

Version release	Author	Approved
24 June 2020 Consultation draft	Kay Wagland Sustainability Team	Crawley Borough Council Cabinet
12 March 2021 Final	Kay Wagland Sustainability Team	Cllr Gurinder Jhans Environmental Services and Sustainability LCWIP Steering Group
7 July 2023 Amendment to Route H	Kay Wagland Sustainability Team	

Crawley Local Cycling and Walking Infrastructure Plan – 2021

Foreword

Crawley has most of the elements to be a great town for cycling and walking: it is relatively flat, with access to shopping, employment, education and leisure facilities within a short radius of our homes and has many leafy, green avenues that could make cycling and walking particularly appealing. The other element needed is a high quality network of sa

Crawley LCWIP 2021

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Foreword

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1. **Cycling and walking**
 - a Vision

1 Cycling and walking

a Vision

As one of the original new towns,

Care Excellence), the Chartered Institute of Highways and Transportation, and Transport for New Homes.

The importance of cycling and walking is made clear in the National Planning and Policy Framework (NPPF), which guides all planning authority development policy. The NPPF advises encouraging cycling and walking to promote 'healthy and safe communities', and that planning policies should

as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans).

c 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 peop

- 3 **Cycle network planning** – defining journey origins and destinations to establish cycle routes which are needed to be developed and identifying high level specifications
- 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
- 5 **Project prioritisation** – evaluation of cost benefits and relative merits of developing routes and zones to enable

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some degree of levelling out of this difference with better, safer infrastructure and increased numbers cycling.

Sustrans runs the Bike It programme in Crawley schools, supported by Crawley Borough Council. The programme encourages all modes of active travel – walking, cycling and using a scooter. Up to 15 schools participate at any one time and typically show measured increases in active travel modes of journeys to school and a reduction in car use. This is particularly marked when the project officer is directly involved at the school. Lack of safe, local cycle infrastructure is thought to be a limiting factor in raising rates of active travel to school and embedding them in longer term practice.

Public consultation

The LCWIP survey brought out general issues and issues relating to specific locations. In addition to indicating participants' favoured routes, it identified locations where some shorter term interventions could improve the existing cycle and walking networks through clearing vegetation and repair or maintenance.

The survey confirmed that cycling on both footways and shared paths can be a source of conflict, arising from genuine and perceived risks of collision and that better, separated cycle tracks are needed. This is borne out by the experience of Crawley Borough Council in dealing with public complaints about cycling on footways and even designated shared paths.

Key issues raised in the public survey on walking and cycling

County C

Policy CL3: Movement Patterns, Layout and Sustainable Urban Design

All development should seek to:

1. Use land more efficiently and sustainably, integrate land uses and transport networks. It should build upon, connect to, enhance and extend sustainable movement, in turn maximising opportunities for compact development and sustainable travel and increased levels of sustainable transport modal share.
2. Put people before traffic and encourage walking and cycling through establishing a layout of pathways which:
 - i. Understand and respond to the wider borough pattern of movement, demonstrating how walking and cycling connections will enhance and integrate schemes with Crawley Town Centre, local centres, transportation hubs, schools and employment areas.
 - ii. Connect new development to areas of rural open space and/or large urban areas of green open space and ensure new route alignments follow direct desire lines as much as possible allowing for through routes to be straight and direct, providing clear, legible and obvious linkages to adjoining areas.
 - iii. Ensure that buildings are orientated to overlook movement corridors in order to provide

3b Identifying route options for the LCWIP

Crawley's existing cycle network

Crawley Borough Council commissioned a review of its existing cycle network from consultancy Transport Initiatives, which reported in the Crawley Cycle Network Review (2017). Pre-empting the



Planned and Potential Residential (dwellings)

Propensity to Cycle Tool

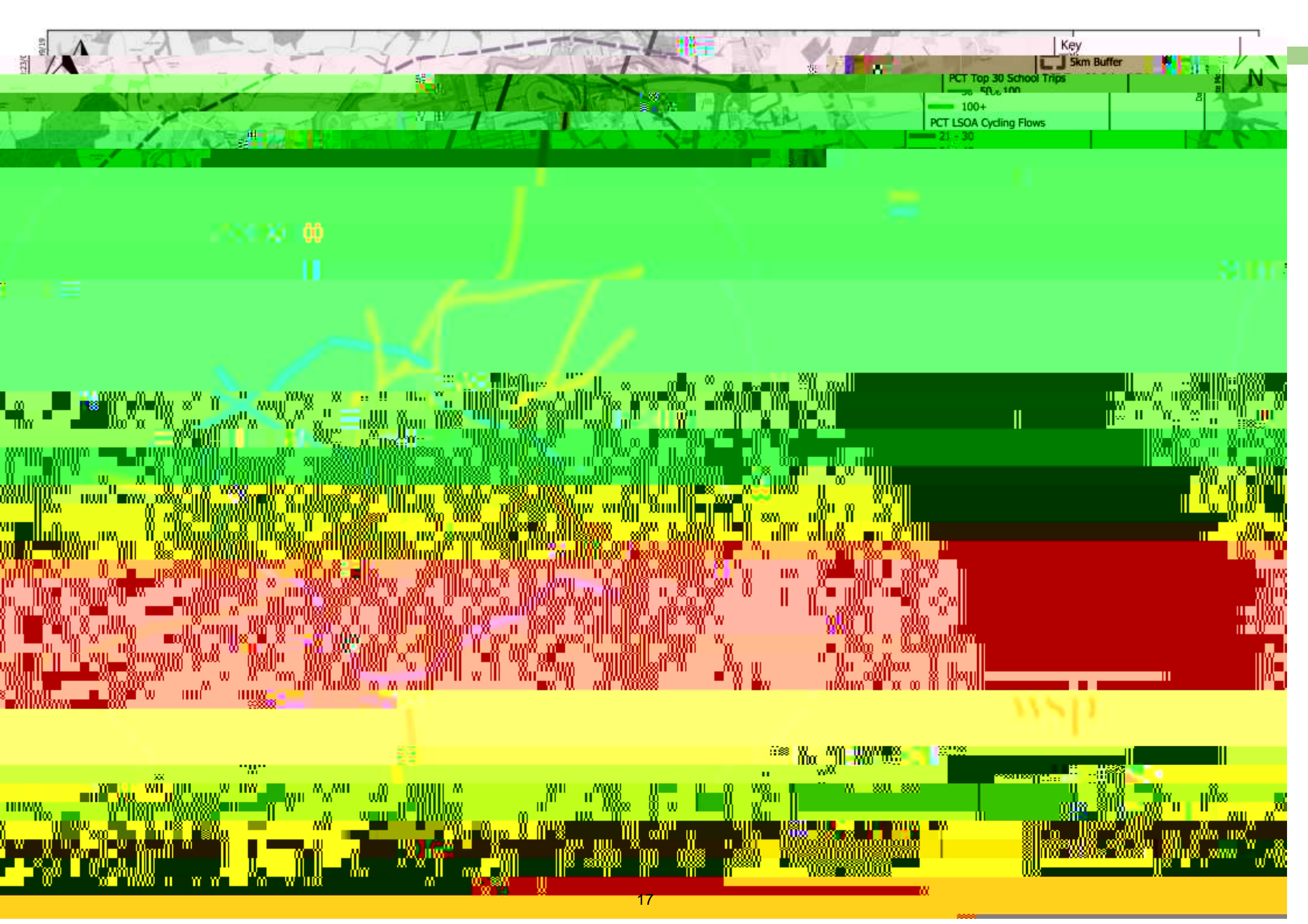
The Propensity to Cycle Tool (PCT) aims to identify likely route corridors where

4 LCWIP Stage 3 – Cycle network planning

Development of the network plan was guided by Transport Initiatives consultancy, which also undertook on-the-ground evaluation and drafting route proposals. Additional route assessment was undertaken by the Crawley Cycle and Walking Forum and volunteers who were given technical training. Training and further guidance was provided by WSP consultants through the West Sussex County Council programme.

Corridors (desire lines)

Clustered SOAs (residential locations) – mapped in black dots for 2011 populations and diamonds for subsequent planned or potential future housing development and sized according to population density data –



Route Selection

The translation of corridors to route options demanded a combination of practical geography, experience,

The RST process requires breaking down the route into consistent links, or sections, and junctions, identified

Routes are summarised here for length

Design standards

West Sussex County Council has its own set of design guidance adopted in 2018. This, in turn, references the London Cycling Design Guide, the Greater Manchester Design Standards, Sustrans Design Handbook and DMRB IAN 195/16, advising that these publications should inform design where it is not detailed in the West Sussex County Council guide. In the absence of national standards, the West Sussex County Council guide provided minimum standards for Crawley's initial draft outline LCWIP proposals.

The Department for Transport (DfT) released its new cycling and walking policy document, Gear Change, in July 2020. This radical departure from typical practice, reflecting the experience of successful cycling infrastructure design in other parts of northern Europe, was accompanied by a long-

The areas selected for the LCWIP for assessment as walking zones or routes were:

- A Crawley town centre and Crawley Leisure Park zones, with a connecting walking route
- B Manor Royal Business District

Transport Initiatives undertook the assessment of the town centre, dividing the audit area into 28 links and six areas.

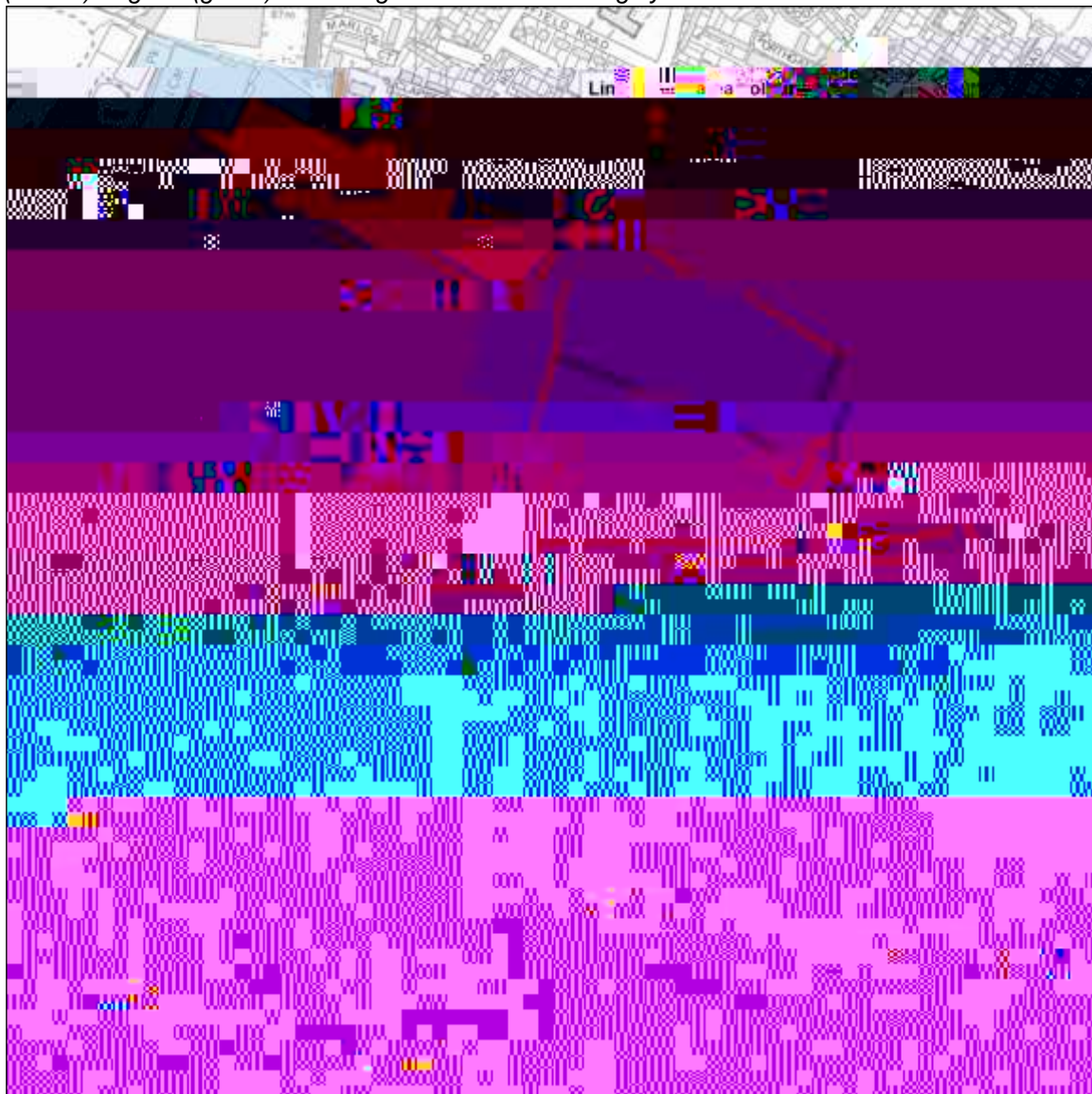
Crawley town centre links or areas were classified according to WRAT criteria:

13 were Good (green)

14 were Adequate (amber), indicating improvements would be of some benefit

7 were Poor (pink), indicating a fail for the area or link.

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.



The traffic light method shows where the town centre works well for walking and where it fails.

Fail areas and links

- **The Towns Fund** and **Future High Street** funds – Crawley BC has won £21m government fund in a bid

Crawley LCWIP 2021

Appendix 2.1

Appendix 2.2 Governance

– adopted 7 August 2019

2 Governance

The Crawley BC Sustainability Team is responsible for managing the Crawley LCWIP process.

Responsible Owner for the plan is the current manager for this team and

Appendix 2.3 Public survey questionnaire

Help to improve cycling and walking in Crawley

Walking and cycling are key to the future of local transport and access, for our health and our town. You can join us in creating that future for Crawley.

We're developing Crawley's Local Cycling and Walking Infrastructure Plan (LCWIP) to provide a clear vision for improvement. We need your experience and thoughts on how and where cycle routes and walking spaces in the town should be improved.

We all know of places where walking and cycling hits problems. These might include:

- *Narrow pavements alongside busy traffic*
- *Badly laid out road crossings*
- *Overhanging vegetation*
- *Badly parked cars*
- *Kerbs or steep slopes*
- *Poor visibility, hidden or dark areas*
- *Lack of seating*
- *Speeding traffic*
- *Indirect or slow routes*
- *Hold-ups by slow traffic signals*
- *Uneven, potholed or loose surfaces*
- *Lack of cycle parking*
- *Puddle splashing from vehicles*
- *Walking and cycling conflict points*

There will be other issues.

Join the discussion by answering these questions and you could win one of 10 Decathlon vouchers (£25 each).

We'd really like you to be SPECIFIC and give us details, particularly ROAD NAMES or clear landmarks, telling us exactly where the problems are or your suggestions could be.

1 Where in Crawley do you find particular problems on trips where you regularly walk or cycle – and what are those problems?

- a) Your trip going from (street)
- b) Going to (destination, street)
- c) Types of problem
- d) Problem location (street[s], landmarks)

2 Where would you like to walk or cycle, but usually avoid?

- a) Your trip going from (street)
 - b) Going to (destination, street)
- Why** do you usually avoid walking or cycling this route?
- c) Type(s) of problem
 - d) Problem location (street[s], landmarks)

3 What are the top three places you'd like to see improved? Why have you chosen these?

- a) Route going from (street)
- b) Going to (destination, street)
- c) Location[s] (street[s], landmarks)
- d) What improvement[s]?

Types of improvement could

include:

- *Separated cycle tracks*
- *Pedestrian space with no vehicles*
- *Reduced motor traffic*
- *Better lighting*
- *Changes to car parking*
- *Protected bus stop*
- *Improve surfacing*
- *Widen walkway*
- *Priority road crossing (cycling or walking)*
- *Drop or raised surface levels eg kerb*
- *Remove or install barriers*
- *Directional signage*
- *Cut back vegetation*
- *Cycle parking*
- *Seating*

You could suggest others.

Q3 improvements you'd like to see

Contributions = 289

Improvement	references	Improvement locations	references
Improve surface	51	Three Bridges	54
Segregated cycle track	49	Ifield	42
Cut back vegetation	42	Town centre	26
New cycle track / improve cycle infrastructure	37	Southgate	22
Road crossing	29	Pound Hill	20
Widen footway	28	Maidenbower	13
Lighting	14	Furnace Green	12
Restrict car parking	11	Manor Royal	11
Improve bus stop area	8	Broadfield	10
Reduce speeds	8	West Green	10
Enforce no cycling	6	Crawley	9
Safety measures	6	Northgate	8
Bridge/crossing	6	Tilgate	8
Cut traffic	5	Bewbush	5
Cycle parking	5	Gossops Green	5
Improve walking infrastructure	5	Langley Green	5
Signage	4	Charlwood	4
Cycle priority	3	Crawley Avenue	4
Repair potholes	2	Worth	4
Route marking	2	High Street	3
Seating	2	London Road	3
Widen cycleway	2	Kilnwood Vale	1
Clear litter	1	A23	1
Courtesy	1		
Cycle parking security	1		
Flood management	1		
New walking infrastructure	1		
Prohibit cycling	1		
			280

331

Appendix 3a.1 Public consultation on draft LCWIP

Crawley residents were consulted in July-September 2020 on the proposals in the draft LCWIP. This coincided with the government's Emergency Active Travel Fund (EATF) scheme, set up in response to needs due to Covid-19, generating some hostility and confusion with the LCWIP.

Summary of responses – surveys returned, online form and email = 184

- Male 51%; Female 46% Ages:
- With a disability: 6%
- 98% were Crawley residents.
54% live in Maidenbower and Pound Hill

This second LCWIP survey asked:

- 1 'Do you think it is important to make it easier for people to walk and cycle in Crawley?'
- 2 'With designs ensuring safe, connected cycling, do you think the cycle route network outlined in the LCWIP will make cycling more accessible for people in Crawley?'
- 3 For comments on any of the cycling routes proposed in the LCWIP.

Summary of 176 responses, grouped into general concerns:

A *EATF pop-ups*

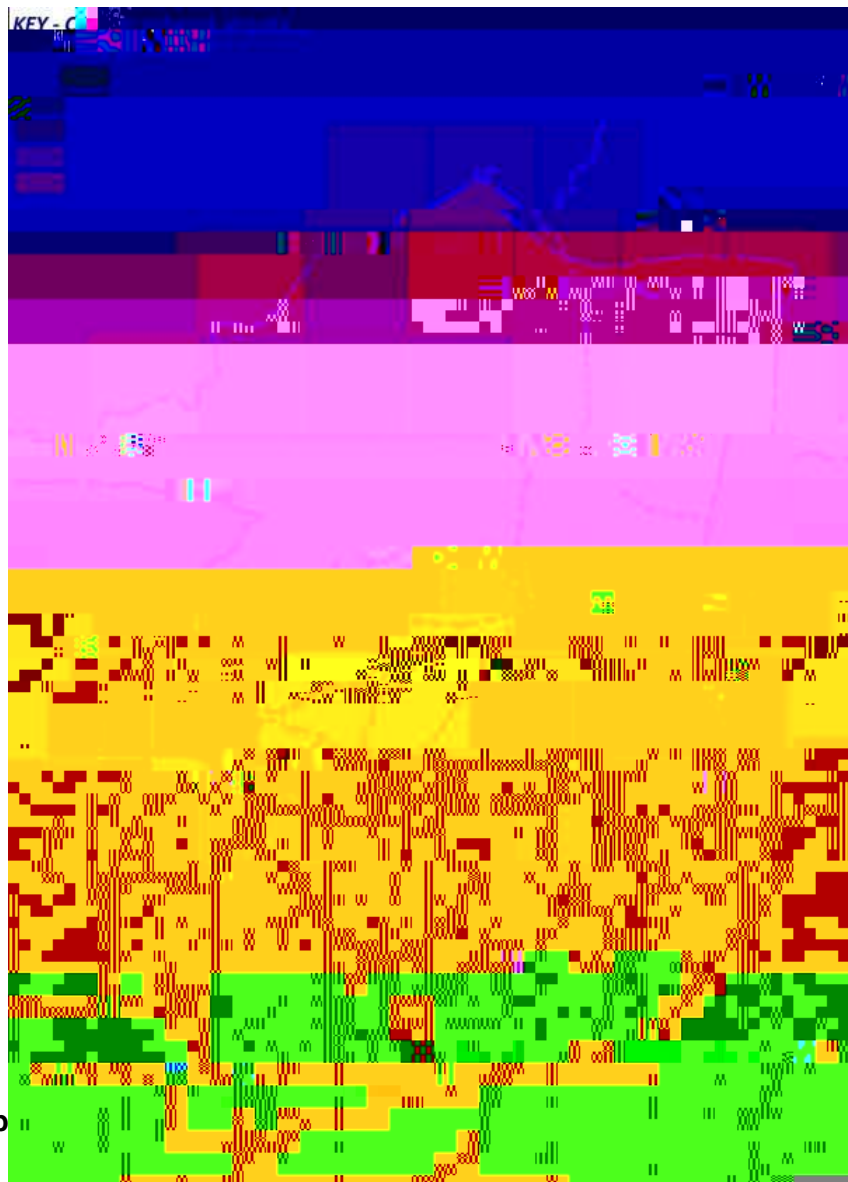
47 addressed the EATF, 43 being negative or

Appendix 3a.2 Local Plan policies relating to cycling and walking

<p>Policy IN3: Development and Requirements for Sustainable Transport Development should be concentrated in locations where sustainable travel patterns can be achieved through the use of the existing transport network, including public transport routes and the cycling and walking network</p>	<p>Policy OS2: Provision of Open Space and Recreational Facilities</p>
<p>Policy IN4: Car and Cycle Parking Standards Development will be permitted where the proposals provide the appropriate amount of car and cycle parking to meet its needs when it is assessed against the borough council's car and cycle parking standards.</p>	<p>Policy OS3: Rights of Way and Access to the Countryside</p>
	<p>Policy IN1: Infrastructure Provision</p>
	<p>Policies H3 (c) H3 (d) H3 (e) Housing Typologies</p>
	<p>Policy G11: Green Infrastructure v) Proposals should maximise the opportunity to maintain and extend the green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting to the urban/rural fringe and the wider countryside beyond</p>

	<p>cycling network and public transport routes, while reducing dependency on travel by private motor vehicle (also see Policy CL3 and CL4). This should include:</p> <ul style="list-style-type: none"> i. Designing developments to prioritise the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist; ii. Providing an appropriate amount and type of parking in accordance with ST2; <p>iv. For development which generates a significant demand for travel, and/ or is likely to have other transport implications: contributing to improved sustainable transport infrastructure, including, where appropriate, routes identified in the council's Local Cycling and Walking Infrastructure Plan.</p> <ul style="list-style-type: none"> • appropriate improvements to sustainable modes, or the introduction of new infrastructure that is required to adequately mitigate development impacts and detail how this will be delivered and operated
	<p>Policy ST2: Car and Cycle Parking Standards</p>

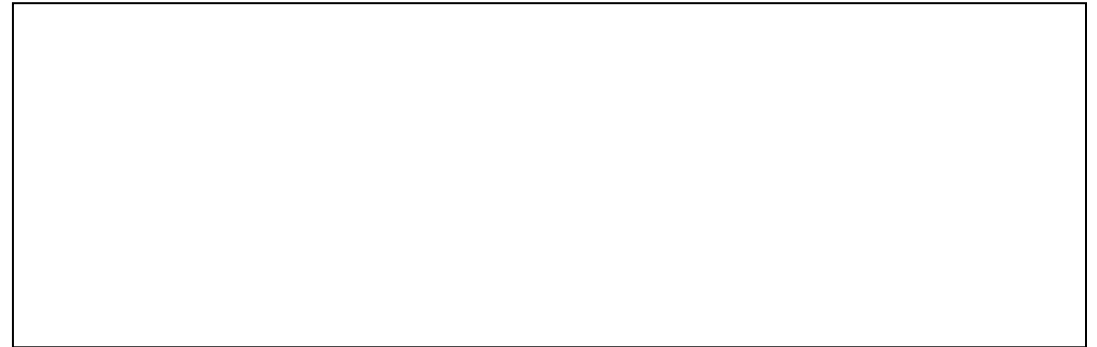
Appendix 3b.1 Crawley Cycle Network Review 2017



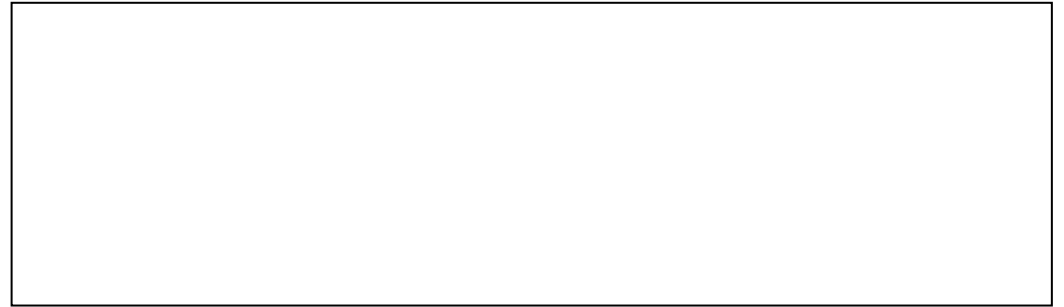
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Appendix 4.1 LCWIP routes: whole proposed network

Appendix 4.1 LCWIP routes: A – Gatwick Airport to town centre via Manor Royal (and Northgate)



Appendix 4.1 LCWIP routes: B – Pound Hill to Manor Royal via Forge Wood



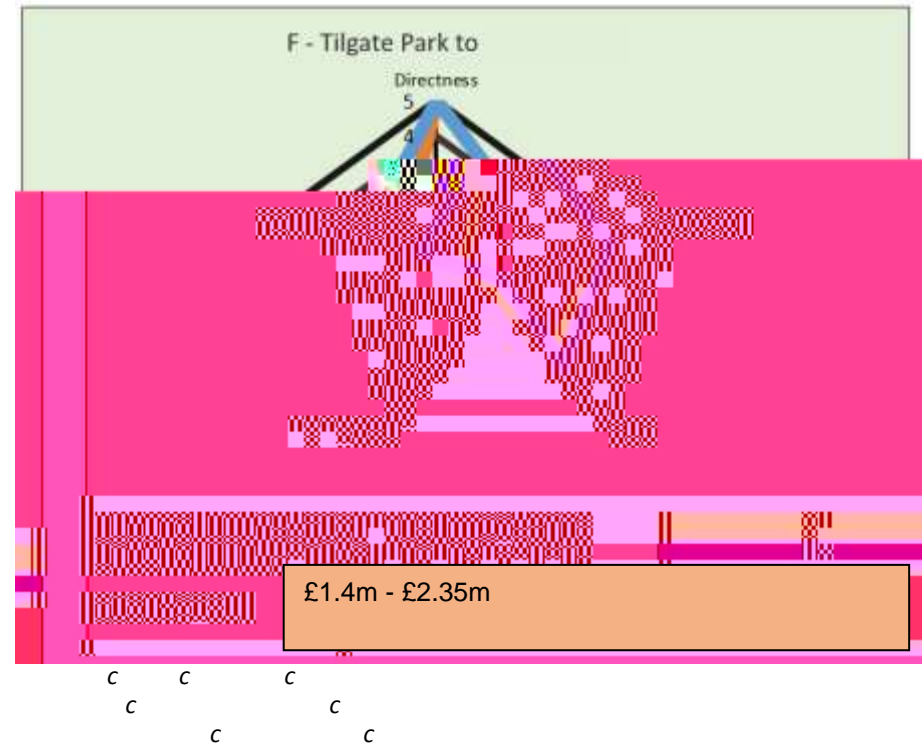
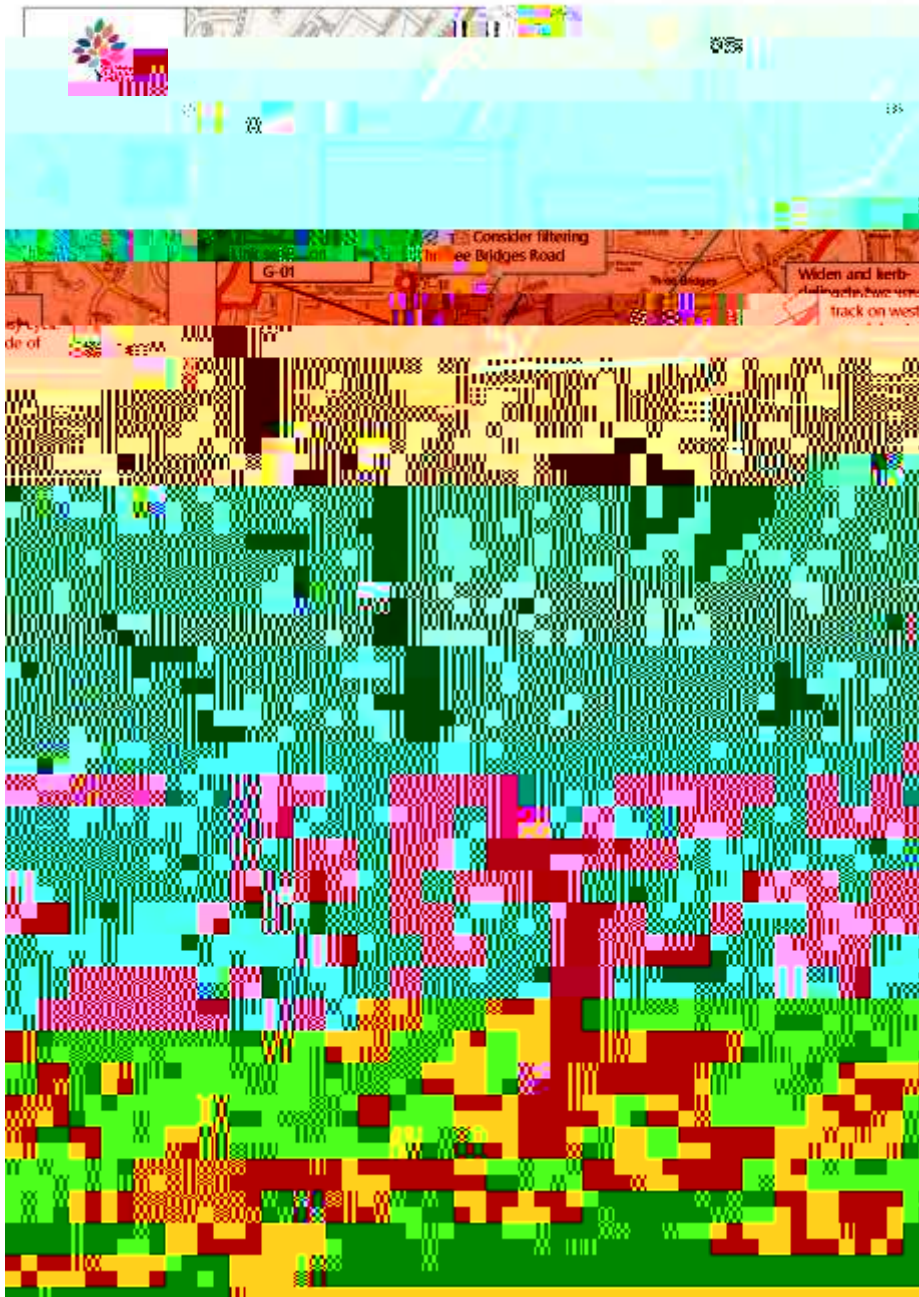
Appendix 4.1 LCWIP routes: C – Pound Hill to town centre via Three Bridges (limited to Crawley boundary)



Appendix 4.1 LCWIP routes: E – Maidenbower to Three Bridges via Furnace Green

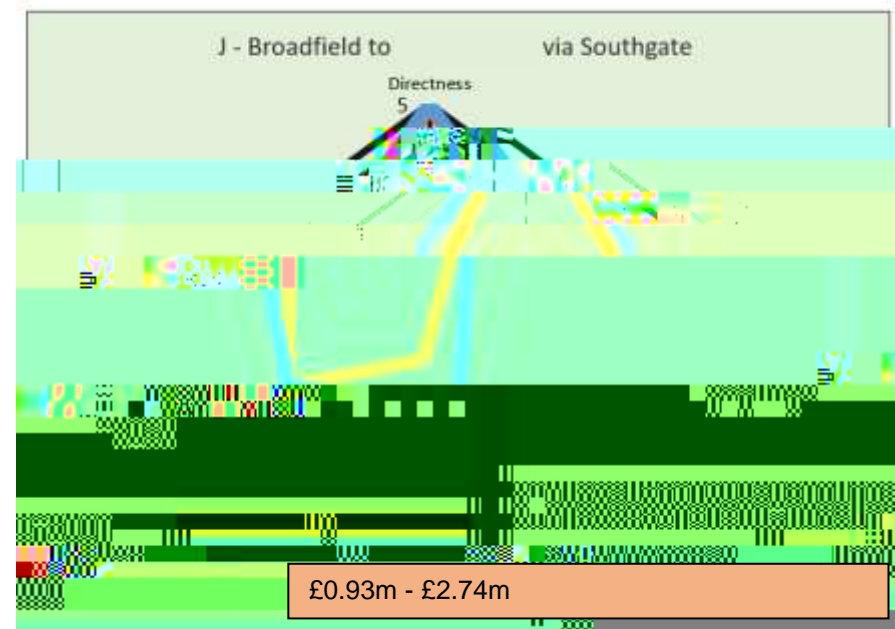


Appendix 4.1 LCWIP routes: F – Tilgate to town centre via Furnace Green (joins route E)



Appendix 4.1 LCWIP routes: G –

Appendix 4.1 LCWIP routes: J – Broadfield to town centre via Southgate



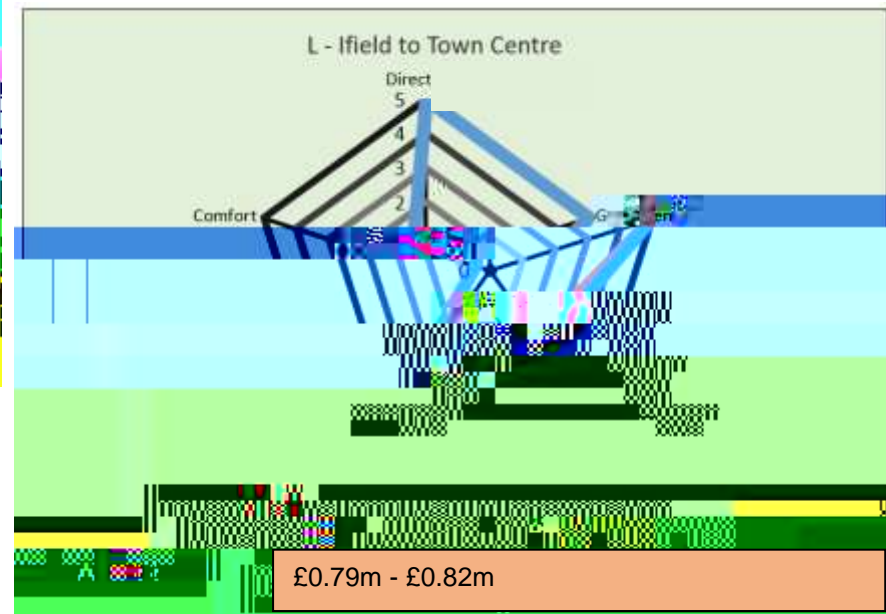
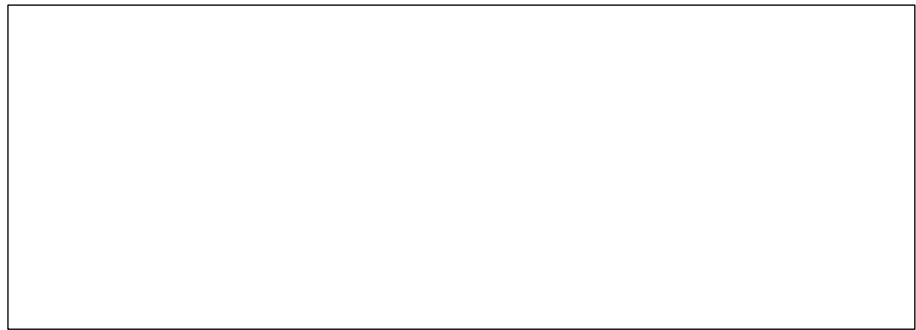
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Appendix 4.1 LCWIP routes: K – Kilnwood Vale and Bewbush to town centre (joins route J)



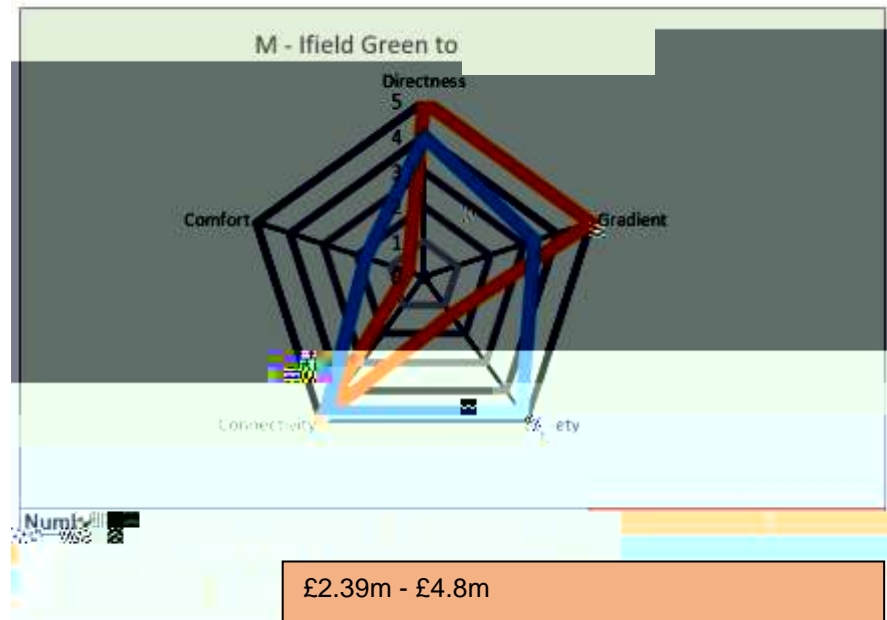
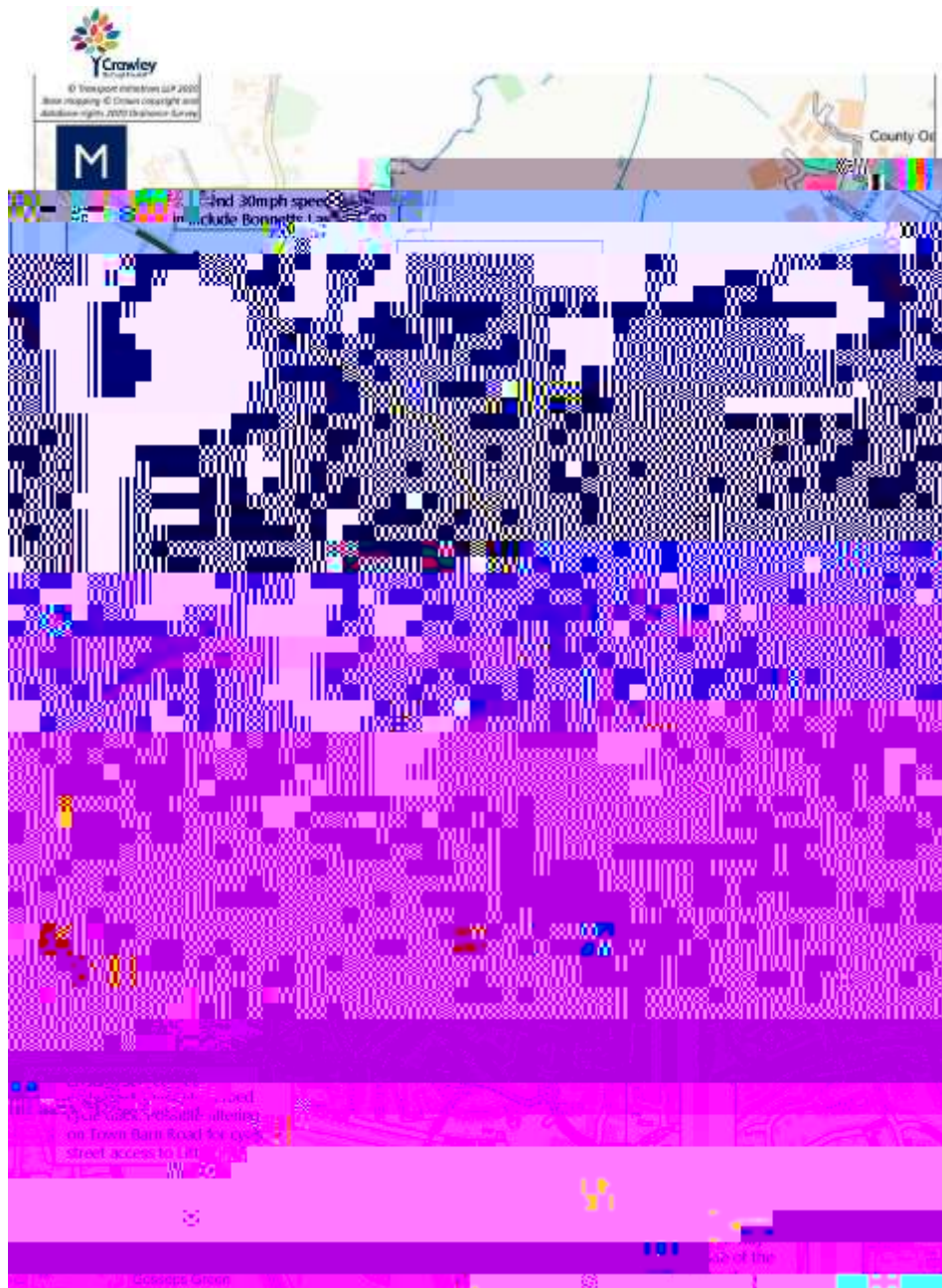
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Appendix 4.1 LCWIP routes: L – Ifield to town centre



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Appendix 4.1 LCWIP routes: M – Ifield Green to town centre



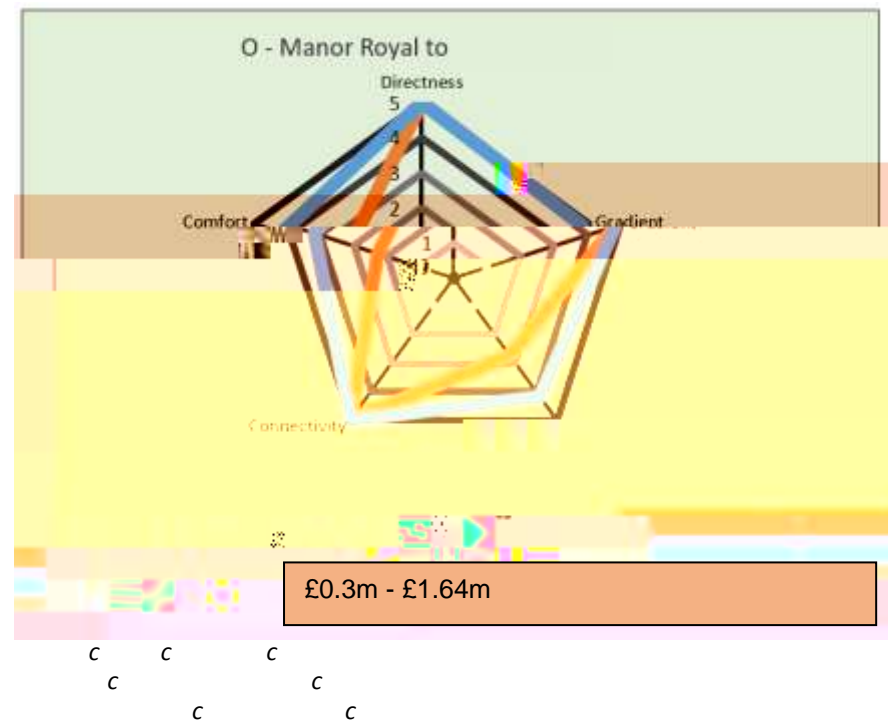
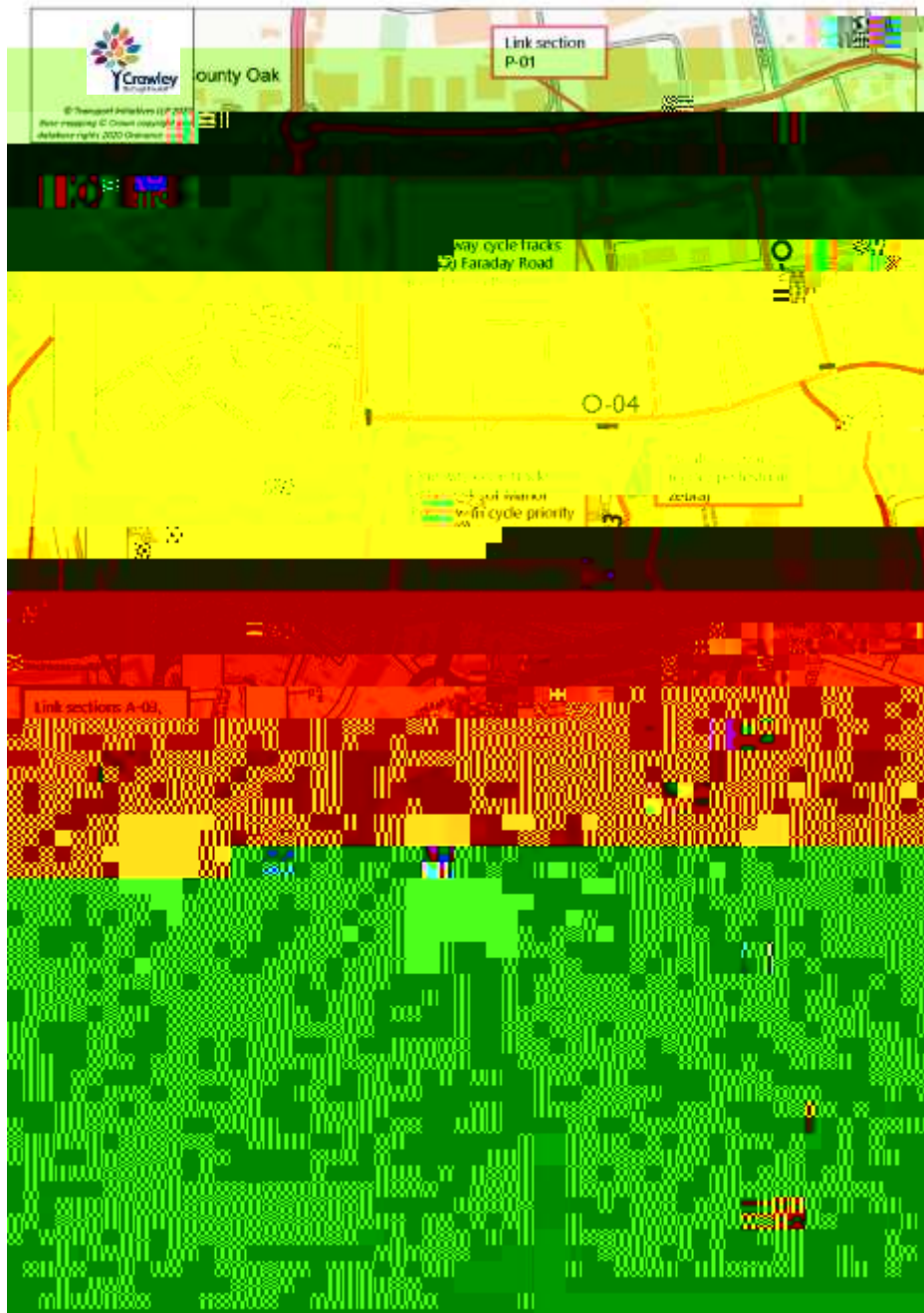
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Appendix 4.1 LCWIP routes: N – Lowfield Heath to town centre



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Appendix 4.1 LCWIP routes: O – Manor Royal (west) to town centre



Appendix 4.2 Summary LTN 1/20 guidance on protection and lane and track widths

Appropriate protection from motor traffic on highways



Cycle lane and track widths

Peak hour cycle flow	Desired cycle lane or track width		Desired provision
	Minimum	Maximum	
≤90	2.0	1.5	(including light segregation, stepped cycle track, kerbed cycle track)
200-800	2.2	2.0	
>800	2.5	2.0	
2000-10000	4.0	3.0	
>10000	4.0	3.0	

Appendix 5.1 Crawley

Ref	Street name	ATTRACTIVE- NESS	COMFORT	DIRECTNESS	SAFETY	COHER -ENCE	TOTAL
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Appendix 6.2 Illustrated infrastructure terms

(kind permission of Chichester District Council and Transport Initiatives)

Cycle lane

Advisory – dashed white line marking out a

<p>Cycle street Low traffic street where motor vehicles are allowed but cycling has priority</p>	
<p>CYCLOPS CYCLOPS (CYCLe Optimised Protected Signals) junctions are a unique design, piloted in Greater Manchester, which can be used at large intersections. They fully separate people cycling from motor traffic, reducing the possibility of collisions or conflict. People walking and cycling are able to get where they want to be in fewer stages with more space to wait than in standard junction designs.</p>	
<p>Dutch style roundabout Roundabout based on Dutch designs, with an outer cycle track ring and parallel crossings for cycles to give them equal priority with pedestrians over oncoming vehicles. Zebra crossings across the cycle tracks give pedestrians priority over cycles. The roundabout is designed to encourage slower driving, with a central over-run area allowing larger vehicles to turn safely.</p>	

Floating bus stop / bus stop bypass

Cycle track running behind a bus stop so that people cycling do not have to interact with buses, making it safer and also reducing delay

Light protected cycle lane

Intermittently placed objects (e.g. wands, bollards, posts, planters or sections of low kerb) to separate and protect people cycling from motor traffic. Usually used in conjunction with a mandatory cycle lane. Can also take the form of a stepped track, with cycling at an intermediate level between the pavement and road.

Low Traffic Neighbourhood (LTN)

An area of streets (usually mostly residential) where

<p>Parallel crossing</p> <p>A crossing similar to a zebra crossing, which can be used by cycles as well as pedestrians with the same legal requirements on drivers and other road users to stop for those crossing whether walking or cycling. It may be on a raised table.</p>	
<p>Parklet</p> <p>A structure built on the carriageway in place of car parking allowing use by people sitting, with planting and cycle parking. Parklets outside cafes and restaurants can be used to allow customers space to eat and drink in the open air, especially when pavements are narrow.</p>	
<p>Protected cycle track</p> <p>A path for cycling physically separated from areas used by motor vehicles and pedestrians. It may be next to, or completely away from the carriageway.</p>	

Raised table

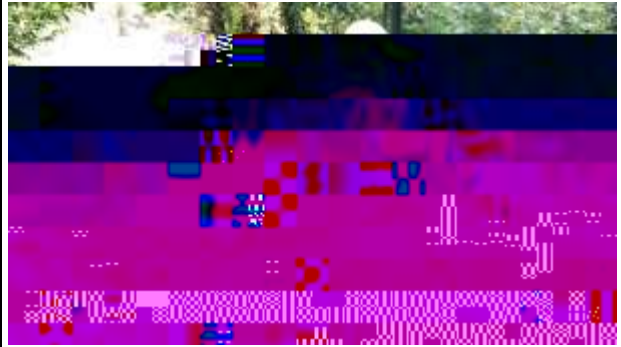
<p>School Street</p> <p>Section of street outside a school with restricted access during school pick-up and drop-off times, enforced by physical measures or signs. Camera enforcement can be used but only London councils have legal powers to do this, though the DfT have announced plans for this to be extended to Highway Authorities in the rest of England in late 2021.</p>	
<p>Separated path</p> <p>A motor traffic-free path where pedestrians and cycles can travel in parallel, with their areas separated by a physical feature, such as a kerb, flat or raised white line or surfacing in different colours or materials</p>	

Shared use path

A motor traffic free path where the surface is fully shared by pedestrians and cycles. It can include pavements alongside carriageways as well as routes

Staggered barriers & access controls

These are often used on shared or separated paths with the intention of slowing cycles. However they are a major barrier to people using cycle, especially with non-standard cycles. They also restrict movement by disabled people using wheelchairs and mobility scooters as well as people with pushchairs, and also obstruct use by blind and visually impaired people. For these reasons they are generally considered to breach the Equality Act and should only be considered following an Equality Impact Assessment.



Tactile paving

Paving with raised lines or dimples alerting blind and visually impaired people to different uses of a path or area. 'Tramline' and 'ribbed' paving is used at the ends of sections of separated cycle and pedestrian paths.



Toucan crossing

A signal controlled crossing that can be used by both pedestrians and cycles (may be on a raised table)

