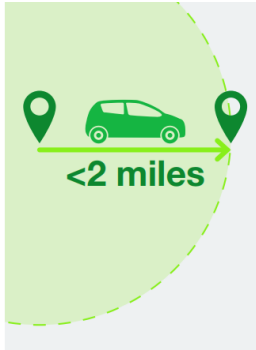


Wokingham Borough-wide LCWIP update

Overview and Scrutiny

November 2022

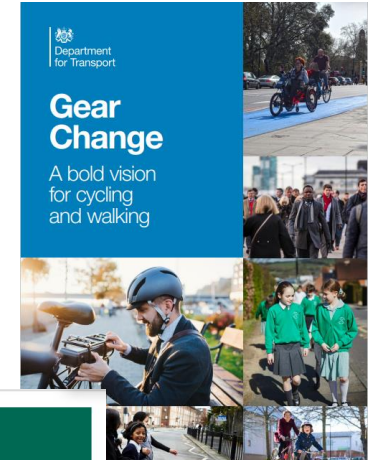
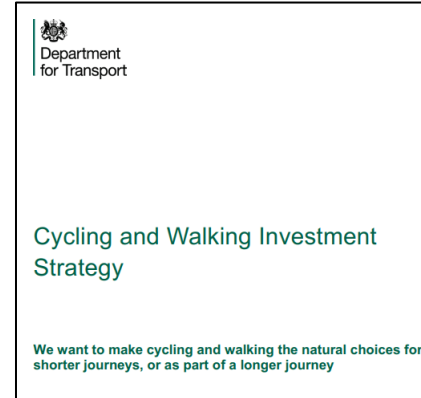
Walking & Cycling Policy – National Ambition



- 58% of car journeys in 2019 were under 5 miles
- Journeys below 2 miles represented 43% of all urban and town journeys in 2019

Make cycling and walking the natural choices for short journeys, or as part of a longer journey

96

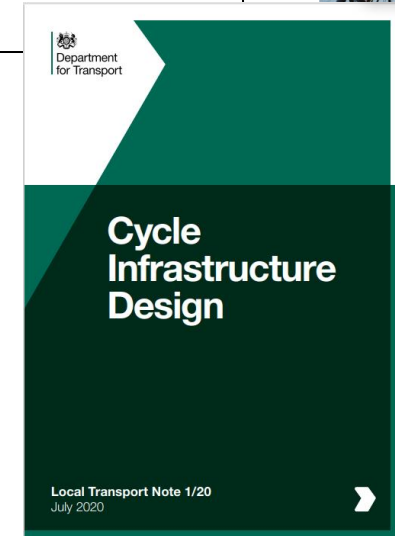




By 2030
We will aim to have **half** of all journeys in towns and cities cycled or walked



By 2040
We will have a world class cycling and walking network in England




Benefits

Health

Physical inactivity costs the NHS up to **£1bn per annum**, with further indirect costs calculated at **£8.2bn**

£8.2bn




Wellbeing

20 minutes of exercise per day cuts risk of **developing depression by 31%** and increases productivity of workers



Environmental and air quality


Meeting the targets to double cycling and increase walking would lead to savings of **£567 million** annually from air quality alone and prevent **8,300 premature deaths** each year and provide opportunities to improve green spaces and biodiversity⁵.



£567m

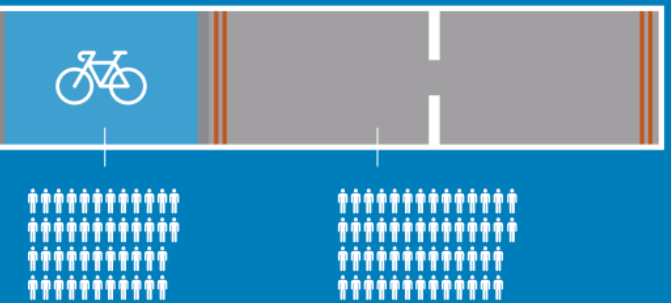
Climate change

Mode shift to active transport is one of the most cost-effective ways of reducing transport emissions



Congestion

The new east-west and north-south cycle routes in London are moving **46% of the people** in only **30% of the road space**



Local businesses


Up to **40% increase** in shopping footfall by well-planned improvements in the walking environment



Economy

Cycling contributes **£5.4bn to the economy** per year and supports **64,000 jobs**

£5.4bn



Active Travel England

ATE is the new cycling and walking body set up by government to deliver Gear Change

LTN 1/20 is national cycle design guidance

Local Authorities must follow LTN 1/20 to get Gov funding

So far we have been awarded over £4m of Active Travel Funding by ATE.

All bids must be based on a Local Cycling and Walking Infrastructure Plan (LCWIP)

Next round of bids anticipated to be in early 2023

Key design principles

Cycling is or will become mass transit and must be treated as such. Routes must be designed for larger numbers of cyclists, for users of all abilities and disabilities.



Cyclists must be separated from volume traffic, both at junctions and on the stretches of road between them.



Cyclists must be separated from pedestrians.



Cyclists must be treated as vehicles, not pedestrians.



Routes must join together; isolated stretches of good provision are of little value.



Routes must feel direct, logical and be intuitively understandable by all road users.



Routes and schemes must take account of how users actually behave;



Purely cosmetic alterations should be avoided.



Barriers, such as chicane barriers and dismount signs, should be avoided.



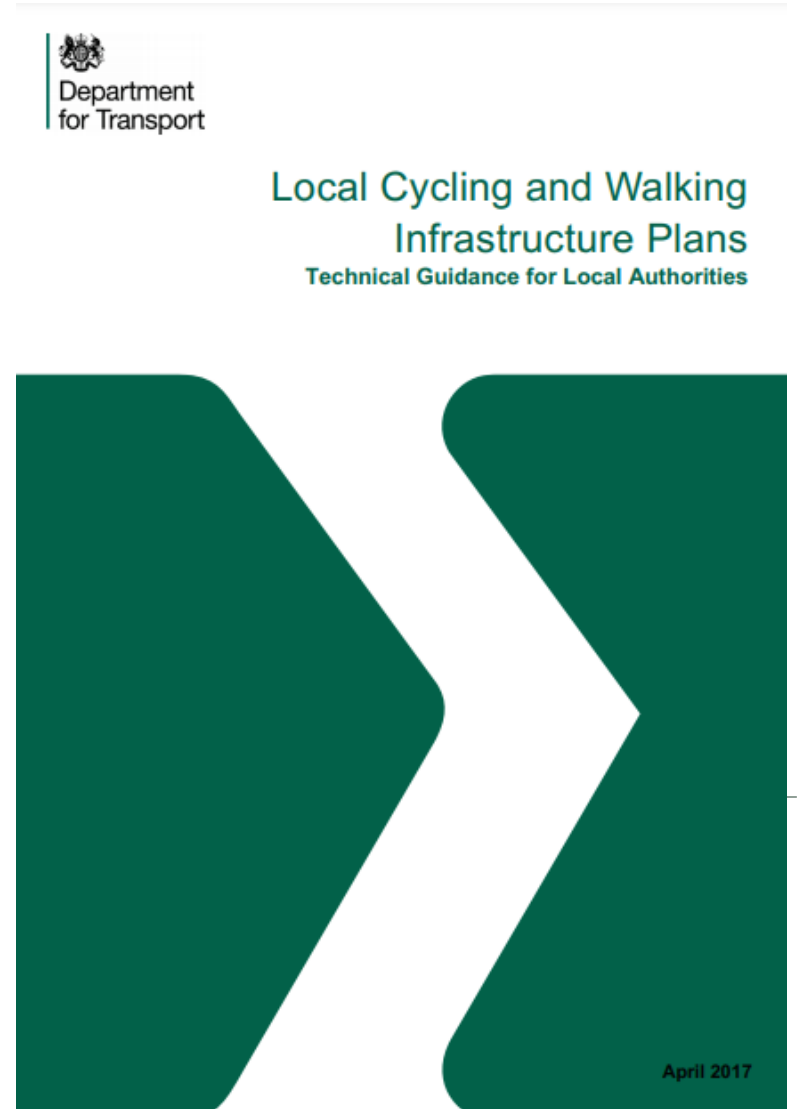
Routes should be designed only by those who have experienced the road on a cycle.

LCWIPs

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying and planning cycling and walking improvements required at the local level.

For Wokingham Borough this will enable a long-term, strategic approach to developing local cycling and walking networks. The key outputs of LCWIPs are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development
- a prioritised programme of infrastructure improvements for future investment
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network



LCWIP Milestones

Six stage process

Stages 1-4 complete, though final network and measures to be agreed following recent consultation

100 Following consultation Analysis we will be at stage 5

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

Developing the Network work in 2021

Identifying Issues and Opportunities:

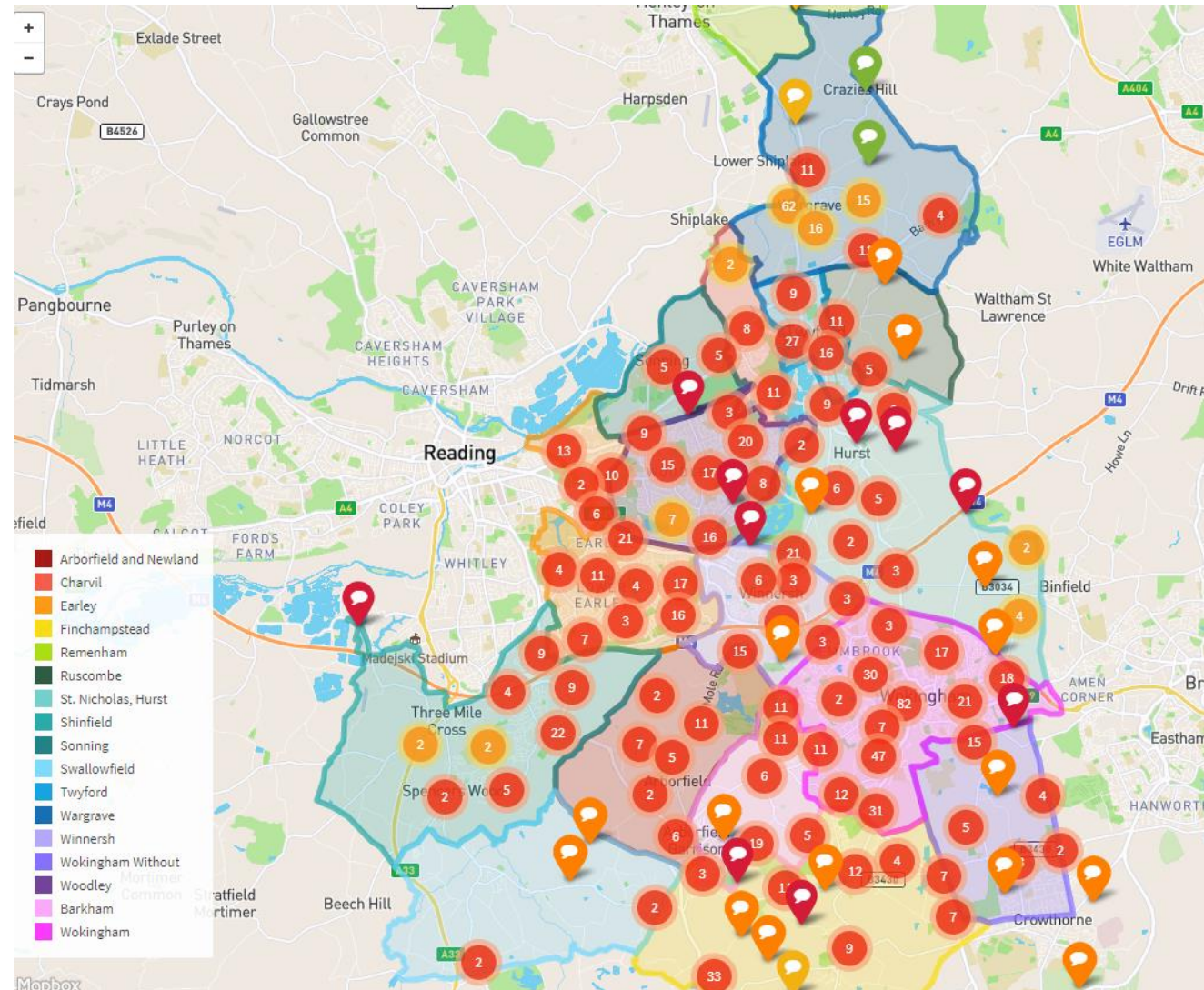
- External Stakeholder Workshop – 29 March
- Initial Consultation – 15 March – 18 April

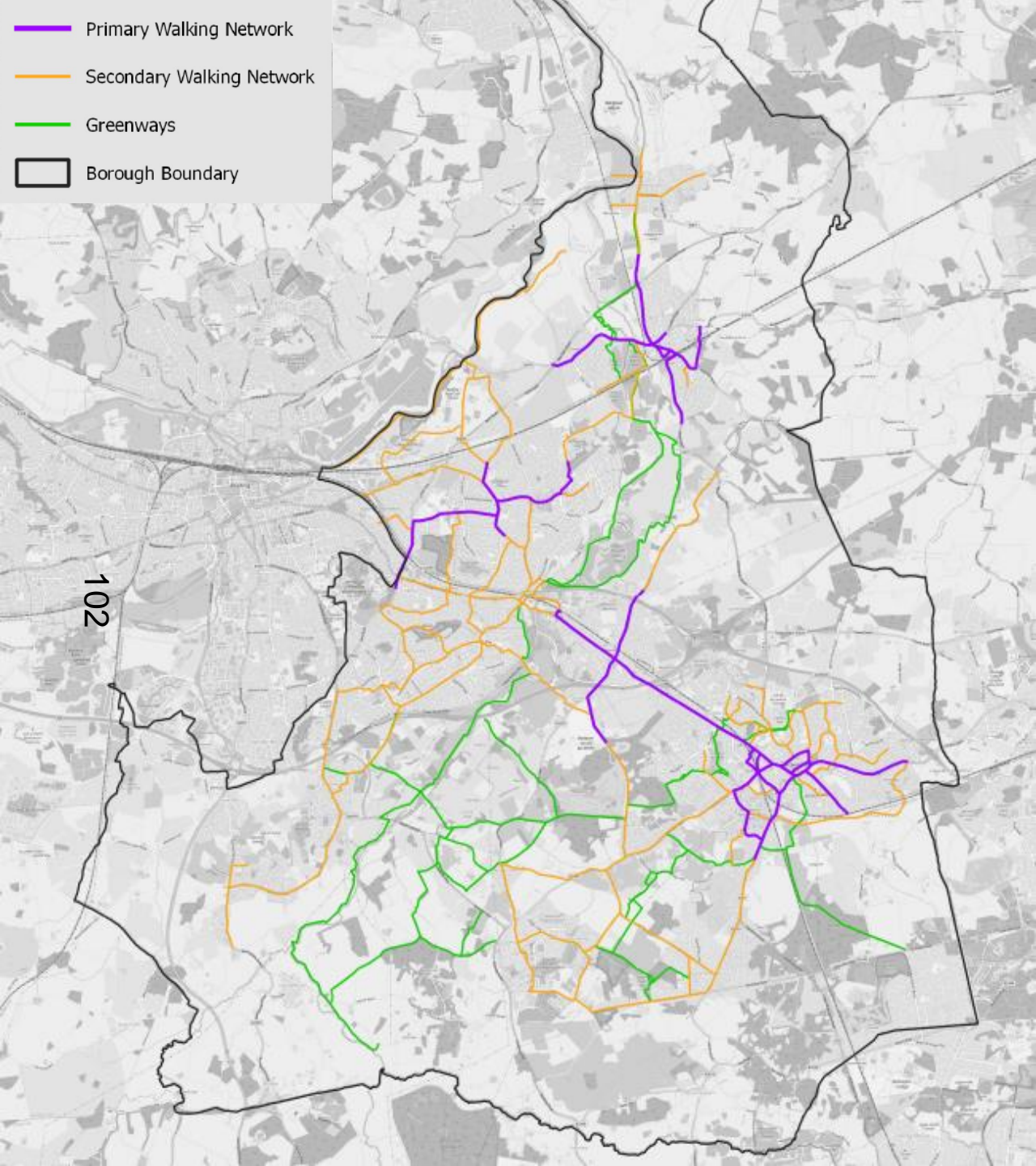
Developing the Cycling and Walking Network:

- Clustering and Desire Line Analysis
- ➔ Network Planning for cycling and walking
- External Workshop: Presenting the Draft Network Plans – 17 June

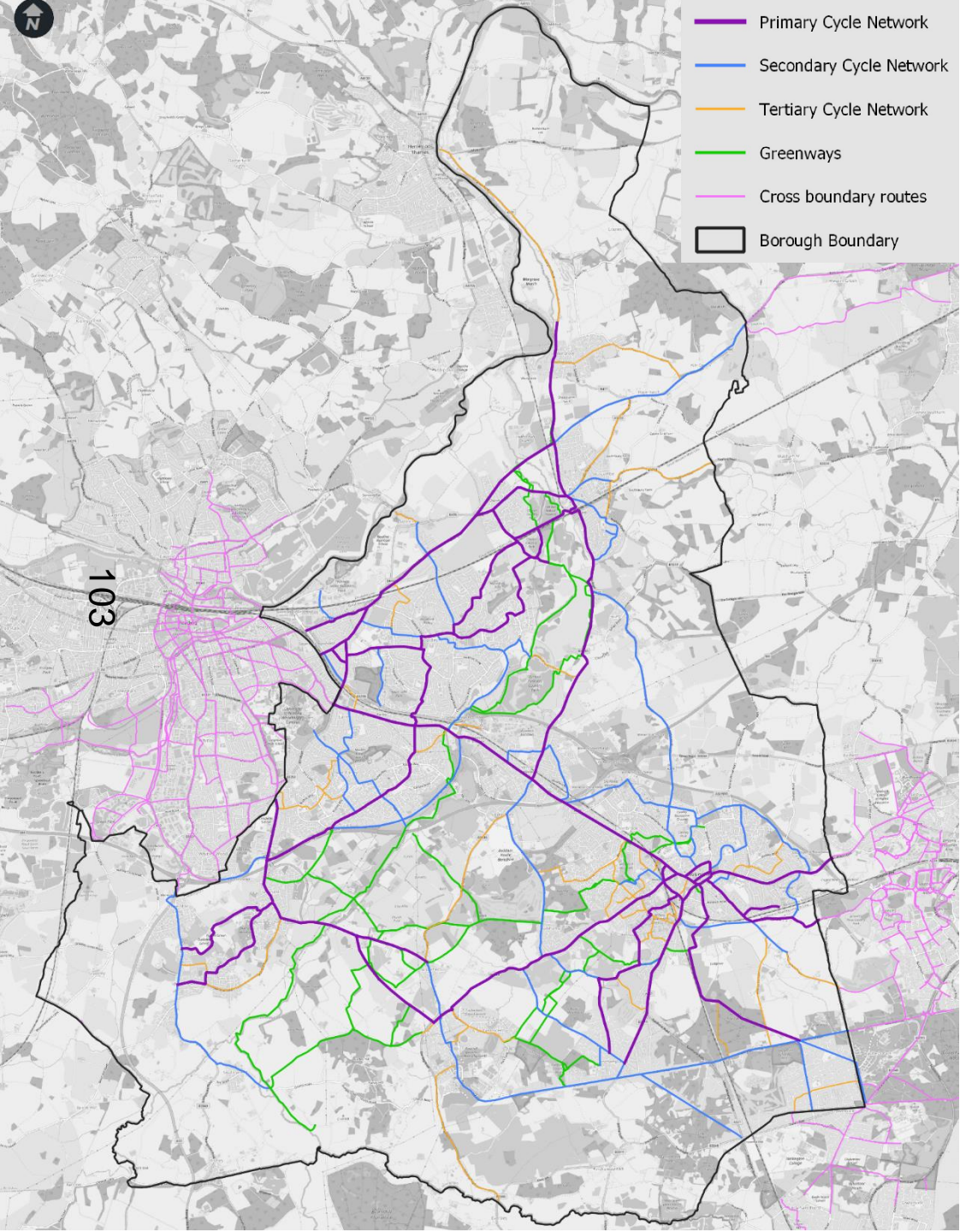
Identifying Potential measures:

- September – December site audits
- Development of audit results into proposed measures





Walking Network



Cycling Network

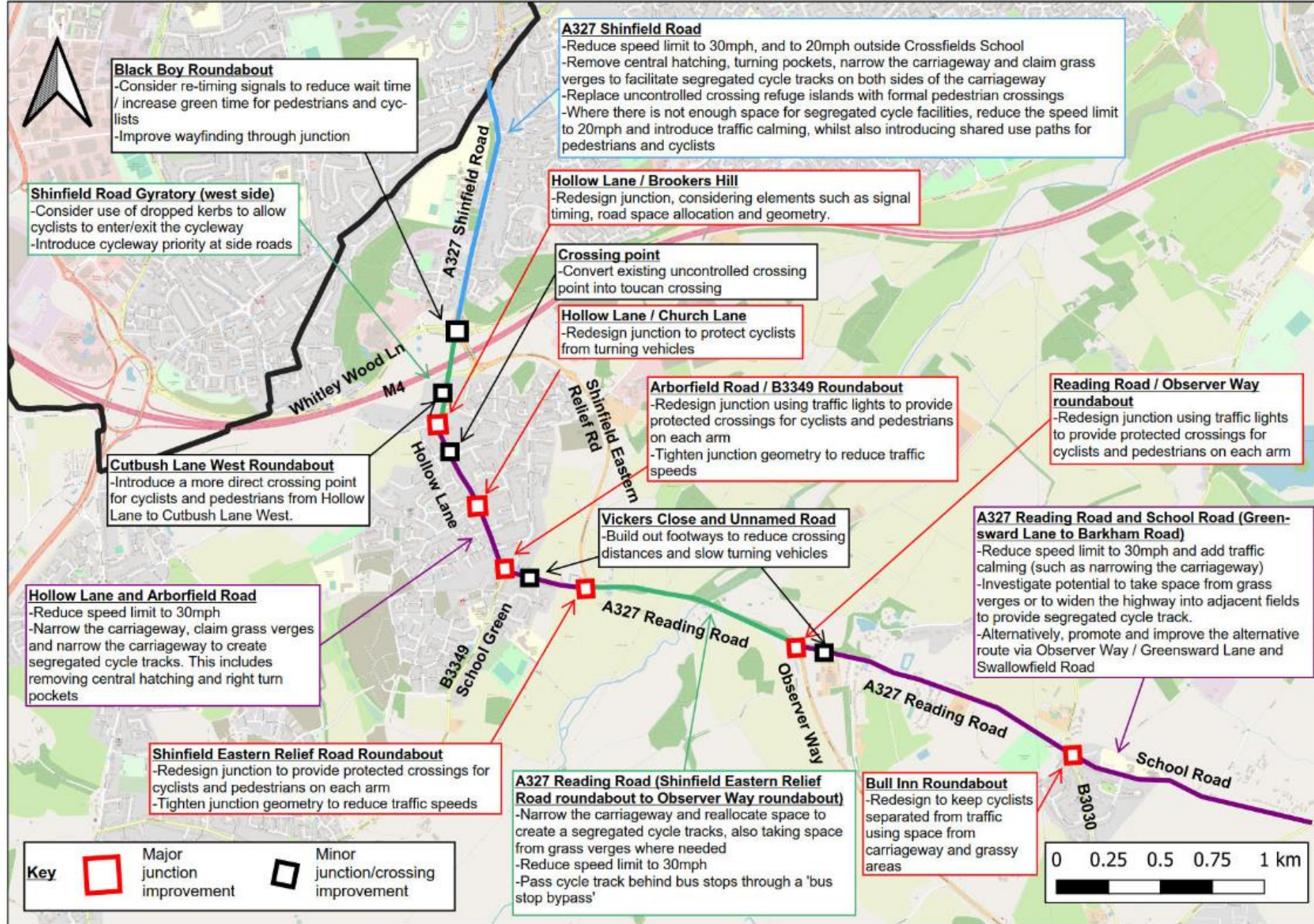
Infrastructure Proposals

PDFs presented to the public

- High level proposals
- No timescale for delivery – Long Term Plan

104

- Further consultation to follow on each scheme subject to funding availability



Second Consultation

Commonplace site initially used for consultation

Consultation ran from 11 July but extended to 4th September and then

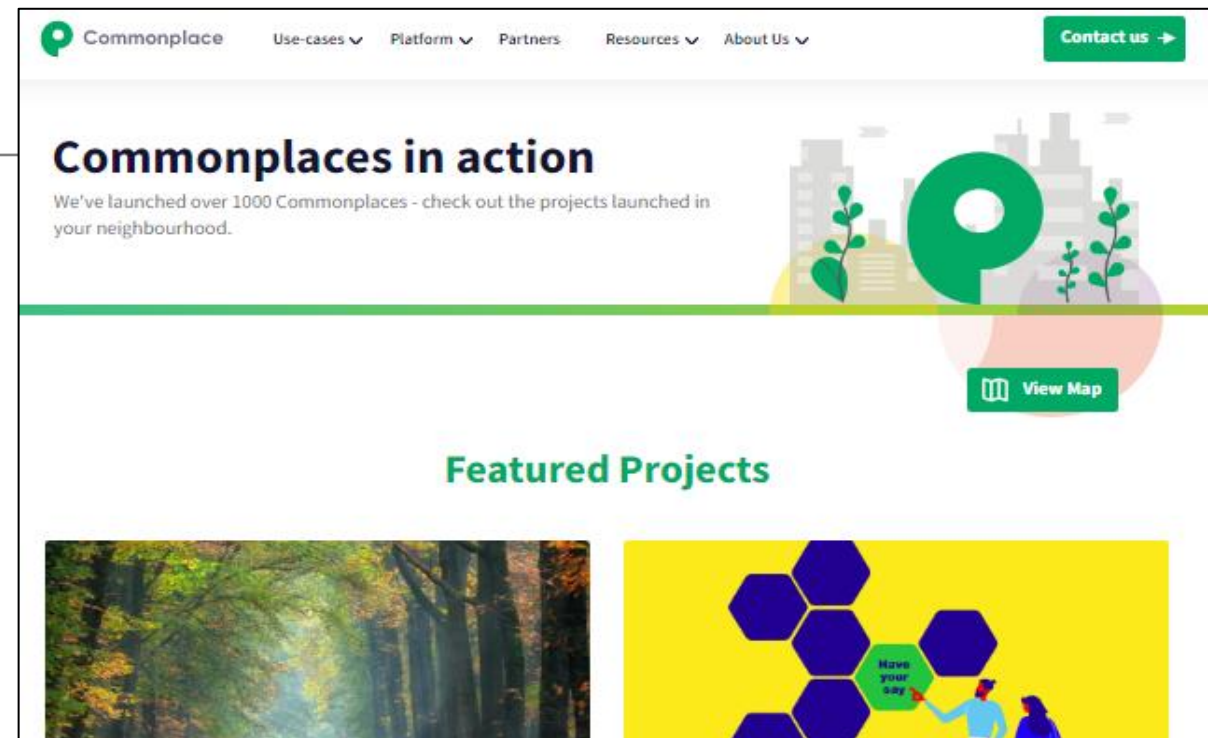
105 moved to Engage due to an issue with the interactive map 7 September to 2 October to ensure anyone who encountered the commonplace issue could respond

Overall details of response rate...

3,922 Respondents in total

3,782 Commonplace respondents

140 Engage survey respondents



Give us your views on our draft local cycling and walking infrastructure plan

To respond to the survey, please scroll further down this page. Alternatively, please see the text below for more information.

We want to make it easier for you to walk and cycle around the borough, in line with the Government's goal of making walking and cycling the natural choice for short journeys.

To achieve this, we're developing a Local Cycling and Walking Infrastructure Plan (LCWIP) - a strategic document which looks at how you're currently travelling so that we can work out the best places to improve paths and other infrastructure ideally over the next 10 years.

This is key to our goals of tackling the climate emergency and improving air quality by reducing vehicle emissions, as well as improving people's health by making it easier to travel actively.

In March last year, we asked you to tell us about the things that make it harder for you to walk and cycle. Now we want to know what you think about our draft cycling and walking networks and the

[Read more](#)

About

Ended on 31 Oct 2022

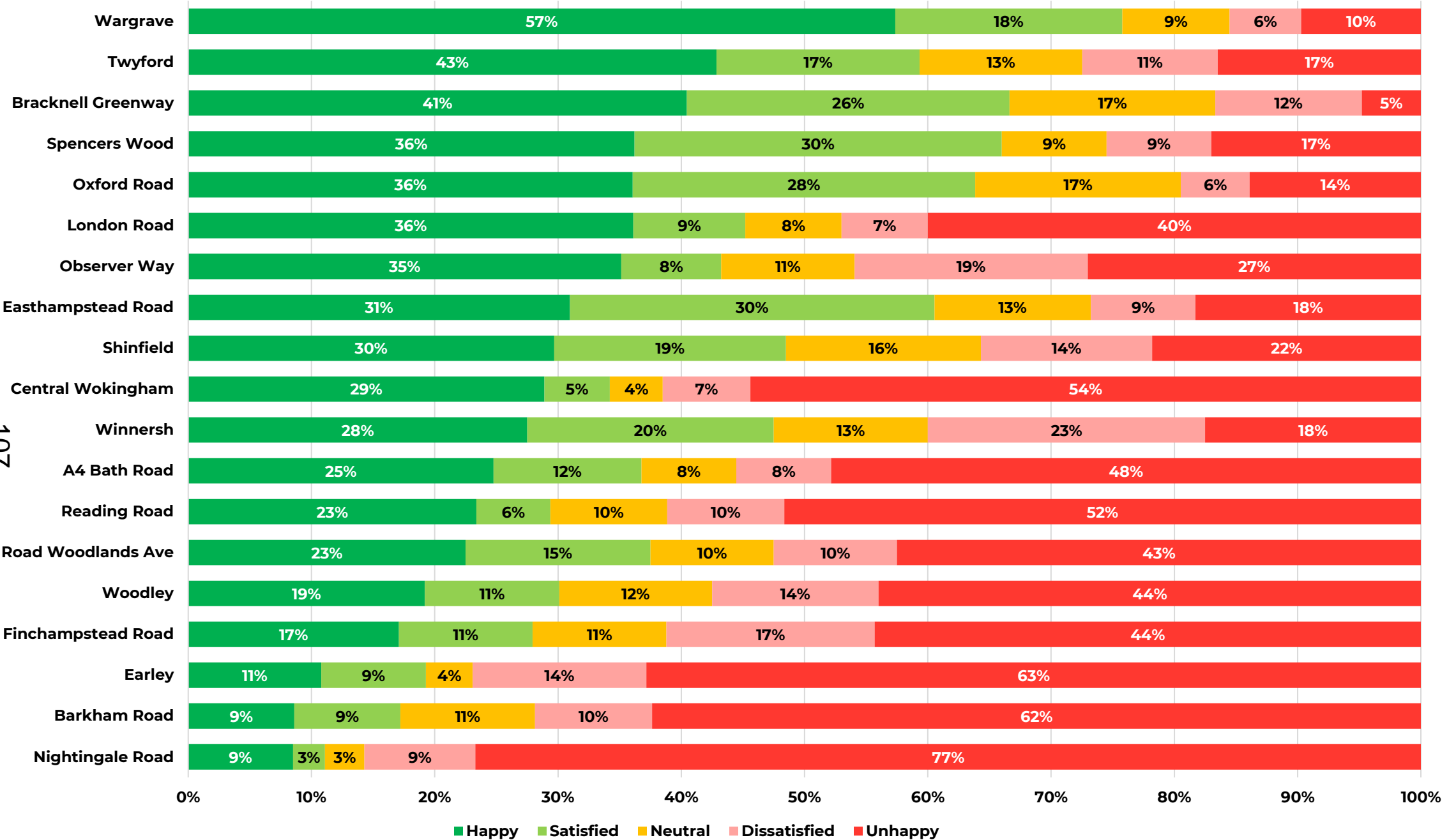
6 phases

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Early results

The LCWIP includes 19 area-based schemes; Due to the volume of responses and the use of free text the analysis is still ongoing. The responses are being assessed in depth to determine the specific reasons for any positive or negative reactions; this will be key to the further steps in the process.

- The scheme with the most positive response is **Wargrave** with 57.3% respondents indicating that they are happy with the proposals
- This was followed by **Twyford** – with 42.9% of respondents indicating they are happy with the area-based scheme for that locality
- The scheme with the most negative response was **Nightingale Road** – with 76.7% of respondents unhappy with the scheme
- This was followed by the schemes at **Earley** (62.9% unhappy) and **Barkham Road** (62.3% unhappy)
- The scheme with the least negative response was **Wokingham to Bracknell Greenway**, where only 4.8% of respondents said that they were unhappy with the proposals



Prioritising Improvements

The routes and measures need to be prioritised

The guidance recommends a number of criteria, but the exact details and scoring process are to be agreed

108 This will help with funding bids and also ensure that the routes we deliver first will be well used and encourage uptake in cycling and walking

Possible Criteria		
1	Effectiveness	Forecast increase in walking/ cycling
2		Average daily pedestrian demand
3		Catchment Population
4		Existing Infrastructure condition
5		Alignment with existing network
6	Policy Alignment	Road Safety
7		Schools
8		Major Employment site
9		Rail Connections
10		Reduces rural severance
11		Carbon / Air quality
12		Development sites
13	Economic	Cost of construction
14		Maintenance costs
15		Cost effectiveness
16	Deliverability	Stakeholder support
17		Route in progress

Next Steps

Consultation report and necessary amendments Dec 2022

Prioritisation of routes and measures Jan 2023

Final Report for Adoption Feb 2023

Continued review of the existing routes/measures as funding opportunities arise – **LCWIP is a Live document**

109 Bidding – e.g. ATF4

Longer Term:

Secondary Route assessments

Tertiary/other routes

Considering new developments



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