

Somerset County Council Transport Policies

Walking Strategy

Part of the Active Travel Strategy



August 2012

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Executive Summary

Executive Summary

Introduction

Walking is the most healthy, sustainable, accessible, flexible and cost effective mode of transport available. It is an excellent form of free exercise that can form part of daily activity. Walking has the least adverse impact on the environment of all the modes of transport. A modal shift from car use to walking for short journeys would help to ease congestion and parking problems and improve journey times as well as deliver environmental benefits. Furthermore pedestrian activity can provide opportunities for social interaction, building a sense of community and better quality of life.

The amount of exercise that people take contributes to their physical wellbeing. Lack of physical activity may increase the risk of coronary heart disease, stroke, joint and bone conditions, diabetes, some types of cancer and other illnesses. Exercise has been shown to help alleviate asthma and has a part to play in combating obesity and relieving mental health problems amongst other conditions. An ONS Omnibus opinion survey undertaken in 2005 found that 95% of adults agreed that walking is a healthy activity and 82% thought that it was a good way to lose weight ⁽¹⁾.

The Government recommends that everyone should undertake 30 minutes of exercise, such as a brisk walk, each day in order to gain the health benefits ⁽²⁾. Although walking offers many clear benefits the National Travel Survey 2011 indicates that the average number of walking trips per person has declined by 28% since 1995/97 and the average distance walked per person fell by just over 10% between 1995/97 and 2010.

Somerset's Walking Strategy (2011 - 2026) has been prepared as part of the Active Travel Strategy which supports Somerset's Future Transport Plan. This new Walking Strategy aims to improve provision for pedestrians in Somerset and increase the proportion of travel that is undertaken on foot. It will provide essential guidance for developers and information for residents, partners and other stakeholders.

Barriers to Walking

The barriers to walking are summarised in the table below:

Personal Barriers
Perception that roads are too dangerous for walking
Perception of personal safety risk
Lack of information to enable behaviour change

1 ONS Omnibus Survey 2005

2 Active Travel Strategy (DoH and DfT, 2010)

Perception that the weather in the UK is too bad to walk often
Lack of confidence
Physical Barriers
Topography (too hilly)
Walking environment is unpleasant
Incomplete pedestrian networks
Walking routes are not direct
Institutional Barriers
Lack of funding
Historic focus on providing for motorised transport
Poor planning for the pedestrian environment and routes

Aim and Objectives

Aim

To contribute to healthier and more sustainable lifestyles by increasing levels of walking in Somerset for both utility and leisure purposes. This will be achieved by increasing the number of people walking, the number of pedestrian trips that are made and the overall distances that are walked.

The objectives of the strategy are:

- Objective 1: Ensure walking networks provide accessibility for all;
- Objective 2: Improve the quality of the walking environment;
- Objective 3: Improve safety and security for pedestrians; and
- Objective 4: Ensure the planning process delivers high quality walking environments.

The aim and objectives of the walking strategy are in line with national and local policies. By investing in walking Somerset County Council will help to overcome the barriers to walking and deliver health, environmental and economic benefits to Somerset's residents and businesses.

The strategy outlines a number of policies and associated interventions to achieve the objectives listed above. These measures have been assessed using Somerset County Council's Modal Strategy Appraisal Tool which assesses the predicted costs and benefits of each intervention. The variety of interventions supporting each policy

means that policies are likely to achieve more than one objective. The policies developed as part of the walking strategy and their alignment to the objectives are listed below:

Policy	Description	Supports Objective
WS1	We will seek to improve the pedestrian network taking into account all types of user	1, 2, 3
WS2	We will support the integration of the pedestrian network with all modes of travel	1, 2
WS3	We will support the development and delivery of the Rights of Way Improvement Plan	1, 2
WS4	We will support the improvement of the pedestrian environment to encourage an increase in walking in Somerset	1, 2
WS5	We will maintain the pedestrian network to the highest possible standard given the available resources	1, 2, 3
WS6	We will seek to reduce the number of pedestrian casualties within Somerset and to provide an environment that reduces the perception of personal safety issues	2, 3
WS7	We will ensure developers fully consider the needs of all pedestrians within their development design and any improvements associated with the development	1, 2, 4

1 Introduction

Purpose of the Walking Strategy

The Walking Strategy (2011-2026) aims to set out a coherent set of policies and proposals that seek to increase the level of walking and improve the provision for pedestrians in Somerset. The strategy provides a set of objectives for walking with policies and proposals for initiatives that will help achieve them. The policies and priorities in the strategy will provide both essential guidance for developers and information for residents, partners and other stakeholders.

Developing the Walking Strategy

This Walking Strategy updates and replaces Somerset's previous Pedestrian Strategy (2001-2006), which formed part of the first Local Transport Plan. During the second Local Transport Plan period, pedestrian policy was taken forward by the Council's Smarter Choices team and through the Road Safety and Accessibility Strategies (2006-2011). This Walking Strategy has been prepared to support Somerset's Future Transport Plan (FTP) (2011-2026), forming part of Somerset's Active Travel Strategy. The strategy is also linked to and supports the statutory Rights of Way Improvement Plan 2 (RoWIP2) (2012-2021).

The Walking Strategy has been developed in line with the goals of the FTP, which have been derived from the goals set out within the Somerset Sustainable Community Strategy (SCS). The SCS has six core aims for Somerset residents which are:

- Making a positive contribution
- Living sustainably
- Ensuring economic wellbeing
- Enjoying and achieving
- Staying safe
- Being healthy

In line with the approach used to develop the overarching Future Transport Plan (FTP) this Walking Strategy has been developed following the plan development process recommended by the Eddington Transport Study (2006), which is to:

1. Clarify goals for Somerset;
2. Specify the problems or challenges we want to address;
3. Generate options to resolve our challenges;
4. Compare these options with our goals and predict their effects to see which ones will work best;
5. Select options that perform best and decide which priorities are most important; and
6. Deliver the FTP through implementation plans.

This strategy will consider a range of options for how best to overcome the barriers to increasing walking levels. The options developed will be appraised using Somerset County Council's Modal Strategy Appraisal Tool (MSAT) to assess their costs and

benefits. The tool measures the performance of options against the priorities for local transport plans. This is to ensure our strategies provide the best possible value by evaluating all options in a consistent and fair way.

2 Policy Context

Policy and Guidance

Somerset's Walking Strategy has been prepared within a framework set by national guidance as set out in the overarching Active Travel Strategy. The key national guidance of particular relevance to walking is set out in the following documents:

Encouraging Walking – Advice for Local Authorities (DfT, 2000)

Traffic Advisory Leaflet 02/00 – Framework for a Local Walking Strategy (DfT, 2000)

Traffic Advisory Leaflet 06/00 – Monitoring Walking (DfT, 2000)

Traffic Advisory Leaflet 06/02 – Inclusive Mobility (DfT, 2002)

Walking and Cycling – An Action Plan (DfT, 2004)

The Personal Travel Factsheet on Walking (DfT, 2007)

Walking Maps (DfT/Walk England, 2008)

Healthy Weight, Healthy Lives (DoH, 2008)

Be Active, Be Healthy (DoH, 2009)

Low Carbon Transport: A Greener Future (DfT, 2009)

Active Travel Strategy (DfT, 2010)

The Walking Strategy is well aligned to local and national policy goals, Table 2.1 indicates how well aligned the strategy is to national transport goals and the objectives of the Somerset Sustainable Community Strategy (SCS).

Table 2.1: Walking Strategy Alignment with National and Local Goals

Challenge	Link to SCS	Link to National Transport Goals	Walking Strategy Alignment
To seek innovative ways of making jobs, services and tourism more accessible to, from and for rural areas.	Living Sustainably	Support Economic Growth	✓ ✓ ✓ ✓ ✓
	Enjoying and Achieving	Promote Equality of Opportunity	
To minimise the growth of traffic in our more urban settlements to address congestion issues.	Ensuring Economic Wellbeing	Support Economic Growth	✓ ✓ ✓ ✓ ✓

Challenge	Link to SCS	Link to National Transport Goals	Walking Strategy Alignment
To help to address the negative impacts of transport on health, such as poor air quality and obesity.	Being Healthy	Contribute to Better Safety, Security and Health	✓ ✓ ✓ ✓ ✓
To minimise the adverse impact of transport on quality of life and the natural environment.	Living Sustainably	Improve Quality of Life and a Healthy Natural Environment	✓ ✓ ✓ ✓
To share resources through partnerships and other external sources to achieve our goals.	Making a Positive Contribution	Support Economic Growth Improve Quality of Life and a Healthy Natural Environment	✓ ✓ ✓ ✓
To keep the level of casualties on our road to a minimum and continue towards achieving our long-term road safety targets.	Staying Safe	Contribute to Better Safety, Security and Health	✓ ✓ ✓
To encourage local communities to meet their individual transport needs.	Making a Positive Contribution	Promote Equality of Opportunity	✓ ✓ ✓
To seek opportunities through transport to reduce carbon emissions and strengthen our ability to adapt to climate change, particularly where it supports or enhances the success of the other challenges.	Living Sustainably	Reduce Carbon Emissions	✓ ✓ ✓
To ensure that the transport network is maintained.	Ensuring Economic Wellbeing	Support Economic Growth	✓ ✓

3 Making the Case for Walking

Walking – The National Picture

In Great Britain walking is clearly an important form of transport, particularly for short trips, but the overall number of walking trips has been declining in recent years, as the following data gathered in the National Travel Survey illustrates.

- In 2010⁽³⁾ walking accounted for 22% of all trips and 3% of the total distance travelled. Between 1995/97 and 2010 the number of trips mainly on foot have decreased by 28% in addition the average distance decreased by around 10%. However the average length of a walk trip over this period has increased from 0.6 to 0.7 miles.
- Females made 5% more walking trips than males but males travelled 25% further. As might be expected, people without access to a car make more trips on foot than average.
- The three main reasons for walking in 2010 were shopping (20%), education including escorting (19%) and leisure (19%). A further 19% were made for 'other' purposes including "just walking". A general decline in trips made for shopping and to 'visit friends' accounts for most of the fall in walking trips.

The National Travel Survey also found that, although 77% of trips under a mile in length were made on foot in 2010, 20% were made by car, suggesting there is considerable potential to increase walking. Research⁽⁴⁾ recommends adopting the following policy goals to help achieve long term behavioural change:

- Create a safe and comfortable physical environment for pedestrians
- Reduce trip distances in urban areas by locating facilities close to residential areas
- Create a social and economic environment that makes active travel seem achievable by most people
- Promote the 'normality' of walking.

Walking in Somerset

Walking in Somerset is a popular mode of travel. The 2001 Census indicates that the overall mode share of walking for journeys to work in Somerset is 12%. This figure tends to be higher in the urban centres (e.g. Yeovil 16%).

In the rural areas conditions for pedestrians can be made difficult by heavy traffic flows, inappropriate access by heavy goods vehicles and a lack of footways and crossings, which may contribute towards community severance and poor accessibility to local services including public transport. In the market towns, safe and convenient walking routes are needed to deliver improved accessibility to local services. In the

3 The most recent data available

4 Understanding Walking and Cycling: Summary of Key Findings and Recommendations (2011)

main urban areas, where development is likely to be focused during the period to 2026, it will be vital to provide the pedestrian facilities that can maximise levels of walking in the future. Improvements to pedestrian safety will also be a high priority.

Somerset also offers many opportunities for recreational walking as it has varied and beautiful scenery including its coastline, dramatic hills and flat terrain on the Levels. Walking in the main urban areas can be just as rewarding, revealing historic buildings and hidden streets that may not be noticed or accessible in a car.

In Somerset the rights of way network plays a key role in the pedestrian network providing 6,129km of pedestrian facilities. In comparison, Devon (a county approximately 50% larger) has a network of 4,238km. The rights of way network can provide key connections within the urban areas and markets towns of Somerset, as well as between rural settlements and the recreational routes that support the local rural economy. As set out in the introduction, this Walking Strategy is linked to and supports the RoWIP2.

Walking in Somerset's Strategic Towns

Somerset's strategic towns of Taunton, Bridgwater and Yeovil are relatively compact with defined town centres which offer a wide range of services and employment as well as having a number of business parks and industrial estates. These towns suffer from peak time traffic congestion and in the cases of Taunton and Yeovil have air quality management areas declared. The compact nature of these towns means it is a viable option for pedestrians to walk to virtually all areas reducing the impact of traffic congestion, harmful emissions and creating more sustainable and healthier towns.

Taunton

Taunton town centre supports a complex network of pedestrian routes, many of which are not easily noticed by a visitor to the area. Numerous bridges and 'hidden' passages are featured, allowing for fast and efficient movement within the town for residents and those familiar with the layout.

Pedestrian activity has been measured in Taunton through twice yearly surveys conducted in September and May in the town centre. Table 3.1 shows the average count recorded across the two surveys each year since September 2006. As the figures show, a growing decline in pedestrian numbers has been recorded. Although the decline has reversed in the last year of reporting, the final figure is more than 15% below the target of 158,059 set for the end of the second Local Transport Plan period (2011).

Table 3.1: Pedestrian Counts in Taunton Town Centre

2006/07	2007/08	2008/09	2009/10	2010/11
143,690	143,238	141,106	130,439	135,959*

Source: SCC

**Counted in September 2010 only*

Bridgwater

Although major severance is caused by the A38 and A39 passing through the centre of the town, central Bridgwater has good pedestrian facilities with the main streets either pedestrianised or limited solely to local traffic. Links between car parks within this area are also of good quality. However the poor integration of the outer areas with the centre may encourage short car journeys between peripheral locations and central car parks.

Yeovil

Yeovil is divided by the A30 Queensway and the A30 Reckleford dual carriageway. The town centre, which has several pedestrianised streets, is located to the south of the A30 with the majority of the residential areas to the north. Crossings of the A30 are limited to two subways, two bridges and a traffic signal controlled crossing. Queensway is fully segregated so crossing at any other point along the road is difficult. Reckleford is not segregated although barriers along the central reservation deter pedestrians from crossing. Other parts of Yeovil have limited crossing facilities, especially the area to the north east of the town.

Benefits of Walking

Walking is the most sustainable, accessible, independent, flexible and cost effective mode of transport. Pedestrians need no external energy source, can stop and start when they want, change direction, browse, shop, chat to friends and stop for coffee and don't have to consider where to park. Typical trips are shopping for groceries, commuting, taking children to school, visiting the doctor or visiting friends. Walking is also a valued mode of transport for business travel; for instance, attending meetings during the working day or visiting customers and clients. Walking is the most widely accessible form of transport irrespective of gender, age, ability, income level or social background. Broadly the benefits of walking can be categorised into economic, health and environmental.

Economic

Walking is non-discriminating, free and offers transport for almost everyone. Walking is more important to those with less transport choice, as it offers essential links to facilities and services. Accessible walking routes that connect to public transport interchanges are particularly important in delivering social inclusion, notably in rural areas, where they provide a vital link for those without access to a car. Walking provides access to jobs, education, shopping and key services and amenities, access which is fundamental to the running of an economy. Walking may be the only mode available to make a trip or it can be an essential stage of a journey made predominately by car or public transport.

It is estimated that by 2025 traffic congestion will cost the national economy £22 billion per year⁽⁵⁾. Modal shift from car use to walking for short journeys could help ease congestion and improve journey times, thereby delivering wide economic benefits. This demonstrates that walking has an important role to play in an efficient economy and that walkers are key contributors to their local economies.

Recreational walking often makes a substantial economic contribution in rural areas where there are few employment opportunities; for example the South West Coast Path generates £300 million per annum, with countryside recreational walking on the path supporting 7,500 jobs⁽⁶⁾.

Health

An ONS Omnibus opinion survey undertaken in 2005 found that 95% of adults agreed that walking is a healthy activity and 82% thought that it was a good way to lose weight. At that time a third of adults said that walking was their only exercise and 42% combined walking with some other form of activity⁽⁷⁾.

The amount of exercise that people take contributes to their physical wellbeing. Lack of physical activity may increase the risk of coronary heart disease, stroke, joint and bone conditions, diabetes, some types of cancer and other illnesses. Exercise has been shown to help alleviate asthma and has a part to play in combating obesity and relieving mental health problems amongst other conditions.

The Government recommends that everyone should undertake 30 minutes of exercise, such as a brisk walk, each day in order to gain these benefits⁽⁸⁾. Walking is an excellent form of exercise as it is free and can form part of normal daily activity. Its intensity can be varied allowing people of different levels of fitness to participate.

Environmental

Carbon Emissions and Air Pollution

The emissions from motor vehicles are one of the largest single contributors to carbon dioxide and other forms of air pollution in the atmosphere. People in cars can suffer three times more pollution than pedestrians because they are sitting in the line of the exhaust fumes from the car in front. Conversely walking is the most sustainable mode of transport and has the least negative impact on the environment. Walking need not require any special equipment and does not produce any additional polluting waste.

Traffic Reduction

5 Eddington Transport Report 2006

6 A Review of the Economic Value of Countryside Recreation and Sports, 2006

7 ONS Omnibus Survey 2005

8 Active Travel Strategy (DoH and DfT, 2010)

Many trips under two miles, including those to school, shops, employment or to access public transport, are currently made by car but could be made on foot. A significant modal shift from car use for short journeys to walking would deliver environmental benefits by helping to ease congestion and parking problems and improve journey times.

Social Inclusion

As stated above walking provides free access to employment, retail and shopping opportunities as well as other key services and amenities, including education, health and recreation services. An attractive and convenient local environment that encourages pedestrian activity can also increase opportunities for social interaction, building a sense of community and better quality of life for people of different means and income levels.

4 Aims and Objectives

Aim and Objectives

Aim

The aim of the Walking Strategy is to contribute to healthier and more sustainable lifestyles by increasing levels of walking in Somerset for both utility and leisure purposes. This will be achieved by increasing the number of people walking, the number of pedestrian trips that are made and the overall distances that are walked.

Barriers and Priorities

There are number of barriers to increasing the level of walking and improving the provision of pedestrian facilities. These are summarised in Table 4.1.

Table 4.1: Barriers and Issues

Personal Barriers
Perception that roads are too dangerous for walking
Perception of personal safety risk
Lack of information to enable behaviour change
Perception that the weather in the UK is too bad to walk often
Lack of confidence
Physical Barriers
Topography (too hilly)
Walking environment is unpleasant
Incomplete pedestrian networks
Walking routes are not direct
Institutional Barriers
Lack of funding
Historic focus on providing for motorised transport
Poor planning for the pedestrian environment and routes

Local Consultation

In order to inform the key priorities for walking at the local Somerset level, results from three public consultations have been used. At the end of 2009 the County Council sent a letter to all the local parish councils in Somerset requesting information on transport issues that were causing local concern. In February 2010 a number of workshops were arranged with disabled groups to determine their priorities for Somerset's Future Transport Strategy. In addition 1,100 on-street surveys were undertaken all over the county to look at residents' transport priorities.

Residents Surveys

Respondents were asked to comment on the relative importance of the five DaSTS goals that guide Somerset County Council's Future Transport Plan. The public were also asked to look at a number of initiatives associated with each objective and to determine how 'effective' they considered each initiative to be. The third highest rated initiative (deemed 'quite effective') included promotion of walking i.e. "Promote walking, cycling, bus, rail and car-sharing schemes" which scored 7.2 on a scale from 1 to 10. The initiative "Develop and maintain footpaths, cycle routes and bridle paths" scored 7.1. Support for the initiatives was almost universal across age, gender, main method of transport used and location.

Respondents also requested:

- More footpaths – wider, better maintained, easier to walk on, with better signage;
- Wider pavements in the centre of towns;
- Pedestrianisation of high streets;
- Reduction of the impact of HGVs and noise on rural roads and communities.

Parish Council Responses

90 parish and town councils took part in the survey of local transport concerns. Of these 49 mentioned issues concerning footpaths and/or footways. These issues included the need for more walking routes and more footways, particularly on routes to schools. The need for widening, better maintenance and better signage for the existing footpaths and better accessibility for wheelchairs was also highlighted. 47 parish and town councils identified vehicle speeds as a problem in their area and many wanted speed limits and/or traffic calming schemes considered. Inappropriate access by HGVs was mentioned by 23 councils, in some cases in spite of existing weight restrictions. Excessive traffic volumes concerned a further four. Pedestrian safety issues were raised as a concern by 22 councils including seven who requested safer crossings.

Disabled Group Workshops

Six focus groups were held in February 2010, two in West Camel near Yeovil and four in Taunton. Those present represented a range of impairments - hearing, visual, physical, learning difficulties and mental health. Facilitators noted that all the goals and initiatives being considered for the Future Transport Plan were generally well supported.

In summary, the key walking issues identified by disabled people were as follows:

- Lack of footways, especially in villages, causing safety concerns;
- Footway obstruction by parked cars and the impacts on the safety of disabled people who have to use the road;
- Wheelchair inaccessible footways due to poor design, narrow widths, obstructions, gravel surfaces, cobbled paving, unstable or uneven paving, adverse camber etc;
- Lack of, or obstructed, dropped kerbs;
- Lack of crossings – especially in towns near shops, in villages and near schools;
- Unsafe crossings - people with guide dogs need audible crossings;
- Lack of dropping off / picking up points in pedestrian areas;
- Badly maintained footways and footpaths (messy, slippery, uneven, muddy, poorly lit, overgrown hedges, potholes);
- Safety implications of vehicles exceeding speed limits;
- Cyclists on the pavements.

Priorities

Somerset County Council wishes to improve its provision of pedestrian facilities in line with the concerns and aspirations that Somerset residents have expressed and to achieve local and national policy goals. In particular the key aims of the RoWIP2 must be taken into account when informing the priorities of this strategy. The RoWIP2 key aims are to:

- Raise the strategic profile of the public rights of way network
- Deliver statutory functions in an efficient way
- Develop a safe access network
- Improve access information
- Work in partnership with volunteers and key organisations

In order to create a walking environment that is more attractive, safe and accessible and encourage more people to walk more frequently in both urban and rural communities, four priority areas for this strategy have been identified:

- Accessibility for all: networks: routes, crossings, interchange with other modes, provision for disabled people and minority user groups;
- The pedestrian environment: facilities and design, maintenance, priority;
- Road safety and personal security;
- Land use planning.

Objectives

Four key objectives have been developed to address the priority areas listed above:

Objectives

1. Ensure walking networks provide accessibility for all;
2. Improve the quality of the walking environment;
3. Improve safety and security for pedestrians;
4. Ensure the planning process delivers high quality walking environments.

Options to meet these objectives are considered in the following sections. To deliver each of the objectives a set of proposed interventions have been identified; these interventions have been categorised as being ongoing (requiring continual action), short term (delivered within 5 years) or longer term (over 5 years) interventions.

5 Walking Networks for All

Objective 1: Ensure walking networks provide accessibility for all

Accessibility

It is important that the transport network is accessible to all members of the public. The requirement of a network that is accessible to all has been highlighted on numerous occasions throughout our consultation processes.

Mobility problems can take many forms and individuals may have very different requirements and abilities. The term 'mobility impaired' covers a wide range of people with physical impairments. The term 'sensory impaired' includes people with sight and hearing impairments who may encounter difficulties as pedestrians. In general, paths with smooth surfaces, free of steps, obstructions and slopes are desirable. The provision of dropped kerbs throughout urban areas and particularly town centres is essential for wheelchair users. In rural areas, easy access trails and cycle paths are often good options for those with mobility difficulties, as these have good surfaces and no stiles. All cycle paths in Somerset are open to walkers.

The mobility of people with visual impairment varies with the individual. For most people it is easier to move around independently in towns and urban areas than in open countryside. People with hearing impairments are more reliant on visual messages than other road users for whom auditory signals from the highway environment are a significant part of overall experience.

Networks and Routes

Safe and convenient pedestrian networks and routes connecting residential areas and key destinations throughout Somerset can help Somerset County Council achieve its goals of health, sustainability and accessibility.

In urban areas increased pedestrian activity combined with pedestrian priority in town centres can contribute significantly to improving the local environment - by reducing car use, increasing health and well-being, reducing crime and the fear of crime, promoting the viability of shopping centres and helping to promote public transport. In more rural areas local communities need safe walking routes that allow convenient and easy pedestrian access to local services including transport interchanges.

The rural network is often supplemented by a network of leisure routes. In addition to the economic benefits walking for leisure brings especially to rural communities, leisure routes may also be located in urban areas and help to create the desire and ability to walk for other purposes.

The County Council receives many requests for pedestrian improvements mainly from town, parish and district councils. Previously a 'scorecard' system was used to assess which schemes would go forward. Many schemes did not meet the required criteria and did not get taken forward. As a result it was felt that the scoring system did not always reflect the priorities of local people. This system has now been replaced with a new process of scheme selection and prioritisation now in place.

Crossings

Good quality crossing points that correspond to pedestrian desire lines make an essential contribution to the overall walking experience. Crossings increase pedestrian safety and improve accessibility for the mobility impaired. They help build networks and reduce severance.

There are two types of pedestrian crossing: those that are uncontrolled (e.g. drop-kerb crossings and pedestrian refuges) and controlled crossings (e.g. zebra and signal controlled crossings). The accessibility of uncontrolled pedestrian crossings can often be increased with the installation of tactile paving. Zebra crossings provide pedestrians with priority over vehicular traffic and are suitable where pedestrian flows have a greater importance than other transport modes.

Signal controlled crossings come in four main types: pelican, puffin, toucan and as part of a specified signal phase at traffic light controlled junctions. The first three are controlled by pushing a button and waiting for the signal to cross (i.e. the green man or an audible signal). Pelican crossings work on defined times. Puffin crossings have sensors that detect pedestrians and toucans work in the same way as puffins but also incorporate cycle facilities.

Where pedestrian facilities are provided as part of a traffic light controlled junction an issue can be the lengthy waiting time. This should be minimised as far as possible whilst taking into account the impact on other transport modes.

Footbridges and subways also provide important connections in the pedestrian network that are segregated from traffic. However, in spite of raising perceptions of personal safety, they can produce pedestrian routes which are indirect and inconvenient and they are expensive to install. Ideally all pedestrian crossings should be at surface level and a footbridge or subway will usually be the last resort due to the issues raised above. It is important that the needs of all transport modes are considered in full when considering provision.

Policy WS1: We will seek to improve the pedestrian network taking into account all types of user

Proposed interventions:

Ongoing:

- Engage with local residents and local interest groups (including disabled, mobility impaired and visually impaired groups) in the development the pedestrian network;
- Install crossings on pedestrian desire lines / direct routes wherever possible;
- Identify and improve pedestrian crossing facilities at locations with the potential for high levels of continuous footfall;
- Where possible, install drop kerbs, tactile paving and audible sounds, to aid pedestrians with mobility and visual impairments;
- Support the introduction of signage and route information on leisure routes;

Longer Term:

- Develop a non-motorised design review that must be followed by scheme designers.

Integration with other Modes

Walking is often an element of a trip made principally by another mode. For example, most journeys made by public transport involve a walking stage. Making walking easier, more attractive and safer will therefore have a positive effect on the use of passenger transport and accessibility in general.

Pedestrian links to public transport interchanges should be as direct as possible. In new developments bus stops should be linked to the pedestrian network and within 400m of all dwellings. Where new rail stations are proposed they should be linked to the pedestrian network.

Policy WS2: We will support the integration of the pedestrian network with all modes of travel

Proposed Intervention:

Ongoing:

- When opportunities arise, link railway stations, bus interchanges, major taxi ranks and car parks to the pedestrian network.

Links to Public Rights of Way Network

In urban areas and market towns the pedestrian network is enhanced by a number of footpaths that are classed as public rights of way. Unsurfaced urban footpaths are entirely the responsibility of the Public Rights of Way (PRoW) team at Somerset County Council. Responsibility for footpaths that have been surfaced is shared between the Highways team, who looks after the surface, and the PRoW team, who attend to all other issues. Some surfaced footpaths coincide with footways and have dual status. These are looked after by the Highways team.

The RoWIP2 has been developed in line with five key aims. These aims are set out in Section 4 and this Walking Strategy seeks to support and develop these aims. PRow form an important part of the walking network and changes to both footpaths and footways can help to provide a more comprehensive walking network. For example a diversion of a PRow can improve connectivity of the walking network by removing the need to use a road to link two disconnected footways or right of way.

Policy WS3: Support the development and delivery of the Public Rights of Way Improvement Plan

Proposed Interventions

Ongoing:

- Support the Public Rights of Way Improvement Plan 2 and when opportunities arise create links with the PRow network and assist in the funding of measures to improve pedestrian accessibility to the countryside from urban areas.

6 The Walking Environment

Objective 2: Improve the Quality of the Walking Environment

Design and Facilities

Almost all highway schemes have a pedestrian element or have an impact on pedestrians. It is therefore important that scheme designers are aware of pedestrian policy at an early stage of scheme development so that new infrastructure will help achieve the quality of walking network that is aspired to.

Scheme designers should produce designs that consider the needs of pedestrians. The Manual for Travel Plans (MfTP) contains guidance for developers on pedestrian provision and infrastructure standards.

Pedestrian Priority

Partly because of the historic emphasis on road traffic as the primary mode of transport and partly because of the increased traffic flows on many roads, there are locations in Somerset where the highway has become an unpleasant place for the pedestrian. In some urban areas measures such as barriers, underpasses and signalised crossings have been designed to keep the pedestrian out of the way of the motorist. The Walking Strategy aims to raise the priority of the needs of pedestrians in the minds of planners, developers and engineers responsible for the urban landscape.

Reallocation of road space to the pedestrian can help provide a pleasant and safe environment for pedestrians by preventing conflict with traffic. If well designed, pedestrian priority areas can help with the regeneration of commercial areas by making agreeable and attractive places in which people can shop.

Pedestrian priority shopping areas need good connectivity with the surrounding areas. It is important that accessible public transport (such as low floor buses) and convenient bus stops are located as close to the pedestrian priority areas as possible. Car parking should also be within walking distance, particularly car parking for people with mobility impairments. Street furniture, including appropriate seating, should be well designed and conveniently sited but kept to a minimum allowing free pedestrian flow along a route. At night when shops are closed these areas may become empty and be seen as threatening. It may be preferable for pedestrian priority areas to allow traffic to pass through in the evening, as long as it is clear to drivers and pedestrians alike what restrictions are in place. Encouraging mixed use development in town centres such as residential flats above shops and restaurants helps to ensure that town centres are not deserted at night.

Navigating and linking key destinations and facilities on the walking network can be difficult especially for visitors and tourists in our larger urban areas and for those on longer distance recreational walks. Signing schemes help pedestrians to navigate and to reach their desired location via the most direct route possible.

Parking on the footway creates problems for pedestrians, impeding progress or requiring those who cannot pass to move into vehicle paths. Parking on footways is not an offence in itself (although driving on the footway is) and so is difficult to eliminate. The County Council acknowledges that footway parking occurs, particularly in areas of housing where there is no scope for residents to create their own off-street parking facilities. Somerset County Council is currently seeking Civil Parking Enforcement powers and if successful will be responsible for the enforcement of on-street parking restrictions in Somerset. As part of the CPE application the Council will be seeking the power to remove vehicles causing an obstruction in consultation with the Police.

Policy WS4: We will support the improvement of the pedestrian environment to encourage an increase in walking in Somerset.

Proposed Interventions

Ongoing:

- Ensure scheme designers consult the Manual for Travel Plans when proposing pedestrian provision within their designs;
- Support the introduction of pedestrian signing to indicate direct routes between public transport interchanges and amenities such as town centres and education, health, community, leisure and recreational facilities;
- Support the creation of a more pedestrian friendly environment within local communities possibly through the introduction of speed reduction initiatives, traffic calming, pedestrian priority schemes, home zones and other appropriate measures;
- Where appropriate replace subways and footbridges with signal controlled crossings at road level;
- Discourage footway parking through enforcement and publicity.

Maintenance

Footway Damage

The County Council is responsible for the maintenance and upkeep of approximately 2,500 km of surfaced footpaths in Somerset. Historically approximately 10% of the total annual structural maintenance budget has been allocated to footways, which, unlike carriageways, do not tend to deteriorate due to normal usage. Footway damage is usually the result of abuse, particularly by HGVs, vehicle overrun, parked vehicles and environmental damage such as weed growth. Routine maintenance or other measures that prevent such impairment is therefore important.

The effects of climate change on footways are likely to include pronounced hardening of surfaces due to high temperatures, especially on footways susceptible to damage by vehicular overrun. Longer growing seasons due to milder wetter winters also present a risk with more vegetation growth causing damage.

Future maintenance needs should be considered at the design stage of pedestrian schemes. Paving, for example, although aesthetically pleasing, is very expensive to maintain.

Reporting Defects

There is provision on Somerset County Council's website to report footway defects online. The website also lists an address to write to and a telephone number to call. Information about footway defects is collected from the public, area highways offices and district and parish councils as well as through inspection regimes.

Inspection

Somerset's updated Transport Asset Management Plan (TAMP) (2010) , which guides the management of the county's transport assets, includes a revised section on footways and cycleways. Repairs and maintenance are prioritised depending on the severity of the problem and where possible these works are carried out in conjunction with programmed carriageway repairs to keep costs to a minimum.

At present the Council prioritises maintenance schemes by taking into account a number of factors such as the level of pedestrian usage and the severity of the defects. There is presently no funding for the construction of dropped kerbs that are requested in areas not prioritised for maintenance. Under certain circumstances, particularly where a dropped kerb is required for private access, the Council will make a charge for providing it.

Work by Utilities

Work undertaken by utility companies is governed by the New Roads and Street Works Act of 1991. If footways are closed or suffer major disruption during such work, alternative routes should be provided which are clearly marked, maintained and accessible for people with sensory or mobility impairments. Utilities companies are required to backfill holes or trenches to a standard that matches the current surround and provide a two year guarantee. However the reality is that such works always result in damage to the infrastructure, compensation for which cannot currently be claimed.

Other Functions

Other functions related to maintenance, including street cleaning and providing and maintaining street furniture, are the responsibility of the district councils. Each council has different criteria for programming works to be carried out. Sometimes this division in responsibilities raises issues between districts and the County Council. For example,

to remove chewing gum the district councils use high pressure cleaners which destroy joints in paved surfaces. Better partnership working in instances such as these is needed to improve the overall quality of service to the public.

Policy WS5: We will maintain the pedestrian network to the highest possible standard within available resources

Proposed interventions

Short term:

- Implement the Transport Asset Management Plan to improve the quality and efficiency of the highways maintenance programmes;

Ongoing:

- Take future maintenance into consideration when pedestrian schemes are designed;
- Work jointly with district councils to ensure all parties can carry out their maintenance and cleaning responsibilities efficiently.

7 Safety and Security

Objective 3: Improve Safety and Security for Pedestrians

Road Safety

Pedestrians are amongst the most vulnerable of road users, due mainly to their lack of physical protection when in conflict with motor vehicles. The Council is committed to improving safety, reducing the level of pedestrian casualties and creating walking environments that feel safe and secure for walkers.

Table 7.1: Somerset Road Casualty Statistics 2006-2010

Category	Casualty Type	2006	2007	2008	2009	2010
Total: killed and seriously injured	Total	325	301	274	304	238
	Pedestrians	38	47	33	42	35
	% Pedestrians	12%	16%	12%	14%	15%
Total: slight injuries	Total	2224	2178	1954	1715	1554
	Pedestrians	140	134	125	119	112
	% Pedestrians	6%	6%	6%	7%	7%
Child: total casualties	Total	222	182	201	155	146
	Pedestrians	62	50	49	36	40
	% Pedestrians	28%	27%	24%	23%	27%
Rural: total casualties	Total	1293	1288	1205	1051	966
	Pedestrians	21	23	13	18	19
	% Pedestrians	2%	2%	1%	2%	2%
Urban: total casualties	Total	1256	1191	1023	968	826
	Pedestrians	157	158	145	143	128
	% Pedestrians	13%	13%	14%	15%	15%

Source: Somerset Road Safety

Table 7.1 shows pedestrian road casualty levels as a proportion of total road casualty levels in five different categories for the years 2006-2010. As the figures illustrate, the proportion of pedestrian casualties amongst those killed or seriously injured in a

collision is twice as high as amongst those slightly injured. There are particularly high pedestrian casualty rates amongst children. (This is understandable to some extent, as children are restricted as road users to walking, cycling and riding in vehicles as passengers). The table also shows that pedestrian casualties are overwhelmingly an urban phenomenon. Over the five year period collisions in urban areas were more than eight times more likely to involve pedestrians than those in rural areas. However it is noticeable that there has been a significant decline in both the total number of urban casualties and the number of pedestrian urban casualties since 2006.

There is a proven link⁽⁹⁾ between vehicle speeds and the severity of a collision. Somerset County Council's current policy is to ensure appropriate vehicle speeds on the county's roads and to reduce the number of pedestrian casualties and fatalities. In rural areas a lack of basic facilities such as footways and controlled crossings can create a hazardous pedestrian environment, especially when the roads are subject to heavy traffic flows or inappropriate use by HGVs. The promotion of road safety involves the education of pedestrians and drivers as well as physical measures such as crossings and traffic calming measures to make the roads safer for all.

Personal Security

Fear of Crime

The 2005 ONS Omnibus survey found that 72% of people felt safe walking in their local streets, although fewer people living in the most deprived areas (57%) considered their local streets to be a pleasant place to walk than those living in the least deprived areas (88%).

Many factors can contribute to the perception that an area is unsafe: bad design incorporating sharp corners or recessed areas that cannot be seen clearly, places that are badly lit or secluded and poorly designed crossings. Badly maintained waiting areas for trains or buses can also be a deterrent to use as it can be perceived that personal attacks are likely.

Giving attention to the needs of pedestrians results in a more attractive, "liveable" environment for everyone. The more people are out and about on foot, the safer everyone feels and the more crime and anti-social behaviour are discouraged.

In order to reduce the fear of crime and as a preventative measure, Somerset County Council aims to continue to work with Avon and Somerset Constabulary and the district councils to identify where crime and the fear of crime causes a reduction in pedestrian activity. Measures that can contribute to community safety include CCTV, increased or upgraded lighting, improvements to bus waiting areas, re-design of enclosed areas and more visible policing.

9 The Relation between Speed and Crashes (Institute for Road Safety Research, 2007)

Street Lighting

The provision and maintenance of street lighting helps make pedestrians feel secure. It is especially important in urban areas where people may want to access facilities on foot and using public transport interchanges where they may fear crime. The Council maintains existing street lighting but requests for new street lights, particularly in rural areas, are usually funded by the local parish council. In new developments the funding for street lights comes from the developer.

Walking and Cycling

Conflict between pedestrians and cyclists is a perceived rather than an actual issue. Research⁽¹⁰⁾ has shown that collisions between people on foot and those on cycles are uncommon. There is a view that when different users (e.g. cyclists and walkers) share routes, it leads to conflict. However this research found that conflict is a rare occurrence.

Potential conflict is a particular concern when shared use facilities are introduced. To promote safety and security careful planning, good design and consultation are necessary. Shared use paths should be wide enough to accommodate both pedestrians and cyclists without fear of collision. The facilities should be clearly signed and marked for pedestrians who may have a visual impairment.

Policy WS6: We will seek to reduce the number of pedestrian casualties within Somerset and to provide an environment that reduces the perception of personal safety issues

Proposed Interventions

Ongoing:

- Through road safety schemes including engineering and education seek to reduce the number of pedestrian casualties;
- Work with the Avon and Somerset Constabulary to promote the safety and security of pedestrians;
- Seek to reduce the fear of crime through good design and improving existing facilities on pedestrian routes;
- Ensure that routes where pedestrians and cyclists are in close proximity do not compromise the needs of pedestrians.

10 E.g. *How people interact on off-road routes phase II*. Countryside Agency (2003)

8 Planning for Pedestrians

Objective 4: Ensure the Planning Process Delivers High Quality Pedestrian Environments

New Development

The best way to encourage walking is to plan for pedestrians from an early stage. By influencing designers in the planning process (i.e. at the master planning stage) the Council can ensure the quality of pedestrian facilities in its capacity as the local highway authority. There are two key factors to consider:

- The accessibility of the development to local services and employment opportunities using sustainable transport modes; and
- The ease with which people can walk around the development.

Somerset County Council aims to work with developers to achieve high quality pedestrian access in all new developments. Master planning should ensure that new residential estates conform to standards addressing the following issues:

- Internal pedestrian permeability;
- Connectivity to external networks;
- Links to public transport;
- Quality of routes and networks etc.

Advice for developers of residential estates is set out in Somerset County Council's publication 'Estate Roads in Somerset: Design Guidance Notes' (1991). This document, which dates from 1991, defines an estate road hierarchy which aims to achieve "a good quality environment in which the needs of the resident, the pedestrian, the driver and the overall surroundings are balanced". Advice on pedestrian provision can also be found in the Manual for Streets (MfS) (2007) and the more recent Manual for Streets 2 (2010). These documents reflect the new emphasis in planning on building for sustainable communities. MfS puts emphasis on the creation of places in which people live and reduction of the impact of vehicles on residential streets. High quality walking networks and inclusive design that considers the needs of all users are the two keys to this approach.

In addition to the provision of infrastructure it is important that developers produce Travel Plans in accordance with the planning document 'Enabling Smarter Travel Through Travel Planning in Somerset'. An audit of existing and proposed infrastructure including pedestrian infrastructure using Somerset County Council's *Manual for Travel Plans Site Audit & Design Guidance* should be scoped, undertaken and submitted as part of the Transport Assessment for all new developments.

SCC will develop a non-motorise design review which will augment the *Manual for Travel Plans Site Audit and Design*. Once completed the SCC non-motorise design review will be completed by all developer promoted schemes to ensure that the principles are carried forward through to delivery.

Somerset County Council must be satisfied that all developer proposed schemes provide adequately for pedestrians but does recognise that each solution will vary as every development is different.

Policy WS7: We will ensure developers fully consider the needs of all pedestrians within their development design and any improvements associated with the development.

Proposed interventions

Ongoing:

- Build sustainable development where walking is given a high priority by encouraging developers of residential estates to follow guidelines to create an attractive place for pedestrians;
- Ensure that all new developments take account of the accessibility needs of all pedestrians, including those with reduced mobility and sensory impairments;
- Use developer funding opportunities to ensure walking routes between new developments and key destinations are good quality, direct, safe and attractive;
- Support the development, implementation and monitoring of workplace travel plans according to the guidance in the planning document 'Enabling Smarter Travel through Travel Planning in Somerset';

Short term:

- Ensure an audit of existing and proposed infrastructure including pedestrian infrastructure using Somerset County Council's *Manual for Travel Plans Site Audit & Design Guidance* is scoped, undertaken and submitted as part of the planning application for all new developments;

Longer term:

- Ensure developers follow the non-motorised design review once SCC has fully developed the review.

9 Appraisal and Implementation

Appraisal

Somerset County Council has developed a standard appraisal process, known as MSAT, to assess the extent to which Somerset's transport strategies will achieve the objectives of the County Council's Future Transport Plan. In this process individual interventions are scored against a number of criteria. All the strategies that contribute to the FTP have been appraised using this process. In order to assess how well the Walking Strategy will achieve the FTP goals, the standard process has been used to evaluate the initiatives that have been proposed in Sections 5 to 8.

Table 9.1 is a summary of the results from the appraisal from the Walking Strategy options. The policy supported by each proposed initiative in the strategy is shown in the first column and the total score for each proposal is given in the last column. The score is partly a measure of the contribution that the initiative makes towards achieving transport objectives but also takes a number of other factors into account, including cost and scale of impact. A high score therefore tells us that the scheme performs well on a range of issues. The results of the appraisal will be used to help determine our priorities but the final implementation programme will also take account of any additional factors considered relevant.

The highest scoring initiatives are listed first. Options have been classified as high priority if the score is 20 or more (green), medium if the score is between 15 and 20 (amber) and low priority if less than 15 (red). These are arbitrary divisions that have been applied to a continuum of scores in order to divide the results into three fairly equal groups.

In Table 9.1 four initiatives supporting Policy WS7 ("We will ensure developers fully consider the needs of all pedestrians within their development designs and any improvements associated with the development") have scored in the top category and contribute the most highly towards the FTP goals.

Table 9.1: Walking Strategy Appraisal - Option Scores

Obj.	Policy	Proposed Initiative	Score
4	WS7	Support the development, implementation and monitoring of workplace travel plans according to the guidance in the planning document 'Enabling Smarter Travel through Travel Planning in Somerset'	29.8
4	WS7	Ensure that all new developments take account of the accessibility needs of all pedestrians, including those with reduced mobility and sensory impairments	24.4
2	WS4	Support the creation of a more pedestrian friendly environment within local communities possibly through the introduction of speed reduction initiatives, traffic calming, pedestrian priority schemes, home zones and other appropriate measures	22.2
1	WS1	Install crossings on pedestrian desire lines wherever possible	21.3
4	WS7	Use developer funding opportunities to ensure walking routes between new developments and key destinations are good quality, direct, safe and attractive	21.0
4	WS7	Build sustainable development where walking is given a high priority by encouraging developers of residential estates to follow guidelines to create an attractive place for pedestrians	20.4
1	WS2	When opportunities arise, link railway stations, bus interchanges, major taxi ranks and car parks to the pedestrian network	19.7
1	WS1	Develop a pedestrian audit process that must be followed by scheme designers	19.5
2	WS5	Implement the Transport Asset Management Plan to improve the quality and efficiency of the highways maintenance programmes	18.4
2	WS4	Discourage footway parking through enforcement and publicity	18.1
2	WS4	Where appropriate replace subways and footbridges with signal controlled crossings at road level	16.6
1	WS1	Where possible, install drop kerbs, tactile paving and audible sounds, to aid pedestrians with mobility and visual impairments	16.6
1	WS1	Identify, improve and upgrade crossing facilities at locations with the potential for high levels of continuous footfall	16.0

Obj.	Policy	Proposed Initiative	Score
2	WS4	Ensure scheme designers consult the Manual for Travel Plans when proposing pedestrian provision within their designs	15.9
2	WS5	Take future maintenance into consideration when pedestrian schemes are designed	15.5
3	WS6	Through road safety schemes including engineering and education seek to reduce the number of pedestrian casualties	15.1
1	WS7	Ensure an audit of existing and proposed infrastructure including pedestrian infrastructure using Somerset County Council's Manual for Travel Plans Site Audit & Design Guidance is scoped, undertaken and submitted as part of the planning application for all new developments	14.9
4	WS7	Ensure developers follow the Cycle and Pedestrian Audit guidelines once SCC has developed them	14.9
1	WS3	Support the Public Rights of Way Improvement Plan 2 and when opportunities arise create links with the PRow network and assist in the funding of measures to improve pedestrian accessibility to the countryside from urban areas	14.7
3	WS6	Work with the Avon and Somerset Constabulary to promote the safety and security of pedestrians	14.3
3	WS6	Seek to reduce the fear of crime through good design and improving existing facilities on pedestrian routes	13.7
3	WS6	Ensure that routes where pedestrians and cyclists are in close proximity do not compromise the needs of pedestrians	13.0
2	WS5	Work jointly with district councils to ensure all parties can carry out their maintenance and cleaning responsibilities efficiently	12.0
1	WS1	Engage with local residents and local interest groups (including disabled, mobility impaired and visually impaired groups) in the development the pedestrian network	12.0
2	WS4	Support the introduction of pedestrian signing to indicate direct routes between public transport interchanges and amenities such as town centres and education, health, community, leisure and recreational facilities	11.9
1	WS3	Support the introduction of signage and route information on leisure routes	10.2

Implementation

The results of the MSAT process have been used to shape policies which over time will ensure the delivery of the aim and the objectives of the Walking Strategy.

Over the period of this strategy, 2011 - 2026, Somerset County Council will seek to focus available investment in the proposals and measures which scored most highly in the MSAT process. This will endeavour to ensure that investment is focused and the benefits for every pound spent will be maximised. However, there is currently uncertainty over the level of funding and it is important to retain the flexibility to deliver lower priority actions as opportunity permits.

This strategy sets out clear policies and actions that will shape the work of the County Council and set the parameters of the debate in the future when walking issues arise.

Issues and Risks

What the MSAT process has shown is one potential combination of actions and processes that will increase walking levels in Somerset. It represents the preferred approach but does not necessarily represent what will be possible immediately.

Somerset County Council will seek to instigate the policies, actions and processes that are within its control but it cannot guarantee the outcomes of discussions with developers or decisions made by other planning authorities. Working closely with developers and planning authorities can mitigate this issue but cannot remove it completely.

Access to funding to deliver the various actions cannot be guaranteed. Local government and central government funding is limited and is subject to the demands of many competing priorities. Lack of funding is the greatest risk to the delivery of the strategy. Somerset County Council will support funding bids for walking as and when these are made available.

Any change in national government policy can fundamentally affect the ability of Somerset County Council to deliver on its local priorities. Given the long time horizon for this strategy it is inevitable that some changes to national policy will take place.

The analysis of the available evidence and the results from the MSAT process has provided the basis for the development of the policies within the strategy. Each policy has been developed to achieve one of the objectives of this strategy. However due to the range of proposed interventions under each policy they may also help to deliver other objectives. A policy schedule and their alignment to the four objectives is listed below.

Table 9.2: Policy Alignment with Objectives

Policy	Description	Supports Objective
WS1	We will seek to improve the pedestrian network taking into account all types of user	1, 2, 3
WS2	We will support the integration of the pedestrian network with all modes of travel	1, 2
WS3	We will support the development and delivery of the Rights of Way Improvement Plan	1, 2
WS4	We will support the improvement of the pedestrian environment to encourage an increase in walking in Somerset	1, 2
WS5	We will maintain the pedestrian network to the highest possible standard given the available resources	1, 2, 3
WS6	We will seek to reduce the number of pedestrian casualties within Somerset and to provide an environment that reduces the perception of personal safety issues	2, 3
WS7	We will ensure developers fully consider the needs of all pedestrians within their development design and any improvements associated with the development	1, 2, 4

Proposals will be assessed for their deliverability and cost effectiveness to ensure the maximum likelihood of achieving a successful outcome and to ensure that modest investment yields the maximum return possible.

Appendix A: Appraisal Results

Appraisal of Walking Strategy Options

Policy	Proposed Initiative	Score
Objective 1: Ensure walking networks provide accessibility for all		
WS1	Engage with local residents and local interest groups (including disabled, mobility impaired and visually impaired groups) in the development the pedestrian network	12.0
WS1	Where possible, install drop kerbs, tactile paving and audible sounds, to aid pedestrians with mobility and visual impairments	16.6
WS1	Develop a pedestrian audit process that must be followed by scheme designers	19.5
WS1	Install crossings on pedestrian desire lines wherever possible	21.3
WS1	Identify, improve and upgrade crossing facilities at locations with the potential for high levels of continuous footfall	16.0
WS1	Support the introduction of signage and route information on leisure routes	10.2
WS2	When opportunities arise, link railway stations, bus interchanges, major taxi ranks and car parks to the pedestrian network	19.7
WS3	Support the Public Rights of Way Improvement Plan 2 and when opportunities arise create links with the PRoW network and assist in the funding of measures to improve pedestrian accessibility to the countryside from urban areas	14.7
Objective 2: Improve the quality of the walking environment		
WS4	Ensure scheme designers consult the Manual for Travel Plans when proposing pedestrian provision within their designs	15.9
WS4	Support the introduction of pedestrian signing to indicate direct routes between public transport interchanges and amenities such as town centres and education, health, community, leisure and recreational facilities	11.9
WS4	Support the creation of a more pedestrian friendly environment within local communities possibly through the introduction of speed reduction initiatives, traffic calming, pedestrian priority schemes, home zones and other appropriate measures	22.2
WS4	Where appropriate replace subways and footbridges with signal controlled crossings at road level	16.6
WS4	Discourage footway parking through enforcement and publicity	18.1

Policy	Proposed Initiative	Score
WS5	Implement the Transport Asset Management Plan to improve the quality and efficiency of the highways maintenance programmes	18.4
WS5	Work jointly with district councils to ensure all parties can carry out their maintenance and cleaning responsibilities efficiently	12.0
WS5	Take future maintenance into consideration when pedestrian schemes are designed	15.5
Objective 3: Improve safety and security for pedestrians		
WS6	Through road safety schemes including engineering and education seek to reduce the number of pedestrian casualties	15.1
WS6	Work with the Avon and Somerset Constabulary to promote the safety and security of pedestrians	14.3
WS6	Seek to reduce the fear of crime through good design and improving existing facilities on pedestrian routes	13.7
WS6	Ensure that routes where pedestrians and cyclists are in close proximity do not compromise the needs of pedestrians	13.0
Objective 4: Ensure the planning process delivers high quality walking environments		
WS7	Build sustainable development where walking is given a high priority by encouraging developers of residential estates to follow guidelines to create an attractive place for pedestrians	20.4
WS7	Ensure that all new developments take account of the accessibility needs of all pedestrians, including those with reduced mobility and sensory impairments	24.4
WS7	Use developer funding opportunities to ensure walking routes between new developments and key destinations are good quality, direct, safe and attractive	21.0
WS7	Support the development, implementation and monitoring of workplace travel plans according to the guidance in the planning document 'Enabling Smarter Travel through Travel Planning in Somerset'	29.8
WS7	Ensure an audit of existing and proposed infrastructure including pedestrian infrastructure using Somerset County Council's Manual for Travel Plans Site Audit & Design Guidance is scoped, undertaken and submitted as part of the planning application for all new developments	14.9
WS7	Ensure developers follow the Cycle and Pedestrian Audit guidelines once SCC has developed them	14.9

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