

Introduction

Wokingham Borough Council is developing a Local Cycling and Walking Infrastructure Plan (LCWIP). LCWIPs are a strategic, evidence-based approach to identifying and planning cycling and walking infrastructure improvements required at the local level. They will help determine where to focus future investment in active travel infrastructure across the borough, and how best to do this.

The key outputs from the borough wide LCWIP will be:

- Network plans for walking and cycling - which identify important connections, preferred routes and zones for new or improved infrastructure.
- a prioritised programme of infrastructure schemes for future investment
- a report which sets out the underlying analysis carried out and the identified improvements

How have stakeholders helped to shape the LCWIP?

Stakeholder engagement at an early stage is essential to build the council's understanding of issues and opportunities relating to active travel. This includes understanding where new or improved cycle routes, footways and crossings are most needed in the borough, where there is the most demand for these facilities, and therefore where future scheme investment should be targeted and prioritised.

To date the council has held a series of stakeholder workshops with local authority officers and local active travel interest groups, and a four-week public consultation exercise to help inform plan development. The public engagement exercise took place between 15 March and 18 April 2021 using Commonplace, an online engagement platform, allowing the general public to share their views and highlight relevant areas of interest on a map of the borough.

Information from these early workshops, and the public consultation, has since been used to develop draft network plans for walking and cycling infrastructure in Wokingham Borough.

How the draft cycling and walking network plans have been developed?

For the development of the draft cycling network the "propensity to cycle" tool along with model outputs developed by our consultants, WSP, have been used, assisting in the mapping of trip origins and destinations and identifying the likely cycle trips (straight 'desire lines'). The initial 'desire lines' have been plotted on the road network using comments and feedback from the stakeholder engagement.

For the development of the draft walking network, Core Walking Zones (CWZ) were initially identified. CWZ normally consist of a number of walking trip generators that are located close together (e.g. a town centre). As per the LCWIP's methodology a 2km buffer zone was added to each CWZ because this is the distance many are able to walk easily. Key walking routes were then identified within these buffer zones. Those routes were subsequently extended to cover the whole borough. Draft walking zones were influenced mainly by stakeholder comments and model outputs.

The alignment and categorisation of these routes is subject to change following further feedback from stakeholders and during the auditing stage.

What is the purpose of this stakeholder engagement?

The council would now like to invite you to provide feedback on our draft cycling and walking network plans and suggest any further matters for consideration.

These network plans present key routes and localities where the council believe active travel infrastructure should be provided, or improved, to resolve the existing issues, improve connections and support more walking and cycling journeys being made within the borough. Although there will still be local cycling and walking schemes, these strategic routes are being developed because our data, and our residents, have indicated that they will have the biggest impact on the most people.

Appended to this document is a copy of these network plans.

The council invite you to review these plans and provide feedback to the following mailbox address by 5th August 2021.

transportplanning@wokingham.gov.uk

You are welcome to provide any feedback you wish. However, when reviewing the plans, we would particularly welcome your consideration of the following questions:

1. Do the network plans include the cycling and walking routes you would expect to see?
2. Where do you feel an important connection or route is missing, and why?
3. Routes have been classified as primary, secondary or tertiary based on their respective hierarchy within an overall active travel network for the borough. Do you agree or disagree with the classification of any route shown? If so, why?

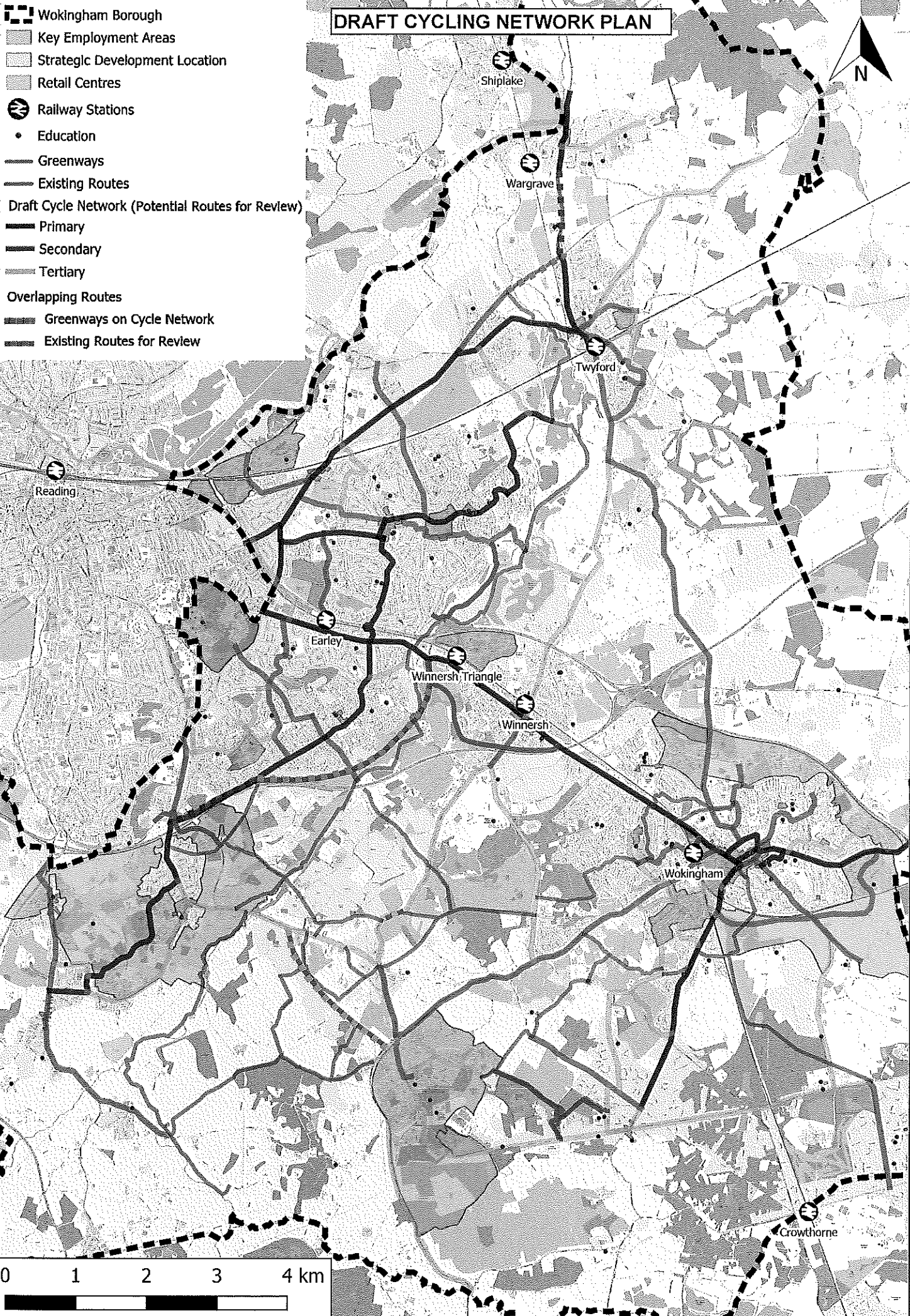
How will my feedback be used?

The feedback you provide will be used to further develop and refine the draft network plans. A route auditing stage for the primary walking and cycling networks will be undertaken to inform specific infrastructure improvements and scheme concepts. Secondary routes will be audited at a later phase in the future.














Further stakeholder engagement on specific walking and cycling routes and scheme proposals will follow later in 2021.

If you have any queries, please do not hesitate to get in touch.

DRAFT CYCLING NETWORK PLAN



DRAFT WALKING NETWORK PLAN

-  Wokingham Borough
-  Railway Stations
-  Retail Centres
-  Key Employment Areas
-  Strategic Development Location
-  Schools
-  Core Walking Zones
-  PRow
-  Greenways
- Draft Walking Network (Potential Routes for Review)**
-  Primary
-  Secondary
-  Future Routes
- Overlapping Routes**
-  Greenways on Walking Network

