

30. Walking Strategy

30.1 Introduction and Overview

Walking is a healthy, low-cost, non-polluting mode of transport that is available to most people, regardless of their age and income. A quarter of all journeys are under 1 mile and a quarter of car trips are less than 2 miles, distances which can be easily and conveniently covered on foot. Walking clearly has a significant role to play within an overall integrated transport system, both as a mode of transport in its own right and in conjunction with other modes. Almost all journeys involve an element of walking.

However, the rise in the use of cars has been accompanied by a national decline in walking. Walking levels have declined significantly over the past 20 years with the average distance people walk having fallen by about one-third. The car is now used for many short trips, leading to widespread problems of congestion and pollution in urban areas as well as contributing towards poor public health, reduced quality of life and social exclusion. As car travel has become more dominant, conditions for walking have worsened which has only reinforced the downward trend.

The purpose of this strategy is to set out what is needed in Warwickshire to encourage more people to walk for local journeys. Encouraging more walking will involve a combination of both physical improvements to the walking environment and promotional initiatives that foster behavioural change. It should be noted that the encouragement of walking is not a concern solely to promote sustainable transport use. Encouraging more walking can also contribute towards wider policies on health improvement, regeneration and social inclusion. Interventions contained within this modal strategy will therefore contribute directly towards the achievement of the National Transport Goals .

The strategy focuses on walking for key utility journeys; those journeys that are undertaken for a purpose, rather than simply for the walk itself. It concentrates on journeys to school; to work; to retail areas; to health and leisure facilities; and to public transport interchanges. It is these trips where the greatest benefits in terms of encouraging more walking can be achieved because these are the type of journeys that people do every day, and they are often of short distance. Use of the car for such short journeys is an important cause of congestion and pollution in urban areas, as well as wider social and environmental problems.

Urban areas are the primary focus of the walking strategy, because it is within towns that distances between people's homes and key trip generators are generally short, making walking a viable transport choice. However, there may be instances where improvements to pedestrian facilities within rural areas are required, usually on safety grounds, and these will be considered on a case-by-case basis.

The overall aim of the Walking Strategy is to improve the pedestrian environment and promote the benefits of walking to encourage more people to walk for short utility journeys and for recreation. Although the main goal of the strategy is to bring about more walking as a mode of transport, the benefits of encouraging walking as a recreational activity are recognised and therefore the strategy aims to develop and promote walking both for utility and leisure purposes.

It should also be emphasised that although the main purpose of the walking strategy is to get more people walking, it is also about making access easier for all users of the street environment. This includes people in wheelchairs and mobility scooters, and those with sensory impairments.

30.2 The Policy Context

The Strategy has been developed in line with the National, Regional and Local policy environment and aims to be consistent with the wider framework. An overview of the policy background is provided in Part A of the LTP.

30.2.1 National Policy

The Active Travel Strategy, which was published by the DfT / Department for Health in 2010, sets out the Government's plans to get more people walking and cycling more often and more safely. At its core is the recognition that more walking and cycling could help tackle some of the significant challenges for local and national government, including poor health and obesity, climate change and poor air quality, congestion and accessibility and road safety.

In 2007, the DfT published the Manual for Streets, which emphasises the need to design streets as social spaces and represents a step change in design guidance encouraging more active travel by putting pedestrians and cyclists right at the top of the road user hierarchy. The design guidance focuses on the design of lightly trafficked residential streets, but a further guidance document which will extend the principles to other streets is planned for publication in 2010.

Encouraging Walking: advice to local authorities (DETR, 2005) set out ways in which walking can be made more easier, more pleasant and safer. The strategy was produced with input from organisations representing walking interests and puts forwards a range of actions which local authorities and their partners can take to increase walking levels.

Planning Policy Guidance Note 13 on Transport (DfT, 2001) was a major step forward in integrating land use planning and transport, advising local authorities on how to reduce growth in the length and number of motorised journeys, encourage alternative modes of travel and reduce reliance on the private car. The main policies relating to walking are to focus major trip generators in urban centres and close to public transport interchanges; locate day to day facilities in local centres so that they are accessible by walking and cycling; and accommodate housing primarily within existing urban areas at locations highly accessible by public transport, walking and cycling.

30.2.2 Regional Policy

The West Midlands Regional Spatial Strategy (RSS11), formerly known as Regional Planning Guidance for the West Midlands, sets out what should happen where and when across the region up to 2021. It incorporates the Regional Transport Strategy, which sets the framework for regional and local transport priorities and investment.

Policy T3 on Walking and Cycling states that Development Plans and Local Transport Plans should provide greater opportunities for walking and cycling by:

- Developing safe, secure, direct, convenient and attractive networks which connect town centres, local facilities, educational premises, public transport interchanges, residential and employment areas;
- Giving pedestrians and cyclists priority in residential areas and town centres;
- Providing links between smaller settlements and centres and development of greenways and quiet roads;
- Developing the National Cycle Network;
- Making the most effective use of canal towpaths;

- Expanding 'cycle and ride' and cycle carriage on public transport; and,
- Ensuring that new developments and infrastructure proposals improve walking and cycling access

30.3 Overview of the current situation

30.3.1 Problems

There are a number of real and perceived barriers to walking which have contributed towards a national decline in walking. The strategy must seek to address each of these physical, social and cultural barriers in order to increase levels of walking.

Longer journey lengths

Decades of planning for the car have resulted in longer distances between where people live and the places they need to get to, including workplaces, retail opportunities and other key services. This is one of the most significant barriers to walking, and is now starting to be addressed through the land use planning system and integrated transport planning. Improving accessibility to jobs and key services is now a Government priority.

Despite this, nearly a quarter of all trips are under a mile, and just under half are less than two miles (3), indicating that there is clear potential for many more local journeys to be undertaken on foot. The distances generally considered acceptable for utility walking vary greatly according to the individual and circumstances. The mean average length for walking journeys is approximately 1km. The Institute of Highways and Transportation Guidelines for Providing for Journeys on Foot suggest the following acceptable walking distances:

Table WS1 Acceptable walking distances

Suggested acceptable walking distances			
	Town Centres	Commuting / school	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

Road safety

Rising traffic levels have led to a continuing deterioration in conditions for walking and caused a spiral of decline in walking levels. The volume and speed of traffic on many roads can be a significant deterrent to walking, particularly for vulnerable groups such as children, the elderly and those with mobility impairments. These groups are often those who do not have access to a car, and depend on walking to access facilities and the wider transport network. Pedestrians are amongst the most vulnerable of all road users, and reducing pedestrian road casualties and making walkers feel safer must be an important aspect of the Walking Strategy. Children are particularly vulnerable as pedestrians and are more likely to be injured whilst walking than either travelling by car or by bike. Statistics show that children living in deprived areas are three times more likely to be pedestrian road casualties.

Personal security

Personal security concerns and anti-social behaviour can also deter people from walking for local journeys, particularly groups such as women and the elderly and especially after dark. Whilst perceived fear of crime is not supported by statistics, perception of danger can have a strong

influence on modal choice. A poor street environment and poor lighting, badly designed streets and overgrown vegetation can all contribute towards feelings of insecurity.

Footway and footpath conditions

The condition of footways and footpaths is viewed as a factor which can influence some people's decisions on whether to walk for local journeys. The definition of a footpath is 'a highway over which the public have a right of way on foot only,' whereas footways are 'a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only', i.e. what the public would refer to as pavements.

The elderly and mobility-impaired people can be particularly affected by poor maintenance and slippery or uneven surfaces. Other physical factors that can make footways and footpaths unattractive and deter people from walking include:

- Narrow pavements;
- Litter and dog fouling;
- Street clutter;
- Excessive signing;
- Illegal cycling on pavements;
- Illegal pavement parking;
- Overgrowth and encroachment;
- Lack of benches and other facilities for pedestrians; and
- Lack of facilities for mobility impaired people.

Social attitudes

In a society dominated by the car, walking is often viewed as being slow and inconvenient, and suggesting a low social status. In addition, as lifestyles have become more complex and time-pressured, many people feel they could not cope without the convenience of the car. Travel time is a key deterrent to walking, but as congestion levels increase, driving is often no longer the quickest mode for short journeys and offers none of the wider health and financial benefits of walking.

30.3.7 Opportunities

As well as providing benefits to the individual, increasing the amount of walking can contribute towards a wide range of national and local objectives.

Reducing congestion

Congestion is a serious and growing problem on the U.K. road network, costing the economy billions of pounds every year and negatively affecting quality of life for many. Reducing and mitigating the effects of congestion at a local level is a major objective of the government's transport policy and walking has a role within the overall strategy to address this problem. Congestion in Warwickshire occurs mainly in urban areas during peak hours, and many of the car trips contributing towards the problem are short local ones, often driver only, which could easily be undertaken on foot or by public transport.

Improving air quality

Road transport is a major source of the greenhouse gas emissions that contribute towards global warming, but walking is a mode of transport that has no negative effects on the environment. Encouraging walking can contribute towards local and national objectives to improve air quality, particularly in towns, by reducing short car journeys.

Improving health

Experts recommend at least half an hour of moderate exercise five days a week, yet only 20% of people in the UK get enough exercise to maintain a healthy lifestyle and satisfactory fitness level. Rising levels of obesity, heart disease, diabetes and strokes are now a serious national concern. Walking has been described as the nearest thing to perfect exercise and has great potential to help tackle the above health problems, as it can easily be incorporated into people's daily routines. With the growing public awareness of the health matters and the importance of exercising, promotional initiatives which emphasise the health benefits of walking offer perhaps the most potential for increasing levels of walking. As well as the direct health benefits to the individual, more walking provides wider health benefits in terms of reducing air pollution and road casualties.

Enhancing social inclusion and accessibility

Improving access to key services is a major element of the Government's transport and social inclusion agenda. Whilst levels of car ownership are higher in Warwickshire than the West Midlands or nationally, 19% of households do not have a car and therefore may experience problems accessing employment opportunities and essential services. Although the location of services and the way they are delivered has as much impact on accessibility as transport provision, reducing barriers to walking has a role to play within the transport element of delivering improved accessibility. Walking is a virtually cost-free mode of transport that is available to almost everyone, and is particularly important for certain groups, such as children, older people and those without access to a car. Improving walking conditions is also a necessary part of initiatives to enhance accessibility through public transport improvements. The access needs of people with mobility or sensory impairments, wheelchair users and mobility scooter users must all be addressed in order to enhance social inclusion.

Enhancing the economy and assisting regeneration

There are strong links between walking and regeneration. Improved conditions for walking contribute towards wider regeneration initiatives, and at the same time, successful regeneration initiatives can lead to increased pedestrian activity. Safe and attractive streets and public places are fundamental to attracting shoppers, visitors and tourists.

Integration with public transport

Walking is a part of most journeys made by public transport, and is often referred to as the glue that binds the public transport system together. When promoting the use of public transport, there is a need to take into account the whole journey by ensuring that there is safe and convenient pedestrian access to public transport interchanges. Improvements to both walking facilities and the public transport network can be effectively combined to provide benefits in terms of reducing car trips and improving the environment.

Recreational walking

Walking is one of the most popular leisure time activities in the UK, with 77% of UK adults, or about 38 million people, walking for pleasure at least once a month. Recreational walking contributes towards tourism and the economy, particularly in rural areas, as well as wider health and well-being, social inclusion, promoting the understanding of food, farming and the countryside. Importantly, walking for leisure may also help to build a culture in which people choose to walk for short utility journeys rather than use their car.

30.3.8 Walking in Warwickshire

Walking for utility journeys is most viable within the urban areas of the county, where distances between people's homes and key services and facilities are generally short. Warwickshire is a relatively flat county and the towns are generally compact and an ideal size for walking.

Walking trips are diverse and widespread, and so it is difficult to get an accurate picture of walking in Warwickshire. However, in line with national trends, walking appears to account for only a small and declining proportion of trips in the county. Levels of walking vary across the county, reflecting social and demographic characteristics and differences between rural and urban areas. Census data shows that 10% of people in Warwickshire walked to work in 2001, down from 12% in 1991. This figure varies from 11% in the predominantly urban Warwick District to 7% in the more rural North Warwickshire District. In Stratford-upon-Avon, a quarter of residents within one ward in the town walked to work in 2001.

71% of people in Warwickshire currently travel to work by car, a figure that is 9% higher than the national average. However, a fifth of residents live within 2kms of their workplaces, indicating that there is clear potential for walking to work. Warwickshire has car ownership levels above the national average and this easy access to a car may make it more difficult to persuade people to leave their car at home.

Rising traffic levels have impacted on Warwickshire's town centres and often resulted in a degraded pedestrian environment. Pedestrian access to town centres can be made difficult by the existence of busy main roads and the legacy of planning for the car, such as ring roads and gyratory systems. However, it is not just busy roads that form barriers to convenient pedestrian movement, as rail lines, rivers and canals can cause severance problems.

Town centres are no longer the sole focus of retail and leisure activity, and a number of large retail or leisure parks, such as Shires Retail Park in Leamington Spa and Bermuda Park in Nuneaton, have been constructed on the outskirts of towns prior to the introduction of current planning guidelines. These developments attract a high number of car trips and were planned with car access in mind. They are often surrounded by busy roads and large roundabouts, which are particularly difficult to negotiate on foot. Similarly, there are also a number of large office and industrial developments located on the edge of Warwickshire's towns. These are often difficult to access on foot even where they are located within walking distance of residential areas.

30.4 The Strategy

Policy W1: Partnership and Consultation

The County Council will work in partnership with the five District/Borough Councils in Warwickshire, the Highways Agency, pedestrian groups and other stakeholders to promote and facilitate more walking in Warwickshire.

Due to the diversity of factors influencing levels of walking, delivery of the walking strategy objectives will involve action from a range of stakeholders, both in making physical improvements to the walking environment and promoting walking as a mode of transport and a healthy leisure pursuit. Policies on health, regeneration, leisure and tourism all have a role to play and key partners include the District and Borough Councils, schools, employers, the health sector and public transport operators. Increasing the amount of walking does not only meet transport objectives, but also wider objectives on health, the environment, social inclusion and regeneration.

The availability of local services within walking distance is clearly a key factor influencing levels of walking. The accessibility planning agenda will promote joint working from a wide range of organisations and service providers to locate key services and facilities where they are accessible by walking, cycling or public transport.

Other local organisations, which have an interest in walking, and a role to play in the implementation of the walking strategy include Sustrans (the sustainable transport organisation), British Waterways, Action 21 and campaign groups, such as the local branch of Living Streets. Consultation with the local community and interest groups is also essential when changes to the pedestrian environment are proposed. Developing links with health organisations has become increasingly important now that the health benefits of walking as a physical activity are being more widely promoted.

Policy W2: Walking to School

The County Council will encourage more walking journeys to school by improving safety on routes to schools, working with schools to develop and implement promotional initiatives and providing road safety training and education.

Increasing the amount of walking to school has the potential to provide considerable benefits in terms of reducing congestion. Nationally, just over 1 in 10 cars on urban roads between 8am and 9am in term time is on the school run. Walking to and from school on a regular basis also provides children with a regular source of physical activity and helps contribute to a healthy lifestyle, as well as introducing good travel habits at an early age.

Encouraging more walking to school will require a combination of infrastructure improvements, promotional initiatives and education to address parental concerns about safety and emphasise the benefits of walking to school. These will be delivered through Safer Routes to School schemes, School Travel Plans and Road Safety Strategy initiatives.

Full details of how the County Council will encourage more walking to school can be found within the Sustainable Modes of Travel to School Strategy in Appendix B.

Policy W3: Walking to Work

The County Council will work with local employers to encourage more walking to work through Workplace Travel Plans and wider travel awareness initiatives.

Whilst many people now commute long distances to work, a fifth of people in Warwickshire live within 2kms of their workplaces. However, many people choose to use their car for journeys to work, even for short distances.

Promotional measures have perhaps the greatest role to play in encouraging walking to work. Walking to work will be promoted through Workplace Travel Plans and travel awareness campaigns described within the Changing Travel Behaviour Strategy.

Physical improvements may also be of benefit in some cases where there is a particular issue that may be deterring people from walking, such as the absence of a footway, or a road that is difficult to cross. Improving access to employment opportunities is a key element of the Accessibility Strategy and this will assist in identifying any infrastructure improvements which may be needed.

Policy W4: Walking to Retail and Leisure Destinations

The County Council will work with others to create high quality and attractive pedestrian environments within town centres. We will also improve pedestrian access to town centres and other key retail and leisure destinations.

Town centres are focal points for pedestrian activity and an attractive street environment is important both to encourage more walking and enhance the 'liveability' of urban areas. Improving the quality of public spaces and enhancing the public realm are key elements of urban renewal and economic regeneration initiatives.

There is increasing momentum for the implementation of more overtly pedestrian- friendly streets and places, supported by new and emerging national design policies and guidelines. Where appropriate, there exists the opportunity to expand the implementation of pedestrian friendly zones across Warwickshire towns in order to encourage much greater levels of sustained pedestrian activity.

A number of Warwickshire towns are significant visitor destinations to the benefit of the local and national economy. It is important to consider the needs of visitors to reach historical, cultural and hospitality areas easily on foot from car parks and transport interchanges. Pedestrianised or pedestrian priority areas allow visitors to obtain greater enjoyment from their visit and provide businesses with opportunities to increase income. In addition, such initiatives seek to enhance the quality and appearance of streetscape in order to compliment the historical nature of the urban area.

In addition to improving the pedestrian environment within town centres, there is also a need to consider walking access to town centres and other key retail and leisure destinations, ensuring people can reach the wide range of service and facilities on offer. Ring roads and radial routes into town centres usually have high traffic volumes, which may sever some residential areas from town centres in terms of pedestrian access.

However, town centres are no longer the only destination for retail and leisure trips, and there are a number of significant trip generators on the outskirts of urban areas, which are often difficult to access on foot. Local centres within the urban areas are also important for basic everyday services, particularly for those without access to a car.

Policy W5: Integration with Public Transport

The County Council will improve pedestrian access to public transport services and work with operators to ensure that walking is treated as an integral element of public transport initiatives.

Walking forms a part of almost all journeys made by public transport and there is a need to ensure the walking element is considered when promoting greater use of public transport. It is generally accepted that people will walk up to 15 minutes to reach a train station and 7 minutes to reach a bus stop. Safety and personal security are particularly important considerations for walking journeys to public transport interchanges, together with directness.

The development of the Station Travel Plan initiative has enabled the potential for greater coordination of measures designed to encourage sustainable access to rail stations, particularly between the County Council, Train Operating Companies and Network Rail. Station Travel Plans seek to greatly increase the number of people who walk to and from rail stations particularly in urban areas, by focusing on the removal of barriers to sustainable access through low cost interventions. After a review of current access arrangements to identify any potential barriers to access, Travel Plans set out a package of improvements to encourage more walking, including both infrastructure improvements and promotional initiatives. Leamington Spa station is one of 24 selected to participate in the DfT / ATOC's national Station Travel Plan pilot and it is proposed to develop Station Travel Plans at all other Warwickshire stations where practicable.

The need to encourage and facilitate walking will be considered in the development of new bus interchanges and rail stations in Warwickshire.

Policy W6: Pedestrian Crossings

The County Council will provide safe and convenient pedestrian crossing facilities where they are most needed and as close to pedestrian desire lines as possible.

Provision of suitable pedestrian crossing facilities is a key element in improving the pedestrian environment and access to local services, as busy roads can act as significant barriers to walking. This is particularly the case for vulnerable groups, such as the elderly, those with mobility impairments and children. Canals, rivers and railway lines can also cause severance issues. These physical barriers often result in longer journeys between residential areas and key trip generators, making them less conducive for undertaking on foot.

There are a number of different types of pedestrian crossing facilities that are introduced according to the traffic conditions, road type and pedestrian flow.

- Zebra crossings
- Puffin crossings
- Toucan crossings (for use by pedestrians and cyclists)
- Pegasus crossings (for use by pedestrians, cyclists and horse riders)
- Pedestrian phases at traffic signals
- Pedestrian refuges
- Footbridges and subways
- School crossing patrols

Crossing facilities will be introduced in accordance with Warwickshire County Council's Policy for the Provision of Pedestrian Crossings and Pedestrian Phases at Traffic Signals, which is set out below:

Warwickshire County Council's Policy for the Provision of Pedestrian Crossings and Pedestrian Phases at Traffic Signals

The County Council's current policy for the provision of pedestrian crossings is based on the calculation of the degree of conflict between pedestrians crossing the road and the traffic flow, and also takes into account additional factors such as the age and ability of pedestrians, speed and composition of traffic, waiting time to cross the road, and the accident record. These factors will help to assess the requirement for a crossing based on individual needs and, in particular, addresses the needs of vulnerable road users, such as the elderly, children, mobility impaired, blind and partially sighted and those with pushchairs.

The Policy allows greater priority to be given to the provision of crossing facilities at locations frequented by children, elderly people and disabled people, and where traffic flows include a significant proportion of heavy goods vehicles.

Where a site does not meet the criteria, consideration will be given as to whether the site meets other corporate objectives, such as the Safer Routes to School initiative, Casualty Reduction Schemes, Traffic Management Schemes, etc.

Policy W7: Footpath and Footway Standards

The County Council will ensure that footways and urban footpaths are designed and maintained to a good standard, giving particular attention to the key routes for pedestrians within maintenance regimes. We will aim to reduce impediments on footways to ensure easy access by all users.

The condition of footways and footpaths may influence people's decisions on whether to choose to walk for local journeys, particularly elderly and mobility-impaired people. Consultations have revealed that footway maintenance is an important concern amongst local people. It is estimated that there are 4000km of footways (not including public footpaths) in Warwickshire, and these are maintained in accordance with the policies and standards laid out in the Highway Maintenance strategy. Public footpaths are maintained by the County Council's Countryside Recreation section and are not covered by the Highway Maintenance Strategy.

It is not only maintenance that affects the quality of footways and of the pedestrian experience. Pavement obstructions, such as illegal pavement parking, street clutter and excessive signage can make walking difficult, particularly for mobility impaired people and people with pushchairs.

Policy W8: Safety and Security

The County Council will work in partnership with others to improve safety and personal security for all pedestrians.

Road safety improvements for pedestrians will primarily be delivered by Warwickshire's Road Safety Strategy, through implementation of a range of educational, promotional and engineering measures. Reducing the number of child pedestrians injured on the roads is a key focus of that strategy. The provision of crossings and good footway maintenance also contribute towards improving safety for pedestrians.

Improving personal security for pedestrians and reducing fear of crime will require a combination of wider actions involving a number of partner organisations, such as Warwickshire Police.

Policy W9: Planning and New Developments

The County Council will encourage measures that enable good accessibility by pedestrians to, from and within new developments and, where appropriate, secure funding from developers towards wider improvements to the pedestrian network.

Land use planning has a central role to play in reducing the need to travel and encouraging more walking. Current land use planning policies aim to reverse the trend for longer journeys and ensure that walking is considered as a prime means of access to new developments. The County Council, in its role as Highway Authority, will aim to ensure that new developments support and encourage walking in terms of accessibility, design and layout and that they improve connectivity with new footways where required.

Policy W10: Recreational Walking

The County Council will develop, support and promote opportunities for recreational walking in the County.

The County's Rights of Way network covers over 1,700 miles of public footpaths and bridleways, which together with canal tow paths, Greenways and quiet rural lanes, provide an important recreational asset. The rights of way network is in generally good condition, although significant investment is required to maintain current levels of accessibility. Whilst much of the network is rural, it links communities, can provide an alternative to walking on roads and verges making utility journeys possible and more pleasant and provides access from urban and urban fringe areas into adjoining countryside. Paths through open spaces in urban areas are often used for utility journeys as well as for leisure.

Superimposed on this basic network is an expanding range of promoted walks and trails, from long distance paths to short circular walks and easy access trails, suitable for all.

Policy W11: Education and Promotion

The County Council will raise public awareness of the benefits of walking as a viable, healthy and attractive mode of transport and recreational activity.

Improving the walking environment is important but persuading people to walk more will also require effective promotion to raise awareness of the benefits of walking and of the need to reduce car use. Promoting walking will be a key component of Smarter Choices measures implemented through the Changing Travel Behaviour strategy, such as travel plans and travel awareness campaigns.

Encouraging more 'active' travel is a key national goal and, on an individual level, improving health and fitness is one of the main reasons why people choose to walk. As such, working with the health sector to promote the health aspect of walking will be an important part of promotional work.

30.5 Action Plan

The Action Plan summarises how the policies set out in the Walking Strategy will be delivered. Improving conditions for pedestrians and encouraging walking are elements of a number of the strategies that make up the Local Transport Plan and its supplementary documents and therefore many of the Walking Strategy policies will be delivered through implementation of the following strategies:

- Road Safety Strategy
- Highway Maintenance Strategy
- Changing Travel Behaviour Strategy
- Land Use and Transportation Strategy
- Accessibility Strategy
- Sustainable Modes of Travel to School Strategy (Appendix B)
- Rights of Way and Recreational Highway Strategy

Table WS2: Action Plan

Policy	Action	Timescale	Strategies relevant to this policy
WS1: Partnership Working			
WS2: Walking to School	Improve pedestrian links to schools through the Safer Routes to School programme	Ongoing	Sustainable Modes of Travel to School Strategy Road Safety Strategy
	Work with schools to develop and implement School Travel Plans, setting out measures to reduce car use and promote walking and cycling	Short / ongoing	
	Work with schools to develop wider initiatives to encourage walking e.g. Walking Buses and Park and Stride schemes	Ongoing	
	Provide road safety education and pedestrian training for school children	Ongoing	
WS3: Walking to Work	Require new or expanding businesses to adopt a Travel Plan as part of the planning process, and encourage major local employers to adopt Travel Plans on a voluntary basis	Ongoing	Changing Travel Behaviour Strategy Land Use and Transportation Strategy Accessibility Strategy
	Ensure new employment sites encourage access on foot	Ongoing	
	Promote walking to work as part of Smarter Choices initiatives	Ongoing	
	Support national campaigns to encourage walking to work and raise the status of walking as a mode of transport	Ongoing	
WS4: Walking to Retail and Leisure Opportunities	Work in partnership with District / Borough Councils and other bodies to enhance the public realm in the centres of Warwickshire's main urban areas to create an attractive and pedestrian friendly street environment	Ongoing	Accessibility Strategy Land Use and Transportation Strategy
	Improve pedestrian routes connecting trip generators and nodes of activity within town centres, such as rail stations and car parks	Ongoing	
	Improve pedestrian access to town centres and other key retail areas	Ongoing	
WS5: Integration with Public Transport	Seek to improve pedestrian access to rail stations, bus stations, major bus stops and bus information points.	Ongoing	Passenger Rail Strategy Public Transport Strategy Public Transport Interchange Strategy Bus Strategy
	Encourage Network Rail and the Train Operating Companies to provide safe and attractive pedestrian access at rail stations, in accordance with the standards laid out in the Passenger Rail Strategy and where appropriate through the County Councils Station Travel Plan initiative	Short / medium	
	Seek to ensure that pedestrian links between train / bus stations and other key destinations within town centres are safe, well signed and adequately lit	Ongoing	
	Work with bus operators to design and locate bus stops in a way that facilitates easy access by all	Ongoing	

	users		Accessibility Strategy
	Ensure that new developments are planned to provide good pedestrian access to the public transport network, where appropriate	Ongoing	Changing Travel Behaviour Strategy
WS6: Pedestrian Crossings	Seek to introduce new pedestrian crossing facilities in accordance with our pedestrian crossing policy (see below)	Ongoing	ITS Strategy
	Provide pedestrian phases at traffic signal controlled junctions where appropriate, in accordance with DfT guidelines	Ongoing	Rights of Way and Recreational Highway Strategy
	Ensure that new crossing facilities are fully accessible to those with mobility or sensory impairments	Ongoing	
	Continue to introduce dropped kerbs to assist people when crossing the carriageway, particularly those with mobility impairments or pushchairs	Ongoing	
	Seek to improve at-grade crossings of trunk roads and other busy or fast roads which sever the urban area from the surrounding countryside, or which act as barriers to recreation and rural utility walking	Ongoing	
	Provide information for the public on the safe use of different crossing facilities.	Ongoing	
WS7: Footway and Urban Footpath Standards	Ensure that the needs of pedestrians are given high priority within highway maintenance programmes	Ongoing	
	Prioritise the key pedestrian routes to town centres, retail and leisure areas, schools, major employment areas and public transport interchanges within inspection and routine maintenance programmes	Ongoing	
	Ensure that emergency footway and urban footpath defects are repaired quickly and efficiently	Ongoing	
	Seek to co-ordinate street works to minimise impact on pedestrians	Ongoing	
	Seek to reduce obstructions on key pedestrian routes, such as street clutter, excessive signage and overgrown vegetation	Ongoing	
	Ensure that any works to improve footways and urban footpaths take into account the needs of people with mobility or sensory impairments.	Ongoing	
WS8: Safety and Security	Seek to reduce pedestrian road casualties by implementing the Road Safety Strategy, using education, engineering and enforcement	Ongoing	Road Safety Strategy
	Carry out road safety audits carried out on new highway schemes to ensure the safety of pedestrians and people whose mobility is impaired is considered	Ongoing	Land Use and Transportation Strategy
	Ensure new highway schemes consider the needs of pedestrians and support the aims of the Walking Strategy	Ongoing	Rights of Way and Recreational Highway
	Improve road safety on the journey to school through implementation of the Safer Routes to School project.	Ongoing	

	Work in partnership with Warwickshire Police, District / Borough Councils and the local community to reduce crime and fear of crime where this is a deterrent to walking	Ongoing	Strategy
	Improve road safety for recreational walkers and in particular through utilisation of verges and behind-the-hedge schemes.	Ongoing	
WS9: Planning and New Developments	Encourage the location of new development where it is conveniently accessible by walking and other sustainable modes of transport	Ongoing	Land Use and Transportation Strategy
	Ensure new developments are designed to encourage walking within the site and provide for the needs of mobility impaired people	Ongoing	Changing Travel Behaviour Strategy
	Ensure that new developments do not sever existing walking routes or result in a net loss of network for pedestrians	Ongoing	
	Seek to maximise contributions from developers towards improvements to pedestrian facilities and promoting walking, both on and off site	Ongoing	
	Require the adoption of Travel Plans for new developments over a certain size, in accordance with the County Council's Practice Note for Developers	Ongoing	
WS10: Recreational Walking	Continue to organise, promote and host events and activities that encourage recreational walking and local tourism, such as the country parks events programme	Ongoing	Rights of Way and Recreational Highway Strategy
	Promote walking at country parks and other attractive countryside locations.	Ongoing	Changing Travel Behaviour Strategy
	Provide accurate and high quality information on recreational walking in the county	Ongoing	
	Work to develop opportunities for walking in parks, open spaces and along green corridors such as canal towpaths and disused rail lines, both within rural and urban locations	Ongoing	
	Maintain and improve the path network, protecting the existing networks and ensuring they evolve to fit the requirements of the 21 st century	Ongoing	
		Rights of Way and Recreational Highway Strategy	
WS11: Education and Promotion	Promote walking as part of School and Workplace Travel Plans	Ongoing	Road Safety Strategy
	Support national campaigns to encourage walking, such as National Walk to Work Day, National Car Free Day and TravelWise week	Ongoing	Changing Travel Behaviour Strategy
	Promote walking as part of travel awareness campaigns	Ongoing	
	Provide pedestrian training for schoolchildren	Ongoing	
	Seek to develop joint initiatives to promote walking with the health sector	Short	
	Provide good quality and up to date information on local walking opportunities and other relevant matters	Ongoing	

30.6 Targets, Indicators and Monitoring

The following National and Local Indicators will be used to assess progress with the implementation of the Walking Strategy.

30.6.1 National Indicators

Children traveling to school (NI 198)

30.6.2 Local Indicators

Footway Condition (WI 8)