from a pedestrian. The crossing should be wide enough to accommodate pedestrian flow at peak times. There are various forms of crossing that are introduced to help pedestrians cross roads in Essex. They are installed in different locations depending on the traffic conditions, road type and pedestrian flow in order to ensure pedestrian safety. The types of crossing are as follows:

- Controlled crossing facilities including Zebra crossings, Pelican crossings, Puffin crossings, Toucan crossings, pedestrian phases at traffic signals and Pegasus crossings
- Uncontrolled crossing facilities such as pedestrian refuges
- School crossing patrols
- Footbridges and subways

5.8.1 Controlled Crossing Facilities

Controlled pedestrian crossings provide pedestrians with priority over vehicular traffic whilst they are crossing the road. Numerous requests are received for pedestrian crossings across the County. They are introduced where pedestrians experience delay or danger in crossing the road. Inappropriate siting of pedestrian crossings can lead to personal injury accidents, for example, a Zebra crossing that is only used for 1 hour each day may cause drivers to ignore it increasing the likelihood of an accident. All the requests that are received for crossings are assessed and prioritised. The assessment procedure for determining the most suitable form of crossing and prioritising requests will be outlined in the Good Practice Guide for Walking.

5.8.2 Zebra Crossings

There are approximately 380 Zebra crossings in the County. They are the least expensive of the controlled crossing facility but are not suitable where traffic speeds or volumes are high or where there is poor visibility of the site from the perspective of the driver. The priority for the installation of zebra crossing is determined locally by the District and Borough councils.

5.8.3 Pelican and Puffin Crossings

Pelican and Puffin crossings are signal controlled pedestrian crossings. There are 120 Pelican crossings and 12 Puffin crossings in the County. A Pelican crossing uses an electronic green man on the far side of the road which pedestrians activate by using a push button on the near side of the road. Puffin crossings are gradually replacing Pelican crossings. Their advantage over Pelican crossings is that they incorporate sensors to identify if a pedestrian has crossed before the green man is activated or if a pedestrian requires more time to cross. Puffin crossings do not have a flashing green man or a flashing amber period. These flashing aspects of a crossing currently confuse pedestrians and drivers.





When Pelican crossings were first introduced, the green time for traffic was set at 30 or 40 seconds and pedestrians had to wait for traffic to clear before being able to cross. In recent years, these timings have been reduced to 30 seconds at peak times and 20 seconds at off peak times to allow pedestrians to cross straight away except on high speed roads.

5.8.4 Toucan Crossings

Where pedestrians and cyclists cross together a toucan crossing is provided. These will operate in a similar way to Puffin crossings once new guidance from the government has been issued. There are currently 11 toucan crossings in the county.

5.8.5 Pedestrian Phases at Traffic Signals

There are still a considerable number of traffic light controlled junctions in Essex without any signal controlled crossings for pedestrians. There is a programme to provide pedestrian lights at the five junctions with highest priority each year. Some junctions with a lower priority are also completed as a consequence of other improvement works or accident remedial measures. Ultimately all traffic light controlled junctions within the County will have pedestrian lights except those in rural areas where there are no footways.

One of the problems with pedestrian lights at junctions is the long wait for pedestrians, which can be up to two minutes at peak times. When pedestrian lights are added the green phases for traffic often have to be increased to compensate for the time that traffic is stopped for pedestrians. This avoids excessive traffic queues, congestion and pollution in the vicinity of the junction. Pedestrians who activate the green man but do not wait for it to appear before crossing exacerbate the problem. Puffin crossings can detect if pedestrians have chosen not to wait for the green man and then cancel the request. This increases traffic capacity and enables waiting time for pedestrians to be reduced. However the technology is expensive and it will be many years before all junctions are upgraded.

5.8.6 Pegasus Crossings

Pegasus crossings are a new controlled crossing that operates in a similar way to a Puffin crossing but can be used by pedestrians, cyclists and accompanied horses. No crossings of this type have been introduced in Essex and it is hoped to introduce a pilot site shortly. Guidelines on the introduction of Pegasus crossings will be available once a pilot site has been evaluated and monitored.

5.8.7 Uncontrolled Crossing Facilities

Pedestrian refuges are islands in the centre of the road, which provide pedestrians with a relatively safe waiting area. They are a relatively inexpensive way to improve crossing facilities for pedestrians.

5.8.8 School Crossing Patrols

There are currently 255 permanent school crossing patrols in Essex and 13 mobile patrols. It is recognised that school crossing patrols are the safest way for children to cross the road. The Transportation and Operations Service of Essex County Council manages the School Crossing Patrol Service.

The school crossing patrol service expands each year as new requests for school crossing patrols are assessed against set criteria and added to the service in Spring and the Autumn. At schools introducing a Safer Journeys to School initiative where it is considered that there is the potential to double the number of children walking along a route a crossing may be introduced even if it does not meet the usual criteria. The assessment process is outlined in more detail in the Good Practice Guide for Walking.

By the end of March 2001, a programme to introduce flashing warning lights at patrol sites to draw motorists' attention to the presence of the patrol will be completed. Patrols will not have flashing amber warning lights where they cross the road at controlled crossing points. It is envisaged that funding for works at school crossing patrol sites will continue. This will allow a programme to introduce lower kerbs for pushchairs and wheelchairs at patrol sites to commence.

Some difficulty has been experienced in recruiting school patrol operators, which inevitably causes a delay in some sites becoming operational. New ideas to recruit school crossing patrols are constantly being sought to reduce the number of vacancies.

5.8.9 Footbridges and Subways

A footbridge or subway is normally provided as part of major new road schemes where there are high pedestrian and vehicle flows, a lack of alternative facilities and favourable site topography. The cost of such a facility is very high. Footbridges are usually cheaper than subways but tend to be less favoured by people with mobility impairments, heavily laden shoppers and people with prams. This is because ramps tend to be long and can increase the distance that has to be walked in order to cross the road. Subways are often a deterrent to walking as people are afraid of being attacked as they go through them. This is especially true of badly designed subways which have corners creating poor visibility. Where possible, at grade crossings should be installed rather than footbridges and subways.

Grade separated crossings are necessary across trunk roads and dual carriageways especially where communities and Public Rights of Way are severed by the road. The Highways Agency has a strategy to increase accessibility along trunk roads which includes reducing

severance and making walking easier. Route Management Strategies and multi modal studies for the A12 and A120 are being undertaken and these will include proposals for crossings of the roads. Essex County Council supports the Accessibility Strategy and will work with the Highways Agency to identify sites where crossings would be appropriate along trunk roads.

5.8.10 Action Plan

Action	Who will be involved	Completion Date
A21. To establish a programme of upgrading Pelican crossings to Puffin crossings	ECC	2002
A22. To provide pedestrian phases at all traffic light controlled junctions	ECC	Ongoing
A23. To establish a programme of introducing Puffin technology at existing pedestrian phases at traffic light controlled junctions	ECC	2001
A24. To establish a programme to introduce lowered kerbs at school crossing patrol sites	ECC	2002
A25. To introduce a Pegasus crossing at an appropriate site in Essex and monitor its performance. Produce guidelines on the introduction of further Pegasus crossings in Essex.	ECC	2002
A26. To take opportunities to work with the Highways Agency to identify sites where crossings across trunk roads are necessary	ECC, Districts, Highways Agency	To Highways Agency timescale
A27. Develop a programme to audit subways and footbridges using IHT guidelines on	ECC, Districts	2002

5.9 Public Transport Interchanges

Most journeys by public transport involve walking stages, therefore making walking easier is a key to an effective integrated transport system. High quality pedestrian networks linking to public transport facilities make the journey to the interchange safe and attractive. The walking element is an important part the whole journey experience and should always be included in the planning process for existing and new developments.

Footways linking facilities and residential areas should be as direct as possible. Nationally recognised standards for catchment areas for urban bus stops are a walk of 400 metres or five minutes, and of 800 metres or 10 minutes for railway stations. Where there are gradients on the footways, the recommended walking distance to a bus stop or railway station is reduced by 10 metres for every 1 metre rise or fall.

Pedestrian route desire lines should be developed so that routes to/from bus stops and railway stations also serve local centres or shops. There should be no obvious obstructions to reach key destinations. For example the route should avoid a badly lit subway or a busy road to reach the bus stop. These routes should be well sign posted and clear attractive information provided at bus stops and interchanges.

Essex County Council will identify key bus stops that serve larger numbers of people due to their location and/or the number of services available from these stops. Such bus stops act as informal interchanges and the walking and waiting areas in these locations should be of the highest quality. The following criteria is set for identified bus stops:

- High kerbs to accommodate low floor bus operations (see section 5.56)
- Bus shelters with seating
- High quality information boards
- Real time or timetable information displays, as technology allows
- Enhanced street lighting
- A 1.8m obstruction free footway past the bus shelter

5.9.1 New Developments

Developers are expected to ensure bus stop and footway locations are identified at the earliest opportunity of the highway design of new developments. Pedestrian route desire lines must be incorporated into the position of bus stops and any key stops identified. Bus stops in new developments would be expected to be at intervals of 300 metres to minimise the walk times within the overall 400 metre catchment. Contributions from developers will be sought for public transport facilities including walking and waiting areas as part of the Section106 planning obligations.

5.9.2 Access for Sensory and Mobility Impaired People

Improving the environment for pedestrians should consider the needs of people with a mobility or sensory impairment to access public transport. This includes providing facilities at railway and bus stations, including audio information and encouraging the use of low floor buses. Essex County Council will continue to seek opportunities to develop Quality Bus Partnerships and to joint fund schemes with the train operating companies and Railtrack to comply with requirements of the Disability Discrimination Act (1995).

5.9.3 Station Audits

There are 74 railway stations within Essex, including 8 on London Underground's Central Line. Essex County Council has undertaken at least one audit at each station since 1995. Station Audits involve a comprehensive survey of facilities that would be expected to be provided, given the size and location of the station, and the level of train services it receives.

Indicators which are surveyed in relation to people accessing the station on foot include: the signposting to the station, the condition of approaches and the station concourse, general information including the provision of local maps, and access to the station for people with mobility impairments. Within the station area, the audit includes the condition of the platform surface (including tactile paving) and cross platform access, such as the provision of lifts. From a wider perspective, Station Audits cover a wide range of issues such as security and information, and take account of other means of accessing the station by auditing aspects such as public transport provision and parking arrangements.

Many stations have been audited on more than one occasion to establish whether problems that were previously identified have been addressed. Essex County Council has also received a copy of the station inspection report published by the Rail Passenger Committees (RPC, formerly the Rail Users Consultative Committees), the independent statutory watchdog. This report is accompanied by a spreadsheet of all the data collated from each of the stations within Essex (except the Underground stations). The RPC inspections have been carried out on a similar basis to the County Council audits. They will be analysed to enable any problems or under provision of facilities at stations to be rectified.

5.9.4 **Action Plan**

Action	Who will be involved	Completion Date
A28. Identify Key Stops and interchanges in Essex	ECC/Bus Operating Companies	2002
A29. Improve train station accessibility for people with mobility and sensory impairment	ECC/Train Operating Companies/Railtrack/ Disability Groups	Ongoing
A30. Extend station audits to include surrounding area	ECC	5 year rolling audit

5.10 **Walking and Cycling**

Both walking and cycling are healthy, sustainable, cheap and efficient means of travel, and they are both available to a wide range of people. However, pedestrians and cyclists have different needs. In some cases the provision of facilities for cyclists can cause conflicts between the two groups and although there are very few recorded accidents between cyclists and pedestrians on shared pedestrian and cycle facilities in Essex, allowing cyclists any use of facilities previously reserved for pedestrian use can be a contentious issue.



The County Council's publication 'Designing for Cyclists – Guide to Good Practice' (currently in draft form) recognises that there is no single correct way to provide for cyclists. Different measures will be appropriate in different circumstances and it recommends using a hierarchy approach whereby traffic reduction, speed reduction, traffic calming and the redistribution of the carriageway are considered before the construction of new cycle tracks whether within or segregated from existing roads. This hierarchy is echoed in the Essex Cycling Strategy.

Cycleways, can, however be an important part of the overall provision for cyclists. These facilities may be shared with pedestrians, although good consultation and design are necessary. New cycleways can be useful to pedestrians, and shared use facilities have a place in providing for both walking and cycling. Where pedestrians or cyclists gain a new single use facility, rather than sharing an existing one, objections are less likely.

Where an existing path is converted to shared use, segregated facilities are likely to be the preferred method provided there is space to separate the 2 modes. In this case, the facility should be widened, and the cycle path should be segregated from the footpath by a difference in level, colour or a raised white line. The facility should be clearly signed and marked for pedestrians who may have a visual impairment.

The DETR has produced its advice on Shared Use by Cyclists and Pedestrians (Local Transport Note 2/86). A new Local Transport Note on the decision making process with regard to shared use is expected shortly. The County Council aims to produce its own guidelines on the provision of shared use in the light of new Government guidance and this is set out as an action in the Cycling Strategy as well as this strategy.

Both the Essex Cycling Strategy and the Essex Design Guide aim to provide convenient, safe and pleasant pedestrian and cycle movement within new residential areas. It is an aim of the Cycling Strategy to work with developers to secure the layout of new developments that encourage cycle and pedestrian accessibility. One of the targets within the strategy is to 'pilot the application of the cycle facility checklist' which would be used to assess whether proposals make satisfactory provision for cyclists.

5.10.1 **Action Plan**

Action	Who will be involved	Completion Date
A31. Produce policy guidelines on shared use in light of new Government advice	Cycle Forum Pedestrian Forum	2002

5.11 **Crime and the Fear of Crime**

People will only choose to walk if they feel an area is safe and unthreatening, especially after dark. If people are to be encouraged to walk more they should not feel intimidated into staying away from an area or using their car because they feel that the area is unsafe. Many factors can contribute to the perception that an area is unsafe – bad design including corners or recessed areas which can not be seen clearly, badly lit or secluded areas and poorly designed crossing facilities. Poorly maintained bus or train waiting areas can also be a deterrent to use, as they are perceived as places where personal attacks are likely.



Older people and women feel especially vulnerable and parents are increasingly concerned about letting their children out alone. In order to prevent crime and reduce the fear of crime Essex County Council will work with District and Borough Councils and the Police to identify areas where crime and the fear of crime prohibits walking and identify actions that will contribute to community safety. These actions could include, introduction of CCTV, increased lighting, improvements to bus stands and shelters, opening up of enclosed areas or more visible policing.

Essex County Council is a partner in the twelve District Community Safety/Crime and Disorder Partnerships. Under the Crime and Disorder Act (1998) the County Council is one of the responsible authorities in each of the Partnerships, (the other two being Essex Police and the respective District Councils).

The main aims of the Act are to prevent and reduce criminal offences and reduce the fear of crime. Under the requirements of the Act the strategies put in place to reduce crime and the fear of crime must be based on district boundaries. They should be responsive to the needs and concerns of the local community. Therefore, the County Council is making distinct inputs into the work of community safety across Essex in each of the twelve strategies.

Within each district partnership the Chief Executive of the County Council has nominated a senior officer to act on their behalf. This officer is responsible for the district strategy on behalf of the County Council and meets regularly with the Divisional Commander responsible for the district and the Chief Executive of the District Council.

The nominated senior officer from Essex County Council also meets on a quarterly basis, with a group of representatives from the directorates and services within the County Council who work in the district area. This cross-directorate support group advises the County Council representative on developments in their own service areas which impact on community safety. The County Council's Crime and Disorder Partnership Officer seeks views on the formulation and implementation of the local strategy in relation to each Directorate's services.

Examples of work undertaken by some of the local partnerships that will form part of the Walking Strategy are listed below:

- Safer Journeys to School
- Walking Bus schemes
- Designing out crime (in the development of new buildings considering the design implications for crime and fear of crime)
- Secure Stations Awards
- Improved street lighting
- CCTV schemes
- Greater number of police enforcement cameras, (to reduce speeding – with one of the benefits being making it safer for pedestrians)

5.11.1 Action Plan

Action	Who will be involved	Completion Date
A32. To ensure liaison between the Transportation and Operational Services, Planning, Community Safety Officer, Police and District Councils on relevant schemes	ECC, District Council, Police	Ongoing
A33. To identify areas where crime or the fear of crime is seen as a barrier to walking	ECC, Police, Districts	2002

5.12 Recreational Walking

“If people are to be encouraged to consider more active modes of transport, efforts need to be made to ensure that the infrastructure is there to make walking and cycling an attractive option.” (Health Education Authority, 1999).

5.12.1 Maintenance of Public Rights of Way

The County Council as Highway Authority has a legal duty to maintain all Public Rights of Way, ensuring they are available for use, free from obstruction, clearly signed and that farmers/landowners have carried out their responsibilities. In addition, the County Council maintains the Definitive Map, the legal record of all Public Rights of Way.

A survey of the entire network of Public Rights of Way in Essex has recently been undertaken. Once the results of this have been analysed, the extent of the outstanding work required to ensure that all of the network is available for use by the public and therefore, available as a transport facility will be known.

5.12.2 Creation of Public Rights of Way

It is Essex County Council policy that ‘the existing network of Definitive Paths will be safeguarded and where appropriate new footpaths, bridleways and cycleways will be created as opportunities arise and resources permit’. ‘Ways Through Essex’ was established in 1988 to meet this aim, particularly with regard to the creation of new bridleways. This places particular importance on seeking the creation of new bridleways in those parts of the County experiencing heavy demands from horse riders, cyclists and walkers coupled with an inadequate existing network of bridleways and byways and increasingly hazardous roads.



In parallel, the Countryside Agency is now actively encouraging the development of a network of 'Greenways' throughout England. Greenways are defined as 'a network of largely car-free, off-road routes connecting people to facilities and open spaces in and around towns, cities and to the countryside. They are designed for shared use by people of all abilities on foot, bike or horseback, for commuting, play or leisure'. Greenways are designed and promoted for local use, but at the same time can link to form wider networks. A public bridleway by definition can fulfil all of the requirements of a Greenway and provide an alternative mode of travel. New routes are investigated following consultations with user groups and local people and are established with the co-operation of landowners. The County Council will continue its policy of creating new public bridleways as detailed in the Milestones Statement. All work undertaken by the Essex County Council Public Rights of Way Section is detailed in the Milestones Statement, which is a business plan for the service.

In addition, new public footpaths have been created to improve promoted walks and as part of the Safer Journeys to School initiative.

Throughout Essex, routes used by cyclists, horse riders and walkers have been severed by major road schemes. A list of these routes is currently being compiled. Upon completion of the list, action will be prioritised to resolve difficulties at individual sites.

5.12.3 Rural Route Network

The Public Rights of Way system in the county does not form a linked network of routes. There are gaps in some locations. In addition, Public Rights of Way terminate at roads, many of which can be too busy to cross or walk alongside. The aim of the Rural Route Network is to develop a network of safe routes, comprising off-road elements as well as routes on quiet roads and highway verges. This will be undertaken on an area/parish basis, with extensive community participation. Part of this project will be to look at the contribution such safe routes can make to reducing the number of local journeys undertaken by motorised vehicles.

'Quiet roads' is a Countryside Agency initiative. They are minor rural roads that have been treated appropriately to enable shared use by cyclists, walkers, horse riders and motorised users.



Thames Chase Community Forest Project straddles the boundary between Greater London and Essex. Essex County Council is one of the five local authority partners that fund 50% of the project team and is the largest land owner in the area. The Public Rights of Way team have been instrumental in creating a number of bridleways within the area. The partnership is seeking to create a Forest Circle which will comprise a strategic network of Greenways and quiet roads linking key recreation facilities within the Thames Chase area.

Targets for Public Rights of Way Section are outlined in the Milestone Statement mentioned previously. In addition, maintenance work is measured against a national target set by the Countryside Agency. In 1987, the then Countryside Commission set a national target for the Public Rights of Way network to be legally defined, properly maintained and well publicised by 2000. Whilst much progress has been made since this target was set, the condition of Public Rights of Way is an ongoing maintenance and improvement task, and the target set in 1987 remains ongoing.

5.12.4 Recreational Walking in Towns

The aim is to create conditions in which people will choose to walk rather than walking only if there is no alternative. 'Recreational walking is often thought of as a purely rural activity, but people walk for pleasure in urban areas too, for instance around local parks or along waterways. Recreational walking benefits individuals, and helps build up a culture in which people walk from choice'. (DETR, March 2000)

Parks, open spaces and wildlife areas within or close to urban areas provide opportunities for people to enjoy walking outside their usual environment. Creation of such areas if carefully designed, can offer opportunities for regeneration of an area.



Routes that lead to recreational facilities or out to more rural areas should be identified and clearly signed so that they can be accessed by walking or cycling. Routes can be identified around towns with places of interest marked and guided with easy to follow maps or markings on the footway.

5.12.5 **Action Plan**

Action	Who will be involved	Completion Date
A34. To carry out the actions contained in the Milestones Statement	ECC and Partners	Ongoing
A35. To examine the potential for quiet roads initiative in rural areas	ECC, Districts, Parishes	Pilot schemes to be identified in 2001
A36. To undertake a pilot establishing key recreational routes and routes to recreational facilities in a selected town	ECC and Districts	2003
A37. Complete list of routes severed by major road schemes and prioritise action to resolved difficulties at individual sites.	ECC, District and Highways Agency	2002
A38. Undertake a pilot study on verge maintenance and protection as part of the rural route network	ECC, Districts	2001

5.13 **Promotion**

The promotion of walking is an integral part of the Walking Strategy. While engineering measures will make the environment more pleasant for walking, campaigns that highlight the benefits of walking are necessary in order to persuade people to forgo the convenience of their car.

Different aspects of walking appeal to different sections of society, therefore it is necessary to tailor information to suit different groups and target the information so that they get the message. The Essex Travel Diary and Attitudes Survey has shown that the campaigns that people remember the most are those such as 'Walk to School' and 'Bike to Work' days which are linked to specific actions in which they can participate.



Therefore, Essex County Council carries out specific promotional projects in addition to supporting national campaigns such as TravelWise which send out a global message promoting all forms of sustainable transport. For example, the Safer Journeys to School Campaign provides safer infrastructure, but teachers are also encouraged to teach children the environmental and health benefits of walking to school.

Promotion is an important part of encouraging walking for leisure and the County Council has an active programme of promoting use of the Public Rights of Way network. The Community Action Team produces a free Directory of Walks and Rides, which lists all the walking, cycling and horseriding leaflets available County-wide. As well as publicising and producing guide books for circular and linear routes, the Team also supports parishes and other groups in the production of their own local guides through the Parish Paths Partnership (P3). Responsible use of the network by all users is encouraged in all these leaflets. The work of the Public Rights of Way Section is promoted through exhibitions at shows and venues throughout the County.

Six editions of 'Ways and Means', the Public Rights of Way section's newsletter, are produced and distributed throughout the County each year. All parish councils, relevant user-groups and interested members of the public receive a copy.

Walking can also be promoted in a wider context for example it forms part of the Local Agenda 21 strategy for Essex. The health aspect of walking is an area where the Health Authorities and Local Authorities have joint aims, and can work together to achieve them. For example the use of health authority literature to promote the healthy aspects of walking in work places can be introduced as part of work travel plans. Promotion of walking as part of a healthy lifestyle can take place in Doctors' surgeries.

Walking is an important part of the tourist economy. According to a Countryside Agency Survey of 1998, visitors to the countryside spent £11.5 billion in 1998 creating 340,000 jobs in the United Kingdom. The promotion of walking is an important part of promoting tourism whether it is in towns or in the countryside. Provision of information on longer walks including details of places to stay and eat, sites of interest and public transport access will let visitors to the area plan a walking holiday. People may also want to incorporate a short walk while on a day trip to tourist attraction, or walk round areas of interest in towns. Opportunities should be taken to promote walking in these places.



5.13.1 Action Plan

Action	Who will be involved	Completion Date
A39. To expand the remit of Ways and Means to include aspects of walking away from the Public Rights of Way network	ECC	2002
A40. To set up a pedestrian forum to represent the interests of pedestrians including people with mobility or sensory impairments within Essex	ECC, Partners, Access Groups, interested members of the community	2002
A41. To identify how walking messages can be incorporated within the regional Travel Wise initiative	ECC with regional Travel Wise co-ordinators	Be compatible with regional programme

5.14 Safer Journeys to School

Safer Journeys to School initiatives will be introduced at 50 schools per year across the county over the next five years. These initiatives link together many of the strands of the Government’s policy to improve children’s safety and health.

A Safer Journeys to School initiative is a partnership involving the school, community, residents, Councillors and officers to reduce possible dangers during the journey to school and encourage children to use sustainable modes of transport. It is a package of measures that are used to meet the two targets of the project – a reduction in child casualties by one quarter by 2005 and an increase in the number of children walking, cycling and catching the bus to school.

Each school is expected to set up a working party, which includes the local road safety officer and traffic engineer, to develop the initiative. A budget is available to support the initiative and local officers are expected to bid on the school’s behalf for funding. Each working party is striving to develop a comprehensive Road Safety and Travel Policy that will carry good practices developed as part of the initiative into the future. A Toolkit has been produced that outlines 60 solutions that can be introduced to support Safer Journeys to School initiatives. These include road safety education, pedestrian and cycle training, environmental changes, speed reduction, safer crossing places and 20 miles per hour zones.



The introduction of the initiative contributes to the work of a school that also wishes to become a 'Healthy School', as part of the Healthy Schools Partnership. Close links have been developed between Learning Services Directorate and Environmental Services Directorate to ensure that in building new schools consideration is given to safe walking and cycling environments beyond the school gate.

5.14.1 Action Plan

Action	Who will be involved	Completion Date
A42. Introduce Safer Journeys to School initiatives at 50 schools each year for the duration of the Local Transport Plan	ECC, District and Borough Councils, Schools, Transport operators	2005
A43. Seek alternative sources of funding for Safer Journeys to School initiatives wherever possible	ECC, Districts	Ongoing

5.14 Travel Plans

Essex County Council is actively working with Essex employers to develop and implement Travel Plans that offer staff more travel options and encourage them to leave their cars at home. In many cases this is being achieved by making a Travel Plan a condition of planning consent. Other employers are keen to develop a travel plan to relieve serious parking problems.

As well as provision for cyclists, users of public transport and car sharers, each company travel plan is expected to include, where practicable:

- Publicising information on pedestrian routes to the site for staff and visitors
- Provision of shower and changing facilities
- Well-lit and well-maintained site footpaths
- Provision of direct and convenient pedestrian routes to site exits and bus stops
- Provision for emergency ride home

Each travel plan includes its own targets, although these may not necessarily refer directly to walking. The health benefits of walking are emphasised during discussions with employers, and they are encouraged to promote this within staff publicity material. Essex County Council is currently developing Travel Plans with 20 employers as well as taking steps to implement a travel plan for its own employers.

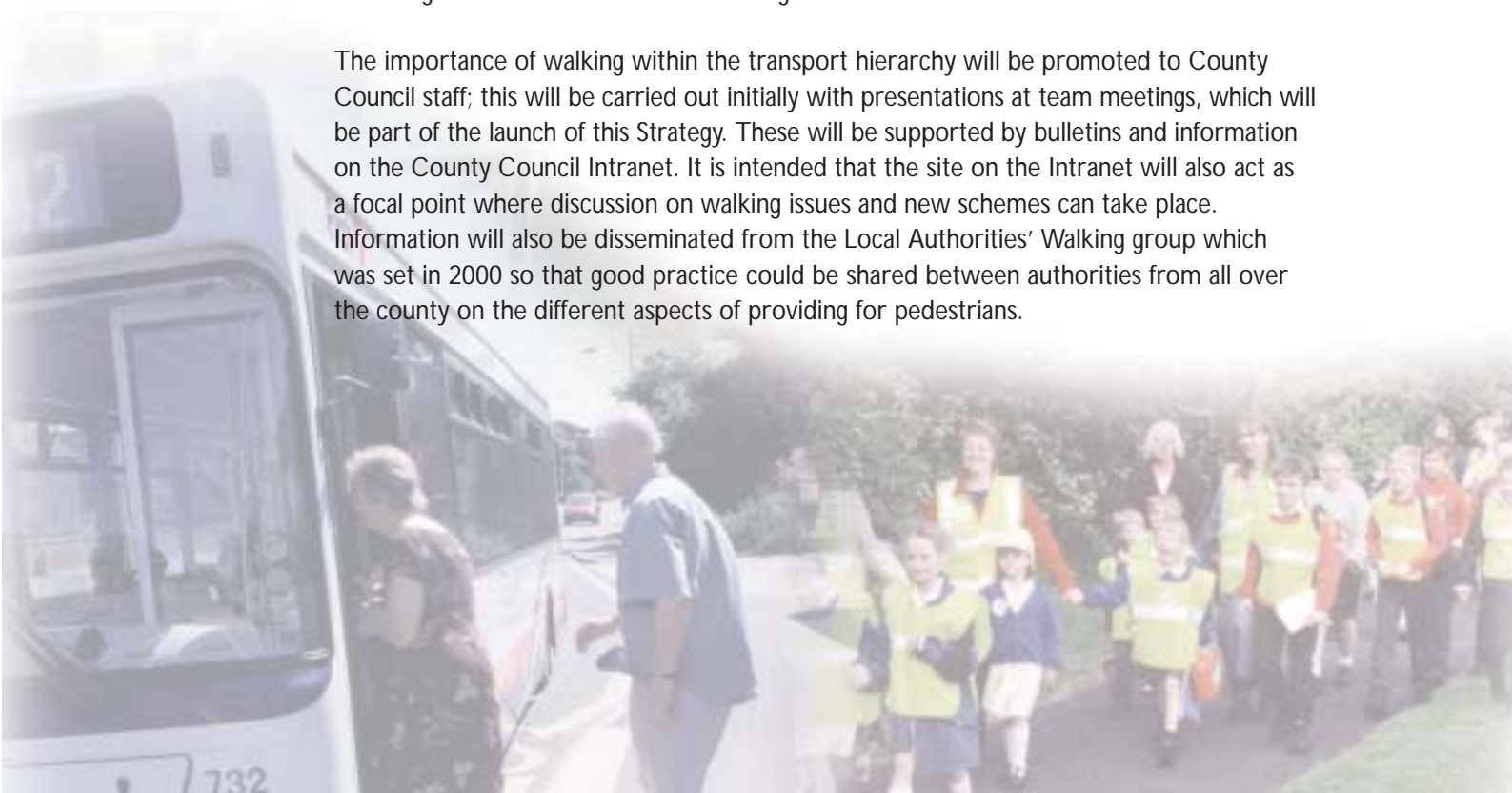
5.15.1 Action Plan

Action	Who will be involved	Completion Date
A44. Encourage the role of walking within Work Place Travel Plans	ECC, Districts, companies and other Essex based government and agency organisations	As companies take up plans

5.16 Staff Training

Creating an environment that makes walking safe and pleasant and promoting walking as a healthy and sustainable form of transport are tasks which are undertaken by numerous officers in several different teams within Essex County Council. The task is also undertaken by District and Borough Councils, Health Authorities, schools, developers and contractors. Communication and dissemination of information is the key to ensuring that all parties work together to achieve their common goals.

The importance of walking within the transport hierarchy will be promoted to County Council staff; this will be carried out initially with presentations at team meetings, which will be part of the launch of this Strategy. These will be supported by bulletins and information on the County Council Intranet. It is intended that the site on the Intranet will also act as a focal point where discussion on walking issues and new schemes can take place. Information will also be disseminated from the Local Authorities' Walking group which was set in 2000 so that good practice could be shared between authorities from all over the county on the different aspects of providing for pedestrians.



5.16.1 **Action Plan**

Action	Who will be involved	Completion Date
A45. Establish walking discussion forum and information point on the ECC intranet	ECC	2002
A46. Staff to attend training courses, seminars etc to keep up to date on new developments in Walking	ECC	Ongoing
A47. Essex County Council to have a representative on the Local Authorities Walking Group	ECC	Ongoing
A48. Assess the disability training given to those designing and installing improvements and develop a programme to provide training where necessary	ECC, Districts, Term Consultants and Contractors	2002

5.17 **Walking and Health**

“Every day people are presented with opportunities to make decisions about how they will move around, as part of work, education or leisure, and these decisions have an important impact on health. As people increasingly choose to drive or take motorised transport instead of walking or cycling, the result is that physical activity is being marginalised; regarded as a leisure pursuit, or as a formal ‘exercise’”. (Health Education Authority 1999)

It has been recognised that encouraging walking will directly benefit the health of people who increase their levels of walking, and indirectly benefit the health of others. Journeys undertaken on foot instead of by car do not contribute to air pollution or to the level of traffic accidents. Therefore it is important that Essex County Council, Health Authorities and Districts and Borough Councils work together to achieve shared objectives.

The Health Improvement Programmes for North and South Essex Health Authorities identify an increase of physical exercise as being part of their action plan to contribute to the reduction in coronary heart disease and strokes. Making the roads safer for pedestrians will also contribute to a reduction in accidents and the increase of walking among the elderly will help increase bone density and so make breakages less likely. Two specific health initiatives are outlined below.

5.17.1 Health Walks

In many areas District Councils and Local Health Authorities are working together to introduce Health Walks. These walks are led by trained volunteers, and held on a regular basis. They are aimed at people who would like to increase the amount of exercise they take, but would not be attracted to more formal ways of getting fit for such as going to a gym or swimming.

GP’s can refer patients to the walks as part of their treatment and general promotion takes place so that people can book themselves on to the walks. The success of the walks are measured by:

- Increase in participants’ health
- Change in transport habits
- Number of people attending

As well as physical benefits gained by attending these walks participants can also benefit mentally. Walkers who are encountering stressful or emotional times in their lives such as stress at work or in their family life can find a sense of strength and support from the physical activity and from other walkers.

5.17.2 Healthy Schools Programme

The Healthy Schools Programme is an initiative which involves Education and Health Authorities working with schools to promote physical and emotional health. This is achieved by providing accessible and relevant information and equipping pupils with skills and attitudes to keep them informed about their health. There are ten themes, which the schools have to cover if they are to be recognised as a Healthy School. The introduction of a Safer Routes to School can contribute to two of the themes, these are physical activity and safety.

5.17.3 Action Plan

Action	Who will be involved	Completion Date
A49. Investigate ways in which Health Authorities and Local Authorities can work together to promote walking	ECC, Districts, Local Health Authorities, Social Services	2002
A50. Influence the sustainable transport theme within Health Improvement Programmes	ECC working with Social Services, and Health Authorities	Be compatible with Health Authority programmes
A51. Develop an effective partnership with the Healthy Schools initiative	ECC, Health Authorities	2002

6 - Implementation

The strategy will be implemented by developing specific schemes which emerge from the projects in the action plans. The main vehicle for the delivery of these schemes will be the Local Transport Plan, supported by District Transportation Strategies and the annual works programme.

Initiatives and schemes will be developed as follows:

- Through District Transportation Strategies
- Through the planning of large capital schemes
- As an integral part of other related projects such as comprehensive traffic and environmental management schemes
- Through the development plan process
- Through partnership with others such as transport operators and health authorities
- Through countywide programmes or activities such as the development of Public Rights of Way, country parks, Thames Chase Community Forest and the Lee Valley Park

There are 18 proposed schemes or measures that form part of the bid for funds in the Local Transport Plan which covers a five year period. Nine of these schemes will cost over £250,000 and include the provision of footbridges, post bypass traffic management measures and pedestrian prioritisation. It is expected that two schemes, a footbridge at Braintree Freeport and the Chelmsford Bus Station redevelopment will be funded by developers. The remaining are groups of measures such as improvements to station access, installation of crossing and sustainable transport publicity. The details of these are contained in appendix 4. In addition each District or Borough Council has briefly outlined their plans for encouraging walking, in particular a number of them have put forward proposals for pedestrianisation or pedestrian priority zones. These include:

- Brentwood - Plans for the removal of through traffic from Brentwood High Street and an emphasis on walking, cycling and public transport as the appropriate methods of transport in the central area.
- Chelmsford – Consideration of further areas of pedestrianisation around Tindal Square and New street and the West End of the town.
- Loughton –Pedestrianisation of shopping areas in the High Road
- Epping Forest - Shift of the balance of the town centre environment away from the car towards the cyclist and pedestrian, whilst maintaining economic viability.
- Witham – Removal of extraneous traffic from the town centre, in particular HGV's, encouraging the maximum use of public transport, cycling and walking whilst maintaining as far as possible the level of accessibility by car and commercial vehicles necessary for the commercial well being of the town.



6.1 Sources of Finance

The implementation of the strategy will be funded by money obtained through the Local Transport Plan in the form of capital investment and revenue support, and also through District Councils and developers. There are also opportunities to seek money from other sources and the council will be proactive in securing funding for measures that encourage walking.

It is evident from the 17 elements of the strategy that schemes which are helpful to pedestrians take many forms. Establishing the extent to which the schemes contribute to the vision of encouraging walking is sometimes difficult to determine. However, it is intended that records be kept of the investment in physical and promotional measures where the key objective is to encourage walking in line with the Walking Strategy.

The funds available for transport schemes and maintenance will vary from year to year. The purpose of this strategy is to ensure that:

- walking takes a high priority in the allocation of available funds
- that schemes are implemented that meet the objectives
- that schemes are not contrary to the overall vision of creating an environment that encourages walking.

At the time of compiling this strategy the following expenditure is anticipated from the Local Transport Plan.

Year	Amount Bid For In LTP	Amount Awarded
2001/2002	£ 1,416,000	£ 982,310
2002/2003	£ 1,442,000	75% of bid (£1,000,000)
2003/2004	£ 1,063,000	To be confirmed
2004/2005	£ 995,000	To be confirmed
2005/2006	£ 1,213,000	To be confirmed
TOTAL	£ 6,129,000	

7 - Monitoring

In order to assess the success of the Walking Strategy it will be necessary to monitor the implementation of the programme. It is important to review what actions have been taken and the effect they have had on travel and choices. The walking Strategy will undergo a yearly review. The review will consist of a:

- report on the progress of implementation
- report on the effect of programme
- review strategy elements in light of results of monitoring
- review strategy elements in relation to government policy
- review strategy elements in light of public consultation
- report on initiatives being undertaken and highlight good practice through case studies

There are in place a number of mechanisms for monitoring the amount of walking undertaken in Essex, these are outlined below:

The Essex Travel Diary and Attitudes survey has recorded approximately 14,000 trips made by members of 2,240 households across Essex. This has provided a snapshot of people's travel habits, which modes they use, reasons for their journeys, how long they take and the where they are travelling to and from. People's modal choice has been investigated as well as their perception of the number of travel opportunities available and quality of facilities in their area. This survey will be repeated on a biennial basis so that comparisons can be made over time.

Essex County Council carries out a number of manual pedestrian and cyclists counts at sites across Essex in order to determine base levels of cycling and walking. This monitoring is undertaken on a rolling programme, with each town being surveyed every three years, or more frequently if funding permits. Presently 86 sites situated in Basildon, Chelmsford, Harlow, Colchester and south-east Essex are monitored in the three year cycle.

The positioning of these sites for monitoring was primarily to gain information on cycling. There are some sites that may be more appropriate for monitoring pedestrians. Therefore part of this strategy will be to develop a programme for monitoring walking using existing methods and developing new ones.

Monitoring is undertaken on a before and after basis for the introduction of new schemes, work and school travel plans. This will continue and methods to obtain more detail on pedestrian activity will be investigated.

The table below shows the performance indicators that have been set and therefore where monitoring will be focussed.

Objective Performance Indicator Data Source Target

To create an environment that encourages walking by considering the needs of pedestrians first

Proportion of journeys under 2KM in length undertaken by foot

Travel Diary, Traffic Flow Monitoring

Increase from 2000 baseline of 52% by 2005

TO WORK WITH PARTNERS IN PROMOTING WALKING AS THE MOST ENVIRONMENTALLY AND SOCIALLY SUSTAINABLE FORM OF TRANSPORT.

To encourage schools to promote road safety and sustainable forms of transport, in particular walking, for students travelling to and from school

No. of schools introducing Safer Journeys to School Initiative

Departmental records

50 schools per year

Proportion of trips to school undertaken on foot

Travel Diary

Increase from 2000 baseline of 56% by 2005

To encourage walking to work to create a healthier workforce and reduce peak hour congestion.

No. of employers with company travel plans

Departmental records

All new employers with over 50 employees & all major public bodies by 2006 (baseline May 2001)

Proportion of trips to work undertaken on foot

Travel Diary

Increase on 2000 baseline of 10% by 2005

To promote walking as a leisure activity for residents and visitors within the County

Number of guides sold or issued free promoting walking in Essex

Departmental records

Year on year increase of 5% based on 2000/2001 base line

Proportion of leisure trips undertaken on foot

Travel Diary

Increase on 2000 baseline of 12.5% by 2005

To encourage walking for shopping trips

Proportion of shopping trips undertaken on foot

Travel Diary

Increase on 2000 baseline of 24% by 2005

VISION

PROMOTION



Objective

Performance Indicator

Data Source

Target

TO WORK WITH PARTNERS TO IMPROVE SAFETY AND SECURITY FOR PEDESTRIANS

SAFETY & SECURITY

To improve pedestrian safety	Reduction of the number of killed or seriously injured pedestrian casualties	BVPP	Reduce from 16 casualties per 100,000 population to a maximum of 13 by year 2005
To improve pedestrian security and reduce the fear of crime	Reduce crimes against pedestrians and to reduce the public's perception of the contribution made by the transportation system and infrastructure to crime and disorder	Police records and public satisfaction survey	To be set

TO IMPROVE THE QUALITY OF THE WALKING ENVIRONMENT

ENVIRONMENT

To maintain footways to a high standard	Street lighting not working as planned	Mayrise Lighting Database	2% in 2001/02
To address the needs of mobility impaired people within the pedestrian environment	Repairs to dangerous damage to pavements carried out within 24 hours	District and Borough Council Records	100% in 2001/2002
To work with public transport operators to ensure the needs of pedestrians are provided for at interchanges between transport modes	Number of pedestrian crossings with facilities for the disabled Number of Public Rights of Way that become accessible following improvement works	District and Borough Council Records PROW Database	Increase to 78% by 2001/2002 Taking opportunities as they arise
To maintain, enhance and extend the Public Rights of Way network	To increase the number and range of facilities to aid integration at passenger transport interchanges	List of improvements	6 in 2001/2002
To maintain, enhance and extend the Public Rights of Way network	Length of Public Rights of Way created	Departmental records	Taking opportunities as they arise



Objective	Performance Indicator	Data Source	Target
<p>TO INTRODUCE AND MAINTAIN WALKING AS THE PRIMARY MODE OF TRANSPORT WHERE APPROPRIATE, AND INCORPORATE THIS PRINCIPLE WITHIN ALL RELEVANT POLICIES AND STRATEGIES</p>			
To ensure maximum provision and safeguarding of walking facilities as part of new developments	To increase the relative proportion of personal non-car trips to, from and within areas of new development as compared to existing settlements of similar size and characteristics	Trip End or Travel Survey, TRICS Database	Increase on 2001 baseline
To investigate new funding opportunities for initiatives to enhance the walking environment	Total investment in specific walking facilities	Local Authority records	No target

PLANNING

Figure 3
Performance indicators



Appendix 1: The National and Local Policy Context

National Policies

The Transport White Paper - A New Deal for Transport: Better for Everyone – stresses that walking is a sustainable healthy form of transport that has often been neglected in favour of the car. The Government is looking to local authorities to:

- Reallocate road spaces to pedestrians, for example through wider pavements and pedestrianisation;
- Provide more direct and convenient routes for walking;
- Improve footpath maintenance and cleanliness;
- Provide more pedestrian crossings, where people want to cross;
- Reduce waiting times for pedestrians at traffic signals and giving the priority in the allocation of time at junctions where this supports more walking;
- deal with those characteristics that deter people from walking;
- Introduce traffic calming measures near school, in 'home zones' and in selected country lanes;
- Use planning powers to ensure that land use mix, layout and design of development is safe, attractive and convenient for walking.

In March 2000 the Government issued further guidelines in the form **Encouraging Walking: advice to local Authorities** which expands on themes in the White Paper and gives advice on the approach to developing and implementing a walking strategy.

Transport 2010 – The Ten Year Plan (2000) sets out the Government's strategic framework for improving transport including the resources committed in order to achieve their targets. As regards encouraging walking, no targets or money has been ring fenced, but the Government expects to see evidence in the Local Transport Plan that Local Authorities have developed and will implement strategies to secure substantial increases in walking.

Measures to facilitate walking are incorporated within **Planning Policy Guidance Note (PPG) 13 Transport (2001)**, which reiterates the established hierarchy of measures to improve conditions for pedestrians. The revision to PPG 13 also asks local authorities, when preparing development plans and in determining planning applications, to:-

- Review existing provision for pedestrians, in order to identify the network of routes and locations where the needs and safety of pedestrians will be given priority, and measures which will be taken to support this objective;
- Pay particular attention to the design, location and access arrangements of new development to help promote walking as the prime means of access;



- Promote high density, mixed use development in and around town centres and near to major transport interchanges;
- Promote and protect local, day to day, shops and services which are within easy walking distance of local housing; and
- Create more direct, safe and secure walking routes, particularly in and around town centres and local neighbourhoods, to reduce the actual walking distance between land uses, and to public transport.

The Government's road safety strategy, **Tomorrow's Roads – Safer for Everyone**, acknowledges that making it easier for people to walk and to cycle is a key part of the integrated transport strategy and wider Government objectives. Two of the new national targets are to achieve by 2010, and compared with the average for 1994-98:

- a 40% reduction in the number of people killed or seriously injured in road accidents;
- a 50% reduction in the number of children killed or seriously injured.

The Government agrees that it will be a challenge to increase walking at the same time as reducing casualties, but believes that it is possible. It is looking to Local Transport Plans for measures such as well planned pedestrian routes, pedestrianisation schemes for town centres; adequate lighting for safety and personal security; well designed and positioned crossings; improved signal-controlled junctions and traffic calming to reduce vehicle speeds in key areas; speed limit enforcement, traffic reduction and local publicity campaigns.

Because speed is by far the biggest contributor to road casualties, the DETR has published a review of speed policy - **New Directions in Speed Management**. A simple three-level hierarchy of roads based on primary function is suggested as an aid to setting appropriate speed limits. One level of road would be for people to move safely on foot. While it is not considered appropriate to lower the existing 30 mph speed limit on all urban roads, local authorities are encouraged to take measures to reduce vehicle speeds to 20 mph in some places such as residential roads. In rural areas, the review suggests that it might be productive to identify "country lanes" for speed management purposes.

The theme of influencing the layout of new development is contained within the DETR's **companion guide to Design Bulletin 32 - Places, Streets and Movement** - which suggests a movement hierarchy of pedestrians, cyclists, public transport and then cars. The guide stresses that the layout of new development should be designed to encourage walking, and indicated how this might be achieved.



The report of the Urban Task Force - Towards an Urban Renaissance - seeks to maximise the use of walking and cycling as one of ten core principles of successful urban design. All new developments should be designed to encourage the use of sustainable travel modes.

Measures to encourage walking will not be generated from just a transport or a development rationale. **The Health White Paper - Saving Lives: Our Healthier Nation** - cites good local transport planning as a means of enabling healthier transport choices, mainly in relation to physical activity. Six out of ten men, and seven out of ten women, are not physically active enough to benefit their health. A physically active lifestyle, which includes cycling, reduces the risk of coronary heart disease and strokes, and promotes mental health.

The **Health Act 1990** gave health authorities a statutory responsibility to provide health improvement programme (HImPs) and gave local authorities a duty to participate in their production. HImPs can make proposals for the encouragement of walking as a local contribution to key health priority area such as reducing heart disease.

The **Charter on transport, environment and health**, produced by the World Health Organisation, asks countries to integrate environment and health requirements and targets into transport policies. Additionally it asks that public transport, cycling, and walking should be promoted because of their beneficial public health impacts.

Local Policies

The **Essex and Southend Replacement County Structure Plan**, contains a number of policies that seek to influence changes to land use, transport and the environment in ways which increase the importance of walking as a means of sustainable transport. Walking is to be promoted as an alternative to using the car, over shorter distance trips especially within urban areas. The Structure Plan embodies the headline target of increasing the amount of walking.

A summary of the Structure Plan policies that are relevant to the encouragement of walking is given in table A1.1 below.



SP Policy Number	Relevant Extracts from Policy
CS5	The focus for transportation proposals and investment will be on developing schemes which; promote and provide for sustainable modes of transport particularly water, rail, bus, cycling and walking.
H2	Residential development should be located on sites which can provide good access to employment, shopping, education and other community facilities by a choice of different means of transport, particularly by cycling, walking and passenger transport.
H3	The location of new housing development should conform generally to the following; It should be capable of providing a choice of sustainable means of transport within the development itself; and to nearby urban centres, particularly by walking, cycling and passenger transport.
H4	Proposals for major new residential development should make appropriate and early provision for ... segregated routes for pedestrians and cyclists..... both within the proposed development and in its links to other centres.
BIW5	Offices, light industrial development, and campus-style development should generally be directed to urban locations which provide for a high level of access by alternative means of travel including by passenger transport, cycling and walking.
TCR3	The role of town centres will be maintained and strengthened by... improving facilities for passenger transport users, pedestrians, cyclists and those with special needs.
TCR4	Retail development proposals should...be accessible to a choice of means of transport, provide adequate car parking, servicing facilities in accordance with the approach set out in Policy T12 and to the standards and criteria defined in the adopted local plans together with facilities for non-car users.
LRT4	Major existing areas used for informal outdoor countryside recreation will be safeguarded. Provision will be made where necessary in adopted local plans for the extension of existing or the creation of new country parks, or similar informal recreation areas of strategic importance.



SP Policy Number	Relevant Extracts from Policy
LRT5	The existing network of definitive public rights of way will be safeguarded. Where appropriate, new footpaths, bridleways and cycle routes will be created as opportunities and resources permit.
T1	A sustainable transport strategy will continue to be developed and implemented (in order to) reduce the need to travel, to encourage alternative means of travel which have less environmental impact and reduce reliance on the private car and road haulage.
T3	<p>New development should be designed so as to make appropriate provision for access for both people and goods by all forms of transport including passenger transport, cyclists, pedestrians, the mobility impaired, road transport; (and) should promote high standards of road safety,</p> <p>Planning applications for all major developments will be required to produce a comprehensive TIA demonstrating how far the development will encourage a greater proportion of journeys by modes other than the car...In addition, all major commercial developments seeking planning permission will be required to provide a travel to work (Green Commuter Plan) plan where appropriate.</p>
T5	Provision will be made... for the improvement of rural passenger transport facilities and the mitigation of harmful or hazardous rural road conditions including cycling and pedestrian provision.
T6	Cycling and walking will be promoted as an alternative to using the car especially for shorter distance trips within urban areas by...provision of a safe and convenient network of cycle and pedestrian routes linking homes, workplaces, community facilities and transport interchanges...using traffic management measures to improve conditions for pedestrians, the mobility impaired and cyclists. Ensuring that new development and transport schemes make appropriate provision for pedestrians, the mobility impaired and cyclists.

SP Policy Number	Relevant Extracts from Policy
T9	Major new highway construction/improvement schemes in urban areas will not be permitted except where they are essential to....implement a package of measures to support passenger transport, cycling, pedestrians and road safety. Minor measures will be implemented primarily to improve road safety, improve conditions for cyclists, pedestrians and the mobility impaired....
T10	The needs of cyclists, pedestrians, the mobility impaired and horse riders will be considered in the design of new road schemes as appropriate.
T11	Traffic management measures will be used to improve conditions for public transport, cyclists, pedestrians, the mobility impaired and horse riders.

Table A1.1 Summary of relevant policies within the Replacement Structure Plan

The twelve Local Plans in Essex have been prepared by District Councils at different times. In general, the more recent plans contain a fuller suite of policies to encourage walking. As existing local plans are revised by District Councils, the County Council would like to use the Walking Strategy to encourage District Councils to incorporate policies that encourage walking by:

- identifying a network of key routes
- addressing the needs of those with mobility impairments
- encouraging links with public transport
- taking opportunities within traffic and environmental management schemes
- promoting walking as a healthy means of sustainable transport
- promoting recreational walking
- emphasising walking within company travel plans
- working in partnership
- promoting the county standards of good design practice
- to provide facilities that encourage walking



In response to the Government's strategy 'Tomorrow's Roads – Safer for Everyone', Essex County Council has produced a local road safety plan, ' **Essex Roads – Safer for Everyone**'. The new strategy builds upon current good practice, but with new emphasis on encouraging other modes of travel rather than the car. The importance of the safety of vulnerable road users is now being emphasised, particularly in the Safer Journeys to schools projects.

About a third of all injury accidents on the County's roads are speed related, and the Council is committed to reducing speed on local roads. The **Speed Reduction Policy** seeks to create a situation where traffic will travel up to a maximum of 20 mph in areas with a concentration of pedestrians and cyclists. Aspects of the Policy that are particularly encouraging from a pedestrian viewpoint are:

- the reallocation of spare capacity, particularly in bypassed towns and villages, for the use of pedestrians and cyclists
- all new residential estate roads will be designed to a maximum speed of 20mph

Essex County Council's policy for Public Rights of Way is set out in the Policy for the Maintenance of Public Rights of Way. These statements are based on the Countryside Commissions recommendation that 'all public rights of way are legally defined, properly maintained and well publicised'. The County Council also has a Milestones Statements and this sets out the priorities for maintenance on the network.

The County Council's Pedestrian and Mobility Policy recommends good practice in the provision of facilities for pedestrians including those with a mobility impairment. It covers the following areas:

- Provision and maintenance of footway and public rights of way
- Provision of ramps, steps and handrails
- Street furniture
- Pedestrian crossing assessment and facilities
- Shop mobility schemes
- Car parking considerations for disabled people
- Design considerations for pedestrian routes
- Safety management



The forthcoming Good Practice Guide to Walking will incorporate and up date this document.

The Essex County Council **Signing Policy** aims to achieve consistency when decisions on signing issues are made. This outlines those key destinations that should be signed for pedestrians and emphasises the importance on continuity. This includes signing routes that are shared use with cyclists with a pedestrian symbol. It also states that positioning of signs should take into account pedestrians with a mobility impairment.

The Essex Design Guide provides guidance on provision for pedestrians in new residential developments.

The **draft Towards a Better Quality of Life for Essex** refers to the objectives of the Local Agenda 21 action plan, many of which support the vision of the Walking Strategy. Measures to encourage the use of travel modes other than the car, the promotion of healthy lifestyles, the introduction of safer routes to school and the provision of walking infrastructure and local services reinforce the themes of this Strategy.



Appendix 2: Pedestrian Casualty Statistics

Casualties				
Year	Fatal	Serious	Slight	Total
1981-85 av.	29	291	594	914
1997	14	187	531	732
1998	18	152	508	678
1999	19	149	533	701
Change (%)				
1981-85 av. – 99	-34.5	-48.8	-10.3	-23.3
1998 to 1999	5.6	-2.0	4.9	3.4

Table A2.1 Pedestrian casualty change 1981-1999

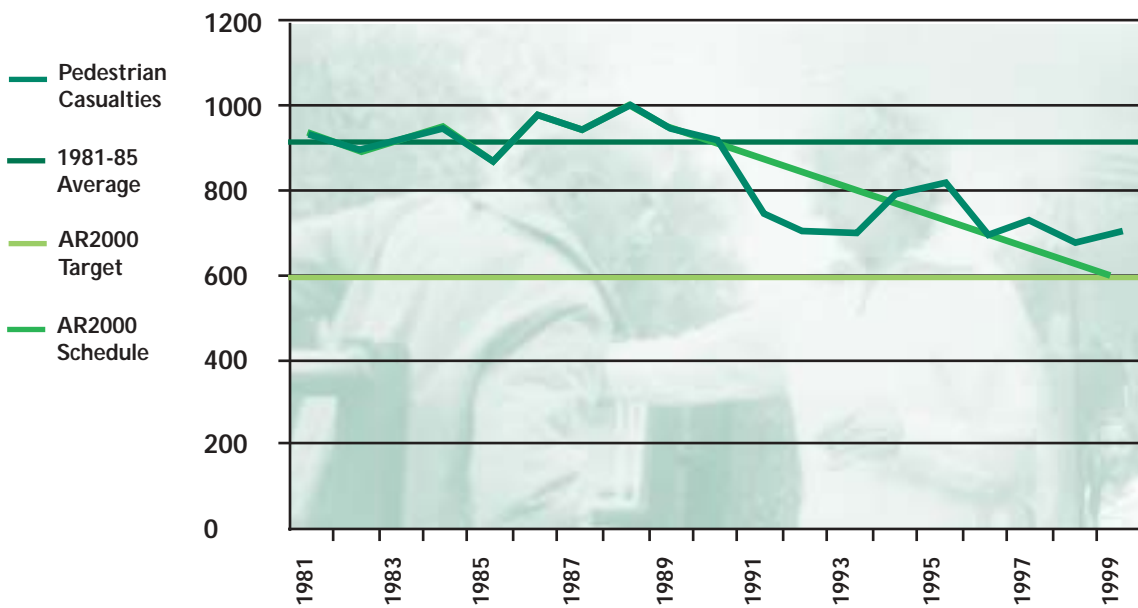


Figure A 2.2 Accident reduction 2000

1981-85 Average	0-4	5-7	8-11	12-15	16	17-25	26-29	30-39	40-49	50-59	60-69	70-79	80+	NK	Total
Pedestrian	37	66	141	155	36	137	27	62	43	45	53	77	33	3	915

1999	0-4	5-7	8-11	12-15	19	17-25	26-29	30-39	40-49	50-59	60-69	70-79	80+	NK	Total
Pedestrian	20	32	101	105	105	76	23	57	39	45	20	42	40	82	701

Table A2.3 Pedestrian Casualties by age
NK represents an unknown age.

Casualties				
Year	Fatal	Serious	Slight	Total
1981-85 av.	6	127	302	435
1997	1	72	224	297
1998	2	64	211	277
1999	2	57	218	277
Change (%)				
1981-85 av. – 99	-66.7	-55.1	-27.8	-36.3
1998 to 1999	0.0	-10.9	3.3	0.0

Table A2.4 Child Pedestrian Casualties (0-16 years)

Table A2.4 above shows that the number of serious child pedestrian casualties has reduced from 1998 to 1999 and even greater reductions have been achieved from the 1981-85 average to 1999. The number of fatal casualties in Essex remains small.



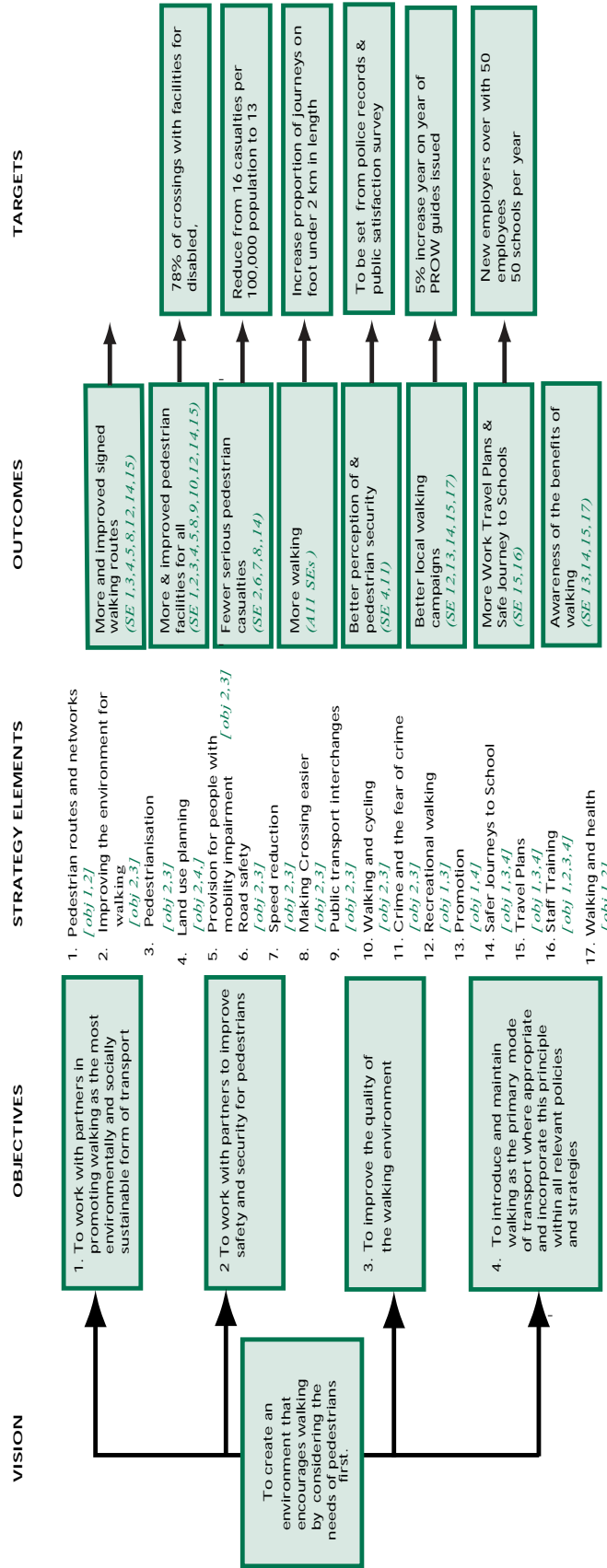


Figure 3.1 Delivering the Walking Strategy - Casual Chain



The table below shows all the actions that are listed under the 17 Strategy elements, who will be involved in delivering them and by when the action should be complete.

Location	Who will be involved	Completion Date
A1. Establish a pedestrian route hierarchy	ECC	2002
A2. Establish a pedestrian audit for new and existing routes	ECC	2001
A3. Carry out urban or urban to rural pilot of newly developed hierarchy	ECC, Districts	2002
A4. Derive a detailed rolling programme of work for pedestrian improvements across the county	ECC and Districts – through implementation of the LTP	Ongoing
A5. Review maintenance programme in regard to footways and pedestrianised areas	ECC, Districts	2002
A6. Assess feasibility of linking footway maintenance with proposed footway hierarchy	ECC	2002
A7. Produce a Good Practice Guide to Walking	ECC	2002
A8. To develop a monitoring programme to assess the success of new schemes, developments and initiatives in increasing the number of people walking.	ECC, Districts, Developers	2002
A9. Investigate the benefits of adopting a formal user hierarchy	ECC	End 2001
A10. Develop a procedure for internal consultation on pedestrian needs for new developments	ECC	2001
A11. All new spine roads and classified roads to meet the pedestrian specification in the forthcoming Good Practice Guide to Walking	ECC/Developers	Ongoing



Location	Who will be involved	Completion Date
A12. Publish 'Public Rights of Way and Planning'	ECC	2002
A13. To ensure that all Access Groups are informed of new or altered crossing facilities	ECC, Access Groups	On going
A14. To ensure that practitioners understand the needs of mobility and sensory impaired pedestrians when designing new schemes	ECC, Access Groups Districts, Contracts	On going
A15. To ensure that any works to improve pedestrian routes take into account the needs of people with mobility or sensory impairments	ECC, Access Groups Districts, Contracts	On going
A16. To promote the implementation of raised kerbs at bus stops. Priority should be given to schemes that address an entire route	ECC, Bus Companies, Districts	On going
A17. The Road Safety Strategy to be produced	ECC	2002
A18. Actions in the Road Safety Strategy to be implemented	ECC and Partners	To Road Safety Strategy Timetable
A19. Review the present speed reduction policy	ECC, Partners	2002
A20. Development of a pilot Home Zone	ECC, Districts	2003
A21. To establish a programme of upgrading pelican crossings to puffin crossings	ECC	2002
A22. To provide pedestrian phases at all traffic light controlled junctions	ECC	On going
A23. To establish a programme of introducing puffin technology at existing pedestrian phases at traffic light controlled junctions	ECC	2001



Location	Who will be involved	Completion Date
A24. To establish a programme to introduce lowered kerbs at school crossing patrol sites	ECC	2002
A25. To introduce a pegasus crossing at an appropriate site in Essex and monitor its performance. Produce guidelines on the introduction of further pegasus crossings in Essex.	ECC	2002
A26. To take opportunities to work with the Highways Agency to identify sites where crossings over trunk roads are necessary	ECC, Districts, Highways Agency	To Highways Agency timetable
A27. Develop a programme to audit subways and footbridges using IHT guidelines	ECC, Districts	2002
A28. Identify Key Stops and interchanges in Essex	ECC / Bus Operating Companies	2002
A29. Improve train station accessibility for people with mobility and sensory impairments.	ECC / Train Operating Companies / Railtrack	On going
A30. To extend station audits to include surrounding area	ECC	5 year rolling audit
A31. Produce policy guidelines on shared use in light of new Government advice	Cycle Forum, Pedestrian Forum	2002
A32. To ensure liaison between the Transportation and Operational Services Planning, Community Safety Officer, Police and District Councils on relevant schemes.	ECC, Districts, Police	Ongoing
A33. To identify areas where crime or the fear of crime is seen as a barrier to walking	ECC, Police, Districts	2002
A34. To carry out the actions contained in the Milestones Statement	ECC and partners	Ongoing
A35. To examine the potential for a quiet roads initiative in rural areas	ECC, Districts, Parishes	Pilot schemes to be identified in 2001



Location	Who will be involved	Completion Date
A36. To undertake a pilot establishing key recreational routes and routes to recreational facilities in a selected town	ECC and Districts	2003
A37. Complete the list of routes severed by major road schemes and prioritise action to resolved difficulties at individual sites.	ECC, District and Highways Agency	2002
A38. Undertake a pilot study on verge maintenance and protection as part of the rural route network	ECC, Districts	2001
A39. To expand the remit of Ways and Means to include aspects of walking away from the public rights of way network	ECC	2002
A40. To set up a pedestrian forum to represent the interests of pedestrians including those with mobility or sensory impairments within Essex	ECC, partners, access groups, interested members of the community	2002
A41. To identify how walking messages can be incorporated within the regional Travel Wise initiative	ECC with regional Travel Wise co-ordinators	2001
A42. Introduce Safer Journeys to School initiatives at 50 schools each year for the duration of the Local Transport Plan	ECC, District and Borough Councils, Schools, Transport operators	2005
A43. Seek alternative sources of funding for Safer Journeys to School initiatives wherever possible	ECC, Districts	On-going
A44. Encourage the role of walking within Work Place Travel Plans	ECC and companies	As companies take up plans
A45. Establish walking discussion forum and information point on the ECC intranet	ECC	2002
A46. Staff to attend training courses, seminars etc to keep up to date on new developments in Walking	ECC	On-going



Location	Who will be involved	Completion Date
A47. Essex County Council to have a representative on the Local Authorities Walking Group	ECC	Ongoing
A48. Assess what disability training is given to those designing and installing improvements and develop a programme to provide training where necessary	ECC, Districts, Term Consultants and Contractors	2002
A49. Investigate ways in which Health Authorities and Local Authorities can work together to promote walking	ECC, Districts, Local Health Authorities, Social Services	2002
A50. Influence the sustainable transport theme within Health Improvement Programmes	ECC working with Social Services, and Health Authorities	Be compatible with Health Authority programmes
A51. Develop an effective partnership with the Healthy Schools initiative	ECC, Health Authorities	2002



Appendix 4: Comparison of Strategy with National Advice

The DETR Guidance on Full Local Transport Plans (March 2000) contains 27 ‘descriptors’ that are used to assess the quality of an LTP. One of these descriptors is directed at the strategy to encourage walking. It is divided into two sections –the minimum requirements, and the characteristics of a good LTP.

The extent to which the Essex Walking Strategy meets the minimum requirements and the good characteristics is shown in the following table

Parameters in the national guidance

The Essex Walking Strategy and other related policy documents

Minimum Requirements

Includes a strategy to encourage walking either as a stand alone document or as part of a sustainable transport strategy	The Walking Strategy is a separate document that underpins the delivery of the LTP, parts of the Replacement County Structure Plan and other related initiatives
Identifies clear targets to encourage walking and puts arrangements for monitoring in place	While monitoring for walking already takes place, one of the aims of this strategy is to develop this programme further. A headline performance indicator has been identified and a target set using Travel Diary Data. Other targets specific to initiatives have been set for example in Safer Journeys to School, footway maintenance, work travel plans
Seeks to establish and develop partnerships with relevant bodies to improve the environment for walking	The actions outlined in this strategy cannot be undertaken without working with partners. Next to each action is a list of partners who ECC will work with in order to implement it. Partners include Districts, Health Authorities, Community Groups, Police, Developers, Public Transport Operators, Rail-track, schools
Consideration of the role of walking in all relevant policies, including safety strategies	The role of walking in other policies is outlined in section 3.2 and is detailed in Appendix 1. Included is the role of walking in the Road safety Policy, the Speed Reduction Policy as well as various related transport, environmental and planning policies
Clear evidence that pedestrians are being given high priority	The vision of this strategy is to consider pedestrians first. The breadth of this strategy with its 17 Strategic Elements acting in combination to encourage walking indicates the high priority that is given to walking.



Minimum Requirements

Clear evidence of working with planning authority to ensure land use and development planning allows and encourages people to walk

16 policies within the Replacement County Structure Plan encourage walking. Section 5.4 - Land Use Planning outlines the links between this strategy and planning policy.

Audit and improves (by making more convenient, pleasanter and safer) walking routes to key destinations.

The introduction of a footway hierarchy followed by audits and improvements will help form more convenient walking routes to key destinations. This is covered in sections 5.1, 5.2, 5.3, 5.4 and 5.9

Measures to improve road safety and reduce the impact of traffic on pedestrians, consistent with encouraging walking

The Essex Road Safety Strategy and Speed Reduction policy outline the actions Essex County Council will take to improve road safety, these documents also emphasise the desirability of encouraging walking and link to this document sections 5.6 and 5.7 cover these areas.

Considers the needs of mobility and sensory impaired people

The aim of this strategy is to improve the environment for all pedestrians including those with a mobility or sensory impairment, section 5.5 and 5.9 specifically cover this area. This document compliments the Pedestrian and Mobility Policy and the Making People Mobile Policy.



Parameters in the national guidance

The Essex Walking Strategy and other related policy documents

Characteristics of a good LTP

Adopts a formal order in which planners should consider the needs of different types of transport placing pedestrians first	No formal road user hierarchy has been adopted, however, this strategy firmly places pedestrians first when considering activity on the highway. As part of the action plan ECC will be investigating the benefits of adopting a user hierarchy
Identifies and provides for new, high quality networks of walking routes, and improves the condition of those networks that already exist	By introducing a route hierarchy and audit system, reviewing the maintenance programme and linking up public rights of way to form rural networks, new routes will be developed to form networks and existing ones improved. This area is covered in sections 5.1, 5.2, 5.3, 5.45.9 and 5.12
Identifies and tackles personal security issues that discourage people from walking	Security issues are covered specifically in section 5.11 which explains how we will work with the Community Safety Officer and police in order to improve pedestrians safety. Section 5.9 includes measures that will improve personal security in and round transport interchanges. The Essex Rail Policy and forthcoming Bus Policy also tackle this issue.
Provides for the co-ordination of street works to minimised disruption to pedestrians	Section 5.2 outlines the procedures that should be taken to ensure pedestrians are given high priority and their safe passage ensured where street works are taking place.
Provides for the removal of superfluous street furniture	The audit that will be developed will include street furniture as one of its elements, this also forms part of the Provision for Mobility Impairment. This is covered is sections 5.1 and 5.5
Where appropriate, develops good links between urban centres and rural areas	The development of a route hierarchy and audit will help to develop good pedestrian links between rural and urban areas, as will the development of the rural network and quiet roads scheme. These are covered in sections 5.1 and 5.12
Encourages walking through TravelWise, Green Commuter Plans, Local Agenda 21 Strategy, School Transport Plans etc.	There are links between this strategy and many others. Sections 5.13, 5.14, 5.15 specifically show where actions from this strategy will impact on other areas.
Minimises conflict between cyclists and walkers	This strategy and the Cycling Strategy recognise the conflict that can exist between cyclists and pedestrians and have action points for producing policy guidance on use of shared facilities, when the revised national advice is available. This area is covered in section 5.10.



Appendix 5: Implementation

Listed below are the schemes which are contained in the LTP bid that will have an impact on walking if they are implemented. Some are single, large schemes and others are packages of measures. In addition to the schemes listed below, are those contained in the District plans. Once the allocation of funds has been decided a programme of works will be drawn up for the forthcoming year.

Scheme	Service Delivery Area
<p>A130 post bypass measures, provides facilities for alternative modes including local bus, walking, cycling & horse riding</p>	<p>Road safety and traffic management measures. Assists in delivering - Walking, Bus and cycling policies; meets the needs of rural communities, road safety and speed reduction in villages.</p>
<p>Harlow Town railway station access improvements, to provide a modern accessible transport interchange</p>	<p>Passenger Transport. Assists in delivering - Walking; Making People Mobile; Potential Interurban Passenger Transport Strategy, Road Traffic Reduction Act.</p>
<p>Pitsea Station footbridge, Basildon. Provision of a separate facility for pedestrians</p>	<p>Walking, Journeys to school and work. Assists in delivering - improved access to stations and Pedestrian Mobility policy.</p>
<p>Wickford Station Bus/Rail Interchange. To integrate rail transport with road passenger transport, better facilities for all</p>	<p>Passenger Transport, Assists in delivering - Walking, Making People Mobile; Potential Interurban Passenger Transport Strategy; Road Traffic Reduction Act targets; Social Inclusion.</p>
<p>A127 Public rights of way crossing, West Horndon, Childerditch</p>	<p>Walking, Health Initiatives, leisure activities, Making People Mobile, Pedestrian Mobility Policy; Road Traffic Reduction Act Targets; Safer Journeys to School; Social Inclusion, Speed Reduction Policy, Thames Chase Community Forest Project.</p>
<p>A131 Great Leighs Bypass Traffic management Measures provides facilities for alternative modes including local bus, walking, cycling & horse riding</p>	<p>Road safety and traffic management measures. Assists in delivering - Walking; Bus and cycling policies and meets the needs of rural communities; road safety and speed reduction in villages.</p>



Scheme

Service Delivery Area

B1029 Brightlingsea Bends,
provision of pedestrian and cycling
facilities and realignment of the carriage way

Vehicle access and congestion. Assists in delivering -
Walking; Road Safety Targets, Special Needs of the
Rural Area.

**A120 Bypass Traffic Management
Measures**

provides facilities for alternative modes
including local bus, walking, cycling & horse
riding

Road safety and traffic management measures. Assists
in delivering - Walking; Bus and cycling policies; meets
the needs of rural communities, road safety and speed
reduction in villages.

**A127 Public rights of way crossing,
Doublegate Lane/Rushbottom
Lane, North Benfleet.**

Provision of a shared use bridge for
pedestrians, cyclists and horse riders

Walking. Assists in delivering - Health Initiatives; Leisure
Activities; Making People Mobile; Pedestrian Mobility
Policy; Road Traffic Reduction Act targets; Safer
Journeys to School, Social Inclusion.

**Brentwood High Street area
improvements** To create an improved
shopping environment and to provide
access to the town centre for all modes

Road Safety and Traffic Management. Assists in
delivering - Walking; Bus Strategy; Making People
Mobile Policy; Road Traffic Reduction Act Targets;
Social Inclusion; reduce congestion.

**Improvements to bus stands and
shelters**

Passenger Transport. Assists in delivering - Walking;
Making People Mobile; reduction of crime and the fear
of crime; TravelWise Initiative.

**Improvements to aid personal access at
railway stations**

Passenger Transport. Assists in delivering – Walking,
Making People Mobile Policy; Social Inclusion.

**Information to and from Railway
Stations**

Passenger Transport. Assists in delivering - Walking and
Cycling Strategies; Road Traffic Reduction Act Target;
TravelWise initiatives.



Scheme	Service Delivery Area
<p>Local Bus Contract, To maintain bus services and encourage an alternative to the car</p>	<p>Passenger Transport. Assists in delivering - Walking Strategy; Bus Policy; Quality Bus Partnerships; Safer Journeys to School; Social Inclusion; TravelWise initiative.</p>
<p>Passenger Transport and TravelWise Publicity. Promote the greater use of sustainable transport, especially public transport, cycling and walking</p>	<p>Passenger Transport. Assists in delivering - Walking and Cycling Strategies.</p>
<p>Safer Journeys to School. Provision of road safety education, pedestrian and cycling training, Safer Crossing places</p>	<p>Journeys to Work and School. Assists in delivering - Walking; Road Safety; Cycling Passenger Transport; Private Motorised Transport; Air Quality.</p>
<p>Traffic Control Systems Plans. Installation of audible and tactile features at traffic signals, Puffin and Toucan crossing where required</p>	<p>Road Safety and Traffic Management. Assists in the delivering - Bus; Cycling and Walking Strategies, Making People Mobile Policy; Road Safety; Road Traffic Reduction Act targets.</p>
<p>Traffic Management Measures Provision of traffic calming and speed reduction in residential and retail areas.</p>	<p>Road Safety and Traffic Management. Assists in delivering -Walking; Road Safety Policy; Safer Journeys to School; Speed Reduction Policy.</p>
<p>Walking Measures. To provide safe facilities and encourage walking routes signing markings, crossing, publicity</p>	<p>Walking. Assists in delivering - Health Initiatives; Leisure Activities; Making people Mobile Policy; Road Traffic Reduction Act targets; Safer Journeys to School; Social Inclusion.</p>



Scheme

Service Delivery Area

Braintree Freeport Retail Village station footbridge. Provision of a pedestrian and cycle bridge

Walking. Assists in delivering - Road Traffic Reduction Act; Social Inclusion; Making People Mobile; Pedestrian Mobility Policy; TravelWise, Health Initiatives, Leisure Activities.

Chelmsford Bus Station redevelopment, Construction of a passenger transport interchange for all modes

Passenger Transport modes. Assists in delivering – Walking Strategy; Making People Mobile Policy; Inter-urban Passenger Transport Strategy; redevelopment of the West End of town; Road Traffic Reduction Act targets; Social Inclusion.



Essex Walking Strategy

August 2001



If you have any comments please send them to:

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Cinema
The Mead

Parkway Bus Stop





Essex **Walking** Strategy

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