

## FAQ

### What is the Local Cycling and Walking Infrastructure Plan (LCWIP)?

The Local Cycling and Walking Infrastructure Plan or 'LCWIP' as commonly referred to, is a strategic document that analyses local travel patterns to help identify where best to invest in cycling and walking infrastructure ideally over a 10–15-year period.

The LCWIP enables a long-term approach to developing strategic active travel connections between key origins/destinations and forms a vital part of the Government's strategy to make walking, wheeling and cycling the natural choices for shorter journeys, or as part of a longer journey.

### Why are we doing this?

Journeys below 5 miles represented 58% of all private car journeys in 2019 providing the biggest opportunity for switching short car trips to active travel modes. Walking and cycling are ideal modes of transport for local trips, and convenient options for regular exercise. They are low-cost, accessible, healthy, environmentally friendly and efficient. Getting more people to walk and cycle will help us respond to the [Climate Emergency](#), tackle congestion on our roads and achieve the ambition of our [Corporate Delivery Plan](#) to make Wokingham Borough a great place to live, learn, work and grow and a great place to do business.

### What does the LCWIP include?

The key outputs from the borough wide LCWIP will be:

- Cycle and walking network plans identifying important connections and preferred routes;
- A prioritised programme of high-level infrastructure improvements of future investment; and
- A report showing all the analysis done to produce the networks and improvements.

### What does the LCWIP not include?

- Specific designs for the proposed infrastructure improvements;
- Detailed financial programs; and
- Detailed timeframes.

These details will be developed as further design and delivery funding becomes available and will be subject to further consultation.

### Which are the areas covered by the LCWIP?

The Wokingham Borough LCWIP focuses on developing routes across the entire borough including:

- Arborfield and Newland
- Barkham
- Charvil
- Earley
- Finchampstead
- Remenham
- Ruscombe

- St. Nicholas, Hurst
- Shinfield
- Sonning
- Swallowfield
- Twyford
- Wargrave
- Winnersh
- Wokingham Without
- Woodley
- Wokingham

Whilst the boundary reflects the entirety of the Wokingham Borough, it is acknowledged that many key routes and links within the borough extend further than the boundary, into wider areas such as Reading and Bracknell. The importance of these inter-borough routes has been considered within the LCWIP development to ensure connectivity.

### **How the cycling and walking network plans and high-level infrastructure improvements have been developed?**

The LCWIP is an evidence-led plan. Gathering and analysing data at an early stage and undertaking stakeholder and public engagement throughout the LCWIP development were playing an important role in identifying the most appropriate cycling and walking proposals.

To enable the strategic planning for routes, it was necessary initially to establish desire lines for where people want and need to travel to and from – both now and in the future. Current and potential cycling demand was established through the [Propensity to Cycle Tool outputs](#) and the results of our consultants (WSP) geospatial model.

These desire lines were then compared with the road network and routes were planned from this by considering in more detail at what exactly needs improving on these routes. For the development of the proposals, the outputs of our initial LCWIP consultation on the main barriers that prevent people from cycling and walking were used whilst plans were refined against the outputs of the route auditing exercise and feedback from key stakeholders including active travel groups and parish and town councils.

The draft cycling and walking network plans and high-level infrastructure proposals were then shared with the public at the second round of public consultation the feedback of which helped us to update further the proposals.

More details on the data used and the exact steps of the LCWIP development are provided in the LCWIP Technical Report.

### **How will the LCWIP encourage more cycling and walking trips?**

The LCWIP is the first step in identifying the strategic connections in our borough that are likely to carry higher volumes of pedestrians and cyclists and setting out the key interventions required so that people of all abilities will feel confident and comfortable walking and cycling along routes that connect, are simple to navigate and are of a consistently high quality.

Based on experience so far investment in high quality cycle and pedestrian-friendly infrastructure could unlock huge potential not only for the individuals (improved physical and mental health) but for the society as well (improved air quality, reduction of noise pollution and congestion and boost in local economy).

We know that a key reason some people do not cycle, or walk is because they are concerned about safety. According to the outputs of our initial LCWIP consultation segregated cycle paths, reduction of speed limits, safe crossing points and improvements at junctions are some of the interventions that would encourage users to cycle and walk more often in the borough.

The LCWIP will therefore:

- set out the Council's ambitions for cycling and walking over the next 10-15 years;
- ensure that active travel is embedded in wider Council policy decisions; and
- ensure wider infrastructure development schemes integrate with the proposals outlined.

### **How much will the delivery of the proposals in the LCWIP cost?**

The costs vary in each location and for each route dependent on the characteristics of the proposals. The LCWIP Technical Report provides cost bands for each prioritised scheme. The routes identified in the LCWIP require further development to understand the improvements that could be delivered and associated costs.

### **Has funding been secured for the implementation of the LCWIP?**

There is currently no government funding allocated for the delivery of the schemes prioritised within our LCWIP (apart from the Woodley to Reading Active Travel Route for which we have secured £3.5 million through the ATF2 and 3 tranches whilst developing the LCWIP).

However, by developing this, Wokingham Borough Council will be best placed to apply for funding if and when it becomes available, with a list of identified walking and cycling schemes.

In addition, having the LCWIP in place with network plans for each area will help us to ensure active travel connectivity with the Local Plan developments and request funding from developers towards the new infrastructure.

### **When and where will the changes be?**

The LCWIP is WBC's long-term strategic plan setting out the cycling and walking vision and the infrastructure that is required across the borough over the next 3 to 15 years period. Each proposed scheme would be subject to consultation and engagement on the detailed design, to consider the most suitable solution for each area. The Council will seek to develop inclusive solutions that balance needs of all users and all forms of transport fitting within the environment of each local area.

### **Is there a set list of schemes or can this be amended?**

The prioritised list of schemes has been developed in such a way to allow us to re-run the assessment should the criteria or any potential weighting be altered due to policy objectives or funding requirements. The list will therefore be under periodic review dependent on needs.

The LCWIP is a live document that will accompany the updated LTP. The report could be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.