

Promoting Walking

in Eastleigh Borough



Table of Contents

1	Introduction	3
2	Walking In Context	4
2.1	The Benefits of Walking	4
2.2	Barriers to Walking	5
2.3	Accessibility	8
2.4	National and Regional Context	11
2.5	Local Context	12
3	Vision, Aims And Objectives	15
3.1	Vision	15
3.2	Aims	15
3.3	Objectives	15
4	Key Areas Of Focus	16
4.2	Walking to Public Transport Services	16
4.3	Walking to Leisure Facilities	16
4.4	Walking in Town Centres	16
4.5	Walking to Work	17
4.6	School Travel Plans	18
4.7	Walking for Health and Recreation	19
4.8	Walking in Rural Areas	19
4.9	Maintenance	21
5	Targets	22
6	Promoting Walking in Eastleigh Borough	23
6.1	Proposed Schemes	23
6.2	Transport Policy	23
6.3	Funding Sources	24
7	Conclusion	25
8	References	26



1 Introduction

1.1 Walking is the most affordable, flexible, widely available and socially inclusive mode of independent travel available to Borough residents and as a result it is vital that Eastleigh Borough Council encourages walking as much as possible. To promote walking, people need to be assured that the journey they take will be safe, secure, convenient and take place in a reasonably pleasant environment.

1.2 Although a quarter of all trips made are one mile or less, which for the majority of people is a realistic walking distance, the current trend is showing a decline in the amount people walk. This coincides with a growing dependence on the private car even for shorter journeys.

1.3 If more people can walk to their chosen destination, or integrate walking with other transport modes such as buses and trains, the pressure on the existing road network, which is becoming more and more congested, can be relieved. Walking for leisure or as a method of getting from A to B, can also play a vital role in improving the health of the nation as it can contribute towards the recommended levels of exercise people need to combat problems such as obesity and heart disease.

1.4 Encouraging more people to walk supports a broad range of policy objectives and activities on both a national and local level. This document will draw upon specific local policy areas that relate to walking and form supporting evidence for the emerging Eastleigh Borough Local Development Framework. It will also ensure integration with wider sub-regional, regional and national policy objectives. There are a number of barriers to overcome in order to get more people walking but also many wide ranging benefits to gain if this can be achieved.

1.5 It was vital to consult with various groups and interested parties to ensure their input and expertise were incorporated into the emerging policy on walking. This policy has been developed in consultation with each of the Borough's Local Area Committees, neighbouring authorities, non statutory organisations with a specific interest in promoting walking and the general public.



2 Walking in Context

2.1 The Benefits of Walking

2.1.1 Walking, unlike other methods of getting from place to place should be accessible to almost all of us. The nature and length of the journeys by foot may vary considerably but if walking can be encouraged, which is the primary aim of this document, it will result in a number of benefits. These benefits will now be looked at in more detail.

The Transport Network

2.1.2 Walking can realistically replace one third of all journeys that are 1 - 2 miles in length and can help work towards reducing the number of cars in the morning rush hour that are on the school run, which are said to represent one fifth of the morning peak hour traffic, (DfT, 2003). Walking is the primary way to access public transport but is a major barrier that prevents people using it. If walking can be promoted, this is likely to increase the use of all public transport and benefit the entire transport network.

Social Inclusion

2.1.3 Unlike most other modes of travel, walking is free and is not restricted by financial, cultural or social status. Improving the environment in which people walk can improve accessibility for all in society, to access all types of places that are visited within people's daily lives. Improving accessibility has the greatest impact in areas where walking for all or part of the journey is the only realistic option such as for people who cannot drive or cycle due

to their age, level of mobility or economic status.

2.1.4 Improving walking environments and making them socially inclusive places to be helps create liveable streets. This improves access to public transport, shops and services, therefore stimulating the local economy and can aid in enhancing local neighbourhoods where people interact, proving greater natural surveillance and therefore a safer environment.

Sustainability and the Local Environment

2.1.5 Walking is the most environmentally friendly form of travel, which can replace car trips that during shorter journeys are disproportionately more damaging to the environment, (TfL, 2004). Therefore, encouraging walking within the Borough, as an alternative to the car will help towards reducing the carbon footprint of Borough residents and will help to improve air quality, especially within Air Quality Management Areas for the Borough.

Health

2.1.6 The levels of physical activity among men and women in the UK are low compared with other EU countries and this is represented in the 2003 Health Survey for England, which showed that only 37% of men and 24% of women met the current physical activity guidelines suggested by the Government, (British Heart Foundation, 2007). Walking has a multi-purpose benefit of not only being a method of travelling that has very low cost and impact on the





environment but also provides essential health benefits such as cardio vascular exercise as well as contributing to positive mental health and well-being by reducing stress and anxiety.

2.1.7 Inactivity amongst children in the UK is high on the social agenda, due to concerns over rising childhood obesity levels. Walking can contribute to healthier more active lifestyles therefore walking needs to be incorporated into children's daily lives to provide regular, sustained physical activity, such as walking to school. As well as reducing the risk of obesity, walking to school can assist with improved social interaction and develops personal independence and road safety skills.

2.2 Barriers to Walking

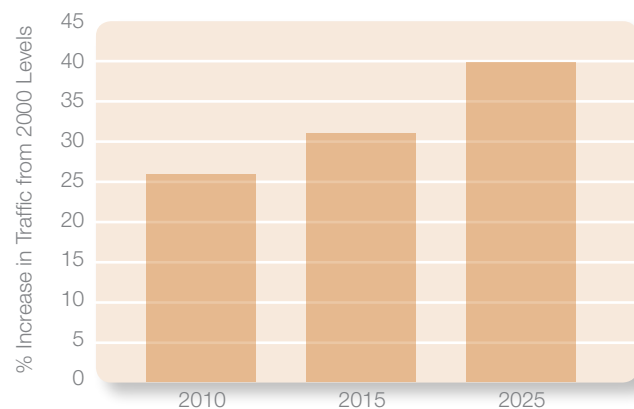
2.2.1 There are a number of common issues and concerns that present barriers to increasing the levels of walking within the Borough, which this policy will work towards trying to address. The key barriers to walking are outlined below.

Increased Road Traffic

2.2.2 Figure 1 forecasts road traffic to be increasing to the extent that by 2025 it is projected there will be a 40% increase in road traffic compared with 2000 levels, (DfT, 2004a). This has a negative impact on

the pedestrian environment where people are becoming more concerned about road safety as a direct result of more cars on the road network. Increased traffic levels result in busier roads that are more difficult to cross and more unpleasant to walk along. To overcome such issues it is vital that, as part of the effective management of the road network to improve its efficiency, pedestrians are provided with suitable infrastructure to ensure they can safely and efficiently negotiate the congested road network.

Figure 1: Percentage Increase in Traffic on all Roads in England from 2000 Levels.



(DfT, 2004a).



Local Environment

2.2.3 Thirteen percent of all the Carbon Dioxide emitted by the UK comes from the car, which is a major contributor to the effects of climate change. Of greater concern to pedestrians are other pollutants emitted from vehicle exhausts that can be harmful to human health and as a result could put people off walking, especially along congested routes.

2.2.4 There are also physical constraints relating to the environment people walk in, which can restrict and put people off. These include problems such as severance, overgrown vegetation, poor lighting, poor natural surveillance and vandalism. Such barriers are heightened especially for the old and the vulnerable.

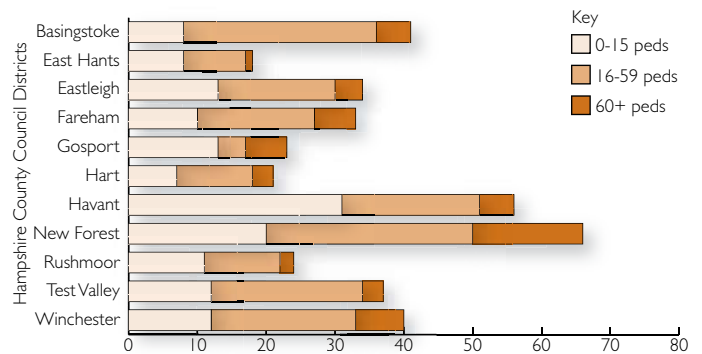
Road Safety

2.2.5 The Governments 2010 national casualty reductions targets are as follows:-

- A 40% reduction in the number of people killed or seriously injured in road accidents by 2010;
- A 50% reduction in the number of children killed or seriously injured by 2010; and
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

2.2.6 Figure 2 shows that of the eleven districts in Hampshire, Eastleigh Borough has the sixth highest pedestrian casualty levels based on the 2005 records. Fear of speeding traffic, accidents and injury is one of the main reasons people give for not walking or letting their children walk more, (DETR, 2000).

Figure 2: Pedestrian Casualties by Age Group and HCC District for 2005.



(HCC, 2005).

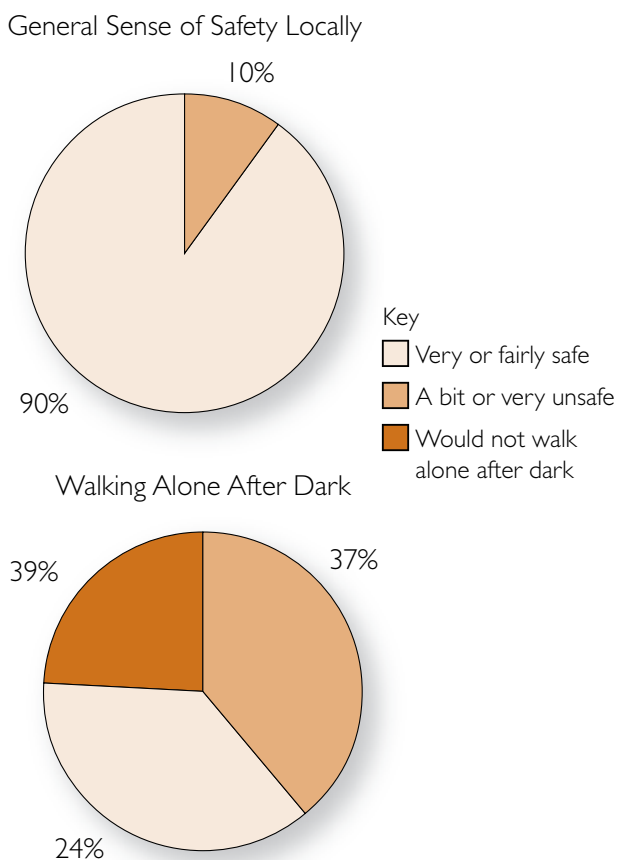
2.2.7 Road safety fears, either perceived or actual are a major barrier when trying to promote walking. It is important to incorporate good planning and design with necessary infrastructure improvements and education as part of any policy to promote walking and especially target areas that will improve the safety for vulnerable road users such as school children.

Personal Security

2.2.8 The Eastleigh Community Safety Partnership (ECSP) carried out research into Borough resident's fear of crime and perceptions of crime (Figure 3). The results show a strong general sense of safety locally, which is backed up by 97% of residents feeling safe when walking during the day; however 63% of residents tended to feel unsafe when walking alone after dark, (ECSP, 2005).



Figure 3: Eastleigh Borough Resident's Fear of Crime and Perceptions of Crime.



(ECSP, 2005).

2.2.9 Pedestrians need to be reassured that the environment they walk in is safe and reflects the reality that crime levels in the Borough are low and the chances of being a victim of crime when walking is very slight. Barriers such as poorly lit footways and subways, overgrown vegetation and poor natural surveillance all need to be addressed to further reassure pedestrians. The ECSP highlights the importance of working with the Local Area Committees and Area Community Safety Groups so they can lead on crime reduction measures that reflect the needs of the local communities. In particular these could take the form of specific local campaigns for crime reduction and programmes of public reassurance, (ECSP, 2005).

Information

2.2.10 As people are becoming more dependent on motor vehicles they are walking less and so rely more on the road network to get from place to place. This results in people having limited knowledge of the extensive footway and footpath network available to them. It is vital therefore to provide people with as much information as possible to highlight key walking routes that connect to key locations such as town centres, leisure facilities, educational establishments and employment areas as well as circular leisure routes for people to use.

Mobility

2.2.11 In 2007 there were an estimated 2,800 Borough residents claiming incapacity benefit (severe disability allowance based on a 5% sample) and 3,100 were claiming disability living allowance (based on 5% sample). The 2001 national census asked Borough residents to describe their health and identified that 14.4% of residents have a disability or long term illness which is below the national average at 18.2%, (EBC, 2007).

2.2.12 Any improvements to the pedestrian environment must bear in mind the full range of people who use it, this includes people:-

- using wheelchairs and walking aids;
- with sight or hearing impairments;
- with prams and pushchairs; and
- of all levels of fitness and ability, (DETR, 2000).





2.3 Accessibility

2.3.1 Accessibility is the ease with which people can access services and facilities that are needed or desired. Accessibility reflects the ability of individuals to reach and use transport services, infrastructure, facilities and services, all of which affect a person's quality of life. The main reasons for improving accessibility are:-

- to reduce car use and thereby reduce carbon emissions;
- to reduce the need to travel by car to essential facilities by having them a reasonable walking distance for the majority of the population;
- to promote cycling as a real alternative to the private car;
- to promote equitable access to the whole community, including those with low car access; and
- to promote greater health (and encouragement of social inclusion) through exercise.

2.3.2 Accessibility maps have been plotted to represent how accessible the town and village centres are for Borough residents. Each contour represents a length of time in minutes that it would take to reach the nearest town or village centre. Figure 4 shows the time it would take to walk to these centres and Figure 5 shows the same information but includes the option of using public transport. The town and village centres include; Chandler's Ford, Eastleigh, Fair Oak, West End, Hedge End, Botley, Netley and Hamble.



Figure 4: Accessibility Contour Map - Time taken to walk to the main town and village centres within the Borough.

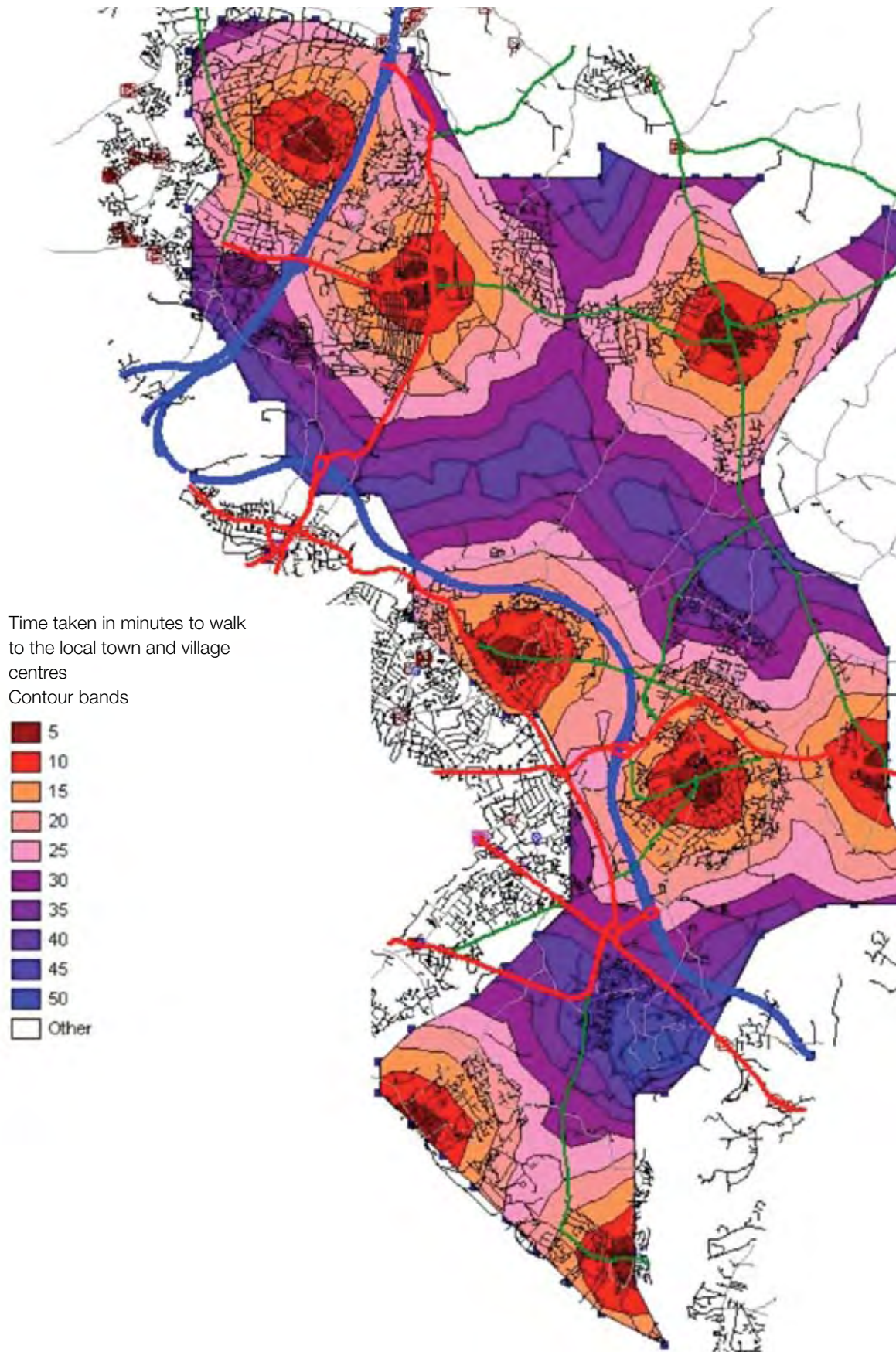
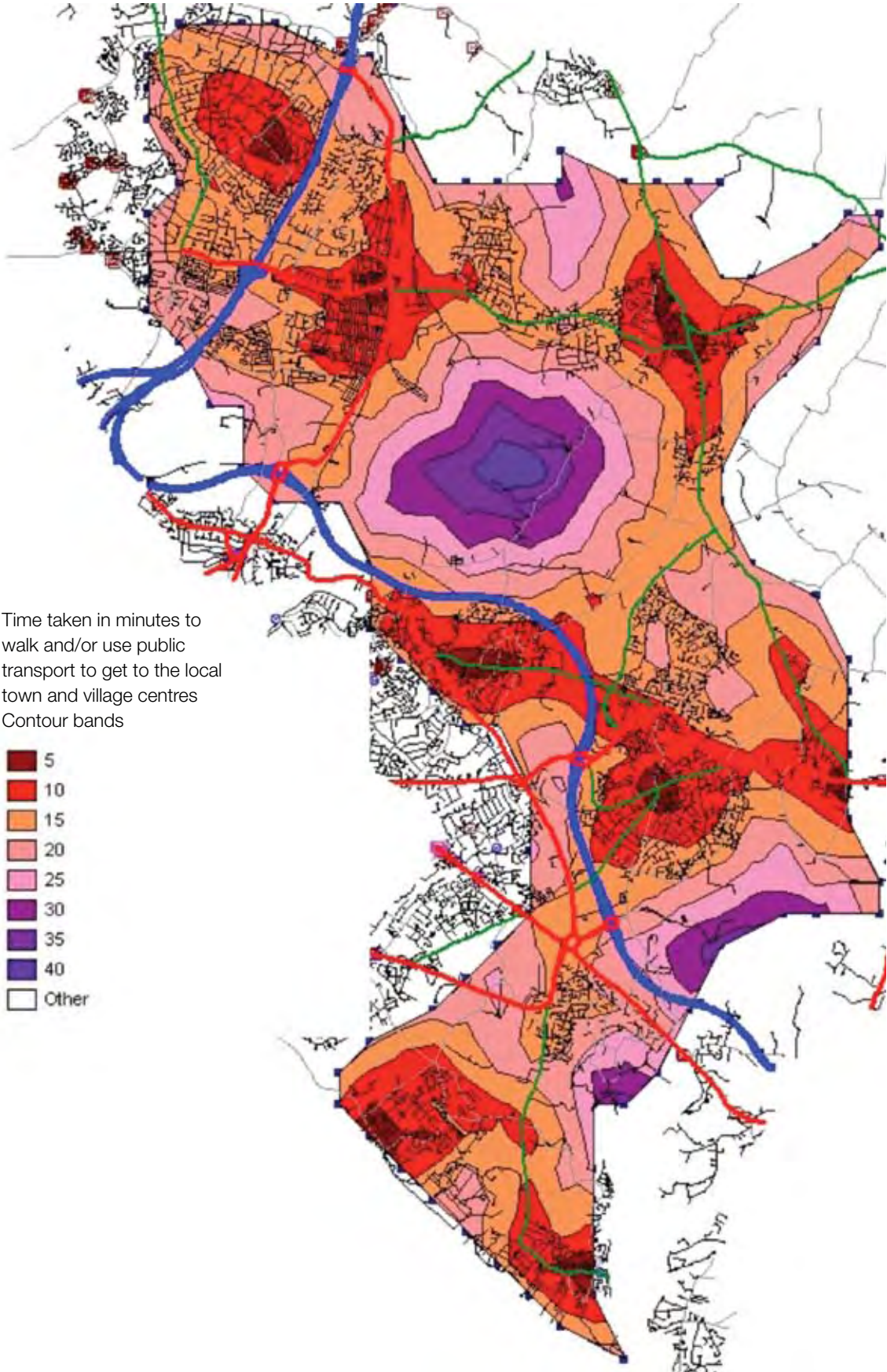


Figure 5: Accessibility Contour Map - Time taken to walk and or use public transport to get to the main town and village centres within the Borough.



2.4 National and Regional Context

The Future of Transport: A Network for 2030

2.4.1 The Department for Transport's (DfT) most recent Transport White Paper, The Future of Transport, a Network for 2030 (2004a) aims to increase walking and cycling over the next 20 to 30 years with a focus on local targets and a move away from a one size fits all approach. The DfT aims to increase walking levels by making it a more convenient, attractive and realistic choice for many more short journeys, especially those to work and school, (DfT, 2004a). Through increasing walking levels the White Paper sees benefits associated with:-

- Helping to reduce car use and help to tackle social inclusion, making towns and cities safer and more pleasant places to live;
- Helping to reduce congestion and improve air quality; and
- Increasing levels of physical activity and improve public health, (Moderate physical activity such as walking and cycling helps reduce obesity, heart disease, stroke, cancer and diabetes).

2.4.2 To increase walking in the next 20 to 30 years the White Paper focuses upon a need to target investment in areas where the greatest impact will result, with a focus on local solutions to local problems, engaging with volunteer organisations and using demonstration projects to highlight best practice. It also highlights the importance of improved street design to enhance the walking environment and also the benefits associated with School Travel Plans in encouraging young people to walk more and in a safe environment.

Walking and Cycling: an Action Plan

2.4.3 The action plan was produced by the Department for Transport in 2004 and intends to increase walking and cycling in England which is seen as being able to positively contribute to public policy priorities, including health, liveability and urban congestion. The action plan emphasises that walking and cycling can benefit the transport network by being a viable alternative to the private car for certain trips therefore relieving pressure on roads as well as improving pedestrian links to public transport services making it easier to access services.

2.4.4 The action plan aims to tackle the negative trends in walking levels by setting out practical measures to support walking highlighted by 25 case studies of best practice and associated specific actions. The best practice identified that successful projects stem from improvements to the environment and facilities for walking and cycling as well as carefully targeted information about travel choices, health benefits and recreation opportunities.

Planning Policy Guidance Note 13

2.4.5 The primary objectives of Planning Policy Guidance Note 13 (PPG13) is to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. In relation to walking the guidance emphasises how walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 1.5 miles.



2.4.6 The guidance puts an onus on Local Authorities to use their planning and transport powers to give greater priority to walking, as set out in the Governments national guidance, Encouraging Walking: Advice for Local Authorities (2000).

2.4.7 Guidance suggests that local authorities should prepare walking strategies that will set out how to improve conditions for pedestrians, and set targets relevant to the aim of encouraging more people to walk. Through the walking strategies, PPG 13 notes that local authorities should promote walking through the following measures:-

- provision of wider pavements, including the reallocation of road space to pedestrians, and environmental improvements, including improved lighting;
- pedestrian-friendly road crossings which give pedestrians greater priority at traffic signals and avoid long detours and waiting times, indirect footbridges or underpasses;
- traffic calming measures to reduce speeds, particularly near to schools, in urban residential areas (perhaps as part of a home zone) and in villages;
- encouraging health and education providers and employers to promote walking to and from schools and places of work, ideally in the context of site-specific travel plans;
- pedestrianised schemes where vehicle access is restricted or prohibited to boost the attractiveness of town and local centres for shopping, employment and leisure uses. Schemes may include clear zones, where access is restricted to allow only walking, cycling and low or non-polluting vehicles;

- encouraging more use of public rights of way for local journeys and help promote missing links in rights of way networks;
- partnerships with local health authorities and input to Local Health Improvement Plans; and
- encouraging pedestrian routes, for instance, along river banks, canal towpaths or disused railways to be highly visible and integrated with other activities, in order to maximize pedestrian safety and security.

2.5 Local Context

2.5.1 The policy associated with Promoting Walking in Eastleigh Borough, should not be looked at, or developed in isolation due to the wide ranging impacts the promotion of walking can have on many other strategies and policy objectives. Therefore key strategic documents have been identified within which the importance of walking is noted and as a result the policy on walking will impact upon.

Eastleigh Borough Council's Strategic Priorities

2.5.2 In order to achieve Eastleigh Borough Council's purpose of improving the quality of life for all local people, there are three strategic priorities designed to promote well being and contribute to the achievement of sustainable development in the UK. This policy will work towards the three strategic priorities, which are:-

- A Cleaner, Greener Borough;
- A Prosperous Place; and
- A Healthy Community.



2.5.3 In 2008 Eastleigh Borough Council was awarded Beacon Status for 'Tackling Climate Change'. This shows the Council's commitment to reducing the causes of, and adapting to the effects of, climate change. The objectives and targets set out in this policy will build upon and compliment the Travel Planning work that was a strong contributing factor in the Council being awarded Beacon Status.

Eastleigh Borough Council Local Plan Review (2001-2011)

2.5.4 The promotion of walking and the provision of facilities for pedestrians are included in different sections of the Local Plan Review, each of which highlights walking as a way to contribute towards various policies.

2.5.5 Key objectives set out in the Local Plan Review which relate to the need to improve walking in the Borough include:-

- to reduce the need to travel especially by car;
- to reduce the number of accidents on our roads, particularly those involving vulnerable road users;
- to ensure the location of new development is in places which are or can become widely accessible by means other than the car; and
- to improve provision for cycling and walking and to give priority to the provision of facilities and infrastructure to cater for the needs of pedestrians, cyclists and public transport users.

2.5.6 Targets set out within the Local Plan that relate to walking include, increasing walking by one third and by 2010 (compared with the average 1994-98) achieve a 40% reduction in the number

of people killed or seriously injured in road accidents and specifically a 50% reduction in the number of children killed or seriously injured. This policy endorses these targets and will work towards achieving them.

2.5.7 The policy on Promoting Walking in Eastleigh Borough will form part of the evidence base as a background document to the Local Development Framework, which once adopted, will supersede the Local Plan Review (2001-2011).

Hampshire County Council, Local Transport Plan, 2006-2011

2.5.8 The Local Transport Plan (LTP) for Hampshire acknowledges the benefits of walking and cycling, highlighting the fact that pedestrians and cyclists occupy far less space than any other road user and are the most efficient road users, particularly in constrained and congested urban environments.

2.5.9 The needs of pedestrians are identified as a major priority and forms part of the objective to improve all modes of transport by facilitating wider travel choice. By providing greater choice this is designed to improve accessibility and tackle congestion by promoting non-car modes with increased walking and cycling also contributing to greater health benefits.

2.5.10 Barriers to walking are identified in the LTP as issues such as severance, road safety, personal security, poor signing and sign clutter. However, if barriers such as these can be overcome, data from the 2001 census indicates the potential for increasing walking trips is high, as 29% of all journeys made in Hampshire are less than 2km, which is regarded as a suitable walking length.





2.5.11 Hampshire County Council's investment in walking and cycling will be mostly found within the accessibility investment programme under town centre access, severance or countryside access and also in the safety investment programme under Safer Routes to Schools. LTP states that priority will be given to measures that improve walking as opposed to schemes that specifically focus on cycle improvements, as these will benefit more people. As well as physical measures the LTP also identified the benefits that can be gained from Smarter Choices coordinated through Workplace Travel Plans and Personalised Travel Planning.

Solent Active Travel Plan

2.5.12 It is vital that Eastleigh Borough Council is aware of its neighbour's strategies on walking in order to ensure a joined up approach is adopted to enable the walking environment to be improved. Southampton City Council have produced an Active Travel Plan as part of its Local Transport Plan, which sets out measures to increase levels of active travel by creating places in which to walk and cycle and by influencing travel behaviour through training, education, marketing and promotion.

2.5.13 The Active Travel Plan highlights the potential of walking and cycling as flexible, cheap and environmentally friendly ways to travel, which offer important health benefits for people of all ages. In addition cycling and walking form an important contribution to developing an integrated transport system.

New Development

2.5.14 As part of new developments, pedestrian access needs to be enhanced. New major developments such as the Eastleigh Riverside Development for example, will need to enhance pedestrian access to Eastleigh Rail station. In general, new developments need to enhance the interconnections of all transport modes to allow for easy interchange for pedestrians.





3 Vision, Aims and Objectives

3.1 Vision

3.1.1 The overarching vision of the policy on Promoting Walking in Eastleigh Borough is to;

Encourage walking by making it safer and easier for people to walk from place to place and for all purposes.

3.2 Aims

- Encourage more people to walk to access services and facilities as opposed to using the car;
- Improve the integration of walking with other sustainable transport modes to ensure realistic alternatives to the car are available;
- Promote walking as part of a healthy lifestyle; and
- Assisting in reducing the Borough's Carbon Footprint.

3.3 Objectives

- Develop a network of pedestrian routes that connect people to transport interchanges, local centres and employment areas to improve accessibility and reduce severance.
- Work with other Eastleigh Borough Council units and other interested parties to ensure there is a coordinated approach in the design considerations for pedestrians.
- Ensure all new developments provide sufficient pedestrian facilities so that walking is encouraged to and from the sites concerned.
- Develop and promote innovative projects and mechanisms to encourage walking and ensure improvements to the walking environment such as Home Zones, Health Walks and Countryside Access Plans.



4 Key Areas of Focus

4.1 Key areas have been focussed upon that all individually and collectively work towards achieving the vision of encouraging walking. Each key area addresses specific needs of pedestrians, relating to why people are walking and the environment people are walking in. The following section highlights these key areas of focus, identifying where improvements have already been made and where further improvements are needed.

4.2 Walking to Public Transport Services

4.2.1 For most people, walking forms part of any journey by public transport, and for many it is the issues associated with accessing public transport that deters people from using it. It is vital that access to public transport services by walking is made easier and safer, which will benefit the interchange of all forms of public transport.

4.2.2 People require direct, safe and attractive links to public transport services and this should be applied with national standards which advise that people should be within a 400m walk or 5 minutes from a bus stop and 800m or 10 minute walk from a railway station. Consideration should also be made to ensure routes serving public transport services also link with local centres and shops, avoid obstructions, are well sign posted and cater for people with mobility and sensory impairments.

4.2.3 New development must also meet relevant criteria on sustainable development and management of travel demand as stated in PPG13 and the Eastleigh Borough Council Local Plan Review. Policy 100.T.i of the Local Plan Review states that development will be permitted provided it meets certain criterion which includes it being well served by public transport, cycling and walking.

4.3 Walking to Leisure Facilities

4.3.1 One of the key objectives for open spaces is to improve cycle, pedestrian and public transport links to appropriate categories of public open space and disabled access. Central to this is the need to establish public access to certain categories of open land and improve the public rights of way network.

4.4 Walking in Town Centres

4.4.1 The Council highlights the importance of placing an emphasis on the needs of pedestrians, cyclists, and public transport users rather than car drivers. In particular the aim is to improve the accessibility and attractiveness of routes between Eastleigh town centre and the residential catchment as well as between residents and open space, recreation and the countryside.





4.4.2 The Government is promoting the concept of making urban areas more attractive areas to live by discouraging the dominance of traffic in mainly residential areas. This is being achieved by using concepts such as Home Zones where the design of the street forces vehicles to travel slower and where pedestrians can safely use the streets. This concept is backed by Eastleigh Borough in the Local Plan Review, which permits appropriate development that incorporates the home-zone concept.

4.4.3 Section 2.3 of this document highlighted how the accessibility of town centres is dependant on where people live in the Borough and how close people live to the public transport network. It is also important to consider, individually, the local accessibility of the Borough's town centres to ensure that pedestrians can walk safely and conveniently to access the services they require. This can be progressed by introducing Town Access Plans and informed community street audits to develop high quality pedestrian networks that meet the needs to all pedestrians, regardless of mobility levels. Eastleigh Borough Council will therefore assist in promoting community street audits and the production of Town Access Plans as highlighted in the Hampshire County Council LTP.

4.5 Walking to Work

4.5.1 A Workplace Travel Plan sets out a strategy to implement a package of measures in order for an organisation to reduce its transportation impacts and to influence the travel behaviour of its employees, suppliers, visitors and customers. This is achieved through adopting a broad range of incentives and disincentives aimed at influencing travel behaviour and addressing site specific problems such as congestion, parking, accessibility and access and egress.

4.5.2 Eastleigh Borough Council works in partnership with Hampshire County Council to develop Workplace Travel Plans and through the planning process will insist on Travel Plans being produced if the development is deemed to have a significant impact on the transport network. Travel Plans are also being developed as businesses are beginning to face increasing site specific problems where a Travel Plan can assist in cutting car use and encouraging alternatives such as walking as a possible solution.

4.5.3 Eastleigh Borough Council has focussed its Workplace Travel Plan initiatives in the Chandler's Ford area where there is a high concentration of businesses, which justified the setting up of a Commuter Forum. The Forum enables businesses and The Council to understand pressures faced by organisations as a result of workplace travel and come up with various solutions that work towards, amongst other things, improvements for pedestrians.





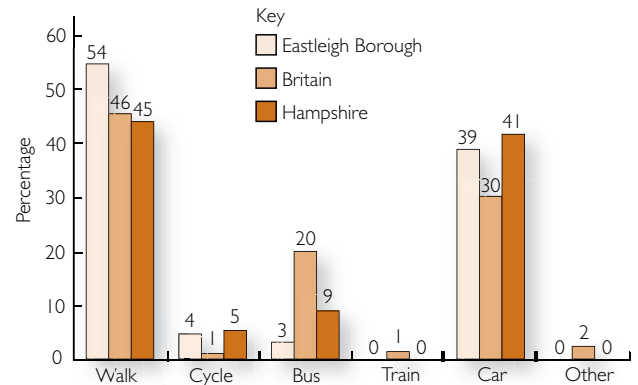
4.6 School Travel Plans

4.6.1 A School Travel Plan aims to address the issues associated with the growing number of cars visiting schools on the school run. With one in every five cars on the road during rush hour being on the school run, the aim is to encourage more people to walk, cycle and use public transport to travel to school.

4.6.2 The Borough has 38 mainstream schools, two colleges and four private schools, which equates to approximately 20,000 trips being made to schools each day. Walking to school is, for the majority of pupils and parents, a realistic option but many choose to use the car due to road safety concerns, convenience and poor walking environments. A School Travel Plan aims to address these barriers through promoting the benefits of walking combined with infrastructure improvements, mainly funded through Hampshire County Council's, Safe Routes to School programme.

4.6.3 Figure 6 shows that 54% of school children currently walk to Borough schools, which is above the Hampshire and national average.

Figure 6: How Pupils Travel to School Across Eastleigh, Hampshire & Britain, 2006.



4.7 Walking for Health and Recreation

Health

4.7.1 Hampshire County Council in partnership with Eastleigh Borough Council is engaging with health authorities to promote walking and cycling due to the associated benefits this method of travel has on people's health. The Hampshire County Council LTP acknowledges that for young people, walking can help increase independence and self-reliance, while for older people increased mobility maintains independence and quality of life.

4.7.2 Eastleigh Borough Council has been successful in running Health Walks, which are designed to promote walking as a way of gaining regular exercise in an organised and social way. Through funding from the Primary Care Trust (PCT), Health Walks are organised walks led by a qualified leader. The walks are free and cater for all ages but are especially popular with the older Borough residents. The Health Walks promote the benefits of walking such as the prevention of heart disease, strokes, osteoporosis, high blood pressure, obesity and diabetes. Health Walks should consider the variation in the mobility of Borough residents to ensure people of all mobility levels can be catered for.

Recreation

4.7.3 The Borough Council is a significant land owner of parks, woodland and other open spaces and there are numerous areas of Council owned land that already have Public Rights of Way (PRoW) over them. This forms part of a network of PRoW that are shown on Ordnance Survey maps and the Hampshire County Council Definitive Rights of Way Map that can be

viewed at: <http://www.hants.gov.uk/rh/row/maps/definitive-maps.pdf>.

4.7.4 Where the public already use existing paths, which are deemed to be suitable as a PRoW, the Council will work towards and support including these routes on the Hampshire County Council Definitive Rights of Way Map. Where appropriate, the Council will also seek to extend the PRoW network to include the creation of new Definitive Rights of Way over Borough Council owned land, where they do not already exist. This will benefit all walkers who will be able to plan and use new and existing walking routes by using the Definitive PRoW network map without having to solely rely on local knowledge.

4.8 Walking in Rural Areas

4.8.1 Eastleigh Borough Council is keen to protect and enhance the countryside within the Borough and in particular aims to improve opportunities for access to the countryside and other appropriate outdoor recreational facilities, particularly by means other than the car. To achieve this, Eastleigh Borough Council is assisting Hampshire County Council in producing a Rights of Way Improvement Plan for Hampshire, which is a requirement of the County Council, as the Highway Authority under the Countryside & Rights of Way Act 2000.

Countryside Access Plans (CAPs)

4.8.2 The Rights of Way Improvement Plan for Hampshire sets out how the current network meets the current and future needs of the public and where there is potential for improvements and greater use. Hampshire County Council has taken a more detailed and wider approach to this by producing individual Countryside



Access Plans (CAPs) and Eastleigh Borough is included within three of the CAPs, which are the Test & Itchen, Solent and Forest of Bere CAP.

4.8.3 Difficulties in getting out into the countryside from towns and villages, improving access to the coastline and the high dependency on cars are strong themes in the CAPs.

4.8.4 The CAPs relate to objectives within the Local Plan Review (2001-2011), which include the aim to improve and promote both recreational and utility use of the non-motorised network and also to address problems of countryside users having to use or cross busy roads, as highlighted in the Test and Itchen CAP (issue 2), Solent CAP (issue 3) and Forest of Bere CAP (issue 5).

4.8.5 Hampshire County Council is working with local individuals, organisations and partners, which include Eastleigh Borough Council, to identify new links required to improve the network of access to countryside as identified in PPG13. This is a process which started as part of the research for the draft CAPs, and is continuing as a way of recording and prioritising potential new routes.

4.8.6 Eastleigh Borough Council is committed to working alongside the Hampshire County Council PROW Team to ensure the Rights of Way Network can be maintained and enhanced, especially with regard to addressing missing linkages in order to promote walking in Eastleigh Borough.

The Strawberry Trail

4.8.7 The Strawberry Trail is an excellent example of a leisure walking route, which enables people to easily access the rural areas in the south of the Borough. The trail is well used, taking advantage of existing Rights of Way, but if more people are to explore the Borough on foot, infrastructure and information along such routes needs to be improved and marketed appropriately. Policy 162.TA of the Eastleigh Borough Council Local Plan Review, addresses this, stating that the Council will not permit development that will be detrimental to the provision and enhancement of the Strawberry Trail. Where development is taking place along the route, the Council may seek contributions towards such improvements.

4.8.8 Such leisure routes tie in with the Tourism and Arts Strategy, which supports improvements to the transport infrastructure. In particular to encourage walking and cycling leisure routes and appropriate river access such as the Integrated Access Project. The emphasis is on public transport and walking routes linked together to provide a range of options for exploring the Borough. This has now been superseded by the Hampshire County Council, Countryside Access Plans.





4.9 Maintenance

Vegetation

4.9.1 In the main, hedges in the Borough are generally cut twice a year in August and December unless there has been significant growth which may be causing a safety issue. Rural hedges are cut once a year using a flail hedge cutter. Boundary hedges are generally not the Councils responsibility and should be maintained by the owner.

4.9.2 The Eastleigh Borough Council StreetScene service cuts grass on all Borough owned land such as public open spaces, highway verges and recreation grounds during the Spring and Summer (from March to the end of October). The grass cutting regime is a “cut and let fly” operation with clippings left on the surface of the grassed areas. Eastleigh Borough Council StreetScene operatives will blow the grass off pavements and paths back on to the grassed areas within 24 hours.

4.9.3 Alongside this policy document and the associated schemes listed in the appendices, the Local Area Coordinators will work closely with Eastleigh Members, Eastleigh Borough Council Streetscene Team and officers from Transportation and

Engineering to ensure there is a suitable maintenance programme that ensures key walking routes are sufficiently maintained, with a clear forward programme of works.

Highway Defects

4.9.4 Hampshire County Council is the Highway Authority and therefore is responsible for highway maintenance and defects. The HCC Highways Policy Document outlines the frequency of inspections for different types of footways, as detailed in table 1. The public are also invited to submit details of highway defects which can be logged by visiting the Hampshire County Council Website, <http://www3.hants.gov.uk/transport>.

Table 1: Frequency of Highway Inspections

Category	Footways	Inspection Frequency Per Annum
1a	Prestige Walking Route	12
1	Primary Walking Route	12
2	Secondary Walking Route	4
3	Link Footway	2
4	Local Access Footway	1





5 Targets

5.1 The policy on Promoting Walking in Eastleigh Borough will directly work towards targets set by Eastleigh Borough Council as well as assisting regional and national targets that if met, will assist in meeting the objectives of the Borough's policy on promoting walking. The targets associated with this policy are as follows:-

- Increase year on year the share of journeys to school by foot from a 54% base in 2006;
- 100% of students in full time education (aged 5 to 16 years) to be covered by a travel plan by the end of 2009 from a 36.5% base in 2004/05;
- Help to reduce pedestrian's fear of crime through participation in the Crime and Disorder Partnership;
- Work with Hampshire County Council to achieve targets set out in the Local Transport Plan (2006-2011) which include: -
 - A 40% reduction in the number of people killed or seriously injured in road accidents by 2010 (compared with the average 1994-98);
 - A 50% reduction in the number of children killed or seriously injured by 2010 (compared with the average 1994-98);
 - To increase the proportion of respondents who consider that accessibility is good by 2010/11 from a baseline of 2006/07. (Based on perception surveys.);
 - To increase the proportion of the population living in towns that have good access to the town centre by 2010/11 from a baseline of 2006/07;
- Year on year increase in the mileage of the pedestrian footway network;
- Year on year increase of the installation of pedestrian crossing facilities; and
- Year on year increase of vehicular speed reduction measures.



6 Promoting Walking in Eastleigh Borough

6.1 Proposed Schemes

6.1.1 Specific pedestrian improvement schemes have been identified, which aim to develop the pedestrian network and improve accessibility. Schemes have been taken from the Local Plan Review (2001-2011) and more recently from the EBC Transport Scheme Inventory that have been created by Transportation & Engineering Services in liaison with each of the Local Area Committees (LACs) and Hampshire County Council. Schemes have also been added from suggestions from consultees, where appropriate.

6.1.2 As part of this policy, each LAC has formally adopted a list of schemes, which can be viewed via the Internet: <http://www.eastleigh.gov.uk/ebc-4156>, with schemes prioritised where possible. By identifying schemes to improve the pedestrian network that have the backing of each LAC, this will assist in structuring the progression of future schemes and targeting funds from the various sources available. The implementation of these schemes will work towards meeting the aims and objectives of Promoting Walking in Eastleigh Borough.

6.2 Transport Policy

6.2.1 Alongside the list of specific pedestrian improvement schemes there are a number of policy tools that will compliment the delivery of the pedestrian network and the Walking Strategies objectives, these include:

Eastleigh Town Access Plan (ETAP)

6.2.2 The ETAP endeavours to improve the access to Eastleigh Town Centre for all transport modes but in particular, walking, cycling and public transport. The ETAP is being developed as a policy tool identified in the Hampshire County Council Local Transport Plan (2001-2011) and working in partnership with Eastleigh Borough Council.

6.2.3 The ETAP will highlight key access routes into the town centre, undertake Community Street Audits of these routes and identify where improvements are needed, which will assist in targeting funding and inform future development with respect to transport requirements. In particular the ETAP will work closely with the Local Development Framework and inform the Core Strategy.

6.2.4 This policy on Promoting Walking in Eastleigh Borough will assist in informing the ETAP on where improvements are needed and the ETAP will help to target resources and ensure improvements are made not in isolation, but will compliment all transport modes, improving the access to the town centre.



School Travel Plans and Safer Routes to Schools (SRTS)

6.2.5 In 2008, every state mainstream school within Eastleigh Borough had completed a School Travel Plan and as a result has been making improvements to encourage more children to walk to school by making walking safer and more convenient. Hampshire County Council, SRTS funding provides funding to implement schemes identified through School Travel Plans, which can also benefit the wider community.

Rail Station Travel Plans

6.2.6 Hampshire County Council, in partnership with Network Rail and Southwest Trains intend to create Rail Station Travel Plans, to improve access to local stations by all non car modes including walking. Eastleigh and Chandler's Ford stations are part of the Station Travel Plan Pilot led by the Association of Train Operating Companies (ATOC) in 2008/2009. If successful it is intended to roll these out to other stations including Southampton Airport Parkway.

Eastleigh Borough Council Cycle Strategy

6.2.7 The EBC Cycle Strategy (2006-2011) mirrors and compliments many of the objectives identified in the Promoting Walking in Eastleigh Borough policy. With shared use footway/cycleways becoming more common place, both strategies can compliment each other, with schemes such as footway widening, signing, crossing improvements and improved information benefiting both transport modes.

6.3 Funding Sources

6.3.1 The Hampshire County Council LTP includes funding for local schemes for the period 2006-2011, which would include funding for pedestrian improvements. Funding may also be available through the Borough's own Community Investment Programme (CIP) as well as from the Local Area Committees, if it is agreed that a particular scheme has sufficient priority to warrant funding from available and inevitably constrained resources.

6.3.2 Finance can also be secured through Section 106 Agreements, which are contributions requested as part of new developments to go towards measures to enhance the transport services and integrate the transport network. The prioritisation and adoption of individual schemes by each Local Area Committee will assist in matching Section 106 contributions with specific walking improvement schemes, which will be particularly useful when negotiating with Developers.

Monitoring And Review

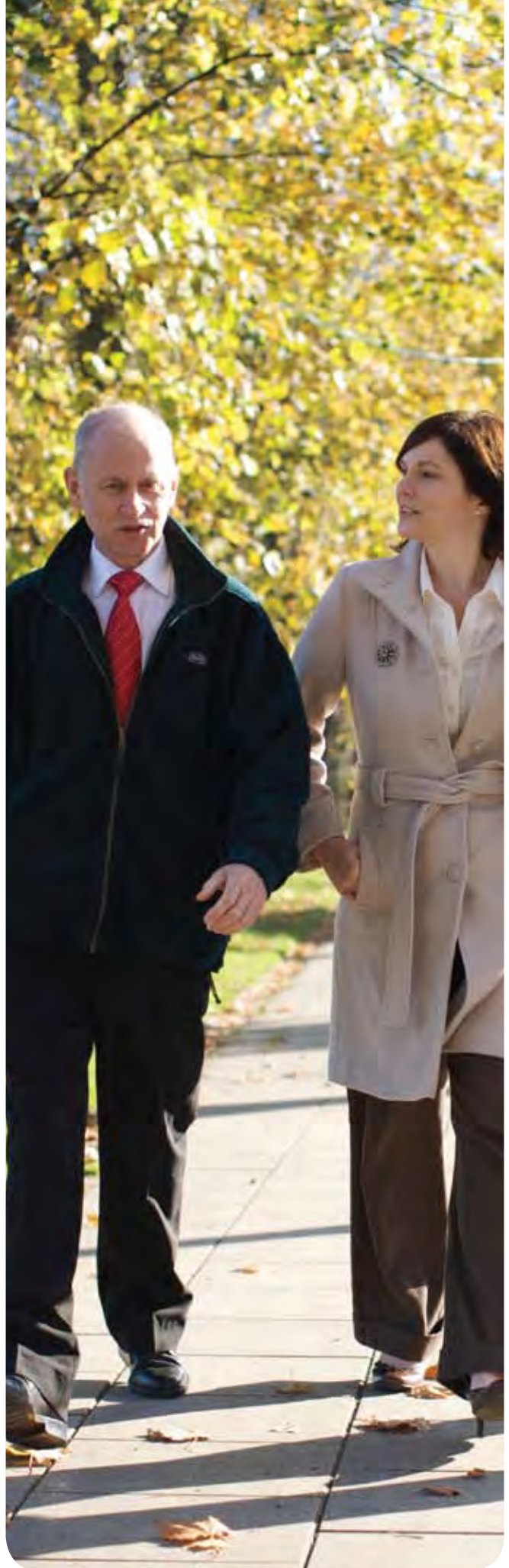
6.3.3 The policy associated with Promoting Walking in Eastleigh Borough and the associated objectives and targets will be comprehensively reviewed and re-evaluated at the end of the LTP period, which ends in 2011.

6.3.4 The schemes to improve the pedestrian environment that have been adopted by each of the Local Area Committees and prioritised will be constantly reviewed and updated. This will be done via the Eastleigh Borough Council Transport Scheme Inventory.



7 Conclusion

7.1 Eastleigh Borough Council wishes to promote and encourage walking in the Borough building upon its corporate objectives of a Cleaner, Greener Borough and through its status as Beacon Council for Tackling Climate Change. This policy and associated targets aim to guide the improvements to pedestrian facilities in the Borough. Walking forms an integral part in promoting sustainable travel and reducing car use for both leisure and work based journeys and this policy aims to provide the necessary structure to ensure the needs of pedestrians within the Borough are met.



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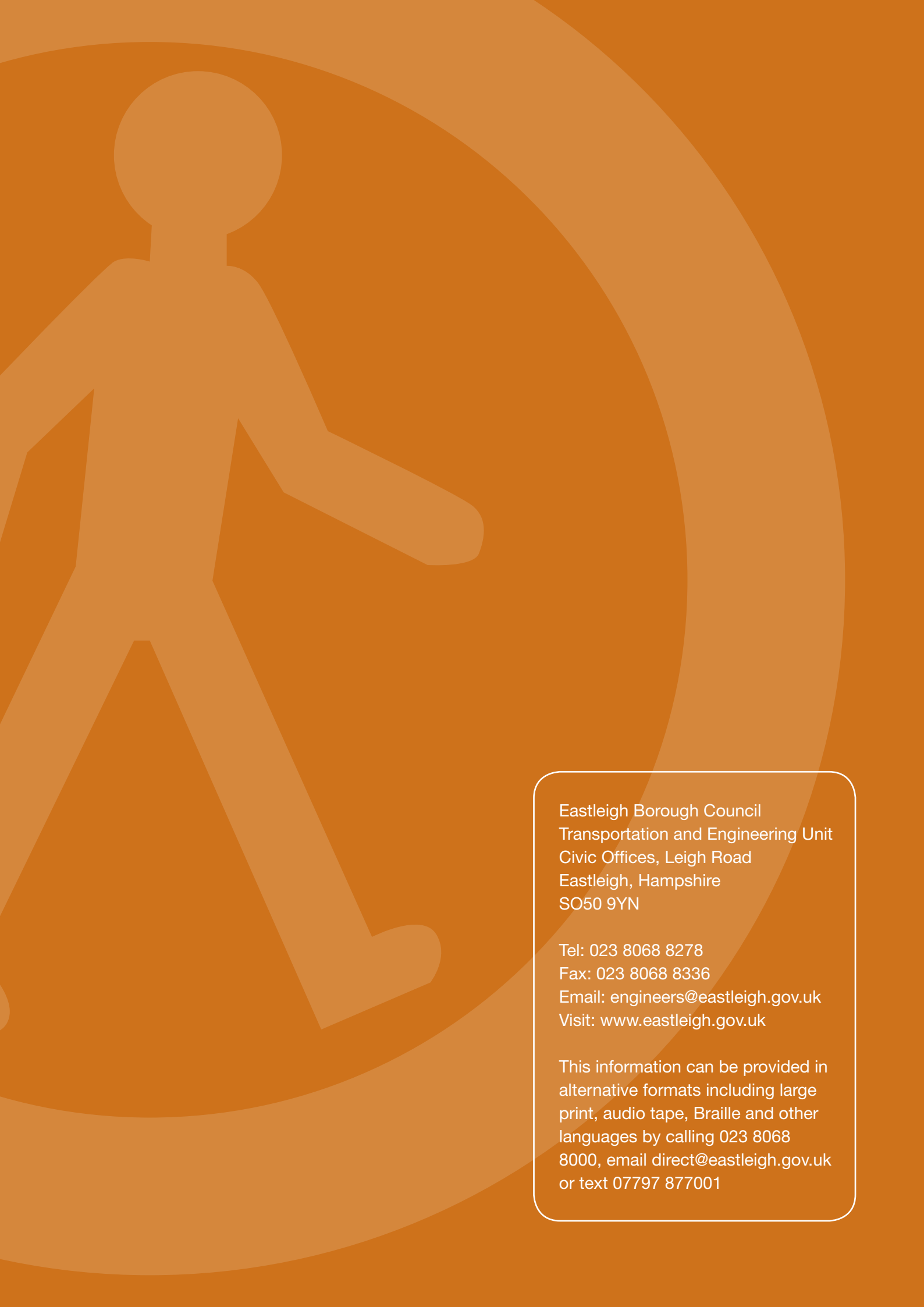
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