



Chartered Institution of Highways & Transportation (CIHT) response to the Physical activity and the environment (update): Draft guidance consultation August 2017

CIHT is a charity, learned society and membership body with over 14,000 members spread across 12 UK regions and a number of international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Our vision is to see world-class transportation infrastructure and services. Our values are to be Professional, Inclusive, Collaborative and Progressive.

CIHT welcomes the opportunity to respond to the consultation and updates being made to various documents to help support people to be physically active.

General commentary:

CIHT believe that transport and infrastructure are a fundamental part of the built environment. The design and management of the public realm, the streets and transport associated with it must support physical activity (behavioural change programmes have a role to play here) and be accessible to all.

There should be a clear strategy, set nationally, for collaboration between different policy areas in making inclusive and accessible environments. The strategy should include a wider range of professional inputs (e.g. planners, disability groups, highway engineers...so that separate commissioning bodies are clear who should be involved, how they will contribute and how accessible environments can be delivered).

The guidance required to support this range of inputs should be refreshed or developed. CIHT would recommend that it should be used in the development, training and ongoing professional development of people delivering services across the built environment.

There must be a better understanding of diversity and inclusion, both in terms of the needs of all when using the built environment and by those that are delivering services to the built environment. CIHT recommends that government should commission detailed research into the differing needs of people with physical and mental impairments, including how the needs of different groups should be balanced.

Finally for rural areas - in addition to public transport - longer distance cycle route improvements could help address low levels of physical activity in areas of high car dependency.

CIHT guidance

CIHT has developed some useful guidance that would assist the target audience in implementing some of the aspirations set in the NICE draft documentation; and, as such, would recommend these being cited in the updated guidance. These are the: 'Involving the Public and Other Stakeholders', 'Planning for Walking', 'Designing for Walking' and 'Planning for Cycling'. A summary of these documents is provided below.

CIHT will soon be publishing 'Planning for Buses in Urban Areas' and would recommend this as a useful contribution. Additionally, CIHT has conducted a review of Shared Space and would recommend this be referenced. Both of these could be considered if NICE update the guidelines further in the future.

All the CIHT current guidance is freely available here:

<http://www.ciht.org.uk/en/knowledge/streets-and-transport-in-the-urban-environment/index.cfm>

Streets and Transport in the Urban Environment

With the publication of 'Manual for Streets' in 2007 and 'Manual for Streets 2: Wider Application of the Principles', published by CIHT in 2010, official recognition was given for the first time to the importance of placemaking in the design of highways and other transport infrastructure, particularly in urban areas.

CIHT is developing a range of guidelines which will be based upon work carried out over the last few years in updating elements of the 1997 publication 'Transport in the Urban Environment' to assist professionals in implementing 'Manual for Streets'. This work will be grouped under the overall title of Streets and Transport in the Urban Environment.

Involving the Public and Other Stakeholders (2015)

The purpose of these guidelines is to encourage and enable practitioners to engage more effectively with those who stand to be most directly affected by the work they undertake. Whether in relation to policy, strategy or scheme design, involving the public and other stakeholders can result in many practical benefits, and it is important that practitioners appreciate these benefits rather than consider that 'consultation' is simply an ideological and/or a legal burden placed on them from on high.

It is now considered best practice for transport professionals to act as facilitators of engagement – providing technical guidance, knowledge and advice on schemes – and not simply to 'ask for your view'. While involving the public as little as possible may make professional life easier in the short term, the reason that more proactive participation is considered best practice is because it is likely to deliver better outcomes in the long term.

Planning for Walking (2015)

'Planning for Walking': describes the characteristics of pedestrian journeys, lists the benefits of walking, identifies factors that discourage walking and how they can be overcome, summarises the legal framework that applies to pedestrians and outlines the way that plans and strategies for pedestrian travel are developed.

These guidelines are complemented by another CIHT document, Designing for Walking (CIHT, 2015), which covers the design and evaluation of facilities for pedestrians

Designing for Walking (2015)

This document explains how facilities for walking should be designed, following on from how they are planned which is covered in Planning for Walking.

Well-designed facilities that follow desire lines, are clutter-free, and are with signs that are legible to all users will assist in enabling walking journeys and improve the experience of those already walking. The design of facilities should also consider the volumes of people walking along (actual or desired) or crossing streets, and the solutions will depend on a variety of considerations. The needs of all users should be carefully taken into account and prioritised as appropriate.

Planning for Cycling (2014)

Cycling is an important part of urban transport. However, for many years its role has been neglected in the UK, with the focus mainly on the needs of motor traffic. Cycling is one of the most sustainable forms of transport, and increasing its use has great potential.

To release this potential, highways, public spaces and other rights-of-way need to be organised accordingly. Planning for cycling is discussed in these guidelines; detailed design of infrastructure and facilities for cycle users will be examined elsewhere. This guide covers:

Cycling Characteristics, Behaviour and Trends in the UK, Benefits of Cycling, Current Conditions and Challenges, Legal and Regulatory Context for Cycling, Cycling Strategies and Plans, Planning Cycle Networks and Routes, Promoting Cycling, Monitoring and Evaluation of Cycling Schemes, and, Further Information on Planning for Cycling.

Recommended Further Amendments

CIHT have some specific suggestions regarding the following paragraphs:

- 1.1.1 – add in a line: *‘Planning for developments must seek to secure the integration of sustainable transport into the delivery of those schemes. This could include linking developments to public transport networks, and also encouraging the use of walking and cycling and hence enable people to be more physically active.’*
- 1.1.2 – add in a line: (see the Chartered Institution of Highways & Transportation (CIHT) guidance: Involving the Public and Other Stakeholders’)
- 1.1.5 – add in a line: *‘New developments should support a hierarchy of transport provision – walking, cycling, public transport, cars. To deliver this means ensuring that new developments encourage walking and cycling and support the use of public transport (e.g. they accommodate buses into new developments or link to the rail network). Multi modal interchange improvements should provide connections for bus and cycle journeys’*
- 1.2.1 – add a bullet point: (see CIHT guidance: ‘Planning for Walking and Planning for Cycling’) 1.2.5 – add a bullet point: *‘Ensure that temporary road works consider the needs of people walking, cycling and for those with mobility impairments. This could include interventions such as mandatory and advisory cycling facilities around roadworks and development loading areas.’*
- 1.2.1 – add in a bullet point *‘For rural areas, in addition to public transport, consideration should be given to longer distance cycle route improvements’*
- 1.2.6 (add in a line: (see the CIHT guidance: Designing for Cycling)
- 1.3.1 – add in a bullet point *‘Cycle parking provision’*

CIHT has been instrumental in promoting the consideration of accessibility, diversity and inclusion, working collaboratively alongside the Department for Transport and others to develop guidance in the highways and transportation sector. This is summarised in the table below.

CIHT led	Working collaboratively with others
<u>Reducing Mobility handicaps towards a barrier free environment 1991</u>	<u>Manual for Streets 1 - 1997 DfT & DCLG</u>
<u>Manual for Streets 2 2010</u>	
<u>A Transport Journey to a Healthier Life - 2016</u>	<u>Inclusive Mobility - 2005 - DfT</u>
<u>Routes to Diversity and Inclusion toolkit 2016</u>	<u>Design Council - Inclusion by Design</u>
<u>Planning for cycling 2014</u>	<u>Built Environment Professional Education Project</u>
<u>Planning for walking 2015</u>	<u>DfT TAL 5/11 Quality Audit</u>
<u>Designing for Walking 2015</u>	<u>Design Council - Inclusive Environments</u>
<u>Involving the public and other stakeholders 2015</u>	

CIHT endeavoured to ensure that the importance of place is recognised in the way that highways and transportation networks are planned, designed and how they integrate with the built environment.

CIHT have worked with the Department for Transport on Manual for Streets 1 & 2 and is currently discussing an update of those documents. These documents outline the importance of networks to communities and seek to guide professionals in ensuring all the needs of communities are met, whilst promoting inclusive design solutions. Inclusive design has been fundamental to the development of this approach.

CIHT were pleased that the Lords Select committee for the Built Environment recognised the value of the Manual for Streets approach by including a recommendation in its February 2016 report that the document should be mandated to all local authorities.

CIHT has developed an approach to widening the understanding of the link behind transport, health and wellbeing in its document A Transport Journey to a Healthier Life which suggested further work was needed in key areas. The key findings from the report were:

- There are opportunities to improve links between transport, health and wellbeing, but progress is being hampered by a lack of strategic integration nationally and joint working locally.
- The health and wellbeing benefits of transport investment need to be measured in terms of cost and non-monetary values to better influence funding decisions.
- The local planning system should take more account of health and wellbeing in decision-making.
- The influence of transport choices on people's mental health and wellbeing should be emphasised more in policy and practice.
- The transport sector is failing to take full account of the health and wellbeing benefits of walking.



Finally, CIHT would recommend consulting directly with DfT as we understand that a couple of publications cited: DfT guidance on inclusive mobility and DfT guidance on the use of tactile paving surfaces are under review (see DfT consultation on Accessibility Action Plan¹).

¹ See Open Consultation 'Draft transport accessibility action plan'
<https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan>