

# Crawley Borough Council

## Report to Overview and Scrutiny Commission 22 June 2020

### Report to Cabinet 24 June 2020

#### Local Cycling and Walking Infrastructure Plan (LCWIP)

Report of the Head of Economy and Planning **PES/363**

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#### **1. Purpose**

- 1.1. The draft Local Cycling and Walking Infrastructure Plan (LCWIP) is a costed plan which identifies a borough-wide cycle network and walking zones/routes to enable a significant increase in cycling and walking.
- 1.2. Developed in line with Department for Transport (DfT) guidance, the LCWIP details priority cycle routes to form part of a programme of infrastructure improvements for future investment.

#### **2. Recommendations**

- 2.1 To the Overview and Scrutiny Commission:

That the Commission considers the report and decides what comments, if any, it wishes to submit to the Cabinet.

- 2.2 To the Cabinet:

The Cabinet is recommended to:

- I) Approve the draft Crawley LCWIP that has been developed for consultation
- II) delegate authority to the Head of Economy and Planning, in consultation with the Cabinet Member for Environmental Services and Sustainability, to consider the responses to the consultation and either:
  - a) make minor amendments to the Crawley LCWIP in response to the consultation and adopt the amended the LCWIP\*

**or**

- b) if there are major amendments required to the draft plan then produce an updated version of the Crawley LCWIP follow further Cabinet consideration and adoption.

*\*(Generic Delegation 7 will be used to enact this recommendation).*

### 3. Reasons for the Recommendations

- 3.1 The LCWIP provides a key document to inform the planning authority Local Plan. This enables clear discussions with developers on providing safe, accessible, connected, people-centred neighbourhoods for homes and business, ensuring full linkage with the wider town cycle network and formally evaluated walking routes.
- 3.2 Having an LCWIP will put Crawley Borough Council in a favourable position to apply for government funding for walking & cycling schemes when this comes forward.

### 4. Description of Issue to be resolved

- 4.1 The Crawley Local Cycling and Walking Infrastructure Plan (LCWIP) prioritises physical infrastructure improvements in the Borough to enable a significant increase in cycling and walking. It has been determined working closely with WSCC, through a combination of:
- evidence of where people originate trips and where they need to go for different purposes;
  - standard assessment methods for identifying the most appropriate routes and the improvements that are needed to ensure those routes are safe and attractive for cycling and walking; and
  - discussions with people who are familiar with the locations and communities.
- 4.2 The Crawley LCWIP gives the Council:
- A **cycle network plan** of preferred routes for further development based on corridors developed and destination points identified with social and economic data.
  - A **walking zone and route plan** for improvements. Crawley town centre has been evaluated as the first core walking zone, along with a route to Crawley Leisure Park.
  - A **programme of infrastructure improvements** for future investment, identified, specified and prioritised systematically with the range of evaluation tools provided through the Department for Transport (DfT).
  - Proposals for **how it can be implemented**, embedding the plan with other development plans and involving local residents and other stakeholders in taking it forward.
- 4.3 The Crawley LCWIP (the development process is detailed further in Appendix B), has identified the following priority cycle routes:

		Estimated Construction Cost* £m
<b>A</b>	Gatwick Airport to Town Centre via Manor Royal and Northgate	2.38
<b>B</b>	Forge Wood/Manor Royal to Three Bridges	0.58
<b>C</b>	Pound Hill to Town Centre via Three Bridges	2.24
<b>D</b>	Maidenbower to Manor Royal via Three Bridges	1.03
<b>E</b>	Maidenbower to Three Bridges via Furnace Green	0.61
<b>F</b>	Tilgate Park to Town Centre	0.4
<b>G</b>	Tilgate/K2 Crawley to Town Centre	1.76
<b>H</b>	Pease Pottage to Town Centre via Tilgate	1.9

<b>I</b>	Bewbush to Three Bridges via Broadfield & Tilgate	3.2
<b>J</b>	Broadfield to Town Centre via Southgate	1.07
<b>K</b>	Kilnwood Vale to Town Centre (linking to Horsham)	2.01
<b>L</b>	Ifield to Town Centre	0.85
<b>M</b>	Ifield Green to Town Centre	0.48
<b>N</b>	Lowfield Heath to Town Centre	2.29
<b>O</b>	Manor Royal (west) to Town Centre	1.5
<b>P</b>	Ifield to Manor Royal via Langley Green	1.2
	<b>Total</b>	<b>23.5</b>

4.4 These key movement corridors were translated into defined and evaluated routes using the Route Selection Tool (RST) – shown in the map presented in Appendix A to this report.

\*The total cost of constructing the above 16 LCWIP routes is estimated at £23.5m . Costs for design, surveys, audits and project management are not included in this figure.

- 4.5 There will be a number of potential sources of funding for these routes:
- DfT funding through national Cycling & Walking Investment Strategy (CWIS)
  - The Towns Fund
  - Direct developer investment as part of a regeneration scheme
  - Section 106 and Community Infrastructure Levy from new development
  - Crawley Growth Programme (extension to the existing programme)
  - Future High Street funds
  - Air quality improvement funds

## 5. Consultation

- 5.1 The DfT guidelines for producing an LCWIP require extensive stakeholder engagement throughout the development of the LCWIP. Initial consultation was undertaken in the autumn of 2019 to help identify issues and locations that could be addressed by the LCWIP. There were 173 respondents and two groups supporting access for people with disabilities.
- 5.2 It is considered important to go out to consultation to the public and wider stakeholders with the draft LCWIP to gain strong support for the proposed cycle and walking network plans.
- 5.3 Due to the current COVID-19 pandemic, it would be inappropriate to go out to public consultation before some further easing of the lockdown.
- 5.4 Subject to Cabinet approval and to the further easing of the lockdown, it is proposed to go to consultation before the end of June for an extended period of time into the autumn, and to confirm the precise dates as soon as it is possible.

## 6. Financial Implications

- 6.1 There are no financial implications of producing the LCWIP. The findings in the LCWIP can be used to support future funding applications.

## **7. Equality Implications**

- 7.1 The Council must have regard to section 149 of the Equality Act 2010. The public sector equality duty requires public authorities to have due regard to the need to:
- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited under that Act;
  - b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it; and,
  - c) foster good relations between those who share a protected characteristic and those who do not share it, which involves having due regard, in particular, to the need to:-
    - (i) tackle prejudice; and,
    - (ii) promote understanding.
- 7.2 The LCWIP has been developed in line with DfT guidance, and the tools used to assess the suitability of cycling and walking proposals are geared to enabling proposals to meet the needs of all users.

In particular, the 'walkability' of an area or link (access route) is of particular importance in meeting needs of people with disabilities and mobility or other needs as well as those using child buggies. Poor street design, use of barriers and street furniture can create obstacles for many people, including those referenced by the Equalities Act, 2010. The walking area and route assessments used can help to enable full compliance with the Act.

## **8. Appendices**

Appendix A – LCWIP Route Network Map

Appendix B - Crawley LCWIP Development Process

Appendix C – Draft Crawley LCWIP

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