6. Walking

Walking is the most widely available form of physical activity as a means of transport, and therefore highly equitable. It is the dominant form of transport for journeys under one mile at 80% (DETR 2000). Increasing levels of walking will be one of the important objectives as it relates to national / local objectives and is also related to health and physical activity as it plays a bigger role in creating a healthier community. Kingston upon Hull has been following a proactive approach towards walking (work, recreation and health) purposes. As a guide, the City Council adopted a Walking Strategy / framework as a part of LTP2 which outlines the steps being taken to encourage walking in Hull and identifies the direction that will be taken in the future. The Authority will continue to create an environment that encourages walking by considering the needs of pedestrians first. The Council is currently reviewing its existing Walking Strategy to produce a revised strategy in the spring 2011.

6.1. Existing Network

The contribution of the footway to the quality of public space and streetscene has been particularly important and significant for the promotion of walking in the city. Fundamental to the city's maintenance footway hierarchy is the pedestrian route network that runs throughout the city. The existing network of more than 1531.4 km (951.56 mile) of footways in the city is shown in Figure 21. It includes Prestige walking zones in the city centre, Primary walking routes in busy shopping and business areas, Secondary walking routes (medium usage routes) and Local access footways. To maintain this extensive network, the Council continuously perform “gap analysis” for existing service levels and based on this analysis the Council have already resurfaced more than 70 km (43.49 mile) and reconstructed about 24 km (14.91 mile) in the last two years (2008/9 – 2009 /10) alone. A significant number of other schemes have also been completed to improve walking routes especially to provide improved access to local facilities. These include footway widening, dropped kerbs and tactile paving, and new or improved crossing facilities at Priory Road, Marfleet Lane, Maybury Road and Preston Road junction.

Pedestrian movement within the city centre is generally assisted by the provision of wide pavements in most streets. The quality of paving varies, with Queen Victoria Square, Queen’s Gardens, King Edward St, Jameson St, Prospect St, Brook St and St Stephens’s retail shopping centre providing the most attractive areas for walking. The city centre also has a reasonably good quality environment and streetscape particularly around the shopping areas. Most areas are well maintained and seating has been provided to help encourage walking for the less mobile.
Figure 21 - Existing Footway Network in the City

In the city centre there has been an increase in footfall according to data collected by the Council and Hull Business Improvement District. According to this survey, average footfall (Number of people visiting a shop or a chain of shops in a period of time) in the city centre has increased by approximately 18% from approximately 54,000 per week (2000) to 63,600 per week (2009). Most of the points in the main shopping streets achieved average flows of around 40,000 per week or more.

Satisfaction surveys have shown encouraging improvements with scope for further improvement in the future. According to the National Highways and Transportation (2009) survey, overall satisfaction level with pavements and footpaths in the City stood at 50.87% and the satisfaction level with regard to specific aspects of pavements and footpaths stands at 56.85%. These figures highlight that further work is required to be undertaken to address local concerns during the LTP3 period.
Further development of the pedestrian network will take into account the results of the ongoing accessibility planning assessments that are currently being undertaken to maximise access to a wide range of facilities across the city. Recognising the importance of ensuring good accessibility for businesses as well as tourists and local residents, a programme of improvements will be developed throughout the LTP3 plan period. In particular, there will be special attention to serve new developments as well as other key destinations in the city. This will include streetscape improvements, improved signing, and re-paving, where possible.

6.1.1. Pedestrian Crossings

To protect pedestrians and to improve mobility around the city, the Council has continued to introduce pedestrian crossing facilities based on a prioritised programme. The objective of this programme is to provide defined routes to encourage people to be active and walk to facilities especially for short journeys. The programme also looks to address locations with a specific history of pedestrian accidents.

Every year the Council receives a number of requests for a pedestrian crossing facility. Each request is assessed taking into account the suitability of the proposed location, accident information, the volume of traffic and the number of pedestrians crossing at the requested location. If the proposal meets the criteria for a pedestrian crossing, it is included into the prioritised crossing programme. The programme is reviewed annually to ensure the most prioritised schemes are brought forward first. The delivery of any scheme is however controlled by the availability of funding.

In 2008/09 nine new pedestrian crossings were introduced (Puffin crossing, Toucan crossing and Zebra crossing). In 2009/10 four new zebra crossings were installed. During the plan period the Council intend to maintain the prioritised programme and will deliver the programme subject to the availability of funding.

Other pedestrian crossings facilities have also been delivered as an integral part of new developments where the transport assessments, which have been undertaken in support of the developments, have shown that a pedestrian crossing facility is necessary to cater for the expected pedestrian demand.

6.1.2. Raised / Dropped Crossings and Tactile Paving

The Council receives a significant number of requests every year for the introduction of ‘dropped crossing’ and disabled access points to help improve personal accessibility to services and to help maintain an individual’s independence. These requests are reviewed and a ‘drop crossing’ programme is produced which, where possible, provides route enhancements to provide access to specific destinations and provide improvements for the wider community. Where possible the route enhancement proposals are co-ordinated with the Council’s programme for the installation of raised bus boarders to help enhance the overall accessibility of the City.

During 2009/10, 74 dropped crossings were introduced and 63 are projected to be installed in 2010/11. At the same time 17 disabled accesses were introduced in
2009/10 and 10 are planned in 2010/11. This does not include crossings that were constructed as part of the Council’s other programmes of work or those which have been implemented as part of any new development. The drop crossing programme is to be continued during LTP3 subject to the availability of funding.

6.1.3. Additional City Centre Pedestrianisation

A review of the City Centre pedestrianisation is to be undertaken early in the LTP3 period to evaluate the potential for extending the limits of the existing pedestrianised area in the city centre. The review will take into account the impact on servicing of commercial properties, bus routes and general traffic movements in the area.

6.1.4. Public Rights of Way

The Public Rights of Way Network plays an important part in encouraging walking in the City and provides a quieter more pleasant alternative to the network of footways alongside highways. The extent of the 37km (23 mile) of Public Rights of Way Network in Hull is illustrated in Figure 22. The plan also illustrates the linkages with the PROW network in the adjacent East Riding of Yorkshire Area. This network does provide important traffic free links in conjunction with the wider network of off-road cycle routes and other designated footpaths.

Figure 22 - Existing Public Rights of Way in the City

The Rights of Way Improvement Plan forms an integral part of LTP3 and the Public Rights of Way are recognised as a key ingredient of the City’s integrated transport
network. It is also important to highlight the strong linkages that exist with Public Rights of Way in the East Riding especially bearing in mind the extent of the Travel to Work area (TTWA).

A copy of the Council’s ‘Rights of Way Improvement Plan 2009-2019' can be accessed on the Council website (www.hullcc.gov.uk). The document sets out an ‘Action Plan' setting out key priorities for improving the Rights of Way Network which are to be implemented over the plan period. Some of the key priorities are reproduced below.

- To improve connectivity within the network
- To ensure Public Rights of Way are correctly signposted
- To ensure that the individual Public Rights of Way are clear of obstructions
- To improve accessibility through improved surface materials, safer crossings etc
- To utilise the Council website and publications more effectively to improve the awareness of the Public Rights of Way Network
- To produce maps to further Improve awareness of public rights of way
- To provide more interpretation on selected routes
- To promote the benefits of Public Rights of Way
- To clearly identify and publicise the processes regarding the creation and modifying of Public Rights of Way
- To carry out a review of the definitive map and statement.

6.1.5. Integration of Strategies

This LTP aims to build on past performance to continue to further encourage greater levels of walking in the city. It will seek to introduce measures to help increase sustainable access to public facilities and open spaces.

It is widely believed that physical inactivity is a major contributor to many forms of ill health. When compared with other risk factors for serious health complaints, the prevalence of physical inactivity is found to be much higher. In particular inactive people have greater risk of coronary heart disease and stroke. Together heart disease and stroke account for one third of all deaths (Sustrans 2001). Even young children are getting less active and more prone to obesity. The ‘Health profile of Cities’ report prepared by the Department of Health in 2009 identified that 11.7% of children and 27.3% adults in Hull are clinically obese when compared against 9.6% and 23.6% nationally and 9.8% and 24.1% for Yorkshire and the Humber region. (See also Section 3.11 – Health Profile)

To address these issues the Council has been working in partnership with the health sector to encourage active travel through its various programmes to improve public health and help create an environment where people can choose the healthy option.

The Council has promoted various physical activity programmes and promotional campaigns largely targeted towards individual behaviour change. Together with this, environmental interventions will be carried out to promote physical activity by making local environments perceptibly attractive and safe, to meet everyday travel needs.
The Council has also published and is currently implementing various strategies to encourage walking. These include:

- ‘Pride, Passion and Participation (2008 – 2013),
- Open Space Strategy (2011 - 2021),
- ‘Serious About Play (2004)’ which is to be superseded by the ‘Play Strategy (2011-21)’ which is expected to be published in 2011.

The main objectives of all of these strategies is to promote and increase access to facilities; promote walking; and develop and increase access to green spaces and outdoor / environmental opportunities for physical activity.

To encourage walking the Council has been and will continue to implement and support various initiatives to promote active and healthy life styles. These interventions aim to enable local groups and organisations to develop and run schemes that meet local needs and enables individuals to take charge of their own health and well being. These ongoing projects have been implemented in partnership with health (NHS, PCT, and British Heart Foundation), Education through the Building Schools for the Future (BSF), Local Access Forum, Natural England, Voluntary / Community organisations and local residents. The Council has been pursuing a city wide approach to increase the number of walking trips by advertising, marketing, education and providing an improved environment for local residents.

6.1.6. Ongoing Initiatives

There are a number of ongoing initiatives being undertaken in the city. These are ‘Walking for Health’, ‘Walk for Life’, Free Pedestrian training for primary school children and ‘Safer Routes to School’ all of which help to facilitate and encourage the promotion of walking in everyday life.

In 2009 the Council carried out an Open Space, Sport and Recreation Assessment. The spatial results of the assessment are shown in Figure 23. The assessment has enabled the Council to create a set of local access standards for open space provision.

Table 7 identifies the adopted local standards for accessing different outdoor provision on foot. During the LTP3 plan period the Council will continue to introduce measures to help improve access which will hopefully encourage more people to walk to use the available facilities.
<table>
<thead>
<tr>
<th>Typology</th>
<th>Accessibility Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks</td>
<td>20 minute walk time (960m)</td>
</tr>
<tr>
<td>Natural and Semi Natural Open Space</td>
<td>20 minute walk time (960m)</td>
</tr>
<tr>
<td>Amenity Green Space</td>
<td>10 minute walk time (480m)</td>
</tr>
<tr>
<td>Facilities for Children</td>
<td>10 minute walk time (480m)</td>
</tr>
<tr>
<td>Facilities for young people</td>
<td>15 minute walk time (720m)</td>
</tr>
<tr>
<td>Outdoor Sports Facilities</td>
<td>20 minute walk time to tennis, bowls and synthetic pitches</td>
</tr>
<tr>
<td></td>
<td>15 minute walk to grass pitches</td>
</tr>
<tr>
<td></td>
<td>20 minute drive to athletics track</td>
</tr>
<tr>
<td>Allotments</td>
<td>20 minute walk time (960m)</td>
</tr>
</tbody>
</table>

*Source: Hull Open Space Assessment 2008*
Figure 23 - Distribution of Open Space Provision in the City
The Council has also carried out accessibility mapping for the play parks in the City as identified in Figure 23. The plan highlights that most residential areas of the City can gain access to a play park within a 10 – 15 minutes walk as shown Figure 24. Green corridors also play a key role in improving access through sustainable modes taking into account the needs of a variety of users including those on foot, cycle and on horse back. This priority is also reflected in the draft Open Space Strategy, which advocates the need to continue to improve the walking infrastructure.

In the Council’s ‘Building School for the Future’ programme, there is currently a proposal to create a “Green Lung” from Henry Cooper School, in the north of the City, alongside the Beverley and Barmston Drain to tie into the ‘Green Flag’ award winning Oak Road playing fields. This green corridor will not only link Endike primary school with the proposed new Northern Academy School but will also open up a traffic free route to Oak Road playing fields.
Figure 24 - Accessibility of Existing Play Parks on Foot
Figure 25 shows the accessibility of health centres on foot. The plan illustrates that it is possible to access a health centres within a 15-minute walk. Although the plan illustrates that there are still some areas within the city which require additional facilities to maintain these accessibility levels such as Sutton Village, Bransholme and North Bransholme. To improve walking as a mode, the Council therefore recognises that improvements in accessibility demand a twin track approach. In the short term, measures are needed to provide a basic level of transport service for as many people in the City as possible, be it by bus, cycle or on foot. However in the medium and long term it is land use policy and development that will bring journey origins and destinations closer together, reducing the need to travel and bringing more journeys within the compass of a walk, a cycle ride or a short bus ride.
Figure 25 - Accessibility to Health Centres by Foot

Legend
- City Boundary
- Health Centres
- Journey time (Minutes)
6.2. **Recent Developments**
Since the adoption of Hull’s Walking Strategy the following have been achieved:

- During the life of LTP2 the Council has spent approximately £2.8m on maintaining the existing footpath network. This does not include works that have been undertaken as part of other capital programmes.

- Citywide improvements to crossing facilities by providing pedestrian refuges, dropped crossings, zebra crossings and upgraded and new signalised crossings.

- Introduction of traffic calming / 20mph zones in many residential areas to improve the environment and safety of pedestrians. (Approximately one third of the City’s residential road network has traffic calming measures or 20mph speed limits).

- Introduction of pedestrian facilities at major junctions eg Preston Road / Marfleet Lane and Princess Avenue / Spring Bank. The schemes not only address safety concerns but also help to improve access to local facilities for pedestrians especially the elderly and for people whose mobility is impaired ie people carrying shopping, pushing wheelchairs etc.

- Production of the Council’s Rights of Way Improvement Plan (2009-19) incorporating an ‘Action Plan’ setting out key priorities for improving the Public Rights of Way Network. The measures identified in the Action Plan are to be delivered through the life of this plan.

- The development of local travel maps which cover different areas of the city and help to improve information on access to surrounding areas. The maps contain information on bus services, cycle routes, the Public Rights of Way Network, parks, public buildings etc. It is hoped that funding will be available to publish the maps early in the LTP3 programme.

6.3. **Challenges**

- To continue to improve pedestrian facilities at busy intersections and across the highway network to remove barriers to encourage walking and to improve safety and accessibility.

- To rationalise street clutter to improve the street environment for pedestrians especially the disabled whilst still meeting statutory requirements for signing etc.

- To identify local walking hubs to promote walking for recreation and physical activity.

- To continue to increase and extend the connectivity between open spaces, green corridors, PRoW and the existing highway network in order to create improved permeability through the City to encourage walking.
• To encourage existing businesses in the city which currently do not have a travel plan to prepare a plan to encourage staff to travel sustainably.

• To ensure appropriate implementation and monitoring of existing and new Travel Plans to encourage the use of sustainable means of travel over the private car.

• To continue to grow the City’s economy whilst encouraging walking, especially for short journeys, without having a detrimental impact on pedestrian casualties in the City.

6.4. Recommendations / Way Forward

Table 8 - Impact Assessment of Proposed Strategy areas on Goals

<table>
<thead>
<tr>
<th>Area</th>
<th>Action</th>
<th>Walking Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Economy</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Climate Change</td>
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<td></td>
<td></td>
<td>Safety</td>
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<tr>
<td></td>
<td></td>
<td>Quality of Life</td>
</tr>
<tr>
<td>Strategy Update</td>
<td>To review and prepare new Walking Strategy</td>
<td>✓✓</td>
</tr>
<tr>
<td>Accessibility</td>
<td>To carry out a review of the City Centre pedestrianisation</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td></td>
<td>To prepare a programme to improve crossing facilities especially for the disabled</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td>Maintenance</td>
<td>To continue to monitor and prepare programmes to maintain the condition of the footways in the city</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Public Rights of Way</td>
<td>To implement the Action Plan of the Rights of Way Improvement Plan</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
<tr>
<td>Promotion /Campaigning</td>
<td>To continue to prepare initiatives to promote walking as an alternative to using the private car.</td>
<td>✓ ✓ ✓ ✓ ✓</td>
</tr>
</tbody>
</table>