

Local Cycling and Walking Investment Plan (LCWIP) Briefing note-ATAF 8th January 2019

Following the ATAF meeting on 16th October where a presentation was given on LCWIP this briefing is an update from comments made.

As well as giving feedback at the ATAF meeting, members of the forum were also given the opportunity to comment on the proposals by 2nd November. The Council did not receive any feedback regarding the proposed networks since the ATAF meeting.

At the last briefing and ATAF meeting the feedback was that safe routes to school should be made the priority.

How LCWIP relates to journeys to education has now been reviewed with the consultant WSP. The details of this are included in the attached appendix A.

In summary:

Enabling more cycling and walking trips to be made to education is an important aspect of LCWIP. The proposed methodology has sought to identify a network of primary cycling corridors and key walking routes that ensures schools, colleges and universities will be well-connected for active travel journeys.

The location of education facilities have been added to the primary Cycling Routes and Key Walking Routes network plans to cross-check and ensure the key routes serve education sites. These routes have been reviewed to ensure that they connect to education establishments.

It should be noted, however, that this is the first stage of the development of a LCWIP. More detailed cycling and walking networks will be developed over time to produce a fully integrated and well-connected network.

Since the last meeting the key route prioritisation criteria has been agreed between the joint authority officer group.

Next steps

The next stages of the work are:

- Audit the top priority routes. This has now started and this element of work is due to be completed by the end of January 2019.
- Write the LCWIP draft report. This element of work is due to be completed by the end of March 2019.
- After Purdah in May pre-consultation sign-off will be completed by the end of July 2019.

- LCWIP consultation by early September 2019.
- Review and adoption is programmed for completion by the end of September 2019.

Appendix A

Cycling and walking journeys to education

How LCWIP relates to journeys to education has now been reviewed with the consultant WSP. Below is a summary:

Enabling more cycling and walking trips to be made to education is an important aspect of LCWIP. The proposed methodology has sought to identify a network of primary cycling corridors and key walking routes that ensures schools, colleges and universities will be well-connected for active travel journeys.

We have accomplished this by:

- Data gathering – identifying the locations of education facilities as part of considering trip destinations;
- Primary Cycling Routes and Key Walking Routes – the location of education facilities have been added to the network plans to cross-check and ensure the key routes serve education sites; and
- Prioritisation (Walking and Cycling) – our initial sifting prioritisation uses the proximity of schools, colleges and universities to the route as a key criterion, meaning that those routes which improve access to such sites are prioritised.

It should be noted, however, that this is the first stage of the development of a LCWIP. More detailed cycling and walking networks will be developed over time to produce a fully integrated and well-connected network.

1. Core walking zones / key walking routes

- The DfT guidance refers to core walking zones and key walking routes and the West of England authorities have adopted this terminology.
- In response to feedback, primary schools and secondary schools have been added onto the maps of core walking zones (along with colleges and university campuses were already included).
- The key walking routes previously shown to stakeholders have been reviewed to ensure that they connect to school.
- In terms of improvements the proposed approach is that solutions should be identified which benefit both pedestrians and cyclists.
- To prioritise the key walking routes WSP have identified those routes with the potential for the highest number of school walking journeys by calculating the number of school pupils per kilometre. This approach has then been sense checked by officers to give the priority routes for auditing.

2. Cycle network

- In response to feedback, primary schools and secondary schools have been added onto the maps of core walking zones (along with colleges and university campuses were already included).
- The proposed approach is for the primary cycle corridors to act as core routes for the highest volumes of cycle journeys, from which branches connect to nearby facilities, such as schools, which are often located on side streets or cul-de-sacs.
 - o An existing example of this is the Two Tunnels Greenway, from which connecting routes branch off to access residential areas and local facilities.
- Officers have reviewed and refining the cycle corridors
- The top priority straight line corridors have now been 'snapped' to actual roads and routes – this offers an opportunity to consider start and end points which correspond to education sites and other facilities