

*'Our ambition is to **inspire, support** and **enable** residents and communities to walk and wheel in their everyday lives'*



Enabling Walkable and Wheelable Communities through Planning



What are Walkable and Wheelable Communities?

Walkable and Wheelable Communities are neighbourhoods or areas designed to enable and enhance resident access and movement **as the priority.**

Where residents can **safely** travel to all their daily destinations on foot or using wheeled aids, and this is **the most convenient method of travel**, or walking and wheeling is **equally as convenient** to other methods of travel.



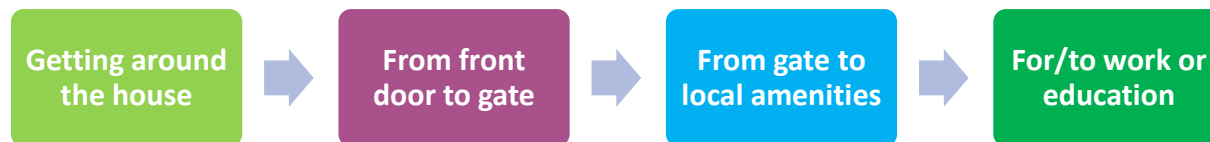
What do we mean by walking & wheeling?

*Walking is foot based, including the support of mobility aids, and assistance animals.
Wheeling is an equivalent alternative to walking, with people using wheeled aids to help them move*



What is everyday walking & wheeling?

It's every step we take, or the movement we use with a wheeled aid, in our lives



Who isn't walking & wheeling*?

COMMUNITIES

37% White British

46% Asian Community

47% White other community

56% Black community

People with a life limiting illness, 75+, in our black communities or in lower socio-economic groups are classed as less likely to walk according to the Active Lives survey

HEALTH FACTORS

43% Over 75 years of age

46% With life limiting illness

OCCUPATIONS

51% People not in work

39% People in work

42% In semi-routine occupations

INACTIVE CHILDREN

30.2% England

40.4% Bassetlaw

31.3% Ashfield

30.9% Newark & Sherwood

3 in 10 Children & young people are classed as less active

Why is this important?

37%

of Notts residents are not walking (Active Lives Survey)

4,000 steps a day cuts the risk of dying from any cause *

Healthy life expectancy for females in Notts is **2 years lower** than England*

*Not walking is described as doing no sessions of moderate activity of 10 minutes walking in the last 28 days

Sources:

- Walking Specific Data from Active Lives Survey Nov 21-Nov 22
- *European Journal of Cardiology December 2023
- *Office for Health Improvements and Disparities 2022

Why are we walking or wheeling?

Necessity

We have to in order to get somewhere

Purpose/Culture/Habit

e.g. dog walking or what is our norm

Nature Connectedness

To be within and connect to nature

Learning

e.g. about the place/history

Incentives

e.g. discounts, competition, reaching goals

Low impact

Easy
Free

Reduce our environmental impact

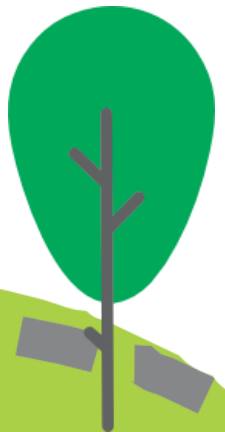
Physical and mental health benefits

Gain and maintain independence

As we age and/or manage long term health conditions

To speak to new people / make friends

To connect within our community



Why are we not walking or wheeling?

Access

- Lack of enabling environments
- Uneven pavements/paths,
- Lack of dropped kerbs
- High steps/ kerbs
- Steep paths
- Lack of connecting paths
- Path condition / make up
- Not enough time at road crossings
- Lack of benches
- No access to toilets
- Physical barriers such as stiles
- Lack of pavements on some rural roads
- Inadequate lighting
- Overgrown vegetation

Safety

- Busy roads
- Fear of:
 - Cars
 - E-bikes
 - Scooters
- Accidents
- Fear of/and actual:
 - Anti-social behaviour
- Lack of physical confidence
- Lack of mental confidence
- Lack of appropriate walking and wheeling adaptations and aids

Social Connection

- Spaces not conducive to positive social connections
- Isolated
- Not well lit
- Closed spaces
- Unwelcoming
- Not inclusive or flexible to meet everyone's needs,
- Not conducive to positive noise levels
- Poor signage for directions
- Poor indicators of expectations of use



Good building blocks of health that enable walking & wheeling

Building Blocks of Health



In too many of our communities, the places that we live do not have all the building blocks to enable us to live healthy lives. When we don't plan our surroundings well, this shapes our future health, including how long we can expect to live. For good health, a neighbourhood needs these building blocks to enable convenient walking and wheeling that communities will choose.

How to enable Walkable and Wheelable Communities

Mixed-Use Development

- Integrate residential, commercial, and recreational spaces within walking distance (eg 1/4 to 1/2 mile)
- Locate essential services like shops, schools, and healthcare facilities within neighbourhoods

Street Design

- Implement "complete streets" that safely accommodate pedestrians, cyclists, and motorised vehicles
- Create wide, well-maintained pavements with buffer zones from traffic
 - Install traffic calming measures like speed bumps and reduced speed limits
 - Provide adequate street lighting and urban green spaces

Connectivity

- Design a grid street pattern with short blocks to provide multiple route options
- Remove barriers to pedestrian movement and create safe cut-throughs where needed
 - Build safe crossings at major junctions
 - Connect neighbourhoods to key destinations (including public transport) with walking/cycling paths

Policy

- Reform parking requirements to reduce car dependency
- Implement design codes that prioritise active travel-friendly design
- Require new developments to include active travel infrastructure
- Create incentives for connected, active travel-oriented development

Public Space

- Design inviting public spaces that encourage social interaction, including seating, public art, landscaping
- Create useable pocket parks and green spaces throughout neighbourhoods
- Ensure spaces feel safe and are well-maintained

How communities can test and assess how Walkable and Wheelable their neighbourhoods are

Neighbourhood Scans

Seek to identify opportunities to make small, public space improvements that enable residents to be active more easily where they live. The Scans are completed with **residents, groups, schools, planners, police** and **developers** and provide invaluable insight to help make a collective change to increase activity levels within a neighbourhood. The scans of different routes help to understand how easy it is to walk, wheel and be active within the neighbourhood.

Assessment

Scans can include the following assessments:

- Walking, wheeling and pavement use
- Cycling/ road use
- Playgrounds, Parks and Green Spaces
- Outdoor sport and leisure
- Connectivity to local amenities
- Connectivity to public transport

Impact

Scans can help to ascertain:

- Local strengths of a neighbourhood
- Biggest barriers to being active
- Engagement with residents to influence change from a bottom-up approach
- What investment is needed and where
- Tangible change to improve walking and wheeling in communities
- Learnings to inform future planning



Let's walk and wheel together

