

A stylized, colorful illustration of a city scene. At the top, there are branches with yellow and red leaves. Below, a yellow hill features a green arched entrance. To the left, a man in a brown jacket and red pants waves. In the center, a person walks a dog, and another person walks. To the right, blue buildings with yellow windows are on a hill. In the foreground, a boat with a red and yellow striped canopy is on blue water. A woman in a yellow top and pink skirt stands on the boat, holding a child. The overall style is simple and graphic.

Walking Strategy

August 2005

for Wolverhampton



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Foreword



Walking continues to be a major part of all our lives whether we regard ourselves as a motorist, public transport user or cyclist. It is the link between other modes of transport and a form of transport in its own right.

The health, environmental and social benefits of walking are widely accepted. However National statistics show that people are walking less and less as part of their daily routine. At the same time we are facing a number of complex, but related, problems with people leading less active lives and becoming less healthy, and a transport system that is becoming ever more stretched with the increasing demand for travel. Walking can be an important part of the solution to these problems. Encouraging walking and addressing the problems faced by pedestrians will therefore benefit us all.

Evidence suggests a number of reasons why we are reluctant to walk as part of our daily routine. These include fears about our personal security, the perception that it is an inefficient use of time, our use of cars for increasingly shorter journeys, and the image of walking as a mode of transport for those who have no other options available.

This Strategy provides a framework for us to identify specific problems encountered by pedestrians and factors that deter walking in Wolverhampton and seeks to provide some

of the solutions to address these. Many of the solutions are ones of information and maintenance and do not require very technical or major infrastructure solutions. The biggest rewards are often gained from a series of small measures.

The aims of this walking strategy are to encourage walking by recognising its role as a mode of transport and part of the solution to tackling traffic congestion as well as urban regeneration and to improve our environment and health.

We have involved a wide range of people and organisations in the writing of this strategy. However, we would not assume that we have covered all the issues or got the priorities absolutely right. We would welcome your comments so that we can continue to improve the strategies and programmes for walking in the future. Details of where to send your comments are included at the end of this document.



Councillor M S Jaspal
Cabinet Member for Transportation

What is a Walking Strategy and why do we need one in Wolverhampton?

In the past walking has not received the attention from transportation professionals or received the levels of funding that is merited from the benefits that accrue from an improved pedestrian environment and its importance as a mode of transport.

In Wolverhampton the City Council has made great efforts to provide a high quality pedestrian environment in our City. Over 80% of the pedestrian crossings are provided with 'dropped kerbs', and most of these have tactile paving surfaces and audible signals indicating when it is safe to cross.

Large parts of the City Centre and Wednesfield and Bilston Town Centres have been pedestrianised providing a high quality environment and making an important contribution to their vitality and viability. However much more needs to be done to make walking a more pleasant, safe and convenient travel option and one that people choose over other modes of transport.

The walking strategy gives our commitment and aims and provides targets that the City Council will seek to meet. It sets out the principles, policies and specific measures that are required to increase the number of journeys undertaken on foot and to improve the quality of the environment for pedestrians. It provides a basis for

measuring and monitoring progress.

The strategy recognises the importance of walking as a mode of transport and gives pedestrians a high priority in transport and land use proposals in order to promote walking, improve safety and encourage more people to walk. It can enhance the ability to secure funding opportunities from the Transport Settlement, European grants, and other regeneration and health focused initiatives. Specific action that will be undertaken will include audits of highway and traffic schemes to ensure they take full account of the needs of pedestrians.

The provision of new and improved infrastructure, better management and maintenance of the highway and a review of standards for pedestrian facilities will form part of this work.

Encouraging people to walk and providing better facilities can benefit Wolverhampton in terms of:

- **Economic Revitalisation** - the reallocation of space to favour pedestrians can assist in providing an attractive environment for residents, shoppers, visitors and investors.
- **Accessibility and Social Inclusion** - Walking is the most widely available and flexible form of transport.

- **Sustainable Travel Patterns** - As an alternative to the car, walking can help to reduce traffic congestion, make roads safer and minimise pollution for vehicle emissions.
- **Safety and Health** - As a simple means of exercise incorporated into daily lifestyles, walking can help to improve the general health of the population. Walking to school can create a habit in formative years that children will be more inclined to continue on a regular basis in adulthood. Furthermore it provides an opportunity for teaching essential road safety skills.

More people walking in the urban environment improves levels of surveillance, discourages opportunistic crime and provides safer conditions that give people the confidence to walk.

- **Integration** - Walking is the 'glue' that links other modes of transport. All public transport and car trips begin and end with a walk. Encouraging people to use the bus, tram or train is easier if the walk to the stops / stations is attractive, convenient and safe.

The City Council and the Health Authority have both recognised the links between health and transport. They are committed to working together to promote and

facilitate wider transport choices and a change to more active lifestyles.

Evidence suggests that people choose to walk for reasons of fitness and health, for social interaction, and to 'pass the time'. Reasons why walking is declining includes the increase in motor traffic making the walking environment less attractive, increasing car ownership and use, dispersal of development resulting in increased distances travelled, increase in children being taken to school by car, and the decline in the use of public transport.



Trends in Walking

The design of the highway can also present a deterrent to walking. Traffic signals designed to optimise vehicular flows can delay pedestrians needing to cross the road, narrow or absent footways along some highways make walking more dangerous, lack of appropriate signing for pedestrians may introduce uncertainty, and insufficient or inappropriate lighting can add to the fear for personal security and safety. Traffic speeds can also be a significant deterrent. The consequence of these can be to encourage a person to take the car if one is available or even to discourage them from making the journey at all.

The monitoring and evaluation of the Walking Strategy will check whether the Council has done what it said it would, check if the defined targets have been met and assess whether we have begun to change people's behaviour.

The street environment impacts on everyone and any initiatives that improve its attractiveness and safety will be of universal benefit. Everyone is a pedestrian at some time.

There is very little information about walking trends of at a local level. Some National and Regional level information is available through the 2002/03 National Travel Survey (NTS) for Great Britain and the 1991 Census. Relevant figures from the Travel Survey are set out below.

- **How far do we walk?** The number of walking and cycling trips both fell by 20 per cent between 1992 / 94 and 2002/ 03. Walking now accounts for less than a quarter of all trips made in Great Britain. The total distance we walked continued to fall from 244 miles per person per year in 1985/86 to 193 miles in 1996/98 and a further 20% fall in the 1990's to 2002/03. Four out of five of our journeys are under a mile and only 4% of journeys are over 2 miles in length. At 0.6 miles, the average length of a walk has remains broadly consistent from the 1980's.
- **Who walks the most?** Women walk for more of their journeys than men, although the average distance walked per year is broadly comparable.
- **Why do people walk?** The main reasons for a journey on foot were to go shopping (24%), for personal business or to escort someone (22%), for leisure or social purposes (20%). In addition, 14% of journeys were 'just walk', walking the dog, exercise or jogging.



- **Walking to School.** Despite a dramatic fall in the numbers of children walking to school there are still over 50% of primary school children and over 40% of secondary school children walking to school. For school trips under a mile 84% of journeys were on foot for primary school children and 92% for secondary school children. The Travel Survey found that almost three fifths of

children aged 5-16 years said they walked for 20 minutes or more at least once a week, but a fifth said they had not walked that far in the last year.

- **Walking to Work.** Although the number of people walking to work has declined at a steady rate since 1991, the total workforce has grown so the actual number of people walking to work has remained constant. There is a large difference between men and women walking to work with 16% of women and just 7% of men doing the journey on foot.
- **Does owning a car make a difference?** Adults living in households without a car walked much further on average than those living in households with a car -275 miles compared with 163 miles. Children living in households with access to a car also walked less - 187 miles a year compared with 293 miles for those households with no car.
- **Walking as a leisure activity.** Walking is the most popular sporting and leisure activity with 45% of adults reporting walks of 2 miles or more in the previous 2 weeks in the General Household Survey undertaken in 1996. More men walked for leisure than women, 49% in the previous 4 weeks prior to the survey compared to 41% for women.

Context for the Strategy

The vision for transport in the West Midlands is for:

- a thriving, sustainable and vibrant community where people want to live and where businesses can develop and grow;
- town, city and local centres will be attractive and vibrant. High quality public transport will be the norm and walking and cycling will be commonplace;
- Cleaner air and less congested traffic conditions;
- a safer community where there will be fewer accidents and people will feel less at risk and more secure;
- Equal opportunities for everyone to gain access to services and facilities and enjoy a better quality of life with travel choices that are attractive, viable and sustainable.
(Local Transport Plan for the West Midlands)

Our walking strategy will play an important part in achieving this vision by encouraging walking as an alternative to car use, especially for local trips, by creating an environment for pedestrians that is safe, convenient and attractive.

The Strategy has been influenced by and accords with the Unitary Development Plan (Under Review), Regional Planning Guidance for the West Midlands, Wolverhampton Regeneration Strategy, and the City Centre Strategy and Action Plan.

Local Transport Plans are a core part of the new approach and are statutory documents. They should meet local needs and set local targets, for example, to improve air quality and road safety, increase cycling, walking and the use of public transport. The challenge is to accommodate the forecast growth in the demand for travel while avoiding the problems of traffic congestion.

The walking strategy is a requirement of the Local Transport Plan and the aims and objectives of this strategy are complementary to other local and national strategies and policies. The Government published Planning Policy Guidance Note 13 (PPG 13) 'Transport' in March 2001, which notes that walking is the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly for those trips under 2km in length. The Government wants Local Authorities to use their planning and transportation powers to give greater priority to walking.

Policies and Actions

Introduction

Those involved in maintenance, town planning and architects need to be sensitive to the need to address the issues facing pedestrians. Providing for pedestrians must involve:

- Putting pedestrians first and ensuring that they are not an afterthought in the design of any scheme.
- Adopting design principles for facilities for pedestrians, as exist for vehicles. These should look at the quality of footways, the general environment, and should seek to improve journey time and reduce delay.
- Ensuring that facilities provided for pedestrians are consistently provided and easily understood.

The special needs of those with a physical disability or learning disability have to be catered for. We may all at some stage have a mobility problem, for example, travelling with young children, carrying bulky or heavy shopping, or travelling with a pushchair. The provision of formal pedestrian crossings is governed by legal requirements. Other than these requirements there has been very little design advice or guidance available for footways and walking areas. Although in recent years there has been a

greater acknowledgement of the needs of pedestrians and design guidelines and examples of good practice are now being published.

A checklist for the Local Walking Environment is included in the document 'Advice to Local Authorities' (based on work done by the London Planning Advisory Committee), which poses a series of questions that a local action plan for walking should address. These are set out on the following pages. They will be used to assess new development and to audit existing routes.



Is the local walking environment connected?

- How well is walking integrated with public transport? Are there, for instance, partnerships with public transport operators to develop local walking networks?
- Are routes to key destinations continuous, that is without barriers such as major roads that are difficult to cross?
- Are walking networks designed to give good access to key destinations?
- Is the distance to public transport stops as short as practical for people within the area served?
- Are pedestrian crossings sited on desire lines where people want to cross to get to public transport interchanges?
- Have important routes been given sufficiently high priority, for example short waiting times at signalled crossings on routes to bus and rail interchanges?

Is the local walking environment comfortable?

- Do local facilities meet design standards, such as footway widths, good quality walking surfaces, planning for disabled people?

- Is pavement parking a problem?
- Is there a problem with cycling on the footway?
- Are routes safe?
- Is the general condition of the walking surface clear of obstructions, broken paving etc?



Is the local walking environment convenient?

- Are the walking routes continuous, for example, is the road raised to footway level at junctions?
- Are pedestrian crossings appropriately located to allow people to cross conveniently, easily and safely?
- Do existing facilities cause delays to pedestrians?
- Are there pedestrian signals or phases at traffic signalled junctions?

Is the local environment convivial?

- Is the urban design to a high standard?
- Is it as attractive as it could be?
- Are pedestrian routes interesting?
- Are the footways substantially free from litter and dog mess?
- Is crime or the fear of crime a cause for concern?

Is the local walking environment conspicuous?

- Are walking routes clearly sign-posted? Is it obvious how to get to the shops, leisure facilities, or bus stops?
- Are local walking routes published?
- Are there local maps and are they included with travel and tourist information?
- Are there local walking schemes such as school crossing patrols or 'Safer Routes to School'?
- Are street names clearly visible and are they repeated at regular intervals?

Policies for Walking

The following policies reflect the issues mentioned previously and are considered under the following headings: Walking as a Mode of Transport; Walking to School; Walking, Cycling and Public Transport; Safety and Security; Design Standards and Footway Maintenance.

Walking as a Mode of Transport

W1 - To replace many of the short trips currently made by car by trips on foot

How we will achieve this?

- Improve key pedestrian routes
- Review and audit of the rights of way footpaths
- Encourage employers to adopt Travel Plans and encourage their employees to walk to work where feasible.
- Work with the Health Community and other bodies to promote walking including supporting the 'Walking for Health' Initiative (This is co-ordinated by the Wolverhampton City NHS Primary Care Trust and provides route maps and regular short led walks).

The West Midlands conurbation generally generates more car trips relative to walk trips when compared with other UK conurbations. The reasons for this are not clear. Within some parts of Wolverhampton however there is a higher reliance on walking and public transport use than the average. This may be due to low car ownership, the relatively short commuting distance for some traditional industries, and the close knit communities, particularly in the south-east of the City.

We need to encourage more people to walk for more of their shorter journeys - to the local shops, the doctor's surgery, to school, the local park etc. Former railway lines, the canal towpath and the suburban footpath network provide excellent opportunities for walking away from the principal highway network.

The aim of this strategy is not just to encourage people to walk more for personal health and welfare reasons but to replace trips that are currently made by car. Achievement of this aim will have wide ranging benefits including improved health and well-being of the individual, reduced vehicle emissions and consequent improvements to the local air pollution. It can contribute to reducing the problems of traffic congestion and increased activity on local streets so improving the perception of safety and personal security.

W2 - To promote walking as a healthy alternative to the car for short trips and to encourage more people to walk for leisure

How we will achieve this?

- Support the 'Steps to Health' health walks initiative and other Health Community Initiatives.
- Promote walking as part of Workplace Travel Plans
- Give pedestrians a priority when considering the location and design of new development

Improving the pedestrian environment and taking pedestrian access into account when considering the location and design of new development to improve access to shops, parks and leisure centres, are important factors to allow people to lead active, independent and healthy lives.

Wolverhampton City Council, through the 'Steps to Health' initiative operate a scheme to provide route maps and trained health walk leaders for people of all abilities to walk in their local area. GPs participating in the scheme also refer patients recovering from heart attacks, other illnesses and weight problems to these walks as part of their treatment.

Walking to School

W3 - To increase the proportion of children who walk to school rather than travelling by car.

W4 - To increase children's awareness of the health and environmental benefits of walking

How will we achieve these?

- We will continue to expand the Safer Routes to School programme in line with the Local Transport Plan targets
- Encourage and assist schools to adopt School Travel Plans
- Provide an efficient School Crossing Patrol Service to help children and adults across the City's busier roads
- Promote annual walk to school events with local schools

The proportion of children walking to school has steadily declined in the last 30 years. British children are taking less than the recommended level of physical activity to maintain good health and the proportion of overweight and obese children has more than doubled in the last twenty years. Britain also has some of the highest rates of

child pedestrian accidents when compared with the situation elsewhere in Europe.

The challenge is therefore to encourage children to adopt healthy, more active lifestyles that they will continue on through into adulthood. Education and training is key to this. This should help to improve pedestrian safety and reduce accidents. Care needs to be taken in evaluating child pedestrian accidents to ensure that any reduction does not simply reflect a decrease in the number of children walking to school and walking generally as part of their daily routine.

Integrating Walking with Public Transport and Cycling

W5 - To ensure pedestrian access to and from public transport stops and stations is direct, safe, and attractive

How are we going to achieve this?

- Work with Centro and Bus Operators to ensure bus stops are safe, convenient, no more than 5 minutes walking time apart along main roads in accordance with the bus strategy for the West Midlands (Local Transport Plan).

- Pedestrian Crossing facilities should be located for convenient access to bus, tram and train stops.

The distance, safety and ease of walking to bus, train and tram stops are important factors that people take into account when considering whether to travel by public transport. Addressing the pedestrian environment is therefore vital in the overall transport strategy to encourage walking and public transport use.

It is generally accepted that people will walk a maximum of 400m to get to a bus stop and 800m to get to a railway station. What these distances don't consider is the quality of the walking environment for people, how many busy roads need to be crossed and how well lit the local streets are.

Cyclists and pedestrians often use the same rights of way and parts of the highway without conflict and both are seen as 'vulnerable users' in relation to motor traffic.

Conflict can occur for example between pedestrians and cyclists in pedestrianised City and Town centres, on purpose-built shared routes, and bridleways where there may be confusion over access rights and who should have priority.

W6 - To minimise the potential for conflict between pedestrians and cyclists.

How are we going to achieve this?

- Where possible cycle routes will use the highway or separate off-road routes. However in an urban setting like Wolverhampton where space is at a premium this is not always feasible and shared use of the footway is the only practical, safe and viable option.
- Where there is shared use of the footway - warning signs and delineation on the footway will be used to separate pedestrians and cyclists.
- Provision of Toucan Crossings where appropriate.

Cycling and walking are both promoted as being more sustainable ways of moving around and both activities often use the same rights of way. Conflict can arise where there is confusion over access rights. For example cyclists aren't always allowed into pedestrian city and town centres, cycle use of the footway etc. The relative speed of cyclists can be intimidating to the pedestrian particularly if they have not heard the approaching cyclist.

Walking and the Built Environment

W7 - To ensure that the built environment is designed to be pedestrian friendly.

W8 - To ensure that key pedestrian routes and main attractions for people are well sign-posted

W9 - To ensure that pedestrian access to and within car parks is safe, direct and well-signed and gives priority to the pedestrian

How will we achieve these?

- A programme of audits of pedestrian routes and access to key destinations will be undertaken to inform the spending programme
- Pedestrian Crossings to be located to improve safety and for the convenience of pedestrians (minimising the distance to be walked)
- A maintenance programme adopted to ensure well maintained, well lit, and clean pedestrian routes
- Update and maintain City Centre Pedestrian 'finger post' signs.

- Provide street names in prominent places
- Give pedestrians priority in Local Safety Schemes and traffic calming measures
- The programme of improvements for pedestrians at the Ring Road junctions to improve links into the City Centre will continue
- Developer contributions will be sought to improve pedestrian links between the City Centre and new development on the periphery
- Continue to upgrade car parks to meet the 'Secured by Design' standard. Five Wolverhampton car parks already meet these standards.

Urban design relates individual buildings and spaces to the surrounding environment. Good urban design creates places that people find safe, stimulating, enjoyable and easily navigable. Central to this is providing a human scale of design that ensures it is easy for a pedestrian to move around and within it.

Good pedestrian routes should:

- Provide direct and continuous routes between key destinations and be well connected to public transport

- Be free of obstructions, major barriers and clutter
- Provide a good walking surface and seating to be provided at regular intervals
- Be designed and marked for the convenience and safety of those with mobility disabilities and visual impairment
- Be well signed, with key destinations and distances marked
- Connect with other pedestrian thoroughfares to form a network
- Be attractive, clean and offer interest to the pedestrian
- Have sufficient capacity to cater for expected pedestrian flows
- Be well used throughout the day
- Provide clear lines of sight and be overlooked
- Relate to familiar views, landmarks and streets
- Provide easy, safe and convenient crossing points that reflect 'desire lines' to the places that people want to go



- Minimise conflict with motor traffic and delay to the pedestrian at signalled junctions

The City Council has already implemented a successful programme of pedestrianisation of the City Centre, Bilston and Wednesfield Centres that have greatly improved the general environment. More recently the Council has introduced a 20 mph restriction on traffic speeds within the City Centre Ring Road. This will give greater priority to pedestrians, improve road safety, and reduce the number and severity of injuries from road traffic accidents.

Safety and Personal Security

W10 - To reduce accidents to pedestrians in line with Government and Local Authority targets

W11 - To ensure fears for safety and personal security do not discourage people from walking

How will we achieve this?

- To reduce traffic speeds within residential areas, the City Centre and Town Centres
- Enforce speed restrictions in partnership with the Police
- Provide safe and attractive alternatives to pedestrian subways
- Continue the programme of pedestrianisation within the City and Town Centres
- Focus safety schemes on accident danger spots
- Continue to expand the Safer Routes to School initiative
- Work with bus and rail operators and Centro to improve safety and security at stations and stops
- Ensure that best practice is adopted for designing out crime in new development
- Promote publicity campaigns on road safety to vulnerable road users

Throughout the country there has been a downward trend in pedestrian casualties from road accidents since the 1980s followed by the adoption of national road accident reduction targets.

In Wolverhampton there has been a corresponding substantial fall in the number of fatal and serious casualties in line with the strategy we have adopted to treat accident trouble spots and introduce lower speed limits and traffic calming measures in residential areas.

People are reluctant to use pedestrian subways to cross major roads because of a fear for personal security so exposing them to increased risk of conflict with road traffic. The perceived fear for personal security can encourage people to make a journey by car or even not to travel at all. This fear is more acute after dark and the need to use subways, segregated over-bridges, alleyways, car parks, bus stops and rail / bus stations or the need to pass by places where groups of people linger. People do not tend to feel afraid in busy, well-managed environments such as supermarkets and shopping centres. The presence of others tends to create confidence and may be the greatest contribution to a safer, comfortable walking environment.

Design Standards

W12 - To ensure that pedestrian facilities meet the requirements of people with disabilities and those with mobility problems

How will we achieve this?

The following are the principles that should guide the provision for pedestrians, although detailed design solutions to meet these will be implemented in accordance with current guidelines and good practice. It is not proposed to include these within the Walking Strategy.



- A pedestrian footway should be provided in areas of high pedestrian flows and all residential areas
- On segregated routes, pedestrians should be separated from motor traffic by a kerb face and from cyclists by at least a white line.
- Dropped crossings should be provided at all junctions between footpaths or footways and vehicular carriageway
- All facilities should be designed and maintained for easy use by older people and those with sight, hearing, or mobility disability
- Highway works will be well publicised and temporary arrangements made for those with a sight or mobility disability
- Provide conveniently sited seating at suitable locations along key routes
- Ensure all footways are unobstructed for the safety of pedestrians

There are some basic qualities that the footway should possess. They should be direct and open to view, adequately lit, usable all year round and appropriately landscaped not to increase fears for personal security. They should take account of 'desire lines' and designed to be wide, inviting and attractive.

As a principle the highway should provide an environment that is safe and appropriate for use by pedestrians - able bodied and disabled persons alike. An environment that is accessible to people with disabilities is accessible and benefits us all.

Footway Maintenance

W13 - To ensure that all footways are maintained to a standard that minimises the opportunity for trip accidents and contributes to making walking a pleasant experience

How we will achieve this

- Support and promote the telephone hotline number to report problems on the highway
- Continue the monitoring and maintenance programme to ensure that the condition of the highway is



of the highest standard that available resources allow in accordance with standards set out in the Local transport and that 'Best Value' principles are adopted.

The City Council is responsible for the maintenance and repair of its roads and footpaths, including kerbs, bridges, subways, verges and landscaping. Also signs and street nameplates, all pedestrian crossings and street lighting are the responsibility of the Council. All adopted highways in the Borough are inspected on a regular basis and defects reported for repair. Alongside these 'reactive works' are programmed maintenance of the highway.

The Council also has a telephone hotline for the public to report problems on the highway. This is Wolverhampton (01902) 555888

Targets, Monitoring and Review

The following targets will provide indicators of the achievement of the objectives of the Strategy:

- To limit the growth of road traffic mileage in the metropolitan area to not more than 7% between 2004 and 2010 (Local Transport Plan (LTP) target)
- Increase the percentage of children walking, cycling, or using public transport to school to 70% for primary school-age and 90% for secondary school children (LTP target)
- Over 99% of the total length of footpaths and other rights of way to be of a standard that is easy to use by the public (Best Value Performance Plan (BVPP))
- Over 60% of footpaths sign-posted where they leave a road (BVPP)
- Reduce the length of high usage footways requiring further investigation according to DfT rules and parameters by 5% between 2003/04 and 2010/11 (LTP target)

The targets and policies will be monitored and reported annually. The Strategy will be reviewed in 2006 in line with the review of the Local Transport Plan for the West Midlands or sooner if the results of the annual monitoring process indicates a need for changes before this date.

Resources

Improvements to the pedestrian environment and the promotion of walking will be funded principally through the City Council's Local Transport Plan settlement for Capital and Revenue expenditure that is confirmed by the Government annually. Opportunities will also continue to be taken to secure funding from developers for new pedestrian facilities where these are required as part of the new development and grants sought from European and national regeneration programmes to add value to other public and private investment. The City Council has an excellent record working closely with our health and education colleagues and with public transport operators, adjoining Local Authorities and the voluntary and business sectors. The objectives of the Walking Strategy will not be achieved unless this approach to partnership working continues.

Useful Publications

DETR 'A New Deal for Transport: Better For Everyone' - The Government White Paper on the Future of Transport

DETR 'Encouraging Walking: Advice to Local Authorities'

DETR 'Guidance on Full Local Transport Plans'

Planning Policy Guidance Note 13
'Transport' March 2001

Making the Links: Integrating Sustainable Transport, Health and Environmental Policies. A Guide for Local Authorities and Local Health Authorities, HEA 1999

Taking the Strategy Step: Preparing a Local Walking Strategy. The Pedestrians Association 2000

Making Comments

Please send your comments to:

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Or e-mail to:

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