

Summary of Walking Strategy Consultation Responses

Consultee	Theme	Comment	ECC Response
Members of the Public	Draft Walking Strategy Document	Vision should be on the front or brought forward in the document.	This is a layout suggestion rather than a substantive change but is under consideration for the published version.
	Strategic Focus	Strategy appears to have an urban focus, active travel in rural areas/villages is more difficult.	<p>We feel that it is balanced. ECC is working with district councils to consider walking (and cycling) at a local level through the development of local strategies. And ECC has applied for Department for Transport funding for planning rural walking (and cycling) networks.</p> <p>We do not think it is necessary to make this change to the strategy</p>
	Walking Distances	Focus should be on walks under 2km, 10 mins seems to short.	<p>We agree - the focus of the strategy is on trips under 2km or up to 15 minutes which is considered a reasonable walking trip for most people.</p> <p>We believe that it is not necessary to make this change to the strategy</p>
	Behaviour Change	Generally, people want to walk; they know the benefits that the Strategy sets out. However, they are hindered by Essex Highways	<p>The strategy would see ECC seeking to remove hindrances to walking. Recent analysis has highlighted barriers to walking include the convenience of cars travel. Behaviour change initiatives will focus on encouraging more walking for trips under 2km, of which 60% are currently undertaken by motor vehicle.</p> <p>We do not think it is necessary to make this change to the strategy</p>
	Information	Online maps are not sufficiently clear.	ECC has been working with the Go-Jauntly app to upload walks around Essex on their app to provide

			<p>better wayfinding and promote walking for leisure in Essex. Online maps of the Public Right of Way Network are available on the website Essex highways/getting around.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Planning	Planning proposals ignore County and Borough documentation	<p>The Walking Strategy will be a key document as part of the Local Transport Plan and will support Local Plans.</p> <p>We do not think it is necessary to make this change to the strategy</p>
	Footways	Over the last few years the footpaths around Chelmsford in particular have greatly improved, which is superb As an idea to encourage people to walk, how about producing a number of maps or suggested walks around the main towns or cities in the county, either print or have these available to download via pdf or produce a walking app	<p>ECC has been working with the Go-Jauntly walking app to upload walks around Essex to provide better wayfinding and promote walking for leisure in Essex.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	20mph	ECC should commit to Colchester borough wide 20mph limits excluding only arterial routes as a key means of improving safety for pedestrians and cyclists.	<p>ECC proposes to increase 20mph areas as part of the Active Travel Fund Programme which will be subject to consultation in early summer 2021. The broader commitment is difficult to make as 20mph are subject to local consultations.</p> <p>We do not think it is necessary to make this change to the strategy</p>
	Road Safety	More should be done to highlight the number of people killed or seriously injured on Essex' roads	<p>The Safer Essex Road Partnership which includes Essex County Council and Blue Light and adjacent Local Authority partners undertakes regular campaigns targeting casualty reduction as part of road danger reduction.</p>

			We do not think it is necessary to make this change to the strategy.
	Walking to Schools	Traffic speeds around schools are too high and is preventing walking to school for short distances	ECC are developing an Essex School Streets approach as part of the implementation of Active Travel Fund Schemes which will be subject to public consultation in early Summer 2021. As this is in hand, we do not believe any changes to the strategy are needed.
	Unregistered Land on Canvey Island	Concerns were raised about unregistered land on Canvey Island that is used a 'walkway'.	This query was passed on to Castle Point Borough Council as we do not believe that this is highway.
	Working with Districts and Parish Councils	Strategy does not emphasise the importance of working with district and parish councils.	We believe that the strategy says enough about this. In any event ECC works closely with district and council partners.
	Greenspace/Rural Walking Routes	Members of the public highlighted the health and well being benefits of rural walking.	Support Noted.
	Access to rural footways	Accessing rural footways can be difficult on busy roads.	Comments noted, will be considered as part of developing walking and cycling networks in rural areas.
	Cycling General	Issues around cycling for leisure were raised.	This is beyond the scope of this consultation. However, cycling issues were raised with the Essex Cycle Leader.
	Cycling on Footways	Cycling on footways and the risk to pedestrians has been highlighted by a number of respondents.	ECC will work to address this through public information and behaviour change campaigns. This will be delivered through Objective 9 of the strategy and therefore we do not consider it necessary to make this change to the strategy
	Field side and Roadside Footpaths and Public Right of	Landowners and ECC need to deal with 'overgrowth which has reduced the widths of pathways.	These are mainly the responsibility of landowners and therefore partnership working with partner authorities is welcomed to use local knowledge for encouraging good management of property by landowners.

	Way Network (PROW).		<p>ECC works with landowners through the Headland Management Scheme to keep PROW clear of vegetation and they will continue to support this scheme. ECC also work in partnership with a number of Parish Councils and other local authorities to maintain vegetation, alongside additional support from volunteer groups.</p> <p>ECC operate a cyclical programme of vegetation clearance twice a year to combat summer growth and hedgerow encroachment.</p> <p>The PROW Enforcement Concordat sets out the key elements of PROW Enforcement, based upon the statutory duties of ECC in its capacity as Highway Authority and essential principles of fairness and proportionality.</p> <p>Another good example is the Parish Paths Partnership initiative where volunteers, landowners and Parish/Town Councils are partnering with ECC to manage and improve their local environments.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Public Right of Way Network (PROW).	Promoting access and use of the PROW	<p>The strategy also recognises the importance of PROW as means to link communities and places and seeks to maximise the usage of them and also how to improve access provision.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>

		Better wayfinding and maps	<p>ECC are working with Go Jauntly app to promote leisure walks in Essex. ECC also work with volunteers and community groups to increase the number of waymark posts on the network, helping people to navigate.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
		New PROW are never created, council could use S106.	<p>ECC will continue to seek improvements to the network via the Public Path Order process and also through opportunities with areas under development. ECC will assess the current and future likely needs to ensure the right access is created for the public.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
Basildon Borough Council	Strategy and Action Plan	The Draft Essex Walking Strategy (2019-2025), its Essex Walking Vision, nine walking objectives with strategic priorities and the draft Action Plan is a positive document that Basildon Council welcomes, and it aligns with policies within the Basildon Council Revised Publication Local Plan.	Support Noted.
	Walking Networks	Basildon Council is keen to work with ECC to progress a 'Walking Network Refresh' for Basildon.	<p>ECC has been working with Basildon council to create a Local Cycling and Walking Infrastructure Plan (LCWIP) which is nearing completion.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
Chelmsford City Council	General - Coherence	For highway schemes, there is a lack of integration of carriageway schemes and footway / footpath schemes. They appear to be handled completely separately in the current Essex Highways implementation set up.	All schemes planned for design and delivery are generated by the Asset team using an asset-led approach, in order to achieve maximum asset improvement benefit for our spend.

			<p>Where possible carriageway and footway works will be combined into one scheme for delivery.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	General - Partnership	For schemes involving the highway, CCC would welcome more partnership working and resource sharing to achieve improvements.	<p>ECC has a close working relationship with CCC via the Local Highways Panel where schemes planned for design and delivery can be shared for information, and a discussion on resource-sharing explored.</p> <p>Essex Highways is already working closely with CCC to support them with the design and delivery of key projects in and around Chelmsford, such as Waterside, and Tindal Square.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	General – Referencing	<p>Some important reference documents are not referred to, e.g.</p> <ul style="list-style-type: none"> • Sport England’s Active Design (2015) should be referred to under Objective 3. This document identifies ten active design principles and aims to unify health, design, and planning agendas to create the right conditions and environments for individuals to lead healthy and active lifestyles e.g. by focusing on improving accessibility, enhancing amenity, and increasing awareness • Urban Design Group - Healthy Places: Code for Councils – September 2018 (it is available on the UDG website) • ECC’s Health and Wellbeing Strategy and the Joint Strategic Needs Assessment should be referred to e.g. at Section 1 and Objective 4. 	<p>Reference points noted. These documents are not cited in the document and therefore not referenced.</p> <p>However, ECC’s Health and Wellbeing Strategy will be added to links to other strategies in the strategy.</p>

	Current Walking in Essex	The Context section should make reference to the decrease in walking over the last 30 years, ideally with a graph and reference document (this is only referred to on page 4). This section only has graphs showing district comparisons in 2016/17. These graphs are not very useful and give no longer term perspective	<p>The National Travel Data over the period 2002-2019 has been used as a data a reference point.</p> <p>District comparison graphs will be updated to 2019 in the strategy as they are considered useful in comparing districts across the county.</p>
	Barriers and Benefits	The Benefits of Walking section only covers half a page and should be longer. The table on page 4 could be used here and expanded on. See Northamptonshire County Council's Walking Strategy from 2013 as an example. It should also be clear what the key challenges and opportunities are	The benefits of walking will be further highlighted graphically in the published version.
	Vision and Aspiration	The intention to improve walking needs to be more than an aspiration, it needs to be integrated into policy and Essex Transportation and Highways need to prioritise walking as much as it does vehicle movement. Rather than vision, why not mission, goal, aim or objective? This should be picked up where the document talks about walking numbers having dropped in the last 30 years (on page 4).	<p>If adopted, the Walking Strategy, along with the Cycling Strategy will be an important part of the transport policy framework in Essex.</p> <p>The vision was developed collaboratively with key stakeholders as part of the strategy development.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Objectives	Objective 1 Walking for Travel –the last sentence in the last paragraph is misleading confusing different subject matters. Suggest rewrite: "Improving walking infrastructure and how it links to bus and rail services in our city, towns and urban areas is key. Land uses might create barriers to walking movement, such as surface car parks as temporary land use. These could actually be prime development sites and new schemes should incorporate brand new public realm and improve walking environments."	The Strategy wording has been amended to: Walking should be the most convenient way of accessing local neighbourhoods, high streets, key destinations and town and city centres – and high-quality walking networks are a prime way to achieve this.
	Public Realm	Objective 3 Better Design and Enhanced Accessibility - page 30 lists six criteria for safe and well-designed footways and crossing facilities including the need to enhance the Streetscape to make it	Essex Highways has commissioned Place Services to carry out a review and feasibility study into how the Authority's tree asset group might be improved,

		attractive. There is an opportunity here for Highways to plant more trees along our roads and in other urban landscapes to make them more attractive and encourage more people to walk for everyday trips.	<p>with options for increased asset management. ECC is committing to planting more trees, including in the highway, and is bidding for funding to increase the delivery of more trees, in addition to those already being delivered.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Road Safety	<p>Consider additional proposal:</p> <p>Objective 2 Improving Road Safety for Pedestrians</p> <ul style="list-style-type: none"> • Reduce pedestrian fatalities in road traffic collision to x per year between 2020-2025 and reduce the number of pedestrians slightly or seriously injured to x in 2025. (See e.g. Brent's Walking Strategy 2017-2022) 	<p>ECC through the Safer Essex Roads Partnership has launched Vision Zero, which is an ambition to have ZERO road deaths and serious injuries on roads in the Essex, Southend, and Thurrock council areas by 2040.</p> <p>As work is underway, we do not think it is necessary to make this change to the strategy</p>
	Street Lighting	<p>Consider additional proposal:</p> <p>Objective 3 Better Design and Enhanced Accessibility</p> <ul style="list-style-type: none"> • Carry out a review of street furniture in all Essex towns with a view to remove unnecessary street clutter • Assess and if necessary, upgrade street lighting along walkways and cycleways in Essex towns and cities 	<p>All existing footways/cycle ways can be individually assessed under the current standards for lighting however a majority of these were lit many years ago when standards were different or have no light on them at all.</p> <p>All new infrastructure are reviewed and lit in accordance to the Essex Design Guide, Development management specification and the relevant national standards/guides etc.</p> <p>These standards give guidance on reducing the environmental impact that lighting can have and ECC use the latest lighting technology to reduce its carbon footprint whilst achieving the lighting requirement.</p>

			We do not think it is necessary to make this change to the strategy.
	Objective 4	<p>Consider additional proposal: Objective 4 Enabling Physical Activity and Walking for Health</p> <ul style="list-style-type: none"> • Lead on the Essex Local Delivery Pilot focusing on Basildon, Colchester, and Tendering • Promote Walking Buses, where children are picked up from their homes or dropped off at a Park and Stride car park 	<p>ECC through Active Essex has a leading role in the Local Delivery Pilot.</p> <p>Park and Stride/Walking Bus approaches are being considered by ECC as part of the emerging Essex School Streets Zones as part of the Active Travel Fund Programme.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Objective 9	<p>Consider additional proposal: Objective 9 Encouraging walking by changing attitudes and behaviour</p> <ul style="list-style-type: none"> • Trial a reward system where people earn points for walking (or sustainable modes of transport) and can exchange these for goods and services (see also page 8) 	<p>ECC is trialing COM-B as a methodological framework for behaviour change and will consider the appropriateness of rewards and incentives as part of its Behaviour Change activities.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
Chelmsford Rambling Club	Education	Need to educate school children on highways code for pedestrians.	<p>Comment Noted.</p> <p>We do not think it is necessary to make the change to the strategy</p>
	Wayfinding	Farmers paths should be marked	<p>ECC work with volunteers and community groups to increase the number of waymark posts on the network, helping people to navigate.</p> <p>We do not think it is necessary to make the change to the strategy</p>

	Pavement Parking	Concern around pavement parking obstructing footways where there is insufficient width.	ECC are awaiting the outcome of the Government's "Option for Change" consultation and will review our policies in accordance with Government policy or recommendations and therefore we do not consider it necessary to make a change to the strategy.
	Pavement Overgrowth	Foliage should be cut back on pavements	<p>These will be the responsibility of landowners and therefore partnership working with partner authorities is welcomed to use local knowledge for encouraging good management of property by landowners. One good example is the Highways Devolution Initiative where Parish/Town Councils are partnering with ECC to manage and improve their local environments.</p> <p>We do not think it is necessary to make this change to the strategy</p>
	Shared Paths	Signage should make clear which side for pedestrians (and cyclists)	<p>Where a route is segregated (e.g. divided into footway and cycleway) then the prescribed traffic signs to indicate a which side is for cyclists and which is for pedestrians should be included. In addition, cycle symbols are often introduced on the running, surface to re-enforce allocation of space.</p> <p>Furthermore, where the route is shared (e.g. no segregation of user types) then different prescribed traffic signs can be used, and these do not stipulate which side is for peds/cycles.</p> <p>We do not think it is necessary to change to the strategy as signage is under the auspices of separate guidance and is not impacted by this strategy.</p>

Colchester Borough Council	General Comments	Colchester Borough Council broadly welcome the strategy with a number of proposals:	Support Noted
		There is a lack of reference to the Essex Joint Health and Wellbeing Strategy (JHWS) which provides a local Essex context. The priorities within this JHWS (2018-2022) include physical inactivity as a key priority. This should ideally be referenced in Objective 4 'enabling physical activity and walking for health' on p38	This is part of Objective Four - Collaborate with public health practitioners and stakeholders ECC's Health and Wellbeing Strategy will be added to links to other strategies.
		There is also a lack of emphasis on air pollution and the health impact of this. Much research had been carried out in terms of impact on existing walkers as well as the potential to reduce air pollution by shifting short car journeys to walking. These issues should be individually addressed and included in the Strategy	The links between Air quality and health is beyond the scope the strategy. However, increasing walking for shorter trips has the potential to achieve a modal shift and therefore improving air quality could be achieved as a co-benefit of this strategy. Therefore, we do not think it is necessary to make the change to the strategy
		Decision makers need to have sufficient powers to promote schemes which prioritise walking away from private cars in urban regeneration schemes as well as new developments.	ECC is looking to trail Liveable Neighbourhoods as part of the DfT's Active Travel Fund (ATF) programme and intend to use the LCWIPs to influence and integrate good walking and cycling infrastructure as part of new development. We do not think it is necessary to make this change to the strategy
		Increased funding is essential and will need to include revenue funding for promotion work.	ECC has recently successfully bid for ATF funding, of which a significant component of the funding in 2021/22 has been identified for Colchester. ECC will continue to make the case for investment in walking infrastructure including supporting Colchester Borough Council in its Town Deal schemes and any subsequent schemes to the Levelling Up fund.

			As this is in hand, we do not believe any changes to the strategy are needed.
		Colchester is well placed to help deliver growth in walking with a number of initiatives already in place and experience in recent years.	Comment Noted.
		Improved and early engagement with the local community is essential if the strategy is to succeed. Colchester Travel Plan Club, Walk Colchester, local voluntary sector, and Local Development Pilot team (LDP) and other health promoters should be engaged in the programme to help deliver initiatives.	ECC will continue to work closely with CBC colleagues through the Active Travel Forum and ATF Programme and LDP Programme to deliver the strategy. As this is in hand, we do not believe any changes to the strategy are needed.
		It is agreed that the coherent routes in new development need to be well designed but improvements to the design, and auditing of existing routes is also required.	This will be considered as part of the Colchester LCWIP. As this is in hand, we do not believe any changes to the strategy are needed.
Colchester Travel Plan Club	Infrastructure and Maintenance	Good that there is an emphasis on walking infrastructure but lack of emphasis on commitment to maintain infrastructure	The focus of the strategy is on the strategic drivers of walking and how to increase walking for travel. Maintenance and operational issues are covered by https://www.essexhighways.org/uploads/files/2019-strategy/maintenance-inspections-strategy-for-carriageways-footways-and-cycleways.pdf We do not think it is necessary to make this change to the strategy.
	Air Quality	Lack of emphasis on health impacts of air pollution.	The links between Air quality and health is beyond the scope the strategy. However, increasing walking for shorter trips has the potential to achieve a modal shift.

			Improving air quality could be achieved as a co-benefit of this strategy and therefore we do not think it is necessary to make this change to the strategy.
	Health	Essex joint Health and Wellbeing Strategy (JHWS) should be reference under Objective four.	This is part of Objective Four - Collaborate with public health practitioners and stakeholders and therefore we do not think it is necessary to make this change to the strategy.
	Developer Contributions	Would like to see commitment to securing developer contributions	The Walking Strategy together with the Local Cycling and Walking Infrastructure Plan will provide evidence to support decisions around developer contributions and therefore we do not think it is necessary to make this change to the strategy.
	Walking Routes	There should be a commitment to developing walking routes which align to desire lines and enhanced safety and segregation.	<p>Network development and infrastructure is considered as part of Local Cycling and Walking Infrastructure Plans.</p> <p>New schemes will as far as possibly follow design guidance as set out in LTN1/20.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Wayfinding	The strategy should emphasise the importance of wayfinding.	The strategy references wayfinding, ECC is working with districts councils to identify where there are opportunities, to enhance wayfinding as part of the development of walking and cycling networks. Therefore, we do not think it is necessary to make this change to the strategy.
	Monitoring and Engagement	Commit to working with local authorities, community groups and key stakeholders such as local businesses in implementing and monitoring the EWS.	ECC have set up an Active Travel Group which meets regularly and will monitor the progress of the strategy.

			As this is in hand, we do not believe any changes to the strategy are needed.
Essex Ramblers	Walking (and cycling) links between new communities	Whilst the draft Walking Strategy is a good document as far as it goes, the Ramblers would like to see a broader approach to walking with more acknowledgement of public rights of way and the benefits of walking in the countryside, walking in villages and rural settlements as well as the strategy's aim of making towns more walkable. Pedestrians and walking should include footpaths & other public rights of way and walking on (shared use) cycle routes.	Objective 6 – Promote walking for Leisure highlights Public Rights of Way and Green Infrastructure. We do not think it is necessary to make this change to the strategy.
		In the past walking in rural areas and villages may have been the norm, but these days with the increase in traffic on narrow rural roads, the absence of footways / pavements, the lack of walkable verges and the lack of maintenance on public rights of way, walking cannot be assumed to be the norm for journeys of under 2 km or about 10 minutes.	ECC is working with district councils to consider walking (and cycling) at a local level through the development of local strategies. And ECC has applied for Department for Transport funding for planning rural walking (and cycling) networks. As this is in hand, we do not believe any changes to the strategy are needed
		The walking strategy and improvements in walking infrastructure and network accessibility must be applied to both the existing network and to future developments and changes in the network - objective 8. Too often new developments include "green corridors" and SUDS features for leisure and dog walking, but cul-de-sac layouts, shared use streets and no improvement in the local walking network of footways, road crossing points, cycle routes & public rights of way, means that walking for short journeys to local facilities or to access the countryside is not improved and made more attractive	ECC has developed Local Cycling and Walking Infrastructure Plans (LCWIPs) for the five largest towns and will continue to advocate this approach across all districts to plan coherent walking (and cycling) networks. Design issues are featured in the Essex Design Guide to influence sustainable development. We do not think it is necessary to make this change to the strategy.
		Making walking the natural choice for shorter journeys of 10 minutes / under 2 km needs to be supported and designed into new developments and should influence the decision on the location of new developments.	Development sites are the responsibility of district councils. However, as the Highways authority ECC support districts councils in their preparation of Local Plans and respond to planning applications as a statutory consultee.

			<p>The Highway Authority endeavour to ensure that accessibility remains a key consideration in plan making and that active travel is designed into new development.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
		<p>The government Cycling and Walking Investment Strategy (CWIS 2017) is relevant to the development of the "Garden Communities". Local Cycling & Walking Infrastructure plans, Local plans & Neighbourhood Plans should seek to improve the walking network and make it more accessible & safer. Development: new developments should fund improved walking facilities not just within but also around developments. Connectivity to & the improvements in the existing nearby walking infrastructure (footways, road crossings, public rights of ways) should be included in order to facilitate walking to local services & public transport facilities and also for leisure walking, with its associated health benefits.</p>	<p>The Walking Strategy will be a key document to support local and neighbourhood plans.</p> <p>ECC will highlight the importance of walking (and cycling) routes and infrastructure when responding to planning applications both within and to new developments and where appropriate the LCWIPS and innovative tools such as ACTDEV will be used to plan walking networks.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
		<p>Poor footway and footpath / PROW maintenance will deter people from walking.</p>	<p>Focussed programmes of improvements to the PROW have been implemented, supported by a capital budget. Partnership working with Parishes, landowners and volunteer groups continues to be successful, providing local improvements to the paths.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed</p>
		<p>Walking routes should be more accessible to all users. "Secured by Design" principles of safety should be applied - not just in towns but also in villages and in the countryside.</p>	<p>ECC has applied for Department for Transport funding for planning rural walking (and cycling) networks.</p>

			As this is in hand, we do not believe any changes to the strategy are needed
		Standards & funding for lighting should include public rights of ways amongst housing / buildings, so that these routes also remain usable & inviting in winter months. Consideration must be given to minimising environmental impacts / carbon footprints in lighting.	<p>All existing footways/cycle ways can be individually assessed under the current standards for lighting however a majority of these were lit many years ago when standards were different or have no light on them at all.</p> <p>All new infrastructure are reviewed and lit in accordance to the Essex Design Guide, Development management specification and the relevant national standards/guides etc.</p> <p>These standards give guidance on reducing the environmental impact that lighting can have and ECC use the latest lighting technology to reduce its carbon footprint whilst achieving the lighting requirement.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed</p>
		The <i>"Manual for Streets 2"</i> guidance is that walking routes should be continuous, direct and join up residential areas, commercial areas, and schools. Also, that pedestrians need safe and well-designed footways and crossing facilities and walking routes that are... direct, safe, coherent (joined up and easy to follow), attractive, comfortable (clean, smooth surface in all weathers) and accessible. These principles should also be applied to the PROW network - excepting the need for a "clean smooth surface in all weathers". The principles should be applied to any changes in the PROW network under the Town & Country Planning Act & under the Highways Act.	<p>This is a Government document; it is understood Manual for Streets 3 is due to be published in 2021. ECC await further details and guidance. Any changes to legislation would be a matter for Government.</p> <p>We do not think it is necessary to make this change to the strategy.</p>

	Walking for Leisure	Supportive of walking for leisure as a feature of the strategy	Support Noted
Living Streets	Walking Strategy	Supportive of approach including links to Local Cycling and Walking Infrastructure Plans	Support Noted
Walk Colchester	Mapping walking opportunities	Walking routes need to be mapped away from existing road infrastructure.	<p>Walk Colchester have been working with ECC to develop walks for the Go-Jauntly mapping app.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed</p>
	Walking Infrastructure	There was no real sense of any radical change in the direction of sustainable walking infrastructure	<p>ECC have developed a Local Cycling and Walking Infrastructure Plan for Colchester and are in the process of developing specific plans for consultation. Walk Colchester has been part of a Steering Group for this project.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed</p>
	Walking for Leisure and Active Travel	Walking for leisure might be even more important than active travel for those who do not walk regularly.	<p>The delivery of the Objective Nine, encouraging walking by changing attitudes and behaviour will include the promotion of leisure walks as part of boosting physical activity.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed</p>
	Increasing walking as directly dependent on decreasing car-use	It is not possible to achieve any genuinely radical change in the direction of increased walking choices without at the same time actively working to discourage car use. In practice though, what is still manifestly going on all around us is investment aimed at making car use easier: the widening of roads, the removal of pedestrian crossings, the slowing down of pedestrian crossing times etc. Colchester provides ample examples of all of these	The strategy aims to provide a policy framework for increasing walking as part of wider objectives to provide and promote better choice in the way people move around. In particular by encouraging walking for shorter journeys and trialling walkable neighbourhoods to improve the walking environment.

			Therefore, we do not think it is necessary to make this change to the strategy.
	Barriers	Highlights the challenges of physical barriers in certain locations and the need for inclusive design.	Comments noted, Walk Colchester will be consulted on any proposed changes or schemes in Colchester. We do not think it is necessary to make this change to the strategy.
	Public Right of Way (PROW)	More could be done to promote and map the PROW network.	The PROW network has been digitised and is on the EH website alongside data about maintenance and temporary closures. As this is in hand, we do not believe any changes to the strategy are needed
	Cycling and walking are not the same activities, and one is not more important than the other	Does not support shared paths. Wants to stop the practice of meeting increased cycling targets by simply opening up footpaths to cyclists which are not nearly wide enough for the purpose	Where a route is segregated (e.g. divided into footway and cycleway) then the prescribed traffic signs to indicate a which side is for cyclists and which is for pedestrians should be included. In addition, cycle symbols are often introduced on the running surface to re-enforce allocation of space. Furthermore, where the route is shared (e.g. no segregation of user types) then different prescribed traffic signs can be used, and these do not stipulate which side is for peds/cycles. We do not think it is necessary to make this change to the strategy.
	Safe Crossings and Crossing Time	Sufficient time to cross the road is required in order to reduce risks of pedestrian collisions.	There are a number of different types of light-controlled crossings used in Essex, but for all types the available time for pedestrians to cross consists of the green man period followed by a clearance period before the green light to traffic resumes.

			<p>The green man period is fixed and is determined from the distance crossed i.e. the road width. The green man period can additionally be set to take account of local factors, for example proximity to a school, or a large proportion of elderly users.</p> <p>The clearance period after the end of the green man signal and before traffic starts moving may be of fixed duration at some crossings (typically where the crossing is part of a light-controlled junction). It is now more common for a variable length clearance period to be used, where detector technology will sense if pedestrians are still crossing after the end of the green man and will hold the signals on red to traffic up to a maximum period.</p> <p>The green man and clearance timing periods are determined based on technical guidance published by the Department for Transport to ensure pedestrian safety.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Surfacing	Issues around Colchester High Street and lack of consistency.	<p>The quality of the walking environment around Colchester High Street is being considered as part of the Active Travel Fund scheme.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Public Consultation Survey	Survey did not give the opportunity to indicate full time wheelchair user.	ECC has engaged a stakeholder group on accessibility issues and will take this into account when designing further surveys.

			We do not think it is necessary to make this change to the strategy.
	Access for All	The design of the walking environment is very important indeed to disabled people, and a walking environment that is good for disabled people is generally very good for all. There is a lot to be learned in terms of good urban design from simply thinking inclusively	<p>Comments noted, enhancing the walking environment will benefit a diverse group of residents, businesses, and visitors.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Walking and Buses	We need to link up bus use and walking, walk routes to country bus stops can be discouraging.	<p>ECC is working with district councils to develop walking and cycling networks in rural parts of the county and will consider access to bus stops and rail stations as part of developing walking networks and increasing walking.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Street Tree's	Street trees should be replaced and more planted because streets are getting too hot in the summer to walk (urban heat island effect) and to mitigate air pollution and encourage birds and other wildlife, and to make walking along roads an altogether more pleasant experience.	<p>Trees have a role in absorbing water, so reducing the risk of flooding and the "green" environment improves wellbeing and has a positive effect on mental health of residents.</p> <p>Furthermore, trees are locking up carbon and we should be seeking to create as much "natural green infrastructure" in our towns and city to offset the effects of climate change</p> <p>Essex Highways has commissioned Place Services to carry out a review and feasibility study into how the Authority's tree asset group might be improved, with options for increased asset management.</p>

			<p>ECC is committing to planting more trees, including in the highway, and is bidding for funding to increase the delivery of more trees, in addition to those already being delivered.</p> <p>As this is in hand, we do not believe any changes to the strategy are needed.</p>
	Consultation Document	The document is poor and doesn't give opportunity to share views.	<p>The consultation document was produced in full, as an Executive Summary and as a more accessible leaflet.</p> <p>There were opportunities to complete a survey or respond via a mailbox. ECC will continue to engage with Walk Colchester to ensure that a wide range of views are received and considered.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Fly Tipping and Rubbish	Rubbish including Fly Tipping needs to be removed from walking routes.	<p>This is the responsibility of district councils' individual issues will be reported.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	Lack of progress in past 50 years	Referred to ECC rights of way documents produced in 1976 as a reference point.	<p>Unfortunately, this document is no longer available as a point of reference. However, ECC is working with district council partners on issues related to walking and cycling in rural areas.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
	General	The report says many of the right kind of things. This kind of discourse though has been in circulation, locally and nationally, for at least 2 decades now. It is easy to write great rhetoric. Without	The Strategy is being updated from the previous version in 2001. However, the policy context has changed by Government in recent years. In 2020

		<p>wishing to sound unduly negative, the success of this strategy will really come down to what changes are actually experienced in practice going forwards. So, please do the things you say you are going to do! Furthermore, Walking is often the most convenient way to travel.</p>	<p>Government published Gear Change a cycling and walking plan for England. Walking (and cycling) also have committed government resources as referenced by the Cycling and Walking Investment Strategy, which commits around £2b of investment in active travel.</p> <p>The Walking Strategy together with the Cycling Strategy and the Local Cycling and Walking Infrastructure Plan (developed by ECC and Colchester Borough Council) mean that we are well placed to apply for government funding.</p> <p>We do not think it is necessary to make this change to the strategy.</p>
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