London Living Streets – 11 September 2018

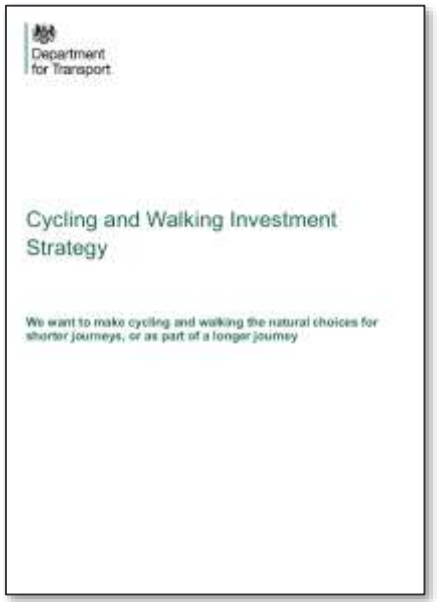
LCWIPs - What are they all about then?

“The UK has some very good policies on sustainable transport…but also some very poor outcomes”

Tim Pharoah


Weight limit
Bridge
route via
Tunnel
13 to A102
Zone
ENDS

Cycling and Walking Investment Strategy – April 2017



Partnership

Local Cycling and Walking Infrastructure Plans (LCWIPs)

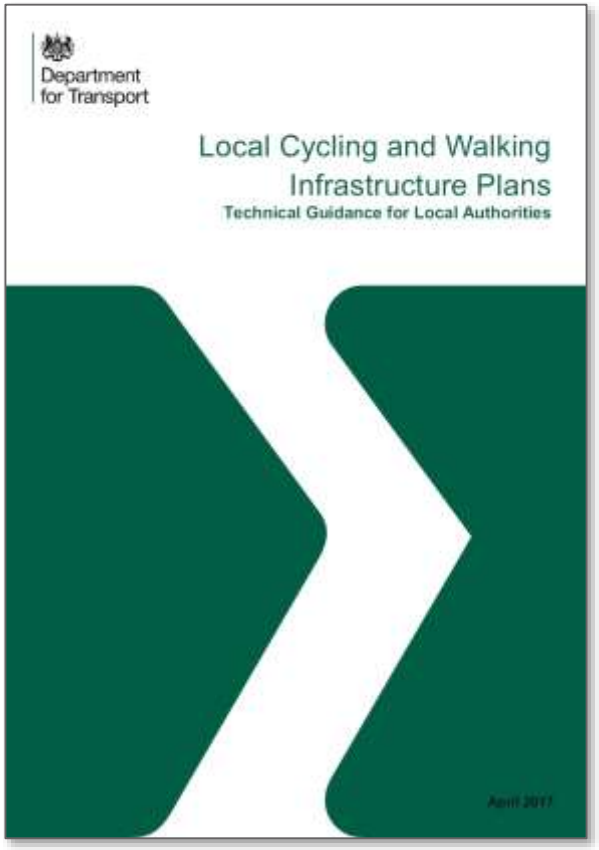
3.32 In order to help local bodies that are interested in increasing cycling and walking in their local areas, we have published guidance on the preparation of Local Cycling and Walking Infrastructure Plans.

The guidance will enable local bodies to take a more strategic approach to improving conditions for cycling and walking in order to support increases in travel on foot and by cycling…

9. Promoting sustainable transport

104. Planning policies should: …

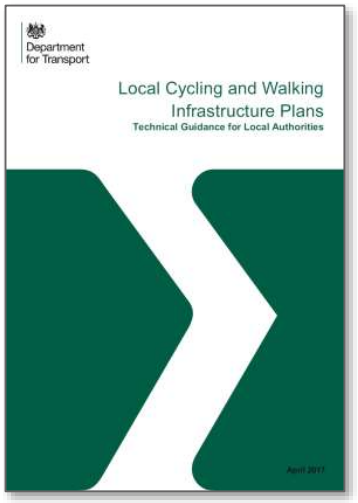
d) provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on **Local Cycling and Walking Infrastructure Plans**);

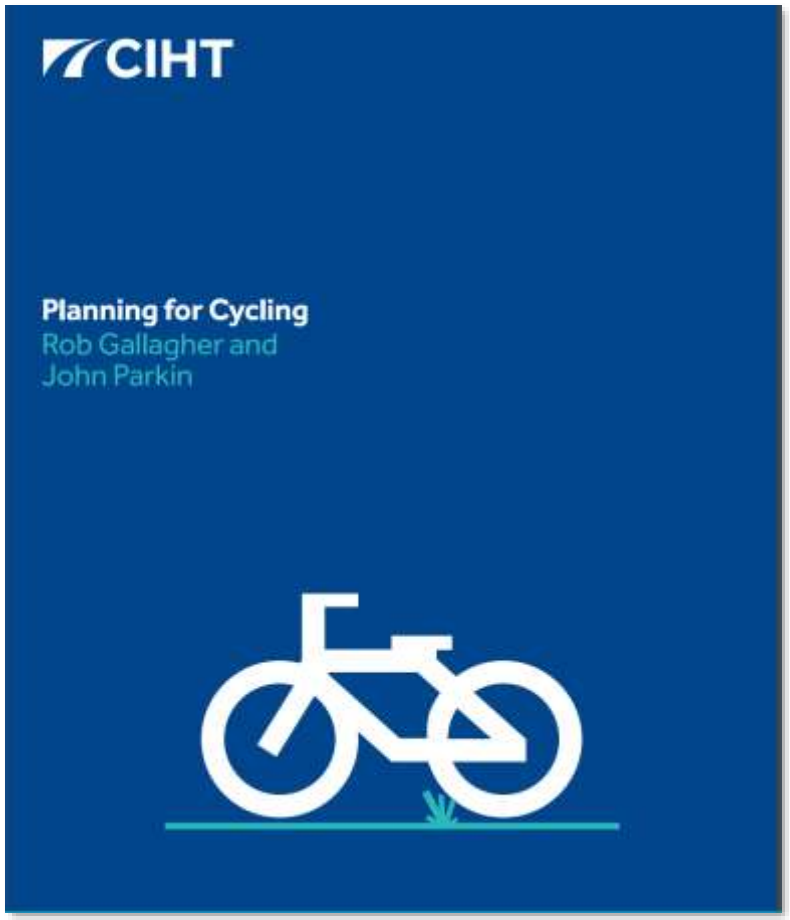


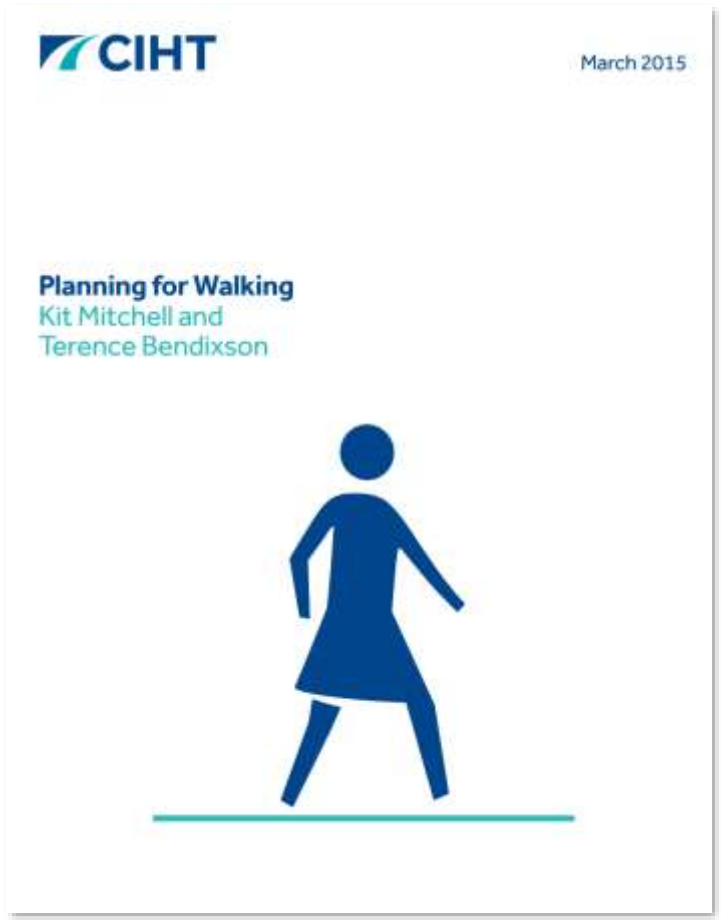
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

Support for LCWIPs

- DfT have funded technical support to 43 local authorities to produce first-round LCWIPs
- Living Streets part of Strategic Support Team, PJA in Technical Support Team
- None in London! But nothing to prevent authorities in London producing them
- And/or using the tools and techniques




CIHT
Planning for Cycling
Rob Gallagher and
John Parkin


CIHT
March 2015
Planning for Walking
Kit Mitchell and
Terence Bendixson

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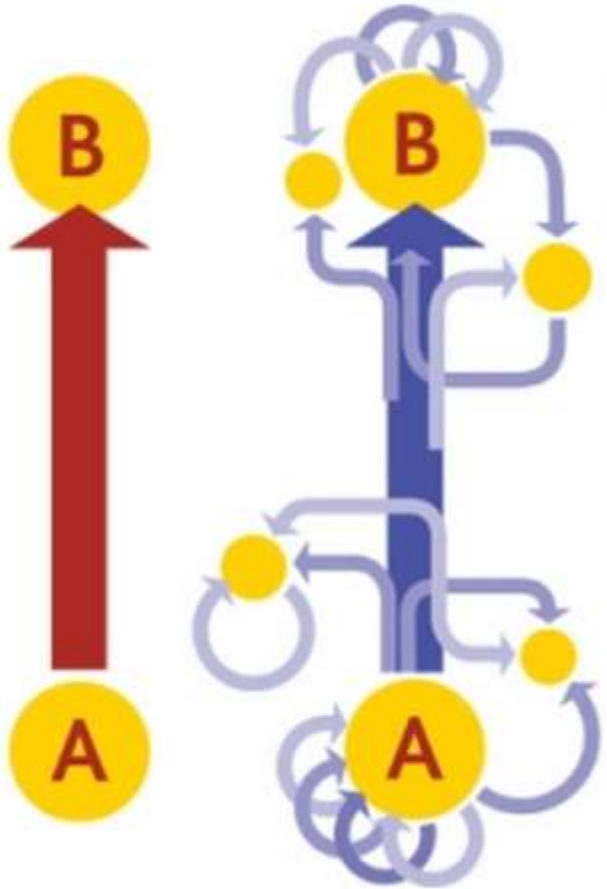
The potential for cycling and walking

England data (2013)

- 67% of trips less than 5 miles
- 55% made by car
- 33% on foot - but declining
- Only 2% by cycle



Walking and Cycling – The Similarities

- Many similarities between walking and cycling
  - Health benefits
  - Reduce congestion
  - No air or noise pollution
  - Low cost
  - Similar barriers – motor traffic, poor/missing routes
  - Both cater for a range of users
  - Similar basic needs

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Pedestrians and Cyclists both need routes that are

Coherent: connect and take you where you want to go

Direct: without undue deviation or delay;

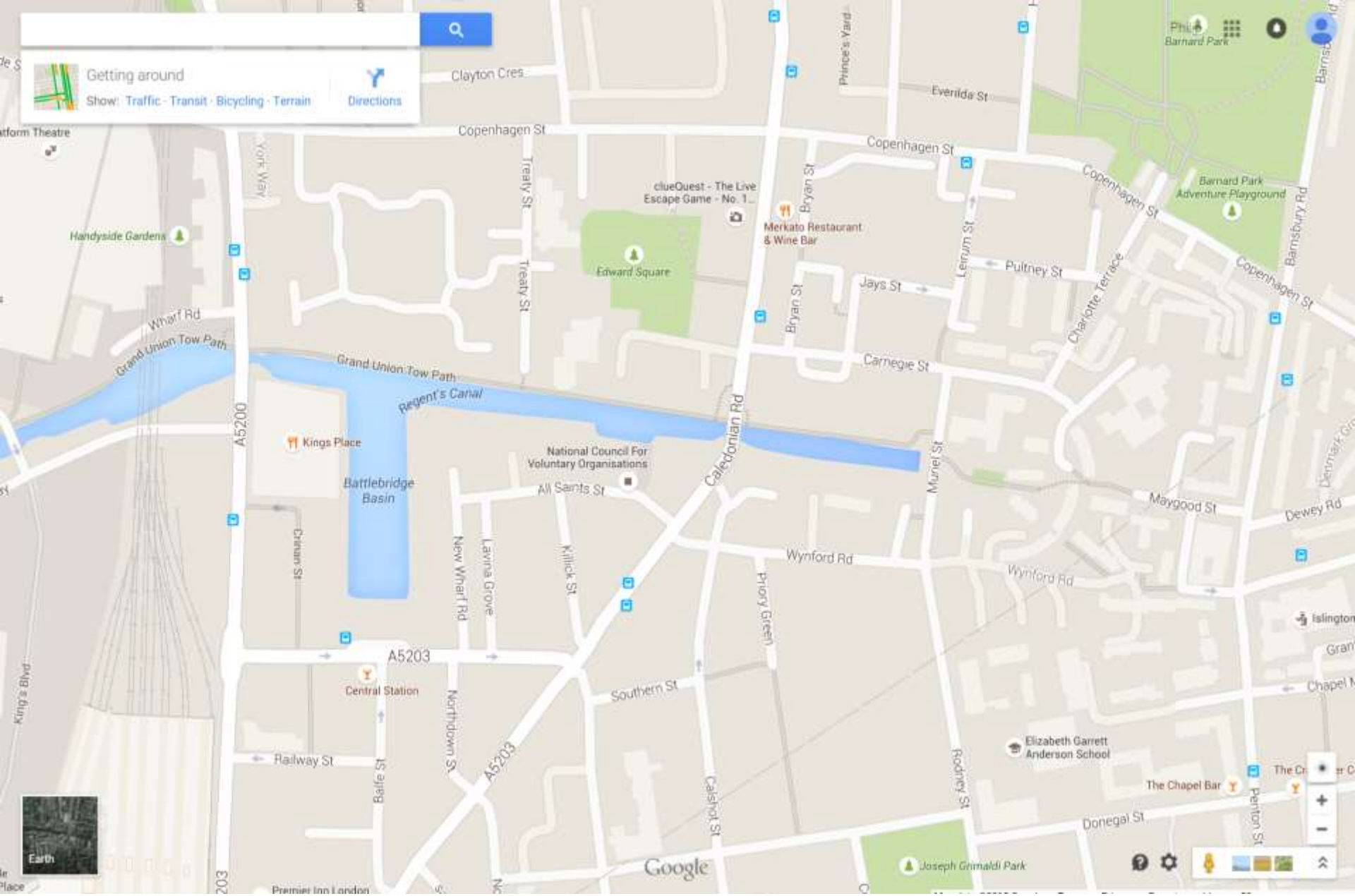
Safe: that are and feel safe**;**

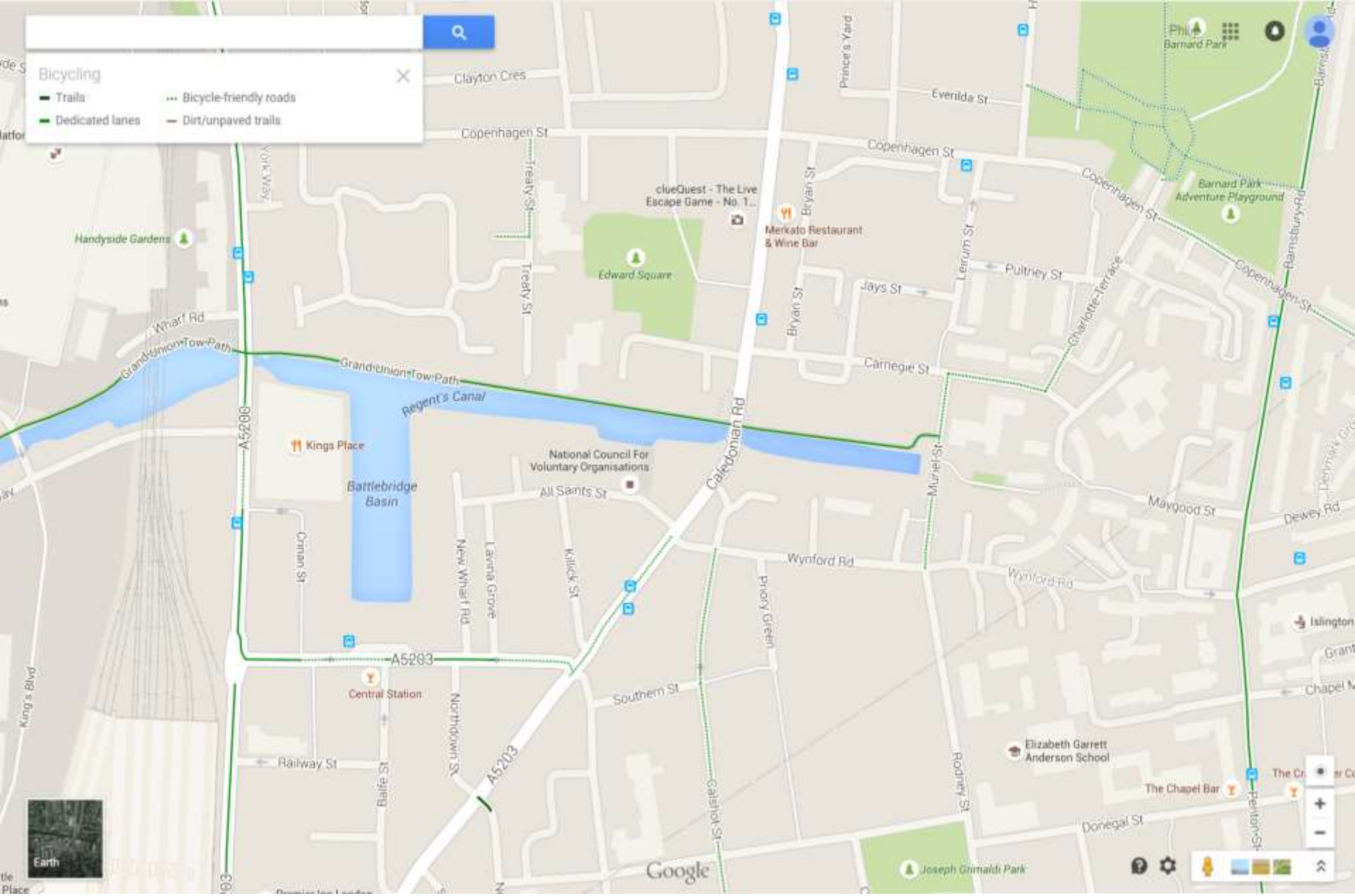
Comfortable: are easy to use with minimum physical and mental effort; and

Attractive: in pleasant surroundings

Walking and Cycling - The differences

- Different speeds – 3 mph vs 12 mph (plus!)
- Different take up – eg 25% of trips vs 2% of trips
- Different infrastructure provision – comprehensive vs sparse
- Different distances – 1 mile vs 4 miles (plus!)
- Different demographics


Getting around
Show: Traffic · Transit · Bicycling · Terrain
Directions
Clayton Cres
Copenhagen St
Everilda St
Barnard Park
Barnard Park Adventure Playground
Barnsbury Rd
York Way
Treaty St
clueQuest - The Live Escape Game - No. 1...
Merkato Restaurant & Wine Bar
Bryan St
Leirum St
Pultney St
Jays St
Charlotte Terrace
Handyside Gardens
Edward Square
Wharf Rd
Grand Union Tow Path
Regent's Canal
Carnegie St
A5200
Kings Place
Battlebridge Basin
National Council For Voluntary Organisations
All Saints St
Caledonian Rd
Muriel St
Maygood St
Dewey Rd
Wynford Rd
Canan St
New Wharf Rd
Lavina Grove
Killick St
Priory Green
A5203
Central Station
Southern St
Northdown St
Railway St
Balfe St
Caistor St
Rodney St
Elizabeth Garrett Anderson School
The Chapel Bar
Penton St
Donegal St
Joseph Grimaldi Park
Google
Earth
Premier Inn London


Bicycling
Trails
Bicycle-friendly roads
Dedicated lanes
Dirt/unpaved trails
Clayton Cres
Copenhagen St
Everilda St
Prince's Yard
Barnard Park
Barnard Park Adventure Playground
Barnsbury Rd
clueQuest - The Live Escape Game - No. 1...
Merkato Restaurant & Wine Bar
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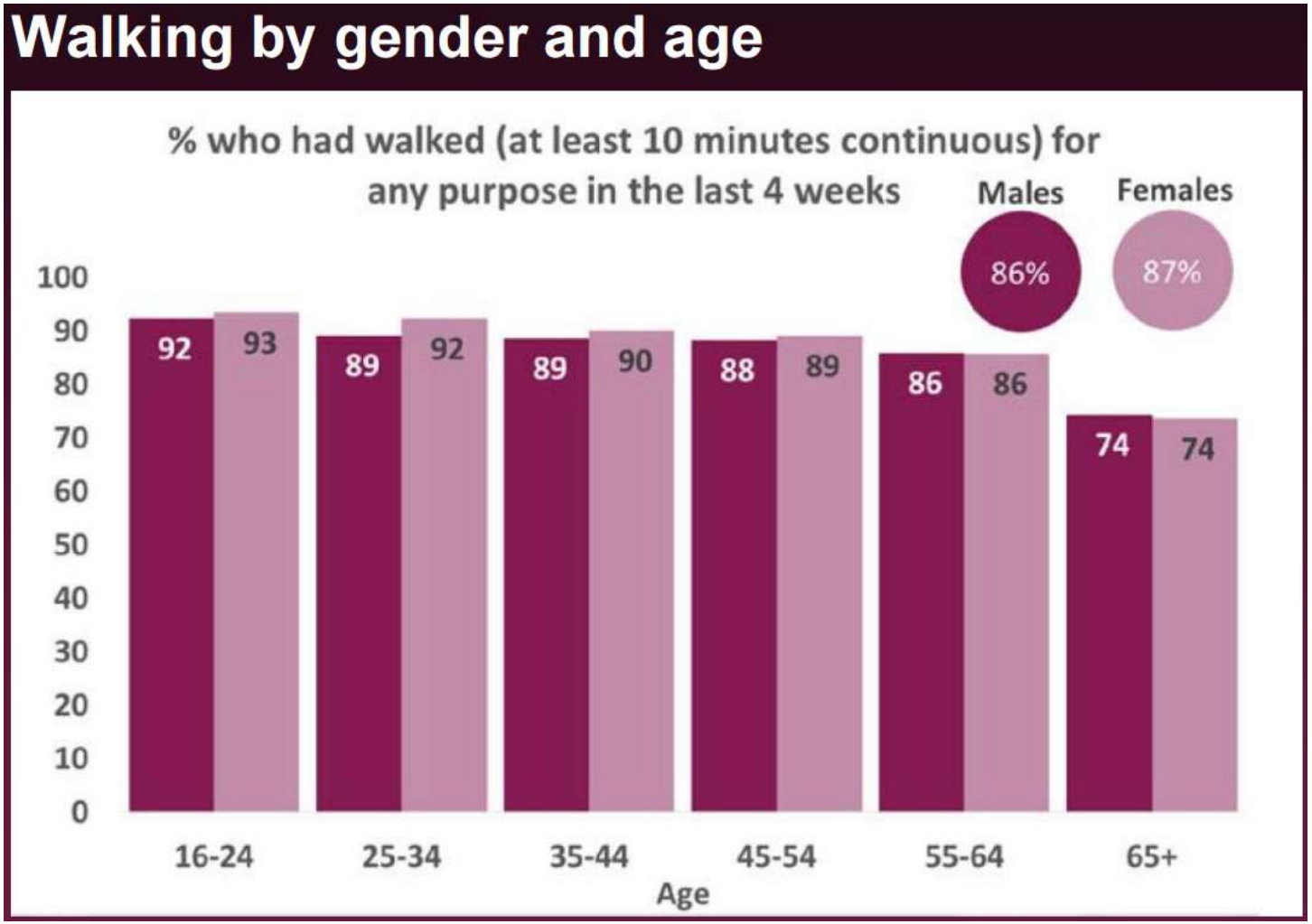
Galsford St
Rodney St
Elizabeth Garrett Anderson School
The Chapel Bar
Penton St
Donegal St
Joseph Grimaldi Park
King's Blvd
Islington
Google
Earth

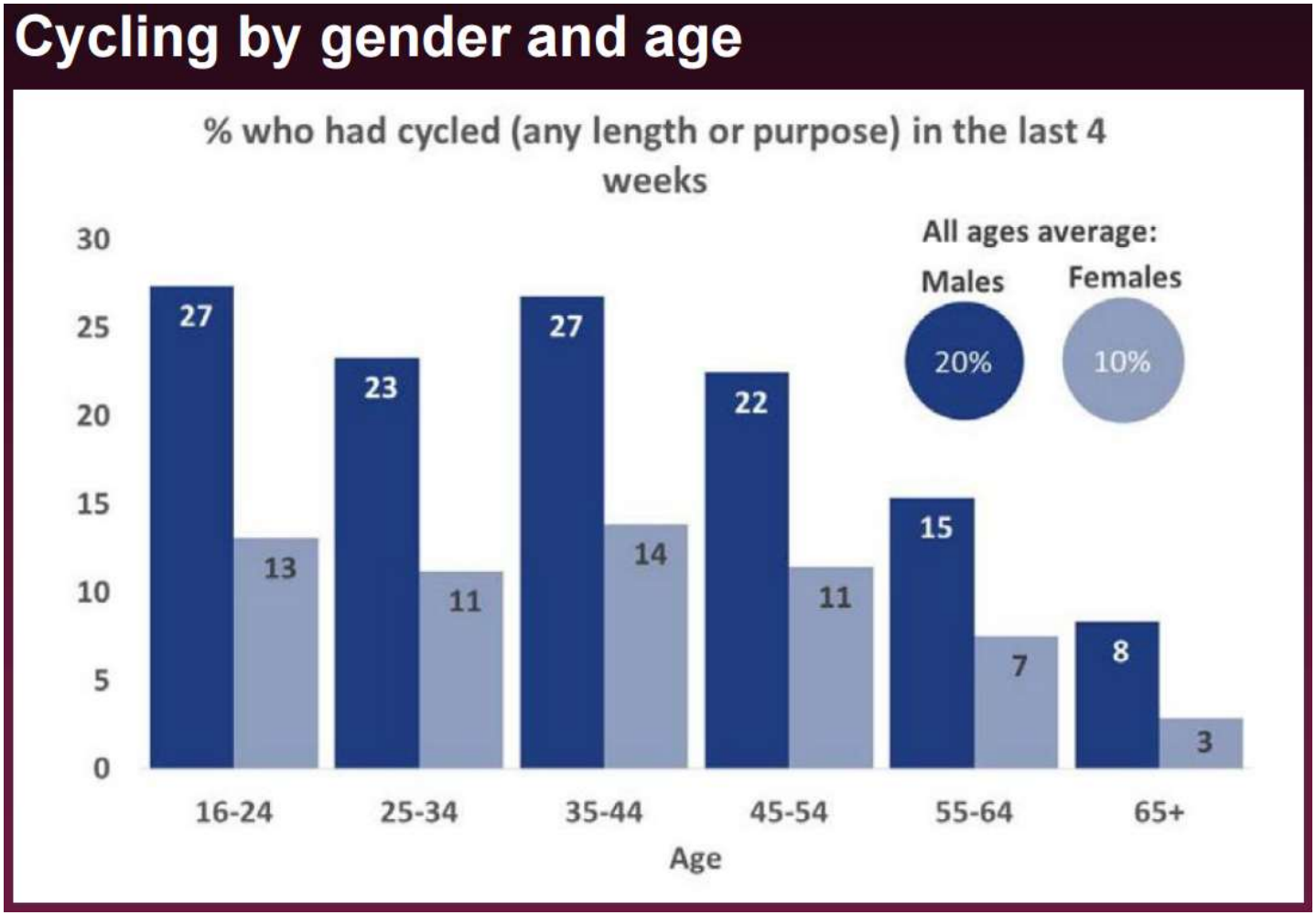
Gender and walking



Statistical Release 29 April 2014

Local Area Walking and Cycling Statistics: England 2012/13

Gender and cycling



Statistical Release 29 April 2014

Local Area Walking and Cycling Statistics: England 2012/13

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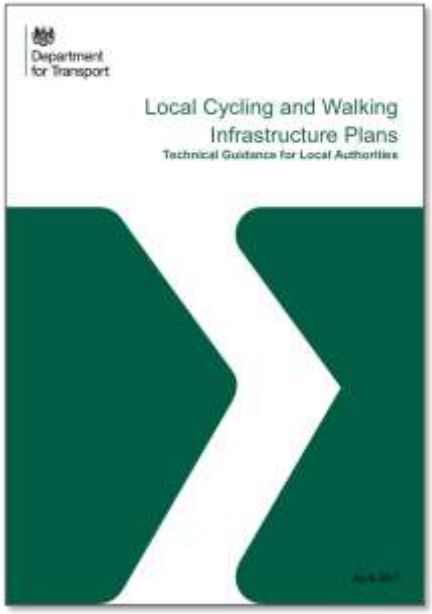
What are Local Cycling and Walking Infrastructure Plans?

A **Local Cycling and Walking Infrastructure Plan (LCWIP)** is a long-term approach to developing comprehensive local cycling and walking networks

LCWIPs will assist Local Authorities (LAs) to:

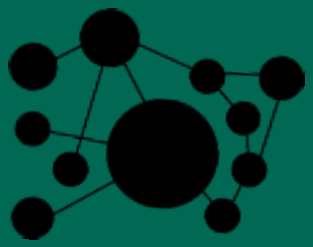
- Identify cycling and walking infrastructure improvements in the short, medium and long term
- Embed cycling and walking in local planning and transport policies and strategies
- Make the case for future funding for walking and cycling infrastructure



Local Cycling and Walking Infrastructure Plans - Key Outputs

The key outputs of LCWIPs are:

A network plan for walking and cycling with routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment

A report which sets out the analysis carried out and supports the identified improvements

LCWIPs are scalable to suit the size and complexity of the local area.

Six stages in the LCWIP process

Stage 1: Determining Scope
Geographical extent, governance and timescales

Stage 2: Information Gathering
Identify existing patterns and potential new journeys

Stage 3: Network Planning for Cycling
Identify flows, review conditions and identify barriers

Stage 4: Network Planning for Walking
Identify flows, audit routes and determine improvements needed

Stage 5: Prioritising Improvements
Develop a phased plan for future investment

Stage 6: Integration and Application
Integrate outputs into current policies and strategies

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Stage 1: Determining the Scope

Establish the geographical extent

This requires a consideration for:

- Scale
- Distances travelled by cycle and foot
- Travel to Work areas

Identify the best delivery model

Cross-boundary liaison may be required.

Various delivery models – single tier, two tier authorities

Arrangements for governance

Effective governance needed.

A project board is suggested

Agreeing timescales

LCWIPs set out a long term plan, suggested implementation:

- Short (<3 years)
- Medium (<5 years)
- Long (>5 years)

Timescales could be aligned other planning documents, eg Local Transport Plan.

Stage 2: Gathering Information

Reviewing local policies and strategies

Collating information

Collect and analyse:

- Current walk/cycle networks
- Travel patterns
- Perception of existing facilities
- Air quality, collisions, proposed developments etc etc.

Stage 3: Network Planning for Cycling

Identifying and clustering trip origin and destination points

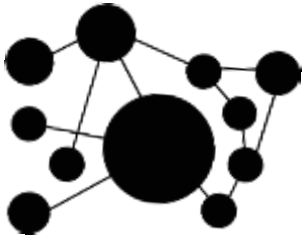
Use GIS to map origin and destination points across the study area

Trip generators in close proximity can be clustered to simplify this.

Establishing desire lines for cycle movement

Map direct desire lines between trip generators to identify main corridors.

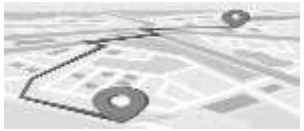
This can be done using the **Propensity to Cycle Tool (PCT) a**nd **l**ocal knowledge



Plan network and improvements needed

Tools for assessing potential routes/improvements:

- Cycling Level of Service (CLoS)
- Route Selection Tool (RST)
- Current design guidance – London Cycling Design Standards
- And soon – revised DfT LTN on Cycle Infrastructure



At the end of this stage a **Cycling Network Plan** and **Programme of Cycling Infrastructure Improvements** should be produced

The Bristol Cycling Network

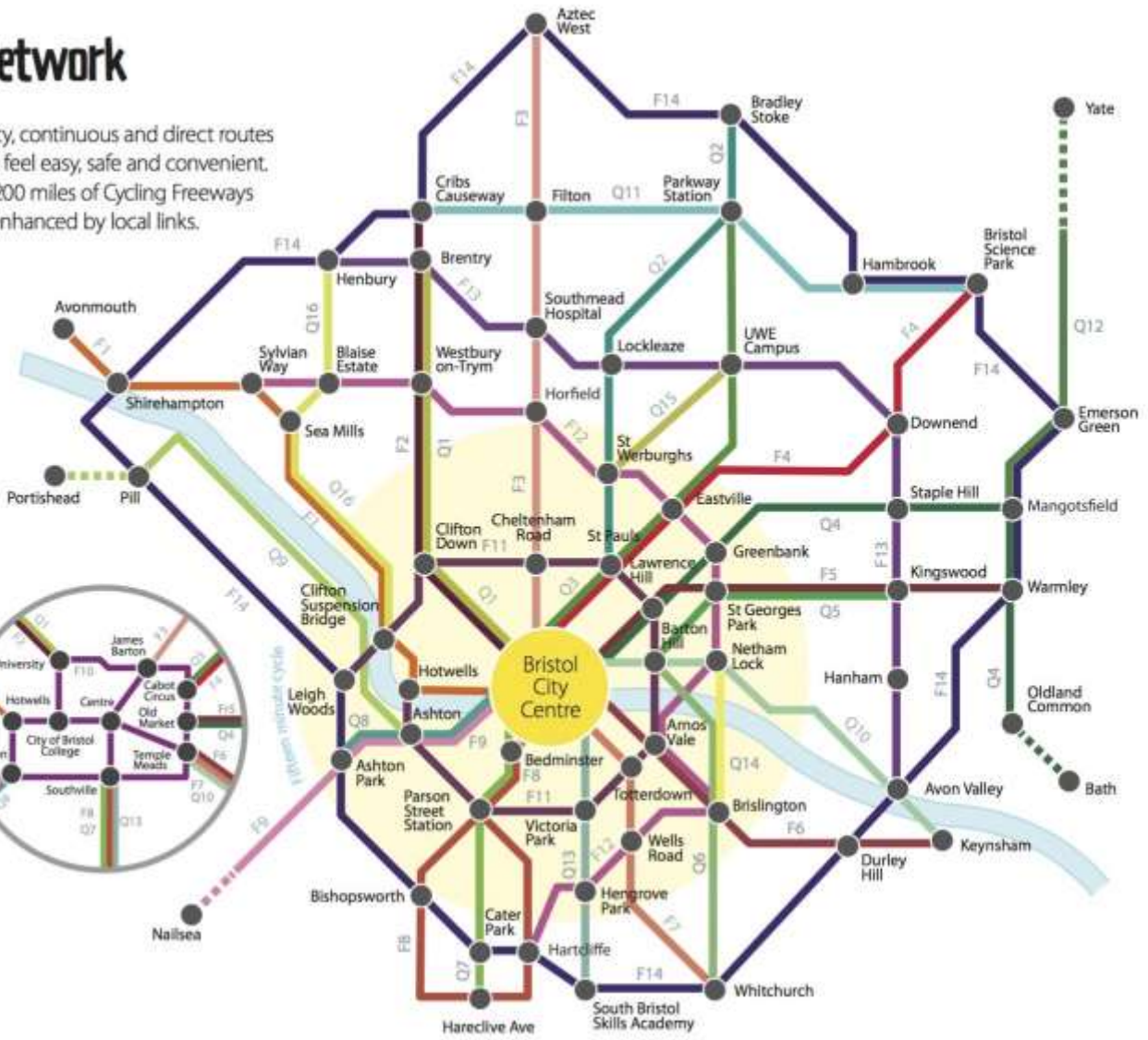
A comprehensive network of high quality, continuous and direct routes is essential to make cycling for everyone feel easy, safe and convenient. The Bristol Cycling Manifesto maps out 200 miles of Cycling Freeways and Quietways connecting every area, enhanced by local links.

Freeways: direct and continuous routes on main roads with extensive segregation

- F1 The Portway
- F2 Whiteladies/Westbury Road A4018
- F3 Gloucester Road A38
- F4 Fishponds/Stapleton Road A432
- F5 Two Mile Hill A420
- F6 Bath Road A4
- F7 Wells Road A37
- F8 Bishopworth/Hartcliffe A38
- F9 Coronation Road A370
- F10 Inner Loop Orbital
- F11 Inner Middle Orbital
- F12 Outer Middle Orbital
- F13 Northern Loop Orbital
- F14 Outer Ring Orbital

Quietways: pleasant and well signed traffic-free or low-traffic routes

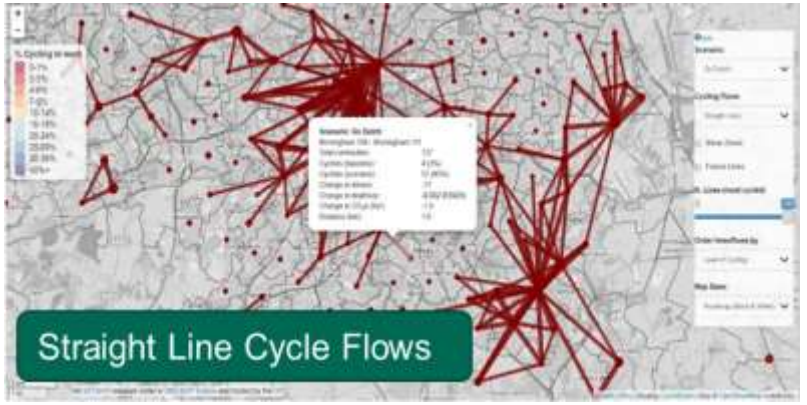
- Q1 Westbury Quietway
- Q2 Concorde Quietway
- Q3 Frome Quietway
- Q4 Bristol Bath Railway Path
- Q5 Wesley Quietway
- Q6 Whitchurch Quietway
- Q7 Malago Quietway
- Q8 Festival Quietway
- Q9 Pill Quietway
- Q10 Promenade Quietway
- Q11 North Fringe Quietway
- Q12 Yate Quietway
- Q13 Knowle Quietway
- Q14 St Anne's Quietway
- Q15 Purdown Quietway
- Q16 Trym Quietway

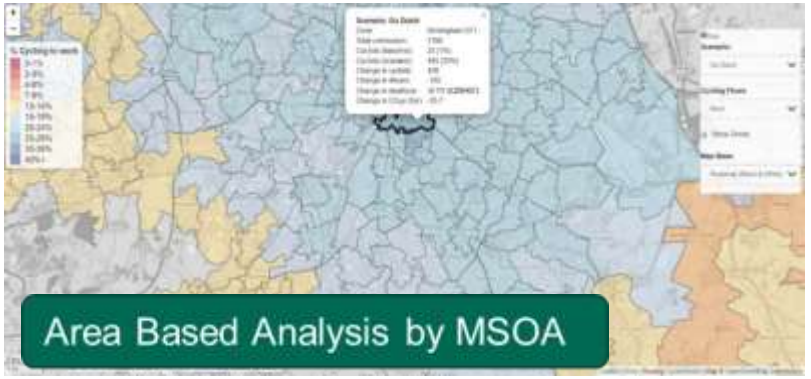


Propensity to Cycle Tool

WWW.PCT.BIKE
PROPENSITY TO CYCLE TOOL

- DfT funded freely-available, Propensity to Cycle Tool (PCT)
- Useful for
  - Mapping of trip origin and destination points
  - Identifying desire lines
  - Allocating trips to specific routes
  - defining potential demand for cycling under different scenarios
  - Assisting with scheme prioritisation





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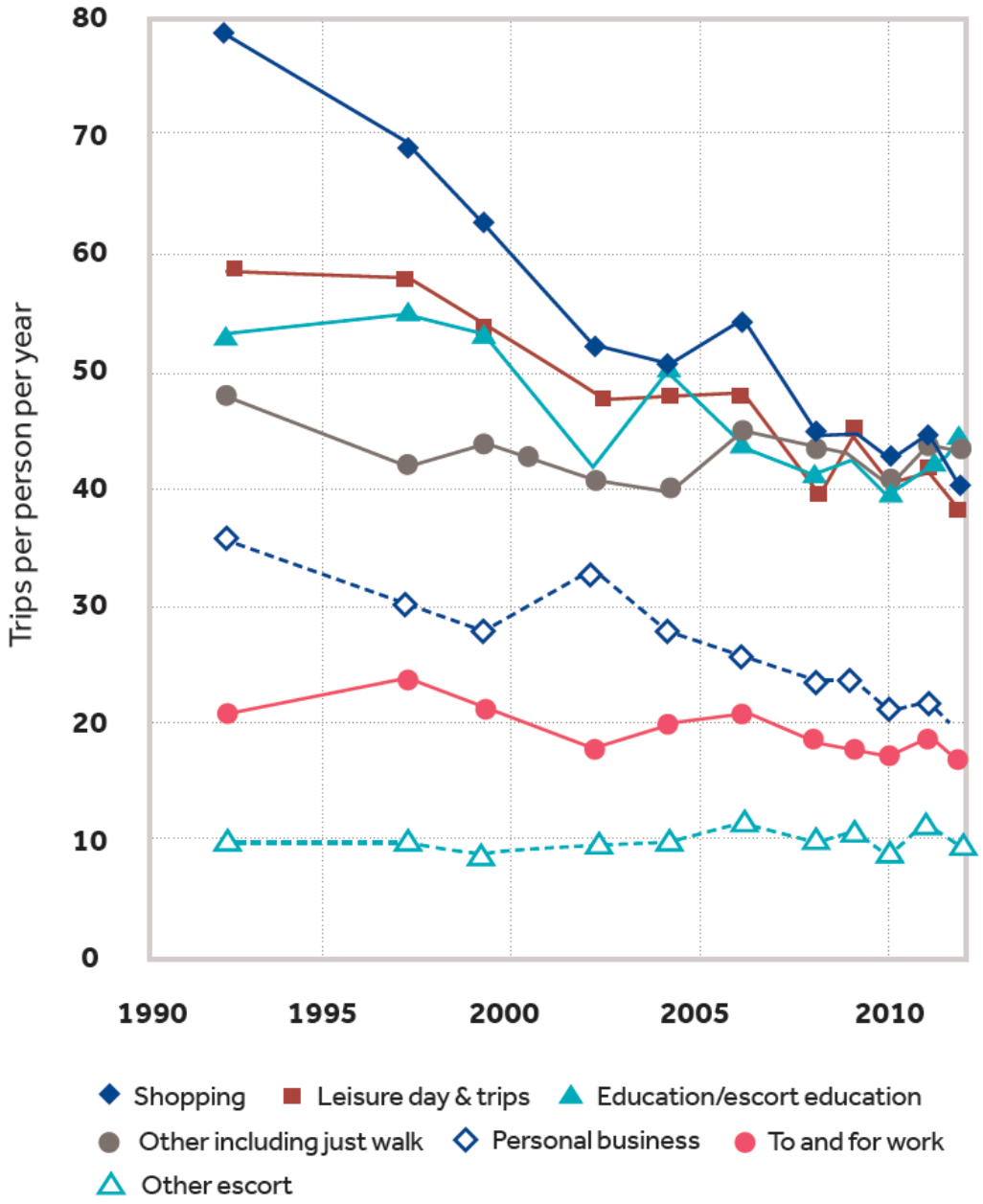
But what about walking?

WALK TRIPS BY PURPOSE



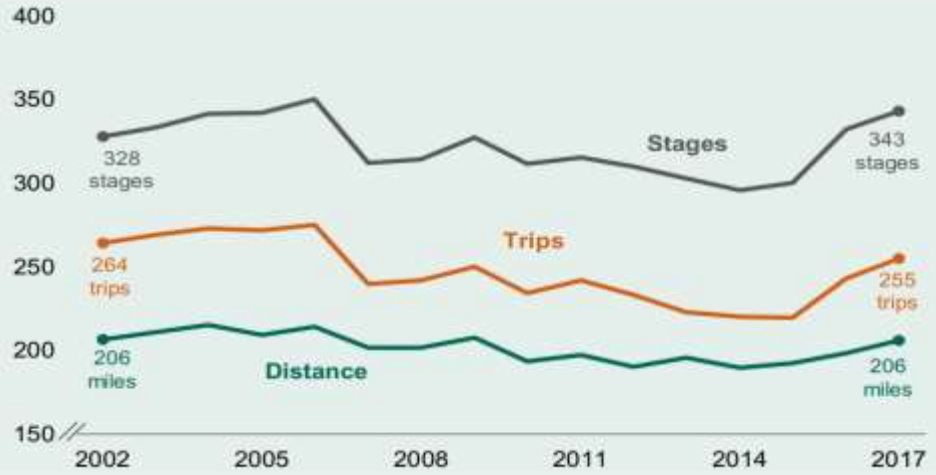
Trends [NTS]

In 2017:

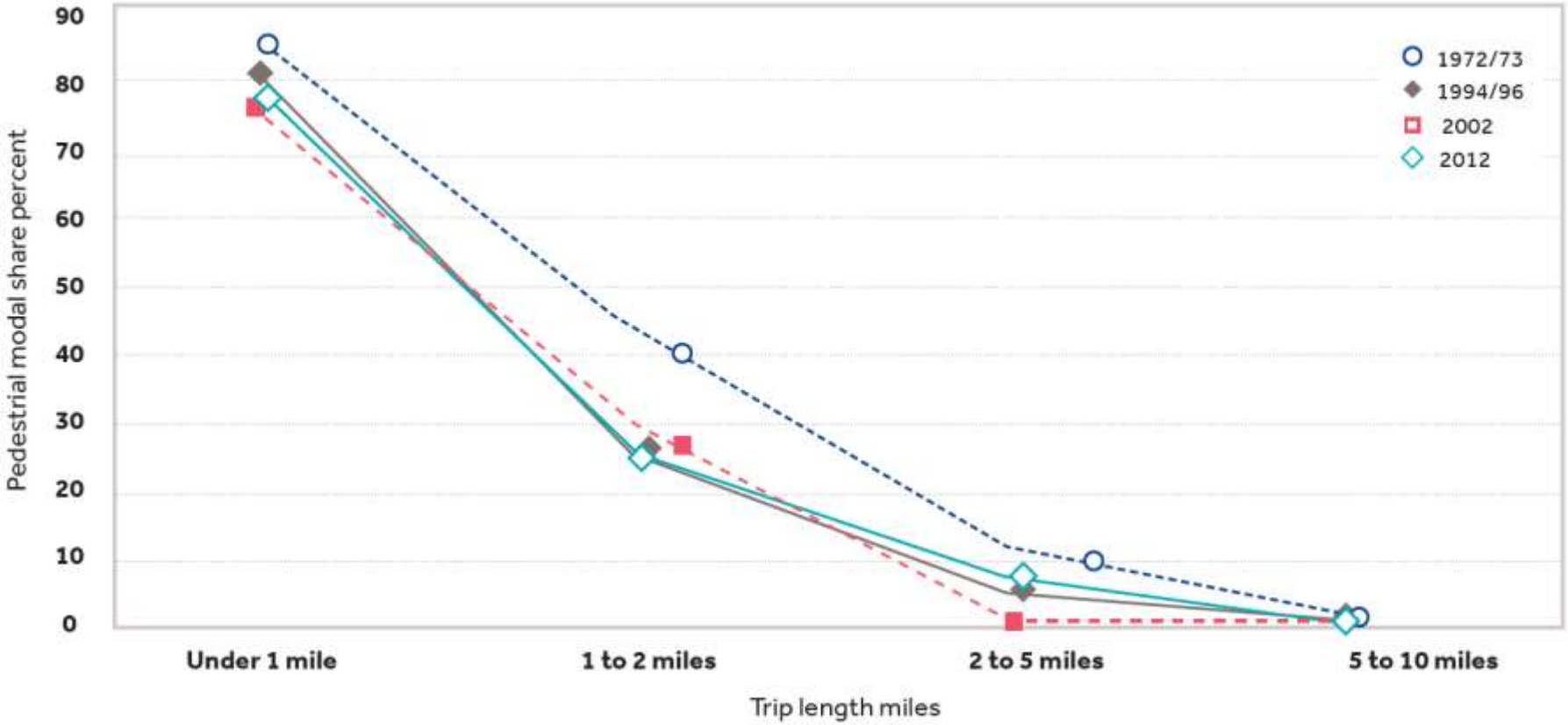
Trips — 4% since 2002

Stages — 5% since 2002

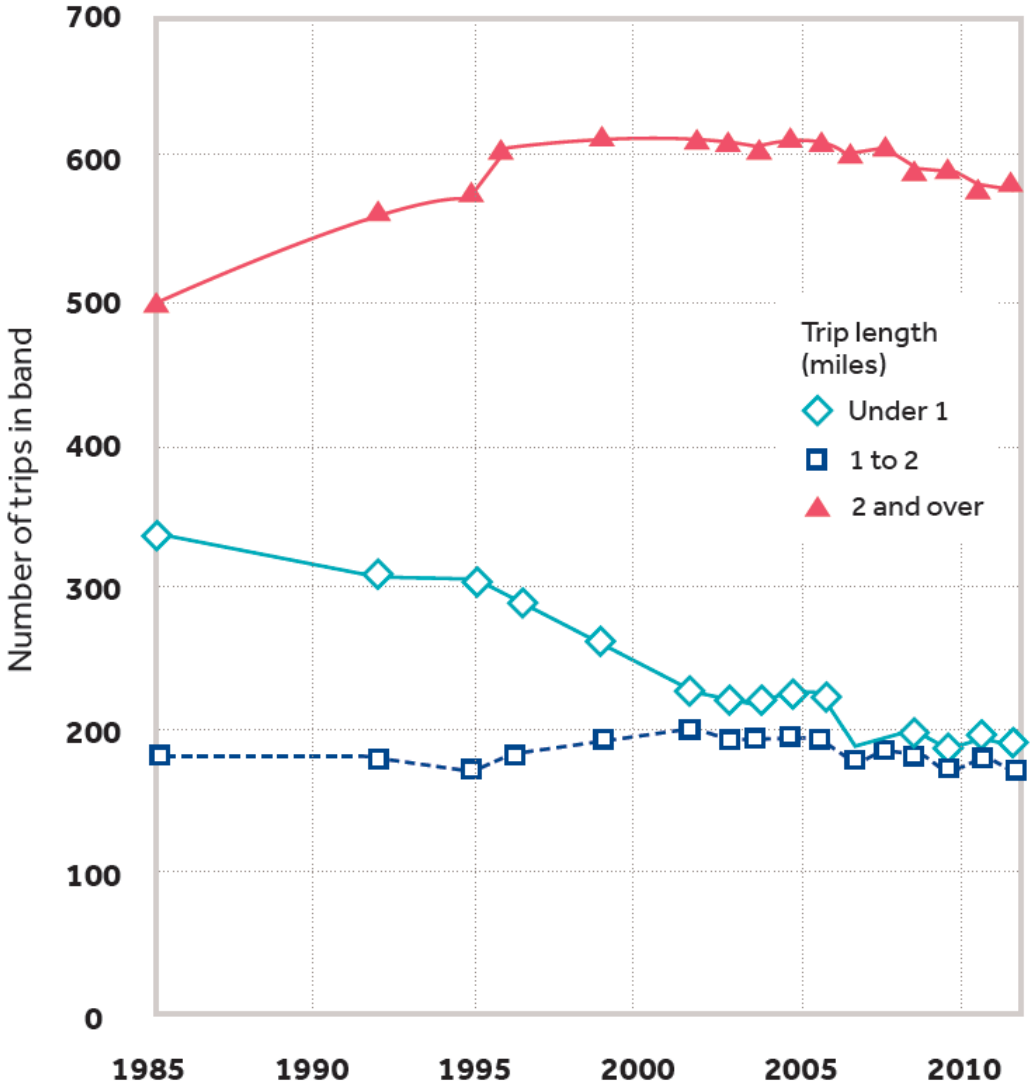
Distance — no change since 2002



Percentage of journeys on foot 1972/73, 1994/96 and 2010 (National Travel Survey; DfT, annual)



TRIPS PER PERSON IN LENGTH BANDS



Mixed use and walkable destinations have a bigger impact on walking than the quality of the pedestrian environment itself.

Beautiful sidewalks with nowhere to go don't really cut it.

Barbara McCann, US DoT

Towards an Urban Renaissance - 1999

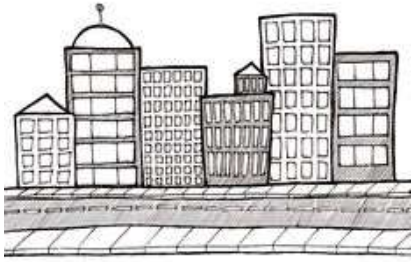
Stage 4: Network Planning for Walking

Identifying and clustering trip origin and destination points

GIS mapping of origin and destination points of potential walk trips

Establishing linear walking routes and core walking zones

Core Walking Zones (CWZs) - areas with trip attractors in close proximity, or areas with a high density of destinations.

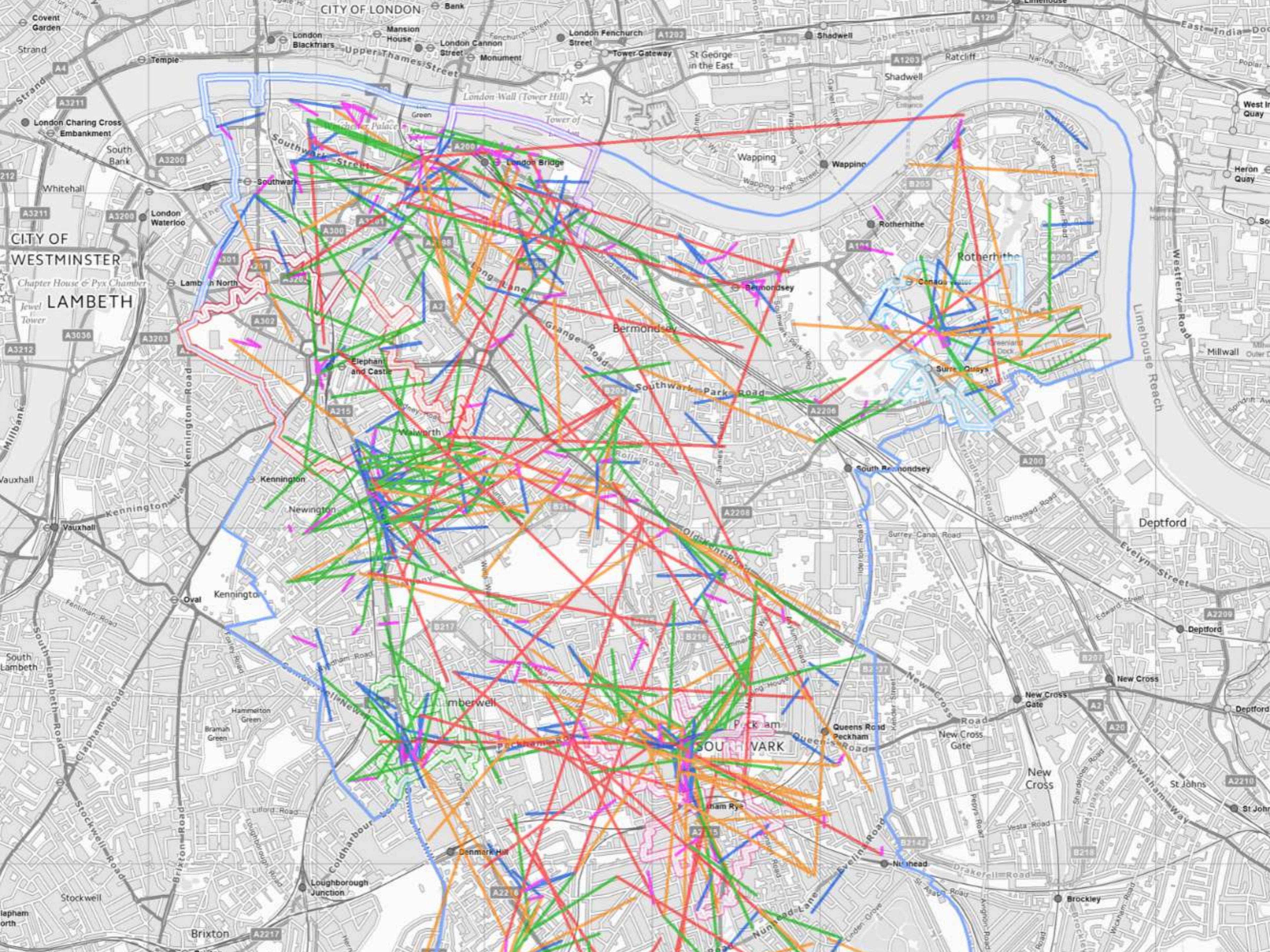


Auditing routes and identifying barriers

Identification of significant barriers and need for improvement

A **Walking Route Audit Tool (WRAT)** has been developed to assist with auditing, targeting the five core design outcomes for pedestrian infrastructure.

At the end of this stage a **Walking Network Plan** and **Programme of Walking Infrastructure Improvements** should be produced


CITY OF LONDON
Bank
Covent Garden
Strand
London Blackfriars
Mansion House
London Cannon Street
Monument
London Fenchurch Street
Tower Gateway
St George in the East
Shadwell
Limehouse
Ratcliff
Temple
London Charing Cross
Embankment
South Bank
Whitehall
Southwark
London Bridge
Wapping
London Waterloo
CITY OF WESTMINSTER
Rotherhithe
Lambeth North
LAMBETH
Bermondsey
Canada Water
Elephant and Castle
Surrey Quays
Walworth
South Bermondsey
Kennington
Newington
Deptford
Vauxhall
Oval
Millwall
Camberwell
Queens Road Peckham
New Cross Gate
New Cross
Peckham
SOUTHWARK
Peckham Rye
Denmark Hill
Nunhead
Brockley
Loughborough Junction
Stockwell
Brixton
South Lambeth
St Johns
Limehouse Reach

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Comments
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into mi-nor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards Score 0-2 as appropriate			

- 20 criteria scored 0, 1, 2 – max 40 points
- Based on Core Design outcomes plus Accessibility
- Originally developed for Wales Active Travel Design Guidance
- Can be used to identify deficiencies and need for improvements

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Comments
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	- subsided or fretted pavement, or - significant uneven patching or trenching. Large number of footway crossovers resulting in uneven surface.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/ delay. Footway parking causes significant deviation from desire lines.	

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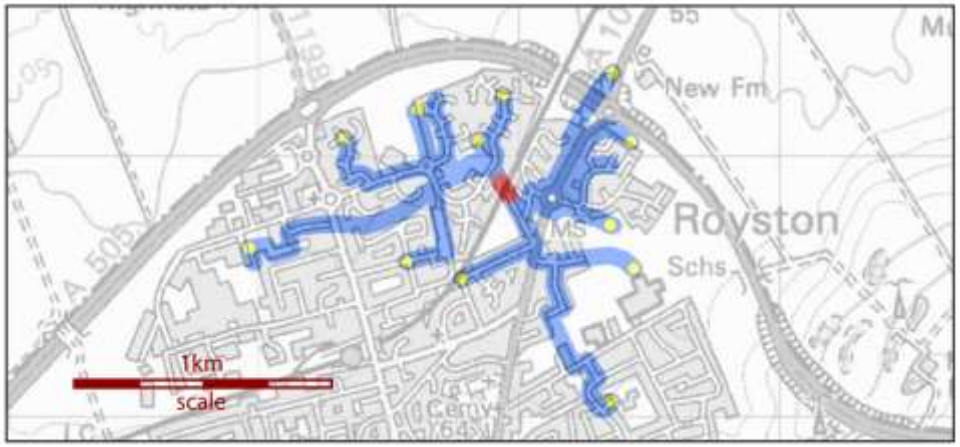
SEA ROAD


HALLEY STREET
CS1


New Fm
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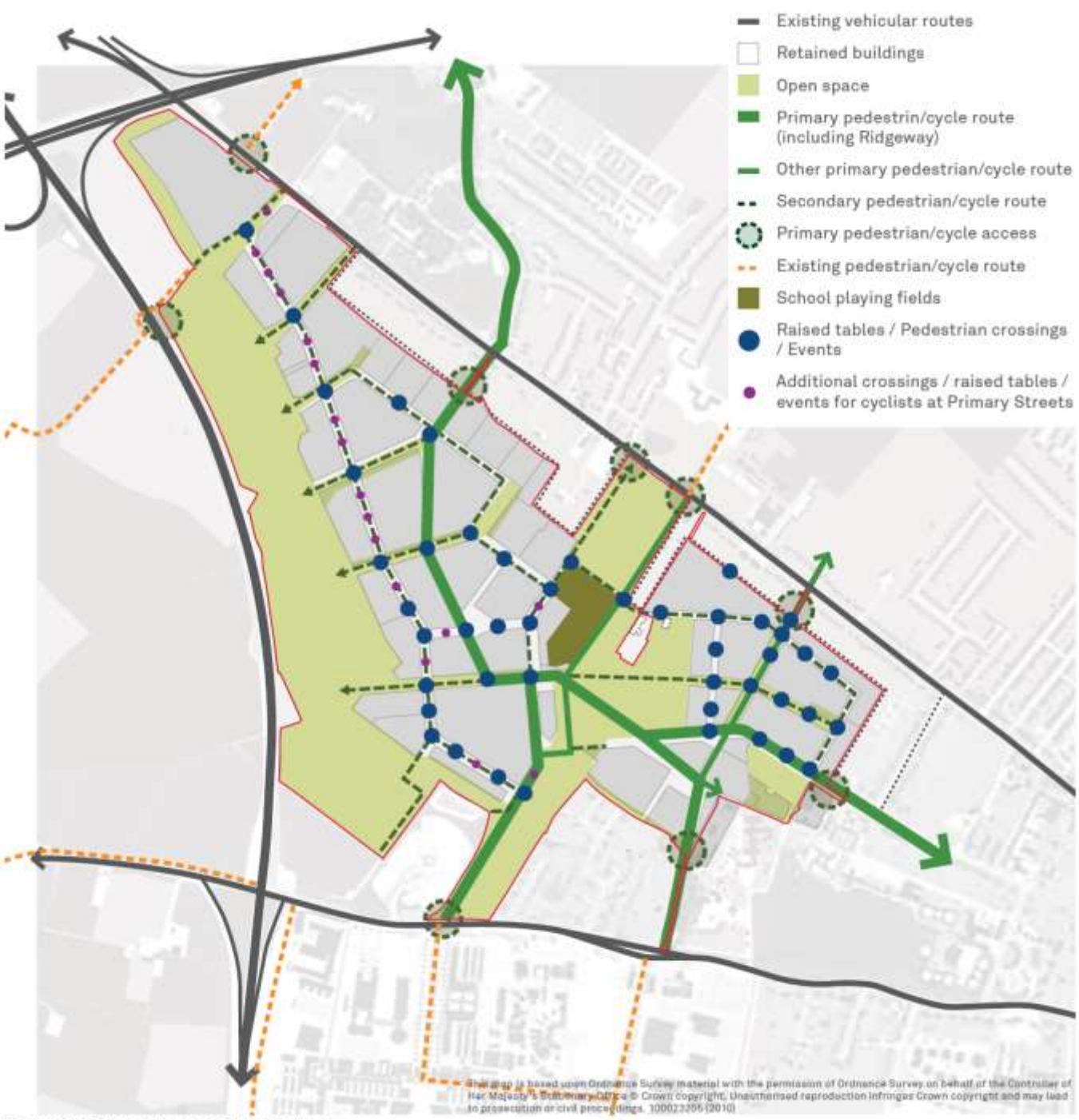

Figure 3.66 Pedestrian and Cycle Routes

Stage 5: Prioritising Improvements

Timescales

Suggested timescales for improvements::

- Short term (<3 years)
- Medium term (<5 years)
- Long term (>5 years)

Criteria

- Forecast increases in walking and cycling
- greatest return on investment
- Policy drivers, eg deprivation, child obesity etc

Appraisal

Indicative Cost-Benefit Analysis on priority schemes.

- The Department's Investing in Cycling and Walking report
- WebTAG unit A5-1 (DfT)

At the end of this stage a **prioritised list of cycling and walking infrastructure improvements** should be produced

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Stage 6: Integration and Application

Completing the LCWIP

Draft LCWIP contains

- network plans for walking and cycling
- prioritised programme of infrastructure improvements

Embedding the LCWIP

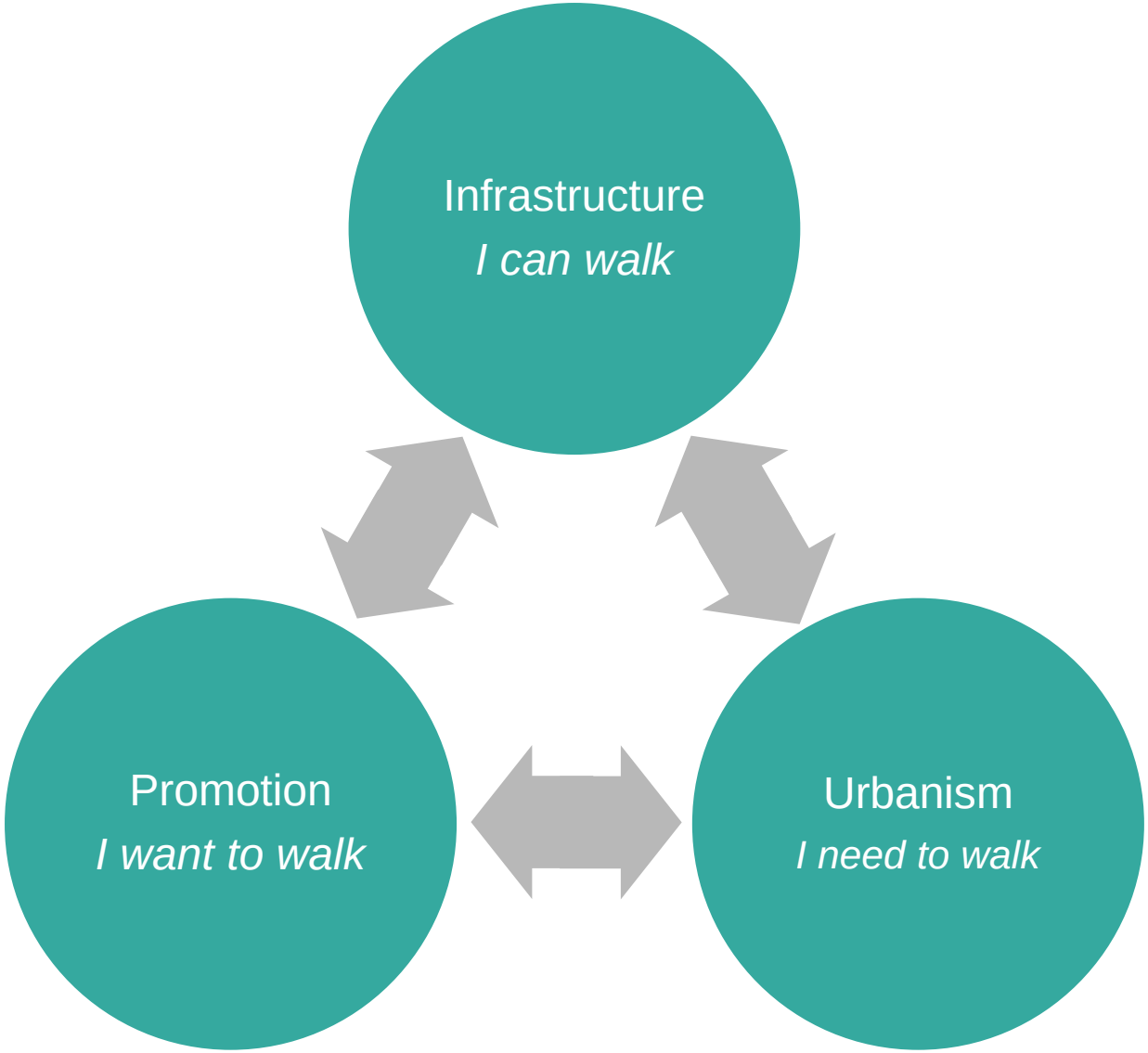
LCWIPs need to be integrated within local policies to be successful.

Reviewing the LCWIP

LCWIPs should be reviewed and updated approximately every 4-5 years to reflect progress.

At the end of this stage the **Local Cycling and Walking Infrastructure Plan** should be produced

But…it's only infrastructure



What's the upshot?

- Evidence-based methodology, leading to infrastructure improvements that will enable to more walking and cycling.
- Aligns walking to the (more powerful?) cycling agenda
- LCWIPs have strong DfT support and (hopefully) gain in value and importance.
- So far, less important in London but opportunity for London Living Streets to lobby for use of these techniques
- Building on Living Streets' involvement in the process
- But…Infrastructure in itself may not increase walking

Thanks

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Twitter.com/Phil_PJA

0121 475 0234