

## Appendix B - Crawley LCWIP and its Development Process

### a Vision

As one of the original post war new towns, Crawley's streets were planned around far lower car ownership than we have now. We need to build on its strengths to renew its streets and neighbourhoods, reshaping them to be healthier, safer and people-centred. We could see Crawley as a town where:

- Walking and cycling become the natural first choice for accessing what we need, through improved urban design which prioritises this sort of active travel over motor vehicles.
- People are generally fitter mentally and physically due to greater activity levels and better air quality.
- Children have more safe places to play and travel independently.
- Local businesses benefit from easy, attractive access in a pleasant environment.
- Land is freed up for new homes, new business and other uses as demand for car parking goes down.
- Beautiful, greener, low traffic neighbourhoods improve wellbeing for all.

A shift in how we get around which reduces demand for car use also means Crawley is taking action on the climate emergency and improved air quality by cutting pollution.

A key to achieving this vision is to provide safe and attractive infrastructure for cycling and walking.

### b What is the LCWIP?

A Local Cycling and Walking Infrastructure Plan (LCWIP) is a costed plan which identifies and prioritises physical infrastructure improvements in a specified area to enable a significant increase in cycling and walking. It has been determined 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.

The LCWIP gives us:

- A **cycle network plan** of preferred routes for further development based on corridors developed from origin and destination points identified with social and economic data.
- A **walking zone and route plan** for improvements. Crawley town centre was 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 a 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.

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.

## c How has the LCWIP been developed?

The LCWIP development guidance emerged from the government's 2017 Cycling and Walking Investment Strategy (CWIS). Local authorities are invited to adopt a systematic, evidence-based and strategic approach to identifying cycle route and walking zone improvements for an area of the authority's choosing. The Crawley LCWIP was developed as part of the WSCC LCWIP consortium which benefitted from funding for technical support from the DfT.

The DfT provides a staged structure for developing the LCWIP which covers:

- Stage 1 Determining scope and governance** – the geographical extent of the plan and the detail into which it will go, alongside how the plan will be overseen and who will be engaged in its development.
- Stage 2 Data gathering** – identifying information to inform the plan including policies, existing networks and trip generators both now and for the future.
- Stage 3 Cycle network planning** – defining journey origins and destinations to establish cycle routes needed to be developed and identifying high level specifications.
- Stage 4 Walking zone and route planning** – identifying key walking areas to be included and analysing these to establish high level improvements, along with any associated walking routes.
- Stage 5 Project prioritisation** – evaluation of cost benefits and relative merits of developing routes and zones to enable prioritisation of schemes.
- Stage 6 Integration and application** - to identify how the plan will inform other policies and practices, such as the Local Plan and how the LCWIP's schemes can be implemented.

### LCWIP Stage 1 – Scope and governance

#### Geographical scope

In determining the geographical scope of the LCWIP, the DfT recommends looking at the likely distance that would be travelled by bike in a single journey, which is up to about 10km (6 miles) or, on average, around 30 minutes cycling time. This is approximately the distance across Crawley.

It was therefore decided that the Crawley LCWIP should cover all the borough to provide a whole town cycle network of key routes.

The town centre would be assessed as the first core walking zone, with an associate walking route. Further walking zones in Manor Royal Business District, and the neighbourhoods, would subsequently be assessed as time permitted.

#### Governance

A steering group, comprising Crawley Borough Council staff from Planning (policy and development management), Economic Development, Sustainability, Wellbeing and the cabinet member for Environmental Services and Sustainability, along with a representative of the Crawley

Cycle and Walking Forum have guided the project. The Transport Initiatives consultant supported the process with advice and technical knowledge.

### **Pre-LCWIP Engagement**

A public consultation was run early in the LCWIP development process, conducted largely through a survey which gained 173 survey responses, and with further interviews with local groups concerned with mobility disabilities. This sought information on local people's experience in walking and cycling in Crawley.

The consultation identified commonly used and problematic routes and locations and particular concerns and practical issues.

Crawley Cycle and Walking Forum was involved in reviewing and contributing to the network planning process. They were given training in cycle and walking route evaluation tools and were key in contributing to determining the proposed LCWIP routes.

The high level results for cycle routes and the walking zone were included in public consultation on the New Directions for Crawley transport strategy document in early 2020 and public discussion will be invited on the final, costed proposals to help determine priorities.

### **LCWIP Stage 2 – Identifying route options for the LCWIP**

#### **Deciding on Trip generators**

Identifying route options started with identifying the likely origins and destinations for the journeys they would serve.

Trips origins are largely identified as residential areas. For destinations, DfT suggests looking at journey to work areas. Crawley is home to Manor Royal Business District and Gatwick Airport, as well as the large town centre shopping centre.

Origins and destinations used included:

#### ***Key destinations***

- Town Centre – major shopping, cafes and office area - employment and transport hub (rail and bus station)
- Manor Royal business district – key employment centre, industry and offices
- County Oak - retail and business area, main recycling and waste management centre
- Gatwick Airport and railway station – key employment centre and regional transport hub
- Three Bridges railway station – regional rail hub and Stephenson Way industrial site
- Hawth – regional theatre and arts hub between town centre and Three Bridges
- South Crawley: K2 leisure centre, football stadium, Tilgate Park Nature Centre and golf club

#### ***Key origins and other destinations***

All Neighbourhoods, notably:

- Ifield and Langley Green with temple, rugby, cricket and golf clubs, temple, Mill pond.
- Forge Wood developing neighbourhood in the north east with limited access points
- Cross-boundary developments including Kilnwood Vale, currently being developed and Pease Pottage, approved for development
- Schools, college, religious centres
- Medical centres and hospital
- Restaurants, pubs, hotels, supermarkets
- Sports fields, greenspace, bridleways

### LCWIP Stage 3 - Cycle network planning

#### Movement Corridors (desire lines)

Mapped origin and destination points were manually linked with straight 'desire' lines. Clusters, or density of the lines, along with the size of the weighted mapped SOA and employment icons, helped to indicate potentially useful routes and enabled priority corridors to be estimated.

Most prominent were the corridors to the employment clusters to the north and the stations, bearing out the high levels of inward and outward commuting, and to the town centre. Patterns of routing corridors from loose linear clusters of residential origin points could be identified where further points along the lines could be linked to reinforce the desirability of the corridor.

#### Route Selection

Translation of corridors to route options demanded a combination of practical geography, experience, local knowledge and formal evaluation using the Route Selection Tool (RST) provided by the DfT. The practical process of identifying potential routes to match the corridor 'desire lines' as far as possible, involved group work with maps and local experience of the streets in each area. Residential origins, or other route start and end points, were largely planned at neighbourhood shopping parades, key facilities or other routes to ensure connectivity and utility.

Working within limitations of general street layouts and barriers such as railway lines or building construction, streams or protected woodland, but not by path or carriageway widths, street furniture or similar more minor elements, the emerging routes identified were:

<b>A</b>	Gatwick Airport to Town Centre via Manor Royal and Northgate
<b>B</b>	Pound Hill to Manor Royal via Forge Wood
<b>C</b>	Copthorne to Town Centre via Three Bridges (limited to Crawley boundary)
<b>D</b>	Maidenbower to Manor Royal via Three Bridges
<b>E</b>	Maidenbower to Town Centre via Furnace Green
<b>F</b>	Tilgate to Town Centre via Furnace Green
<b>G</b>	Tilgate Nature Centre to Town Centre (extended)
<b>H</b>	Pease Pottage to Town Centre via K2/Tilgate
<b>I</b>	Bewbush to Three Bridges via Broadfield & K2/Tilgate (split around route G)
<b>J</b>	Broadfield to Town Centre
<b>K</b>	Kilnwood Vale to Town Centre (linking to Horsham)
<b>L</b>	Ifield to Town Centre
<b>M</b>	Ifield Avenue to Town Centre
<b>N</b>	Lowfield Heath to Town Centre
<b>P</b>	Ifield to Manor Royal
<b>Q</b>	Gatwick Airport to Horley (not developed within this LCWIP)
<b>R</b>	Worth Way (not developed within this LCWIP)

These routes were evaluated under existing conditions and then improvements were planned and costed to create a high quality route that meets the desired design standards for cycle infrastructure.

## LCWIP Stage 4 - Walking zone and route planning

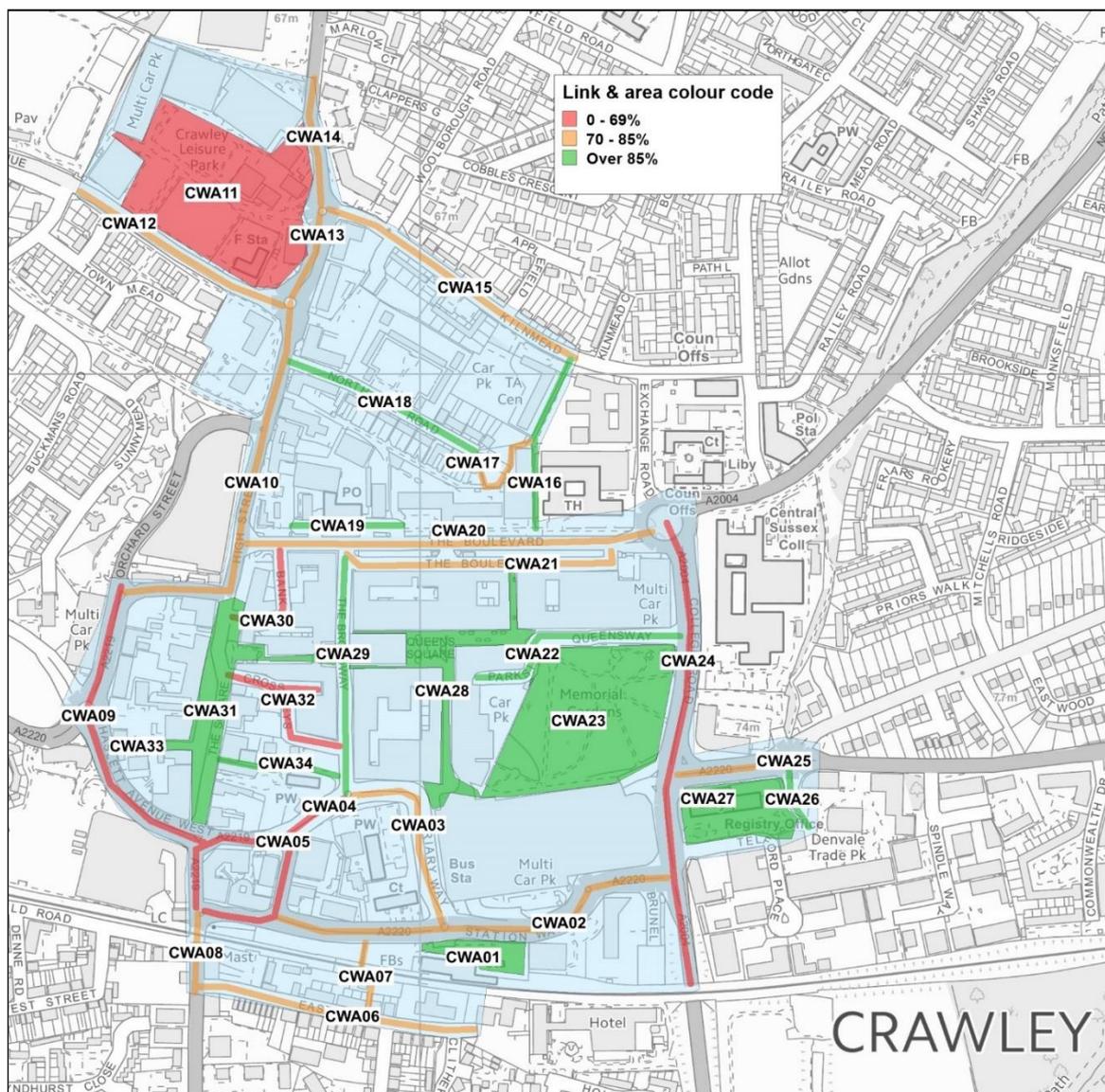
### Good quality walking routes are important

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. Walking area and route assessments can help to enable full compliance with the Act. The DfT Walking Route Assessment Tool (WRAT) was used to evaluate the Town Centre, dividing the audit area into 28 links and six areas

### Walking zones

The area selected for the LCWIP for assessment as walking zones or routes was:

A Crawley Town Centre and Crawley Leisure Park zones, with a connecting walking route; Town Centre walking audit plan below shows results in links and areas classified as Poor (pink), Adequate (amber) or Good (green) according to the WRAT scoring system.



Despite identifying failing elements, the overall evaluation indicates a reasonably good level of walkability for the Town Centre. Evaluation of further walking zones, including Manor Royal and the neighbourhoods will be scheduled over the coming year.

### **Next steps – LCWIP stages 5 and 6**

#### **Consultation**

The Crawley draft LCWIP will be consulted on more widely in Crawley and the feedback will shape the final Plan. The aim is to provide a means of engagement that will support future community participation in determining walking and cycling measures for Low Traffic Neighbourhood informed by the LCWIP.

#### **Prioritisation**

Costed routes and walking zone measures in the final Plan will be prioritised against a range of criteria, including, but not limited to cost. Health and wellbeing will be important factors.

#### **Adoption**

The final LCWIP will be adopted to formally inform the Crawley Local Plan and support high quality infrastructure for active travel as the town develops.

#### **Early improvements**

Through the Crawley Growth Programme, parts of routes A, C, D, N and P have already been identified for priority delivery, and funding is available to deliver some of these over the next couple of years.

Additionally, in the short term, Crawley Borough Council aims to follow up minor maintenance measures such as clearance of vegetation, debris or litter and damaged or inappropriate street furniture, identified in the public survey and the Town Centre WRAT, which can provide an immediate uplift and improved service in the existing networks, along with signage improvements, including removal of incorrect or misleading signs.

This would be funded by discretionary sources such as the business rates pool grant.

#### **Covid-19 response**

Short term measures planned in response to the Covid-19 pandemic and the need for improving street space for physical distancing and take up of active travel were guided by LCWIP development.