

Stockton-on-Tees

Local Transport Plan, 2006 to 2011

Walking Strategy

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Chapter 1: Introduction

Walking provides a real alternative for many short local car journeys, and is proven to provide benefits against all five of the themes of the Central Government/Local Government Association's Shared Priority for Transport. As well as the many well-documented health benefits, walking enhances community cohesion, giving "ownership" of streets back to communities.

This Strategy sets out to show how we will encourage the development of walking as a legitimate and valued transport mode. It details the context in which it is set, considers the strategic issues that need to be addressed and outlines an Action Plan for its delivery.

Aim and Objectives

The overall **Aim** of this Strategy is to provide modal shift and to increase the viability of walking as an alternative to car use, especially for local trips. In order to achieve this, walking needs to be seen as:

- **Safe**
- **Convenient**
- **Attractive**; and
- **Encouraged**

The **Objectives** of the Strategy are, therefore:

- To develop a seamless hierarchy of walking routes, allowing pedestrians safer access to all parts of the Borough's transport network;
- To develop and implement a robust planning and design process to deliver pedestrian-friendly infrastructure as an integral part of the Borough's transport network;
- To develop and implement a suite of 'soft' measures including promotion and training;
- To increase the numbers of people walking throughout the Borough through a campaign of awareness and education;
- To provide a safe, efficient and well maintained footpath and shared use network, strategically linked to education, community and transport centres;
- To reduce the actual and perceived dangers to pedestrians;
- To provide for the needs of pedestrians at all stages of the land use planning and development control processes; and
- To ensure that the Authority adopts hierarchies of users and infrastructure which prioritise the travel choices available to promote sustainable modes of travel.

Chapter 2: Context

Following the publication of 'Walking and Cycling: An Action Plan' (DfT, 2004), a great deal more focus has been placed on walking issues at a local policy level. Below is a summary of the key documents that set the context for this Strategy.

National Context

Walking and Cycling: An Action Plan

'Walking and Cycling: An Action Plan' (DfT, 2004) is directly related to initiatives run by the Department of Health and is driven by public health intervention as much as transport policy. The action plan is broken down into:

- Improving the walking and cycling environment – through land use planning, transport planning, improving liveability, designing streets for people, Home Zones and Quiet Lanes, and tackling anti social behaviour;
- Better facilities for walking and cycling – through creating a safer road environment, access to public transport, improving access to inland waterways; and
- Influencing travel behaviour, through tackling public perceptions, education, training, marketing and promotion campaigns.

The Future of Transport: a network for 2030

Published in 2004, 'The Future of Transport: a network for 2030' sets out the Government's strategy for transport over the next 25 years. Key to this strategy is the way in which travel is changing across the country.

A key part of the Government's environmental objectives, walking and cycling need to be made a real alternative for local trips. In turn it is considered that this will reduce car use and congestion and increase social inclusion, improving safety and air quality. It will also increase levels of physical fitness.

While the LTP is the overarching strategy document; there is a series of supporting local policies, which have informed the walking strategy, and form a

"suite" of mutually supportive and self-referential policy documents. These include:

- Road Safety Strategy
- Cycling Strategy (as many routes are shared access)
- School and Workplace Travel Plan Strategy

The Government 1998 guidance through "A New Deal" expects Local Authorities to encourage walking through a variety of measures, including:

- Reallocating Road Space to pedestrians
- Providing more and direct footpaths
- Improving footpath maintenance and cleanliness
- Providing more pedestrian crossings where pedestrians want to cross
- Reducing waiting times for pedestrians at traffic lights, Pelicans, Toucans and other such crossings
- Dealing with traffic issues that deter people from walking
- Introducing traffic calming near to schools and "home zones"
- Using planning legislation to aid pedestrians, and
- Increasing the use of 20mph and "Clear" Zones

Local Context

Stockton-on-Tees Local Transport Plan, 2006 to 2011

The Second Stockton-on-Tees Local Transport Plan (LTP) covers the five-year period from April 2006 to March 2011, and sets out the Council's strategy for the future development of the Borough's transport network. The LTP draws upon the national, regional, sub-regional and local contexts to develop a series of aims and objectives set against the five themes of the Central Government/Local Government Association's Shared Priority for Transport, namely:

- **Congestion;**

- **Accessibility;**
- **Road Safety;**
- **Air Quality;** and
- **Other Quality of Life.**

The LTP also includes a set of indicators and targets against which progress towards the delivery of the aims and objectives will be measured over the lifetime of the Plan.

Chapter 3 Strategic Issues

Overview

The Council's Long-Term Transport Strategy, as set out in the Second Stockton-on-Tees Local Transport Plan (LTP), is based on the set of Core Aims and Objectives set out in [Table 3.1](#) below.

Walking will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in green within the Table.

The remainder of this Chapter considers the Policy Areas within which cycling's contribution to meeting the Core Aims and Objectives of the LTP will be focused.

Shared Priority Theme	Core Aims	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and retail outlets.	<ul style="list-style-type: none"> Improved public transport network coverage. More integrated transport links. Better travel information. Increased reliability of transport systems. Reduced cost of travel. Encouragement of more walking and cycling trips.
Congestion	To reduce the rate of traffic growth in the Borough.	<ul style="list-style-type: none"> Increased use of more sustainable alternatives to the private car. Promotion and awareness of more sustainable alternatives to the private car. More efficient management and use of existing infrastructure.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	<ul style="list-style-type: none"> Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles. Take into account the greater incidence of casualties in priority neighbourhoods. Promote road safety education within the community.
Air Quality	To reduce the risk posed to health by traffic related pollution.	<ul style="list-style-type: none"> Maintain statutory air quality objectives across the Borough. Implement measures designed to reduce PM10 levels across the Borough.
Other Quality of Life	To improve transport's contribution to our community's quality of life.	<ul style="list-style-type: none"> Implement measures designed to enhance safety and reduce the fear of crime. Address noise and climate change issues. Enhance the landscape and biodiversity. Enhance the quality of the public realm. Improve community transport. Promote healthier communities.

Table 3.1: Cycling's Contribution to Meeting the Core Aims and Objectives of the Long-Term Transport Strategy

Policy Areas

1) Pedestrian Facilities

- *Strategic Walking Routes*

We are creating a strategic hierarchy of walking routes across the Borough. This will comprise elements of shared use of Routes 1 and 14 of the National Cycle Network, as well as improved strategic local education, transport and community facility links.

Shared use Network

A full GIS-based cycle route audit has been undertaken. This data is being used to identify gaps in the existing cycleway network, and prioritise the implementation of additional facilities discussed in the cycle strategy. This data will be used to develop our understanding and priority for a shared use network.

- *Design and Maintenance Standards*

There are a number of publications that provide design guidance for footpath infrastructure, including the Tees Valley Authorities own Design Guide and Specification. The Council has adopted the approach outlined in the [Accessibility Strategy](#).

2) Pedestrians' Needs

- *Footway audits, incorporating SAPs (Scheme Assessment Process)*

We need to ensure consistency in the design and implementation of pedestrian infrastructure to give pedestrians confidence that their needs have been fully considered during the scheme design process. Pedestrian representatives should play an active role within the audit and assessment process.

- *Crossings and Pedestrians*

Pedestrians are particularly vulnerable at crossing points, be they formal, informal, manned or light controlled. As well as a regular audit of the suitability of crossing points in support of our School Crossing Patrol Service, we will actively seek out and incorporate best practice in design and implementation wherever possible.

- *Traffic Calming and Pedestrians*

Pedestrians are traditionally the main beneficiaries of sympathetically designed traffic calming measures; however such measures can also act as a barrier to cycling if their design is poor.

- *Pedestrian facilities and access at New Developments*

The planning process is an excellent means by which new pedestrian friendly infrastructure and facilities can be integrated seamlessly into new developments. We will work in partnership with developers to ensure that we capitalise upon all such opportunities.

- *Integration with Public Transport*

We will encourage walking as part of multi-modal journeys that include the use of public transport. This will require the provision of appropriate pedestrian links to and from public transport interchanges and their promotion for use.

3) Promotion, Awareness and Safety

- *Promotion of Pedestrian Facilities and Infrastructure*

We must be proactive in promoting walking, both as a leisure tool and, crucially, as an attractive alternative for shorter journeys currently made by the private car. Accordingly, we will use all available communication

channels (e.g. Council publications, direct advertising, the internet and other media) to reach as wide a market as possible.

- *Promotion of Walking Routes for Recreation*

Walking is a rapidly expanding leisure and health improvement activity within the Borough. The promotion of leisure walking is a major contributor to the health agenda and will play a key role in improving the health and fitness of the Borough's communities.

- *Travel Awareness Campaigns*

Walking will play a major role within the Tees Valley Travel Awareness Campaign. In addition to participating fully in this campaign, we will actively promote walking within the Borough through involvement in a series of local initiatives such as Stepping Out in Stockton, Walk to School Week, and others.

- *Pedestrian Training*

Survival on our busy roads requires special skills. We will, therefore, employ a dedicated team of cycle and pedestrian instructors to provide programmes of practical training to Yrs 3 and 4, with the emphasis placed on real traffic situations. These instructors will also provide adapted training for SEN schools where appropriate in support of personalised travel planning.

4) **Workplace Walking**

- *Walking, Cycling and Changing Facilities at Council Buildings*

Walking and Cycling will form an important element of the measures to be rolled out as part of the Council's Workplace Travel Plan. We will, therefore, provide cycle parking and changing facilities at or near Council workplaces wherever practicable.

- *Working Practices*

The Council will actively explore issues such as the current dress code, time allowance for changing/showering and an additional time allowance for attending local meetings on foot where practicable with a view to better accommodating the needs of walkers.

5) **Consultation and Involvement**

The Council takes into account the views, needs and aspirations of pedestrians by means including:

- **Walking Strategy Development Group** – a mix of officers, community representatives and health walk volunteers meeting regularly to discuss issues arising from the strategy
- **Transport-related focus groups**, as part of the Local Transport Plan preparation and review process;
- The two **Stockton Road Safety Fora**;

6) **Pedestrian Monitoring**

It is notoriously difficult to measure accurately levels of pedestrian use of routes across a Borough. Over the life of the Strategy, we will develop an expanded and robust monitoring regime, designed to evaluate our success in meeting the objectives set out above. This will include:

- **Setting a baseline**, against which to measure future improvements
- Establishing an **improved system of monitoring pedestrian movements**, in part through the development of the Council's own Travel Plan; and
- **Path-side surveys of pedestrians**, to identify their needs and wants and to evaluate perceptual change through time.

Chapter 4: Action Plan

Policy Area	Issue	Target	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Pedestrian Facilities	Strategic Walking Routes	<ul style="list-style-type: none"> To create a strategic network of local strategic pedestrian links to educational, community and leisure facilities through a rolling programme of implementation through the lifespan of the Strategy. 					
	Shared Use Network	<ul style="list-style-type: none"> To identify and prioritise a series of strategic links using the existing shared use network. 					
	Design and Maintenance Standards	<ul style="list-style-type: none"> To continue to develop and adopt best practice in design and maintenance wherever possible. 					
Pedestrians' Needs	Pedestrian Audits, incorporating SAPs	<ul style="list-style-type: none"> To ensure consistency in the design and implementation of pedestrian routes and facilities. 					
	Crossings and Pedestrians	<ul style="list-style-type: none"> To actively seek out and incorporate best practice in design and implementation wherever possible, and to provide training and education support services where required. 					
	Traffic Calming and Other road users	<ul style="list-style-type: none"> To ensure design of traffic calming measures is sympathetic to the needs of cyclists and other road users, while maximising benefits for pedestrians. 					
	Pedestrian Facilities at New Developments	<ul style="list-style-type: none"> To work in partnership with developers to ensure that we capitalise upon opportunities to seamlessly integrate walking into new developments. 					
	Integration with Public Transport	<ul style="list-style-type: none"> To encourage walking as part of multi-modal journeys that include the use of public transport. 					
Promotion, Awareness and Safety	Promotion of Pedestrian Facilities and Infrastructure	<ul style="list-style-type: none"> To use all available communication channels to proactively promote Walking. 					
	Promotion of Walking for Recreation	<ul style="list-style-type: none"> To work with partners in the Health Sector to identify opportunities through the use of recreational walking and health initiatives with the aim of improving the health and fitness of the Borough's communities. 					
	Travel Awareness Campaigns	<ul style="list-style-type: none"> We will actively promote Walking within the Borough through a series of local initiatives such as the Stepping out in Stockton, Health Walks for Employees and Walk to School Week. 					
	Pedestrian Training	<ul style="list-style-type: none"> To employ a dedicated team of pedestrian and cycle instructors to provide programmes of practical training to all Y3/Y4 children within the Borough. 					

Policy Area	Issue	Target	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Workplace Walking	Cycle Parking and Changing Facilities at Council Buildings	<ul style="list-style-type: none"> We will provide cycle parking and changing facilities at or near Council workplaces wherever practicable. To look for ways in which Walking on Council business can be incentivised. 					
	Working Practices	<ul style="list-style-type: none"> We will investigate the practicalities of a range of issues as they relate to walking – changes to dress code rules, time allowances for walking through the emerging Council Workplace Travel Plan. 					
Consultation and Involvement	Effective Consultation and Involvement	<ul style="list-style-type: none"> We will continue to consult and involve pedestrians and other user groups in the development of walking in the Borough through means including: <ul style="list-style-type: none"> Walking Strategy Development Group; LTP Focus Groups; Road Safety Fora; Feedback facilities through the Council website; and The 'Care for Your Area' cycle/shared use network fault reporting hotline. 					
Pedestrian Monitoring	A robust Monitoring Regime	<ul style="list-style-type: none"> We will develop and expand a robust pedestrian monitoring regime firstly by developing a realistic baseline for existing use, then through the use of: <ul style="list-style-type: none"> An improved network of automatic counters; and Pathside interviews and data collection. 					
	Pathside Interviews and Data Collection						

Table 4.1: Walking Action Plan, 2006/07 to 2010/11

Five-Year Capital Expenditure Profile

Table 4.2 illustrates the Council's proposed capital expenditure on walking initiatives over the lifetime of the Second LTP. It should be stressed that the figures shown are indicative, and that the actual walking budget in each year

will be dependent on the Council's annual Local Transport Capital Expenditure Settlement. The detailed Capital Programme in each year will be agreed in consultation with the Cabinet Member for Development and Regeneration.

Financial Year	2006/07	2007/08	2008/09	2009/10	2010/11
Expenditure (£000s)	249	220	237	255	273

Table 4.2: Indicative Capital Expenditure on Walking Initiatives 2006/07 to 2010/11

Chapter 5: Indicators, Targets and Trajectories

The Council recognises the need for a robust monitoring regime to be put in place to ensure that the rate of progress towards the aims and objectives set out in this Strategy can be accurately assessed. Targets and trajectories for three indicators (two mandatory and one supplementary) covering key areas of cycling delivery have been, or will be set within the Second Stockton-on-Tees Local Transport Plan (LTP), and these are described in detail below. In addition, a range of local indicators and targets has been adopted within the Action Plan set out in [Chapter 4](#) of this Strategy.

LTP Walking Targets

Mandatory Indicators

LTP 4: Mode Share of Journeys to School

The Council has invested in 'schooltravelplan.net', an electronic data collection system that is currently being rolled out across the Borough's schools. As almost 50% of these schools are currently covered by Authorised Travel Plans (see Supplementary Target **SUP 8** later in this Chapter), the data collected using schooltravelplan.net will, when combined with the data collected by the DfES's PLASC system, allow a credible baseline for this indicator to be set. Subject to the timescale for the release of the PLASC data, it is intended to set this baseline during 2006/07, with a target and trajectory developed over the lifetime of the Second LTP once a reliable trend has been established.

Additional targets

For the Second LTP, a baseline year of 2004/05 has been selected. This will allow the most recent data on walking to be used, in advance of the development of the baseline figure as outlined above. We propose to collect additional data from existing sources, including School and Workplace Travel Plan monitoring, ongoing monitoring of the Council's own Corporate Travel Plan, and use of our Viewpoint survey system. Based on the recent upward trend, and the Council's ongoing investment in infrastructure improvements,

promotion and training, **we feel that we can 'stretch' our target** for this indicator to a 50% increase over the lifetime of the Second LTP against the new baseline.

Supplementary Indicator

SUP 9: Number of Children Given Pedestrian and Cycle Training

Having recently completed the recruitment of a team of dedicated instructors, the Council now offers pedestrian and cycle training to local schools. A programme of practical pedestrian training is offered to year 3 and 4 pupils, with National Standard cycle training at Levels 1 and 2 offered to pupils in years 5 and 6. Subject to capacity, this training is offered to all schools that have successfully completed a school travel plan. Training to national standard Level 3 is also being offered to older children and adults.

Part-funded by a successful PSA bid until October 2006, and 'mainstreamed' within the Council's revenue budget thereafter, this initiative is designed both to address the high incidence of pedestrian and cycle casualties within the Borough's Priority Neighbourhoods and to equip all young people with the skills necessary to make local journeys on foot and by cycle in safety. Given the predicted increase in the total number of cycling trips within the Borough, as detailed under Mandatory Indicator **LTP3**, the progressive roll-out of pedestrian training in schools and across the community as a whole will also play a key role in ensuring that this rise in walking does not lead to a corresponding rise in child pedestrian casualties.

The Council's provisional target, to be confirmed during 2006/07 following a review of the performance of the instructor team, is to roll out this initiative over the lifetime of the Second LTP so that, by 2010/11, a total of 2,400 children will receive pedestrian or cycle training. This target and its associated trajectory are illustrated in [Figure 5.1](#).

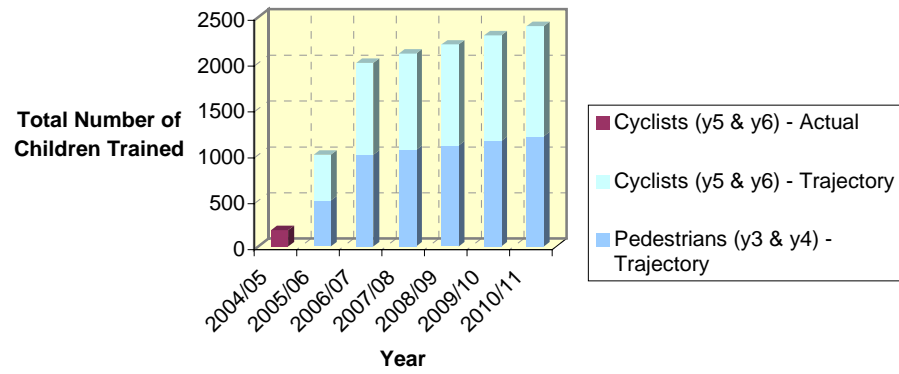


Figure 5.1: Actual and Predicted Number of Children Given Pedestrian and Cycle Training, 2004/04 to 2010/11

Table 5.1 illustrates the number of child pedestrians trained in tabular form.

Year	Children trained
2004/05	0
2005/06 (estimate)	500
2006/07	1000
2007/08	1050
2008/09	1100
2009/10	1150
2010/11	1200

Table 5.1: Predicted Numbers of Child Pedestrians trained 2004/05 to 2010/11