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**LEWES
TOWN
COUNCIL**

To: Cllrs Catlin (Wischhusen); Elliott; Jones; Lamb; Makepeace Milner; Murray (S); O'Keeffe; Rowell and Watts

A Meeting of the Working party formed to address transport-related issues in Lewes will be held on **Tuesday 20th February 2018** in the **Council Chamber, Town Hall, Lewes** at **11:00am** which you are requested to attend.

S Brigden, Town Clerk
9th February 2018

AGENDA

1. APOLOGIES FOR ABSENCE:

To receive apologies from members of the working-party who are unable to attend.

2. MEMBER'S DECLARATIONS OF INTEREST:

To note declarations of any personal or prejudicial interests in matters on this agenda.

3. QUESTION TIME

To receive any questions regarding items on the agenda for this meeting.

4. MINUTES

To agree minutes of the meeting held on 11th July 2017

(attached page 3)

5. BUS SERVICES SUPPORT

To consider

a) a motion proposed for consideration by Council

(NOM015/2017 attached page 5)

b) a request from Compass Travel

(information will be distributed at the meeting)

c) a request for grant by CTLA

(Report attached page 6)

6. DISCUSSION POINTS

To consider discussion points raised by members:

a) 'Healthy High Streets' report

(Full report available - Executive Summary attached page 14)

b) Adherence to 20mph speed limit

c) Heavy vehicles using Southover High Street

d) Electric vehicle charging infrastructure

7. UPDATE ON MATTERS IN PROGRESS

(oral report by Town Clerk)

This agenda and supporting papers can be downloaded from www.lewes-tc.gov.uk Copies are available from the Town Hall

For further information about items on this agenda please contact the Town Clerk at the above address.

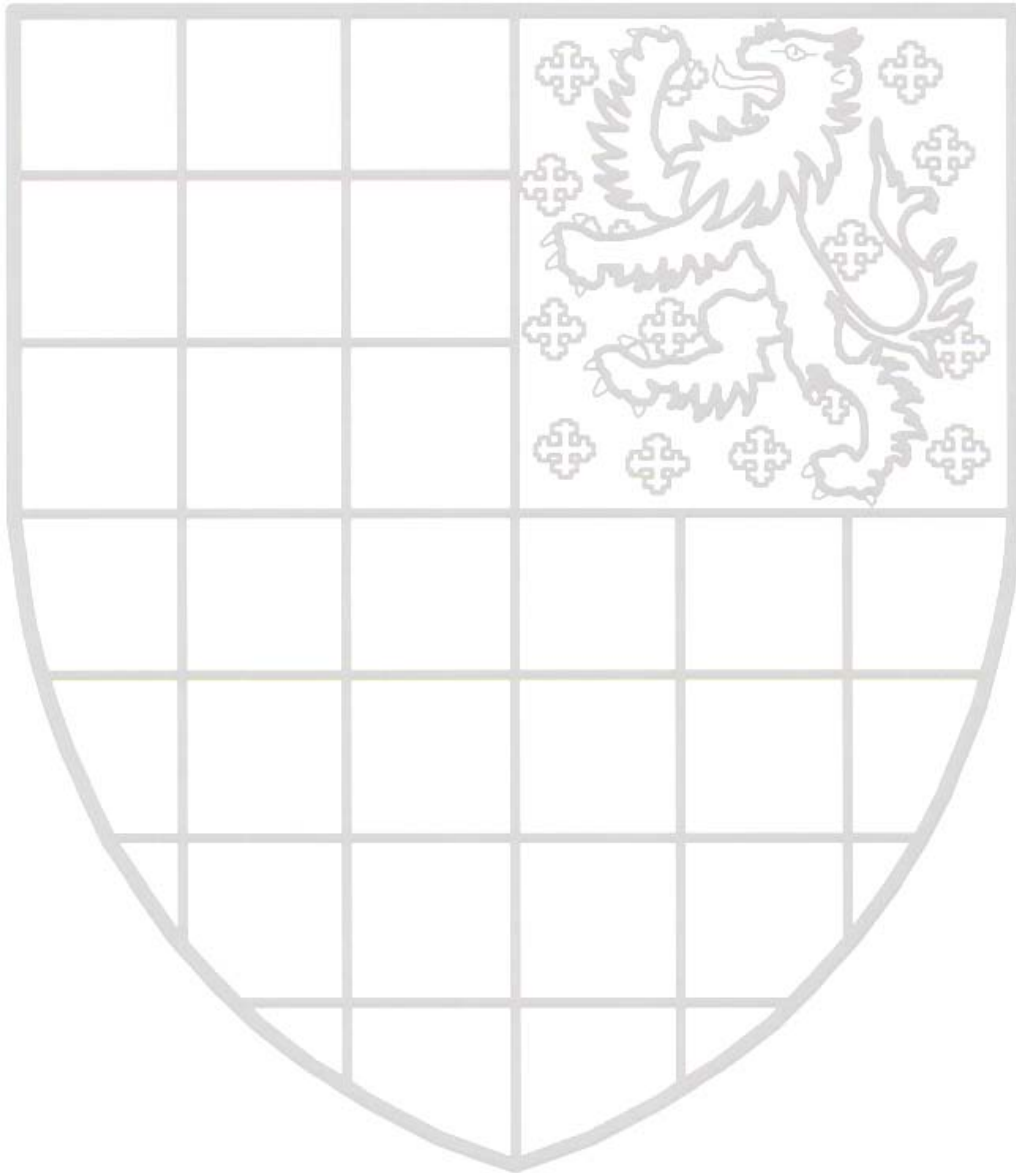
PUBLIC ATTENDANCE: Members of the public have the right, and are welcome, to attend meetings of the Council – questions regarding items on this agenda may be heard at the start of each meeting with the Chairman's consent, and subject to time available. Questions or requests to address the Council should, whenever possible, be submitted in writing to the Town Clerk at least 24 hours in advance. **PLEASE NOTE:** As space is limited we would appreciate advanced warning if you plan to attend in a group; perhaps with neighbours, or to bring a party of student observers. We may be able to arrange for the meeting to be held in an alternative room. General questions can be raised at our offices between 9am-5pm Mons- Thurs; 9am-4pm on Fridays – our staff will be pleased to assist.

Distribution: Cllrs Catlin (Wischhusen); Elliott; Jones; Lamb; Makepeace Milner; Murray (S); O'Keeffe; Rowell and Watts

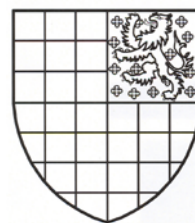
Copies for information:

All councillors; T/hall; website; Lewes Library, Sx. Express, E.Argus, Sx. Police, M Caulfield MP, LDC, ESCC, Fr'ds of Lewes

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MINUTES

of the meeting of the **Working Party** formed to address **Traffic/transport-related issues in Lewes** held on **Tuesday 11th July 2017**, in the **Council Chamber, Town Hall**, Lewes at **7:00pm**.

PRESENT Cllrs S Catlin (Wischhusen); H Jones; I Makepeace; M Milner; S Murray; R O’Keeffe; A Rowell, and E Watts. Also (*not appointed to the Working Party*) Cllr R Murray.

In attendance: S Brigden (*Town Clerk [TC]*) Ms Lara Swan (*work experience visiting from University of Burgundy, Dijon, France*)

Ms Jane Cobb (*GoVia Thameslink Railway [GTR] Consultation manager – 2018 timetable*) and James Harris (*GTR Service Development Manager for Southern & Gatwick Express*)

TIWP2017/01 **ELECTION OF CHAIRMAN:** Cllr Milner was elected as Chairman of the Working Party for the 2017/18 municipal year.

TIWP2017/02 **QUESTIONS:** There were none.

TIWP2017/03 **APOLOGIES FOR ABSENCE:** Apologies had been received from Cllr Elliott, who was working, and Cllr J Lamb, who had a local charity commitment.

TIWP2017/04 **DECLARATIONS OF INTEREST:** There were none

TIWP2017/05 **MINUTES:** The minutes of the meeting on 7th June 2016 were signed as an accurate record.

TIWP2017/06 **BUSINESS OF THE MEETING:**

Rail services: The meeting welcomed Ms Jane Cobb and James Harris of GoVia Thameslink Railway (GTR); attending to present timetabling plans and discuss matters of concern regarding local rail services. Their presentation was introduced with an apology, on behalf of GTR, for the present service disruption. It was stated that over 500 timetable ‘rules’ had changed following public consultation, although acknowledged that this consultation had taken place during times of industrial unrest. There had been an attempt to establish passengers’ priorities, *eg* main route services ‘end-to-end’ *vs* interim stops. The backbone of current planning was a comprehensive Thameslink network programme, although individual elements were being scrutinized. This included Bedford and Cambridge, with some Kent services impacting on Sussex Coastway. Passenger numbers continued to increase, which had a domino-effect as the Brighton-London main line (BML) suffered from a poor standard of infrastructure and the Southern timetable was overcomplicated and lacked resilience. Detailed constraints were such things as unavailability of Diesel rolling-stock; platform configurations, and demand. Anticipated increases in passenger demand for London Bridge services resulted in “transferring favour” from Victoria. In answer to a question *re* substitution of locomotives, it was noted that the rail industry had consciously moved away from manufacture of new Diesel locomotives several years ago following a series of assumptions that had since proved erroneous, or misplaced. Procurement was not within the franchisee’s remit, and the Government Department for Transport (DfT) was the factor for purchase of new stock. Members were interested to discuss services to Seaford, and noted that the single-track line was a major limitation. A one-minute delay in a service can cause problems across the network. It was noted that double-tracking was feasible as the track bed was in place, but that provision (by DfT and Network Rail) would depend upon a positive business case being made. It was not known if this had been investigated in the years the franchise had existed.

There followed a discussion on operating factors; constraints; technical matters;

political processes and proposed changes. The GTR representatives described the level of engagement with user groups in their attempts to identify weaknesses in operating models, and referred anyone interested to learn more to the website www.transformingrail.com. They advised of major improvements to the Brighton Main Line which would involve over £200 Million engineering works scheduled to commence in October 2018. Proposals on matters such as the staffing of trains and station ticket offices; ticket machines; the Southern website ticket sales module, and the high cost of tickets had all caused serious dissatisfaction, and Members passed on their views and anecdotal evidence from constituents. Ms Cobb and Mr Harris undertook to report fully to GTR on the issues discussed and views expressed.

Members noted their thanks to the rail service operator representatives for their attendance and their helpful and informative contributions.

Bus services in Lewes: Some Members had attended a recent tour arranged by Compass Travel, and offered their experiences to the meeting. Notes and photographs had been compiled by Compass' Operations Manager, and Councillors had made notes. It was agreed that these would be collated and problems identified passed to ESCC Highways for consideration. There was a brief discussion on the grant being paid to Compass to support local services, and it was agreed that a further meeting should be arranged with the company.

Pedestrian crossing, Church Lane, Malling: The meeting noted that the second of two crossings funded by the Council had now been installed adjacent South Malling CEP School.

Pedestrian crossings proposed: Council was aware of plans for crossings in Offham Road (A2029) (two sites). East Sussex County Council ESCC had provided details of a proposed 'signalized' crossing in Offham Road, just North of the junction with Prince Edward's Road, and asked for comments on the scheme. Members scrutinized plans of the proposed layout and noted that the location of dropped kerbs at the end of Prince Edward's Road would place pedestrians in a 'blind spot' for vehicles turning left into the road and a safer crossing point would be several metres further back from the junction. Questions were raised as to any similar kerb modifications in Landport Road, and the likelihood of a 20mph speed restriction.

There was a project in progress, following a petition by residents, for a crossing in Brighton Road (A277) near to its junction with Montacute Road. This would cost over £120,000 to construct, plus design costs. An ESCC contribution was agreed for 50% of this and a private individual was prepared to contribute £35,000. Following reports from a previous meeting of the Working Party, the Town Council had earmarked £25,000 as a contribution to this project in its financial reserve (reference P9).

Other sites believed to be under consideration were:

Junction of Market Street and High Street; Pinwell Road/Station Road; Mountfield Road.

These would be discussed as more detail became available.

Matters for future discussion: A later meeting would discuss any role the council might have in improving town-centre air quality (with reference to the District Council's Air Quality Management Plan), and local concerns regarding traffic and parking in the area of Pinwell Road, Friar's Walk/Lansdown Place and Court Road.

TIWP2017/07

The Chairman thanked everyone for attending and declared the meeting closed.

The meeting closed at 9:25pm

Signed:

Date:

NOTICE OF MOTIONS PROPOSED

Notice has been received, as described below, of motions which are proposed for consideration by Council at its meeting on Thursday 22nd February 2018

NOM 015/2017 received from **Cllr Rowell** on 24th January 2018, in the following terms:

It is proposed that:

1) Lewes Town Council works with East Sussex County Council to discuss ways of making bus travel in Lewes town free to all or at a discounted rate or for young people

Supporting Information:

Lewes Town Council contributes £10,000 per year to Compass Buses so that it can operate additional services around the town. In 2020 the contract to provide the bus services in Lewes will come to an end and may be tendered out once again.

I propose that LTC works with East Sussex County Council to discuss ways of making bus travel in Lewes town free to all or at a discounted rate or for young people. The negotiations will determine the cost of providing a grant for making any of these options possible and once this has been determined the Town Council will consider which option it will be able to support by making funding available so that the preferred option is included in the new contract as and when it is approved.

Note: I am aware of state subsidy rules and that is why this can only be done once the contract is tendered out so that all tenderers are aware of what is being proposed.

Cllr A Rowell
24th January 2018



CTLA
TRANSPORT FOR YOUR COMMUNITY

Keeping Lewes on the Move



A Bid for grant funding from Lewes Town Council to maintain vital public transport links for Lewes

December 2017

CTLA Bus services in Lewes

Progress report November 2017

Background to the report

In the spring of 2014 Community Transport for the Lewes Area (CTLA) was successful in obtaining a grant from the Local Sustainable Transport Fund (LSTF) to provide a weekend tourist bus service (allocated route number 132) during the summer between Lewes and Hassocks. The service was designed to improve access to the amenities within the South Downs National Park by public transport and encourage more sustainable travel. The grant awarded funded a bus service for two summer seasons from 25 May 2014 to 28 September 2014 inclusive and again from 24 May 2015 till 27 September 2015.

Whilst devising the new route and timetable CTLA took the opportunity to restore a local bus service between Lewes estates and the town centre for the first time in several years. The initial operation served only Landport and Malling with services operating along Southover High Street/Bell Lane and the A275 Nevill Road providing access to the nearby Winterbourne and Nevill Estates.

With the fledgling Sunday service beginning to carry increasing numbers of Lewes residents during the Summer of 2014, CTLA was keen to avoid a break in service provision over the Winter period prior to the LSTF funded Summer service re-commencing in the Spring of 2015. However insufficient passengers were being carried to enable the service to be provided on a “commercial” basis and therefore an approach was made to Lewes Town Council to provide gap funding so that the Lewes Town service could be operated all year around until the spring of 2016. Thanks to the generosity of the Town Council a grant of £7,000 was awarded to fund the winter service in 2014-2015 and again during the winter of 2015-2016. From the outset route 132 was designed to mirror very closely the route taken by the weekday town service provided by Compass Travel on behalf of East Sussex County Council. The only exception was that Spences Lane was not served on any of the journeys. However, this was included starting with the summer 2015 service following passenger feedback. A total of 6 journeys per day were provided between Malling and Landport Estates and the bus station with 5 between Nevill/Winterbourne and the bus station operating to an hourly frequency between 10 in the morning and 4 in the afternoon.

Following a review of passenger loadings, a number of changes were implemented with the start of the winter 2015-2016 service. Basically the operating day was reduced so that 4 return journeys between each part of the Town and the Bus Station are provided between the hours of 10 am and 2 pm, reflecting the fact that those late afternoon journeys withdrawn experienced very low patronage. The other major change is that positional journeys at the start and end of the day now operate between Newhaven and Lewes via the C7, providing a much requested bus link between those villages and Lewes, following on from Compass Travels’ decision to withdraw their service 123 on Sundays.

In August 2017 CTLA responded to a request from local residents who wanted a scheduled bus service between the Wallands Park area of Lewes and the town centre, serving many roads which were too far from the nearest existing town bus routes for older residents. The incumbent operator of local town bus routes Compass Travel was unable to accommodate the requested transport into their existing schedules and East Sussex County Council declined to fund a service which required additional resources to be deployed. CTLA was able to introduce a bus service on three days a week (Mondays, Wednesdays and Thursdays) comprising three return trips per day. This was taken on as a trial without any external funding to determine the extent of the actual demand against perceived demand.

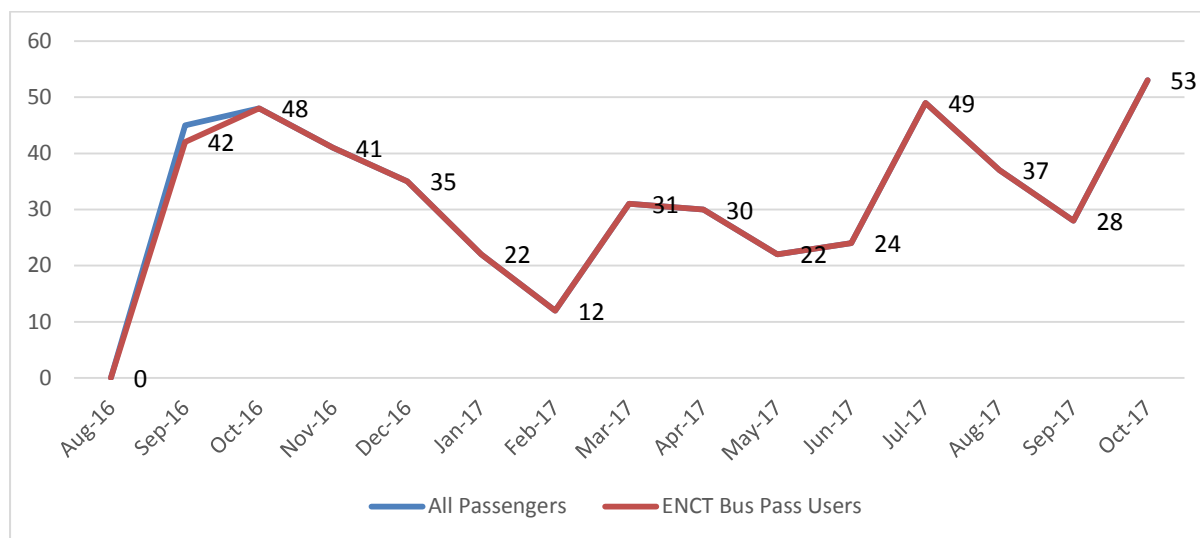
Marketing of Services

CTLA has continued to market the services vigorously using funding supplied by Lewes Town Council to pay for space in the award winning Bus Times magazine which Brighton & Hove Bus and Coach Company publishes twice a year, a dedicated A5 timetable leaflet and details included in the Compass Travel timetable booklet. Full details also appear on the internet on the CTLA website (www.ctla.org.uk) and are available through the telephone and web based National bus planning service Traveline. Roadside bus stop displays also show details of the services and a major timetable display is located at Lewes Bus Station. The generosity of Lewes Town Council in providing a financial grant for service 132 has also been acknowledged widely in all the various forms of publicity.

CTLA only uses a small selected number of drivers to operate the route throughout the year. This encourages those drivers to get to know the local conditions and regular passengers, which helps to grow a friendly and reassuring rapport between drivers and regular passengers.

During the course of 2017 CTLA has introduced a modern electronic ticketing system onto the service 132 which maximises the data collection about patronage on the service, enabling the charity to better understand its market. These machines allow one-touch technology for ENCT bus pass users, saving time, maximising passenger convenience and reducing paper consumption. Unfortunately lack of funds precludes the use of the new system on the 131 at the current time, older machines with limited data capture being employed instead.

Figure A1: Route 131: Total Passengers depicting breakdown of ENCT and Fare Paying Passengers



Conclusions

Route 131

Figure A1 demonstrates that there is a demand for the service but it has been rather sporadic in nature during the first 14 months of service operation. It is difficult to claim that there has been positive growth in patronage over the period when compared with that demonstrated with service 132. The first quarter of operation witnessed a mixture of fare paying passengers and ENCT bus pass users but that soon tailed off with usage over the last 12 months proving to be exclusively ENCT bus pass holders. Subject to funding, CTLA would like to continue the service until at least Easter 2018 to see whether anything can be done to grow the patronage, working in partnership with local Stakeholders. If the service was to be withdrawn, the Lewes Dial-a-Ride service would provide an alternative travel facility for those currently using route 131 but there would be a financial penalty as ENCT bus passes are valid for travel on route 131 as it is a scheduled local bus service but are not valid on the Section 19 operated Dial-a-Ride. Current fares on the Dial-Ride are £2.00 Adult Single/£3.50 Adult Return

Route 132

Figures B1 and B2 demonstrate the growth of service 132 both in absolute terms and year-on-year, including seasonal variations on a month by month basis. Seasonal fluctuations are evident as would be expected, with peaks in demand occurring in December, May and August. The total number of passenger-trips per annum has increased from 1,465 in 2015 to 1,989 in 2017 (November & December 2017 figures estimated), an impressive total increase of 36%.

Also evident from Figure B1 is the fact that of the trips made the vast majority are undertaken by holders of the English National Concessionary Bus Pass (ENCT) who will be mainly older persons for whom the ability to travel freely and without cost helps to combat loneliness, isolation and therefore will have a positive impact on general health and wellbeing. Included in the ENCT pass holders will be

some younger members of the community who are unable to drive and have a tendency towards reduced personal mobility.

Figure B3 displays the average passengers travelling per operating day to smooth out the effects of months of different number of operating days.

The availability of a regular fully accessible bus service on Sundays to all parts of the town, only possible because of the financial grant from Lewes Town Council, not only provides people with access to local goods and services within the town itself but also links them into commercial bus services operated by Brighton & Hove Bus and Coach Company serving destinations north as far as Tunbridge Wells and to the South as far as Brighton & Hove with the ability to connect along the route with many other locations, thus increasing the access of local people to even more goods and services. The existence of route 132 also enables this to be done in a sustainable way, reducing car based trips and the associated pollution and congestion.

Figure B1: Route 132: Total Passengers depicting breakdown of ENCT and Fare Paying Passengers

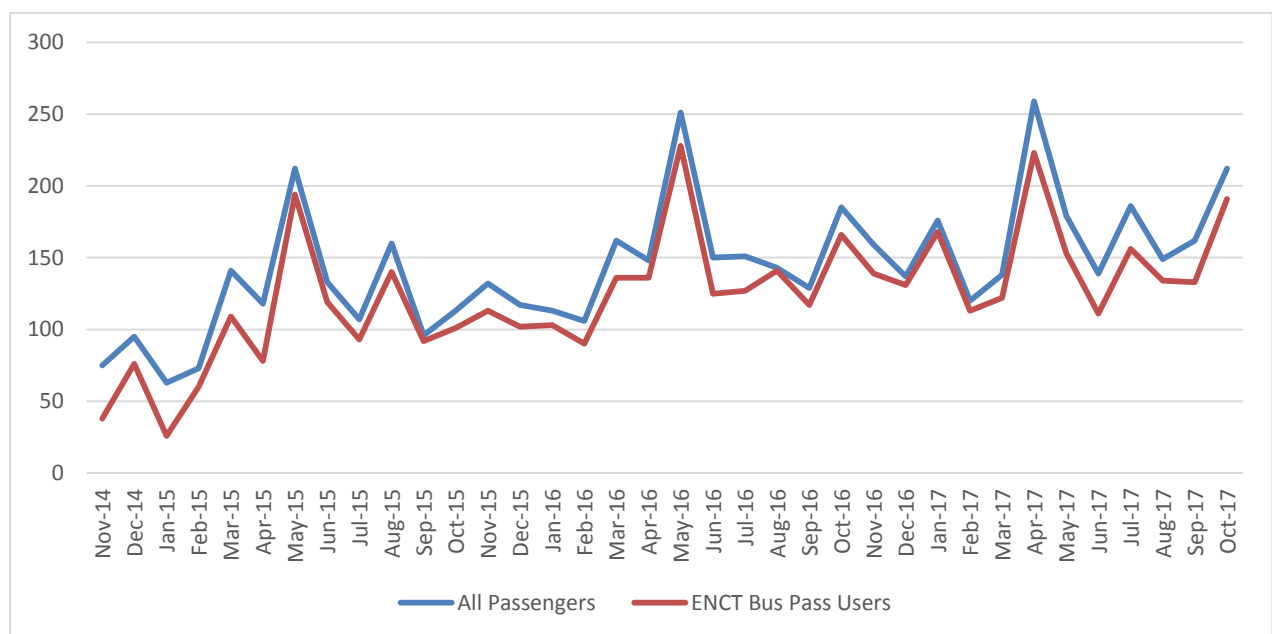


Figure B2: Route 132: Total Passengers (includes ENCT) – depicted year on year

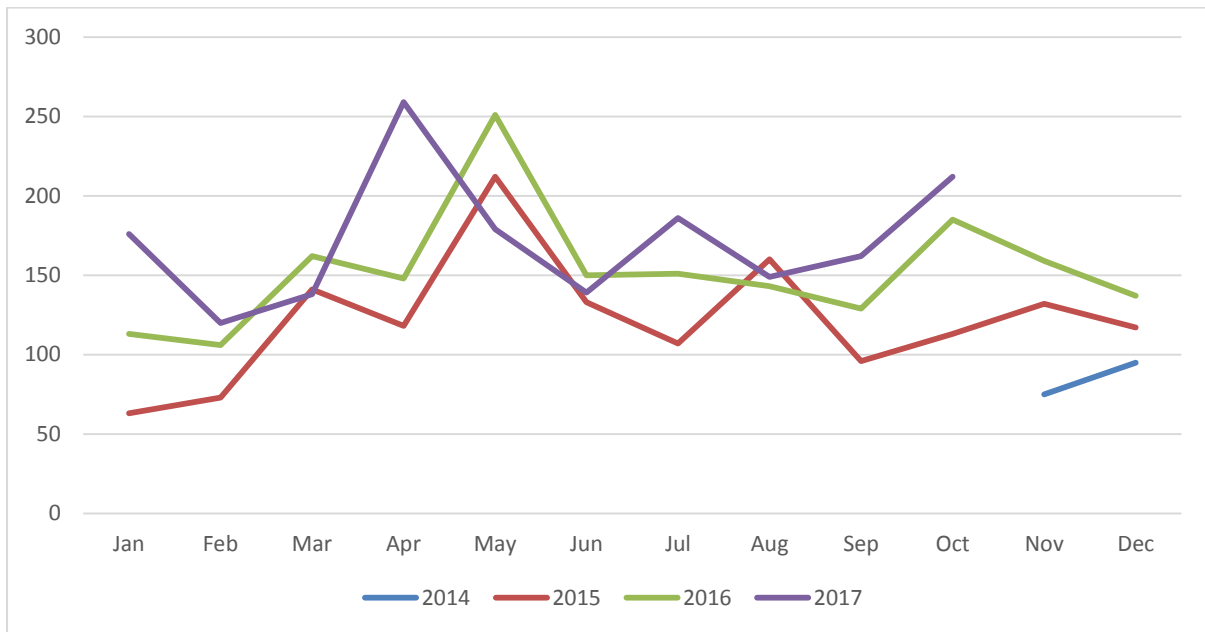
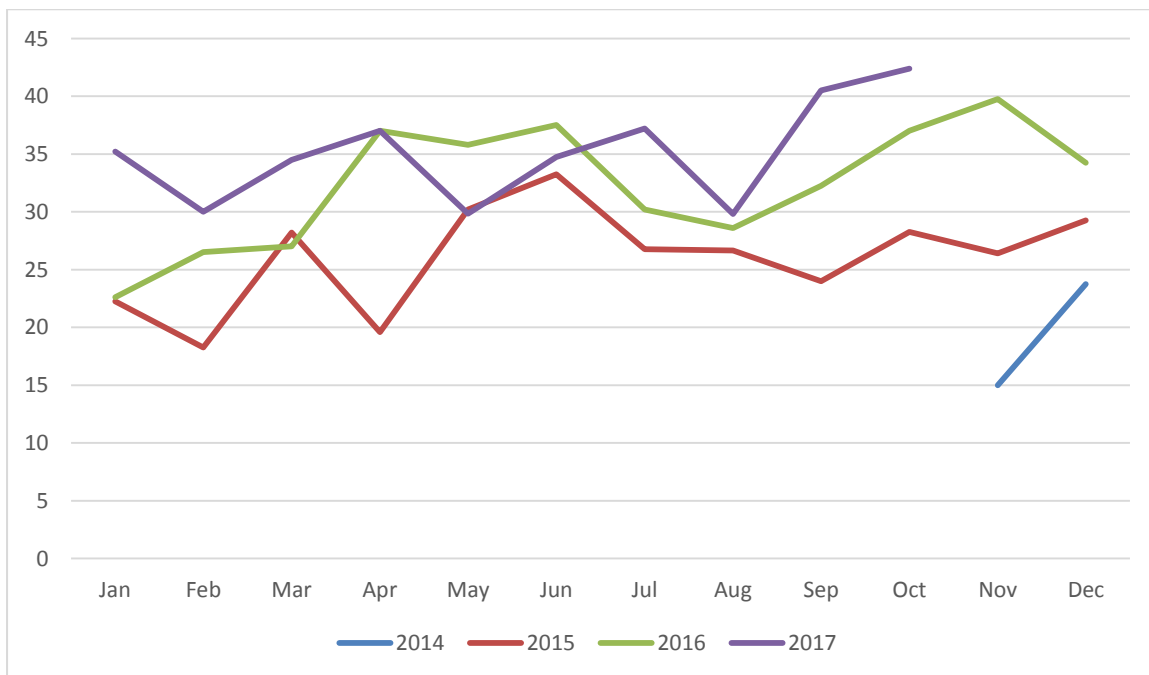


Figure B3: Route 132 Average Monthly Passenger-trips per operating Day

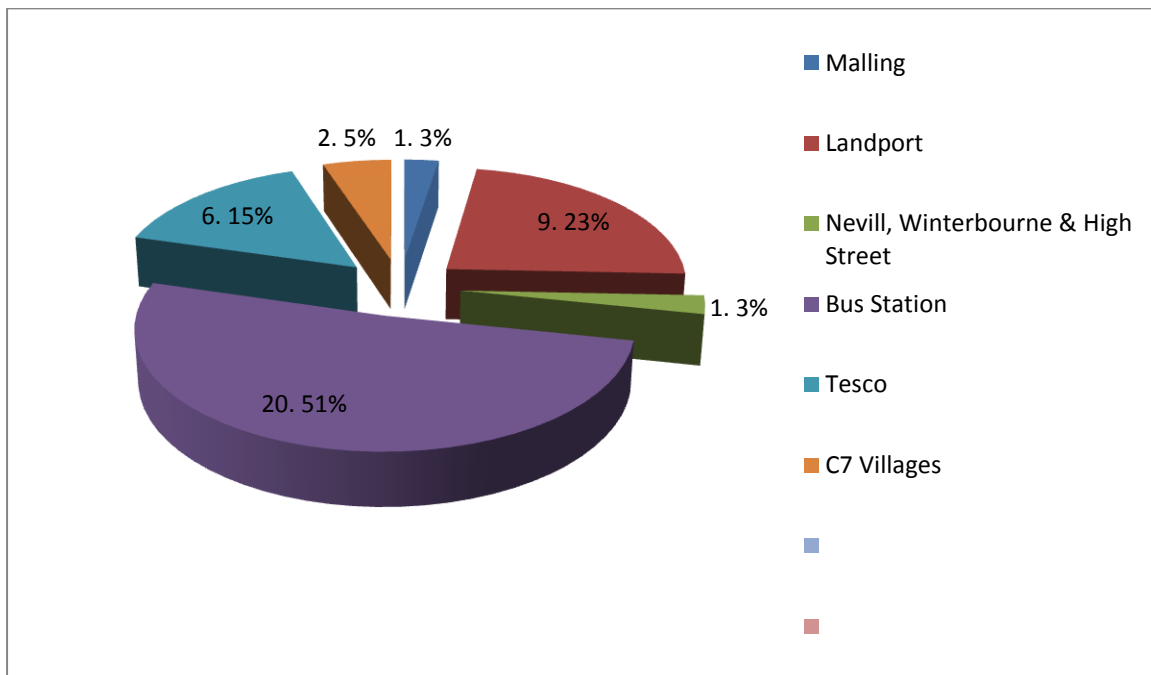
All passenger-trips



The majority of passenger's travel between the Landport area and the bus station with Malling residents and Nevill/Winterbourne residents accounting for a smaller proportion of travellers. Not surprisingly the Bus Station is the main destination for passengers with Tesco Superstore in Brooks Road not an insignificant destination. One morning and one afternoon journey operate between Newhaven and Lewes via the C7 and it is noted that there is some use by passengers travelling from and to villages along this corridor into Lewes.

Figure B4: Origin and Destination of Passengers on service 132

showing Passenger-trips by boarding and alighting points



Data for Figure B4 is a snapshot based on journey data for Sunday 1st October 2017

Future Funding & Service Sustainability

Up until now route 131 has been operated and marketed at our own financial risk without any grant funding, in the spirit of co-operation and partnership working with local residents who have campaigned for the service to be provided. Although the service undoubtedly meets a local socially desirable need and improves the lives of the regular service users we are not able to sustain the service in the medium term without some grant aid to enable us to at least break even. We still feel that the prognosis for the service in the longer term is encouraging and would like to be able to work with the Town Council and local residents' associations to further promote and develop this service and are therefore asking the Town Council to consider granting us £3,500 per annum to continue this service.

The fact that the numbers travelling on service 132 continues to grow does mean that the net revenue from the service is gradually increasing but this has to be balanced against the increase in fuel costs, insurance costs and driver's wages that we have forced to absorb. We are not yet at the point where the operation of service 132 is sustainable without any external grant funding, but it is not unusual for brand new bus routes to take up to 5 years before they begin to establish themselves

as financially sustainable, so we remain confident that in the future the service could be operated with less subsidy.

Having said that, we are delighted to say that in spite of the cost increases referred to, because of the growth we are confident that we can maintain the service for a further year (58 days of operation) at the same level of subsidy (£5,104 per annum, granted at the time of our previous application two years ago).

We are also asking for the Town Council to recognise the role that the high quality publicity the service has enjoyed has played in helping to grow the patronage and would ask for a further £500 per annum to cover the cost of publicity in the Brighton & Hove Bus Company Bus Times publication, Compass Travel booklet and on roadside displays. We have increased the publicity element of our bid compared to our application to reflect a) increased cost of purchasing space in the various publications but also to enable us to put some additional resources into boosting our marketing of both the 131 and the 132 and the Lewes Dial-a-Ride as we feel that this will further encourage patronage on all routes and help us towards achieving a more sustainable service network in the longer term.

Lewes Dial-a-Ride service

We have for a number of years operated the Lewes Dial-a-Ride bus service, which caters for Lewes residents who are unable to access conventional bus services through lack of service provision, reduced personal mobility and chronic illness. For many the Dial-a-Ride service is a lifeline and the only way they can escape the confines of their own home and access goods and services that the rest of us take for granted. It enables some to attend medical appointments without the need to consider more expensive taxis and therefore can have a very positive impact on their health and wellbeing. Many others, particularly those living alone also cite the ability to travel on the Dial-a-Ride bus as the only chance they get to interact socially with others and so it helps to combat one of the biggest problems of our modern society – loneliness and social isolation. We receive part-funding from East Sussex County Council to operate the Dial-a-Ride service on some days but we operate additional days at our own cost. Again we would ask the Town Council to consider a grant of £2,500 towards helping us to maintain this vital social necessary service as we seek to promote the availability of the service even further.

Therefore we would ask the Town Council to consider making a grant of £11,104 payable on 1st April 2018 to enable us to maintain all 3 routes for a further 12 months from Easter 2018.



Healthy High Streets

Good place-making in an urban setting



Executive summary

What is a healthy high street?

Healthy high streets can be considered an asset that promotes and improves the health of local residents and the wider local community. They feature good quality design and furniture, providing accessible, safe communal spaces that can be used to create healthier, safer and more cohesive local communities. For optimum health promotion, high streets should:

- be inclusive of people from all walks of life
- be easy to navigate, including crossings
- provide shade, shelter and places to stop and rest
- be walkable and provide options for cycling
- have low levels of noise and air pollution
- provide things to see and do
- have a health-promoting retail offer
- ensure people feel relaxed and safe
- consider the local context of the high street, its features and current use, and how all these factors interact with one another

How high streets can impact negatively on health

Less healthy high streets have high levels of air and noise pollution, cause users to feel or to be unsafe due to crime and degradation, and have non-inclusive design. These factors negatively impact on health directly and through psychosocial pathways (where social factors affect states of mind), leading to a loss of quality of life and to poorer health outcomes.

Specifically, high streets can become cluttered and difficult to navigate, leading to the exclusion of some groups and increasing risks to pedestrian safety. High levels of traffic, noise and air pollution on the high street have direct, negative impacts on health. The rise of out-of-town shopping centres, internet shopping, and car ownership has drawn people away from some high streets. All of these issues hinder successful place-making, have direct and indirect impacts on health, and are not evenly distributed: poor and disadvantaged communities are more likely to live in areas that have poor quality built environments, including local high streets. The unequal distribution of poor-quality built environments contributes to health inequalities in England.

These health inequalities are clearly demonstrated in significant differences in the total life expectancy and healthy life expectancy of the most and least well-off communities in England. Men in the most deprived ward can expect to live 16.5 more years in poor health and 7.4 fewer years overall than men in the least deprived ward. For women, the differences are 11.6 and 4.6 years respectively.

Features of an unhealthy high street are summarised in Table 1, alongside their direct and indirect impacts on health.

| Table 1. Features of an unhealthy high street¹ | | | |
|--|---|---|---|
| High street feature | Inequalities | Direct impacts on health | Indirect impacts on health |
| Lack of diversity in retail offer Section 1.2A | Higher density of payday loan, alcohol, gambling and fast food outlets in areas of deprivation. Impacts on less mobile populations disproportionately. | Increased risk of obesity, diabetes, cardiovascular disease and certain cancers. Higher levels of alcohol addiction and alcohol-related harm and an increased risk of depression, trauma, heart disease and stroke. | Increased likelihood of poor mental health, including depression, cognitive impairment and dementia linked to social isolation. Increased levels of stress and poor mental health associated with financial insecurity. Poor mental health of family members, associated with alcohol addiction and gambling addiction. |
| Lack of green infrastructure Section 1.2B | Deprived inner-city areas have five times less good-quality green space and higher levels of pollution than other urban areas. | Increased vulnerability to heat island effects. Increased risk of cancer, childhood and adult asthma, heart disease and dementia. Lower levels of physical exercise leading to higher risk of obesity, diabetes and cardiovascular disease. | Poorer levels of social interaction, impacting on mental health. |
| Noise and air pollution ² Section 1.2C & D | Areas of deprivation have a greater exposure to air pollution and noise than wealthier areas. | Noise pollution: increased stress hormones linked to cardiovascular disease, and increased blood pressure; impaired cognitive function in children; disrupted sleep. Air pollution: increased risk of cancer, childhood and adult asthma, heart disease and dementia; increased mortality and hospital admissions. | Noise pollution: impaired quality of life leading to poor mental health, physical stress, physical inactivity and behavioural and psychological effects. Air pollution: lower levels of physical exercise leading to higher risk of obesity, diabetes, cardiovascular disease and certain cancers. |
| Litter and area degradation Section 1.2E | Deprived areas experience poorer overall local environments including higher levels of graffiti, fly-tipped waste and litter, associated with low level crime and antisocial behaviour. | Poor mental health and stress-related illness from increased levels of antisocial behaviour, crime and fear of crime. Lower levels of physical activity linked to obesity, diabetes, cardiovascular disease and some cancers. | Poor mental health associated with increased risk of social isolation, including depression, cognitive impairment and dementia. |
| Road traffic accidents Section 1.2F | Rates of fatal and serious injuries for 5–9 year olds are nine times higher than average in the 20% most deprived areas. Cycling fatalities are higher in the 20% most deprived wards. Risk of injury varies depending on employment status and ethnicity of parents, creating inequalities. | Death and physical injury. | Poor mental health including post-traumatic stress disorder. |
| Crime and fear of crime Section 1.2G | Higher levels of crime are found in poorer areas and fear of crime in inner city areas. Greater fear of crime is found in black and minority ethnic communities, young people, older people and women. Disproportionate victimisation is experienced by young black men, people with disabilities, and LGBT people. | Substantial and long-lasting physical injury and psychological distress. Depression, anxiety and toxic stress associated with hypertension, cardiovascular disease, stroke, asthma, overweight and obesity. Increase in poor health behaviours linked to cancer, depressive disorders, heart disease, stroke and physical trauma. | All-cause mortality, coronary heart disease, pre-term birth, low birth weight and poorer health behaviours such as lower levels of physical activity mediated through psychosocial pathways. |
| Cluttered pavements and non-inclusive design Section 1.3 | Older people, people with physical disabilities, people with reduced mobility and parents with young children are affected the most by cluttered pavements and non-inclusive design reducing opportunities for physical exercise, social interaction and access to health promoting goods and services | Increased risk of obesity related diseases including diabetes, cardiovascular disease and some cancers. Poor mental health including loneliness, increasing the risk of depression, cognitive impairment and dementia, poor health behaviours, coronary heart disease and mortality. Increased risk of trips and falls, and road traffic injury or mortality. | Anxiety, depression and low self-esteem associated with childhood overweight and obesity linked to low levels of physical exercise. |

¹ The Table summarises key messages and synthesises links and associations found in the evidence. For further details, including references, please see relevant chapters in the full report, highlighted in the table.

² Light pollution has also been highlighted by some planners as an issue, particularly in built-up urban areas, but this specific issue was not covered in our review.

Effective interventions on high streets have the potential to make communities more resilient and to deliver significant quality of life and health benefits to local populations, in particular those who are vulnerable and marginalised.

This report focuses on the following approaches that have been shown to have direct and indirect impacts on health:

1. High street diversity

A diverse offer on the high street can positively influence local populations' health by encouraging active travel (walking and cycling), improving access to healthy produce, and providing greater opportunities for social interaction.

2. Green and blue infrastructure

Green and blue infrastructure – such as street trees, parks and ponds – can have positive impacts in a number of ways, including: promoting biodiversity, removing particulate matter from the air, improving flood risk management, encouraging physical activity and benefiting mental health, providing shade and shelter, reducing the risk of heat island effects, and creating a sense of place.

3. Traffic calming

Streets need to be accessible, easy to cross and safe for people of all ages and of all physical abilities. Traffic calming schemes can reduce the number of accidents by around 15% and can provide a strong stimulus for economic growth through increased footfall, increased likelihood of shop visits, and greater levels of physical activity. Reductions in noise and pollution levels, and an increase in social interactions, also benefit health.

4. Street furniture

Decluttering streets by removing unnecessary street furniture, alongside introducing distinctive landmarks, accessible toilets, pedestrian crossings, seating areas and well-maintained pavements, can improve the experience for many high street users, particularly those who are vulnerable to exclusion. 'Play on the way' interventions, which introduce equipment and spaces designed for children, as well as sensitively used art and symbols, can also contribute to inclusion and community cohesion.

5. Crime prevention and security

Crime and fear of crime can significantly affect footfall and contribute to high street degradation. Crime Prevention through Environmental Design (CPTED) is an approach used to 'design out' crime. Its methods include: promoting local ownership, care and maintenance, improving natural surveillance, balancing access control with permeability (the ability to move freely), and maintaining local areas to prevent further destruction and criminal behaviour.

The evidence presented in this report demonstrates that 'healthy' high streets can support the reduction of health inequalities and promote other desirable outcomes including safety, prosperity and social interaction. However, a greater understanding of how place and people interact is needed, across a broader range of stakeholders, to ensure significant public health and economic gains are realised. The National Planning Policy Framework (NPPF) (2012) provides a useful lever for collaborative action and can help to address the gap between planning and design theory of the built environment, and its practical application.

Summary of recommendations

Directors of public health, and local authorities including planning authorities, should:

1. Work closely with local colleagues, who fund and drive built environment interventions, to ensure opportunities for improving population health are clearly understood and that appropriate action is taken to target areas most in need.
2. Consider how their teams can continue to develop persuasive, evidence-informed, cases that highlight the impacts of the high street on health and how these can be applied locally to inform and assess future health-promoting interventions.
3. Ensure that the regeneration and development of high streets focuses on inclusive design for all, and that opportunities to reduce health inequalities are maximised.
4. Use planning and licensing policies to influence the retail offer on the high street, protecting locally-owned retail stores and tackling over-concentration of certain shops, to conserve retail establishments that stock healthier, locally sourced, products.
5. Ensure plans and strategies for businesses, transport infrastructure and social and community services maximise opportunities for health improvement, particularly for those most vulnerable to health inequalities.
6. Consider how they might encourage and support community groups to be more resilient to change, and individuals more involved in planning, and implementing, health-promoting high street interventions.

Landscape architects, planners and urban designers should:

1. Consider how they can work together, developing a shared understanding of how the evidence base can be translated and applied in design terms, to promote healthier high streets.
2. Consider how the needs and preferences of excluded groups are taken into account, particularly prior to alterations or the redesign of the high street, giving attention to diversity within, as well as between, groups.
3. Work with the local police force, local authorities, businesses and community groups to consider how the Crime Prevention through Environmental Design (CPTED) approach can inform local environmental and high street strategies, in such a way as to also promote health and facilitate walkability.
4. Work with professional and educational design organisations (for example, the Royal Town Planning Institute, Royal Institute of British Architects and the Landscape Institute) to ensure the health impacts of design and landscape architecture are fully integrated into the curriculum.
5. Work with environmental public health specialists to improve air quality and the sound environment.