

Spelthorne Local Cycling and Walking Infrastructure Plan (LCWIP)

Spelthorne Committee Meeting

8 November 22

What is an LCWIP?

A Local Cycling and Walking Infrastructure Plan (LCWIP) is:

- › A Department for Transport initiative, based on the latest technical guidance and best practice to provide an evidence-led approach to plan for cycling and walking infrastructure.
- › Helps to recognise where new or improved walking and cycling facilities would be most beneficial and the type of facilities that could be considered.
- › A long-term, strategic approach to identifying cycling and walking improvements required at the local level.
- › Envisaged to be a 10+ year investment plan for individual localities.



Objective of the LCWIP

There has been a growing demand for active travel throughout the country, not just in Surrey and Spelthorne. It is the ambition of central government, shared by Surrey, to capitalise on this and make walking and cycling the natural choice for shorter journeys, or as part of longer journeys.

The objective of the strategy is to *increase the number of people cycling and walking* by making these viable and attractive modes of transport for everyday journeys, such as to work, school, the local shops, visiting friends or family, healthcare, railway stations, bus stops, etc.

The LCWIP is expected to support applications for future funding opportunities.

Aligned with broader policy objectives, including LTP4 and Climate Change Strategy.



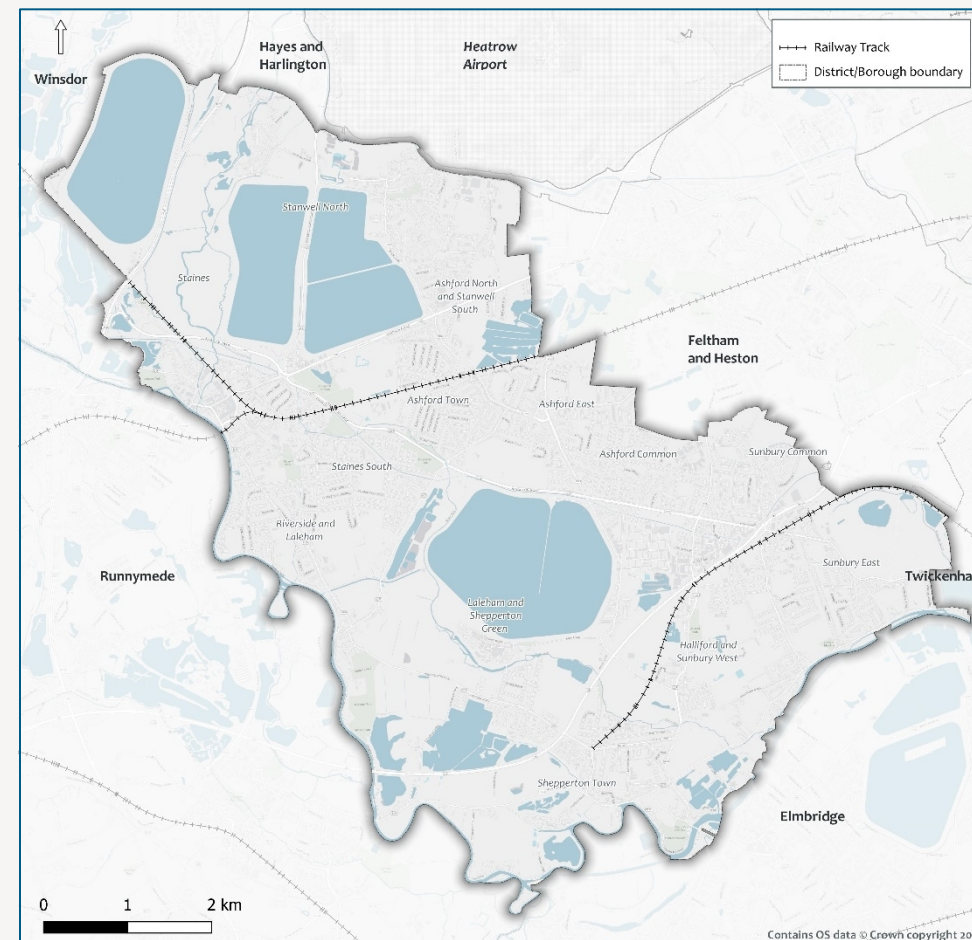
Scope of the LCWIP

The key outputs of LCWIPs are:

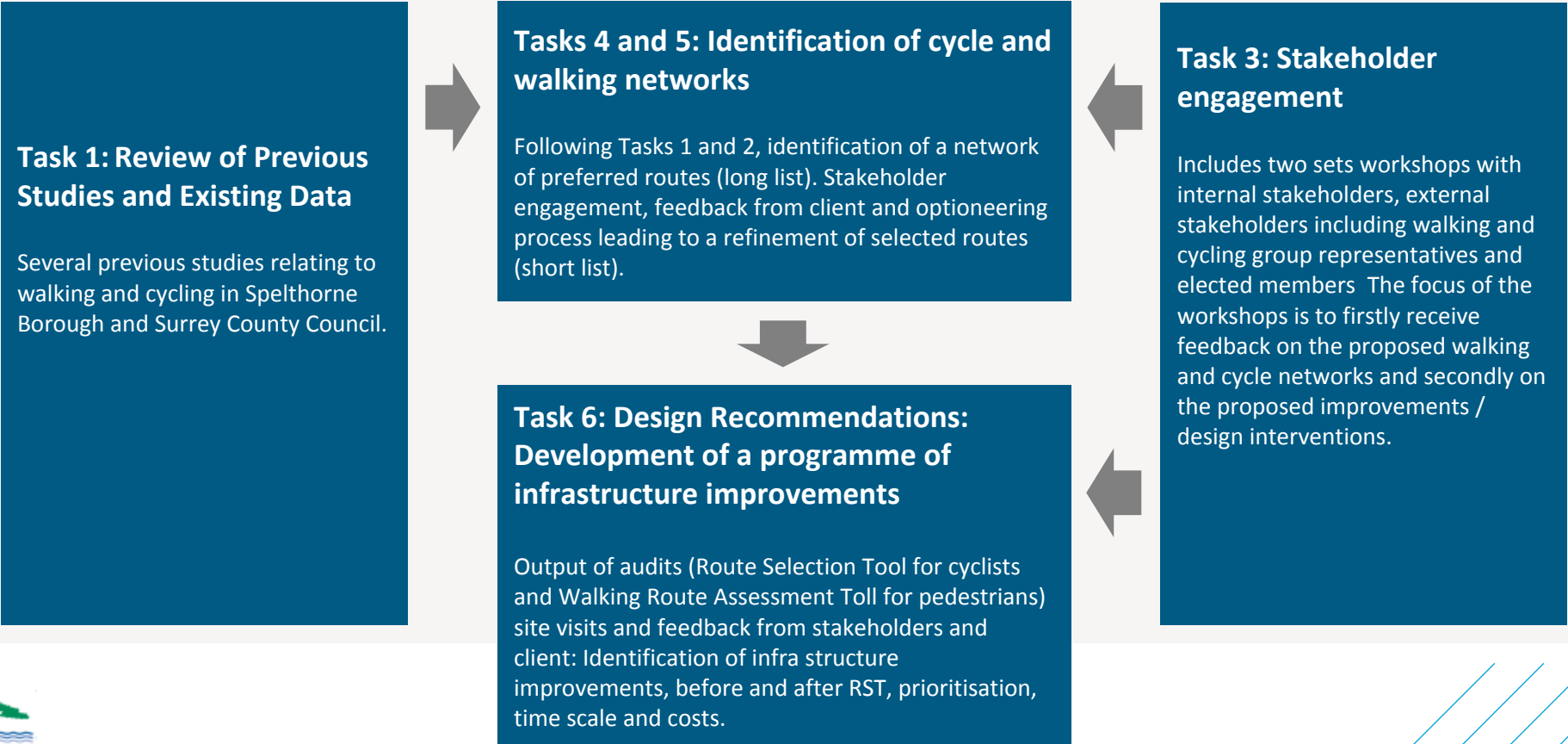
- › Proposed network plans of key areas and routes for walking and cycling within the Borough – focus on strategic routes
- › A prioritized programme of potential infrastructure improvements for future investment
- › A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

A LCWIP does NOT include:

- › Specific designs for proposed interventions
- › Detailed analysis of site issues and challenges (e.g., traffic analysis, parking, land requirements, etc)
- › Detailed timeframes
- › Funding



Methodology



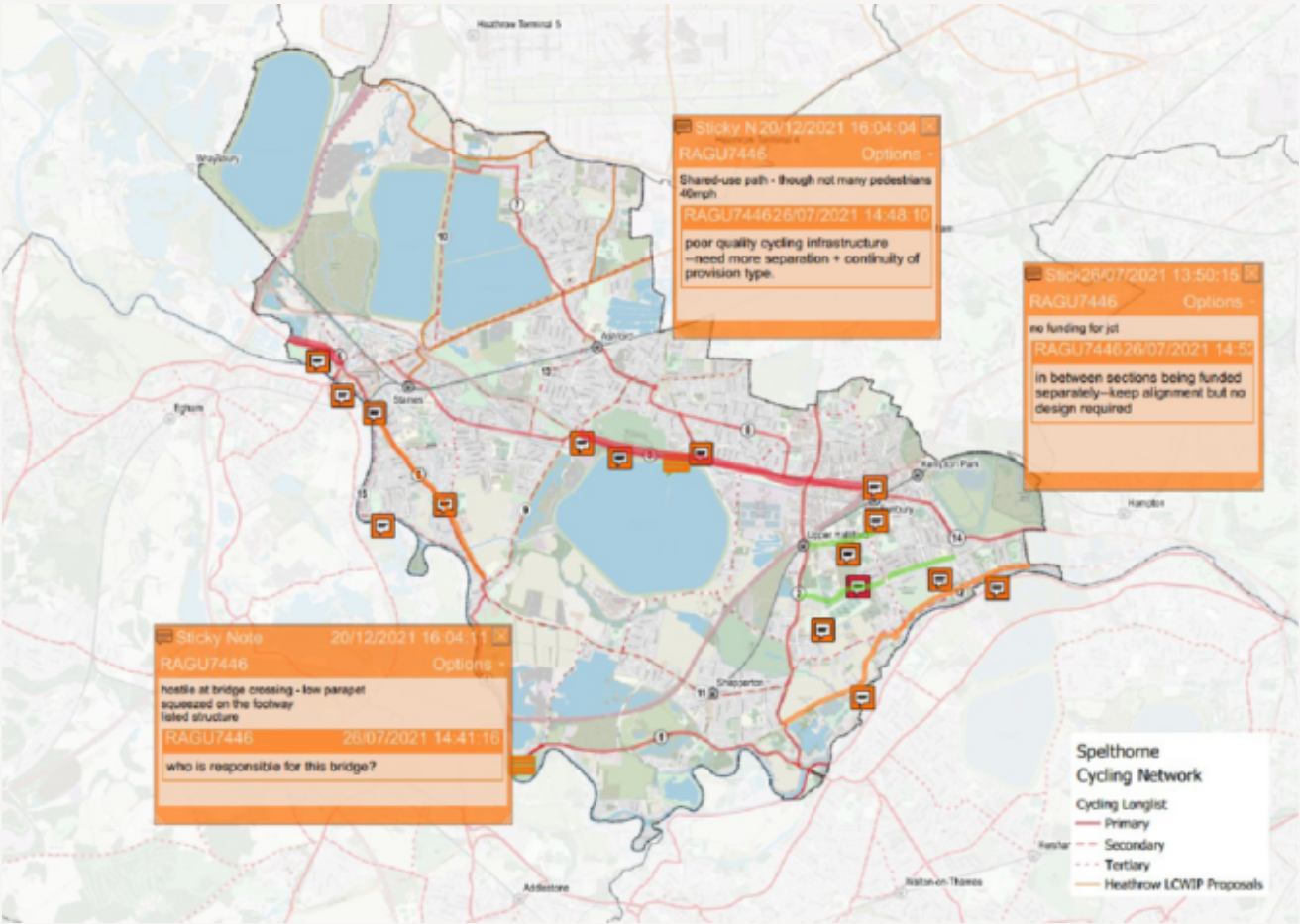
Stakeholder Engagement

Stakeholder workshops

Two sets of workshops (Phase 1 and Phase 2). Each Phase involved meetings with three separate audiences: internal stakeholders (such as representatives from Surrey County Council and Spelthorne Borough Council), external stakeholders (such as representatives from walking and cycle groups, as well as business groups) and elected members.

Public engagement

Early public engagement was carried out via a number of web base surveys conducted by SCC including Widen my Path, Your Funds Surrey, and Commonplace from the Active Travel map. The interactive sites allowed the public to leave comments about deficiencies and improvements towards walking and cycle routes



Example of Types of Infrastructure Interventions



Segregated Cycle Track



Stepped Segregated Cycle Track



Light Segregation



Contra Flow Cycle Lane



Off carriageway Cycle Track



'Quiet Routes' /
Liveable Neighbourhoods



Dutch Style Facility



Dutch Style or 'Segregated' Roundabout



Example of Types of Infrastructure Interventions



Signalised Crossing



Parallel / Zebra Crossing



Public Realm
(footway widening, seating, plantings, etc)



Raised Parking / Loading Bays



Continuous Footway (Side Road Entry Treatment)



Pedestrian/Cyclist Priority Street



School Street



Lower Speed Limits



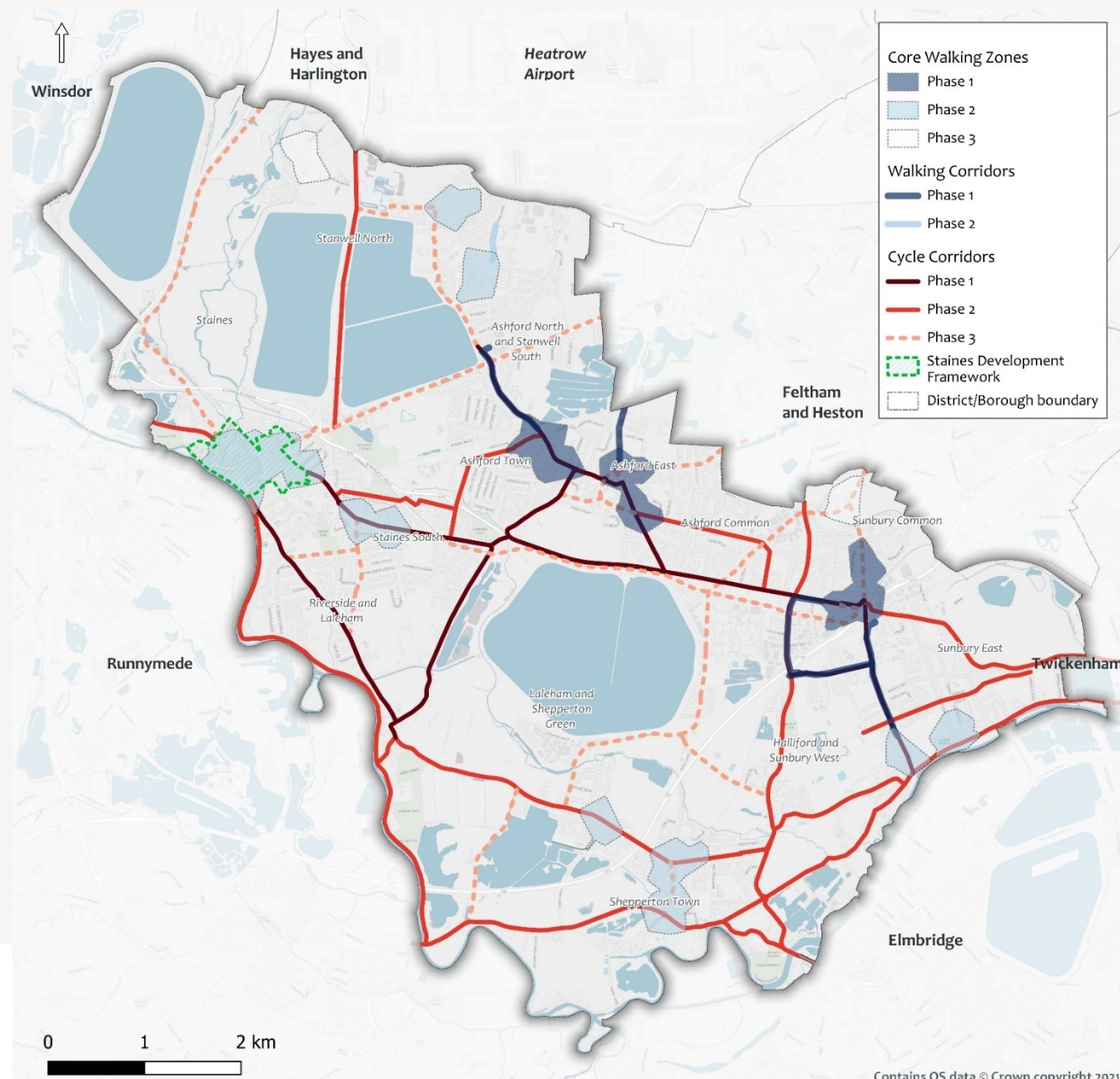
Aspirational list for cycling and walking network

Cycling

- › 19 cycle corridors in Phase 1 and Phase 2
- › 12 cycle corridors / routes in Phase 3

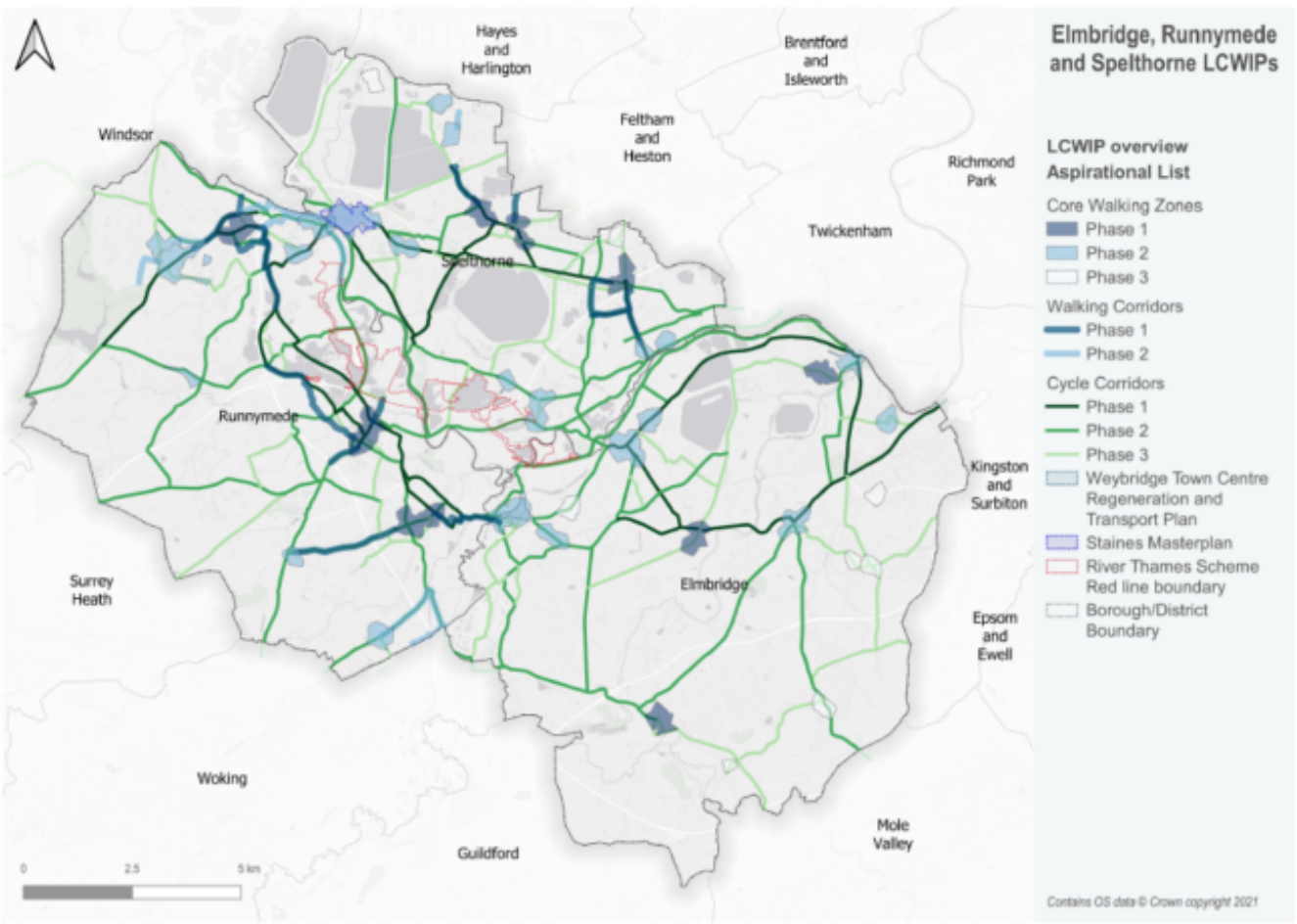
Walking

- › 10 Core Walking Zones (CWZ) in Phase 1 and Phase 2
- › 6 supplementary to the core walking zones walking corridors
- › 2 core walking zones in Phase 3



Synergy with River Thames Scheme

The River Thames Scheme (RTS), led by the Environment Agency (EA), aims to reduce flood risk to communities in Surrey and South West London. The scheme involves the construction of a new river channel mainly within Spelthorne and Runnymede boroughs. While the scheme overall red line boundary primarily in Spelthorne and Runnymede areas, the RTS is also within the north west corner portion of Elmbridge at Desborough Island.



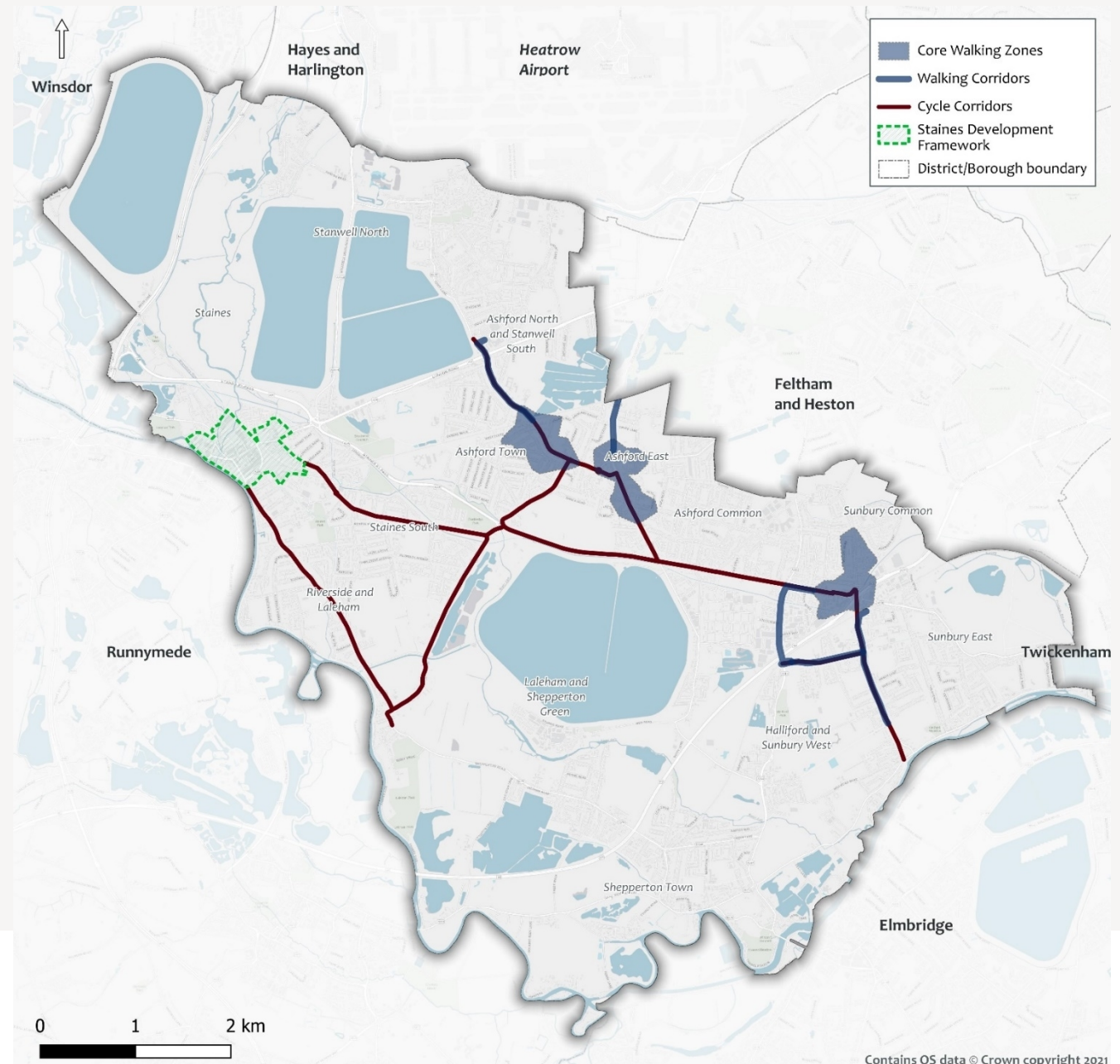
Phase 1 cycling corridors and core walking zones

First phase of cycle corridors

- › A308 / Kingston Road
- › Staines / Laleham Road
- › Stanwell Road
- › Ashford / Fordbridge Roads
- › Green Street

First phase of CWZ

- › Ashford
 - › Stanwell Road (B378) walking corridor
- › Convent Road
- › Clockhouse Lane walking corridor
- › Sunbury Common
 - › Windmill Road (A244) walking corridor
 - › Green Street walking corridor
 - › Nursery Road walking corridor



* Staines was excluded from the prioritisation process due to the Masterplan

Broader Context

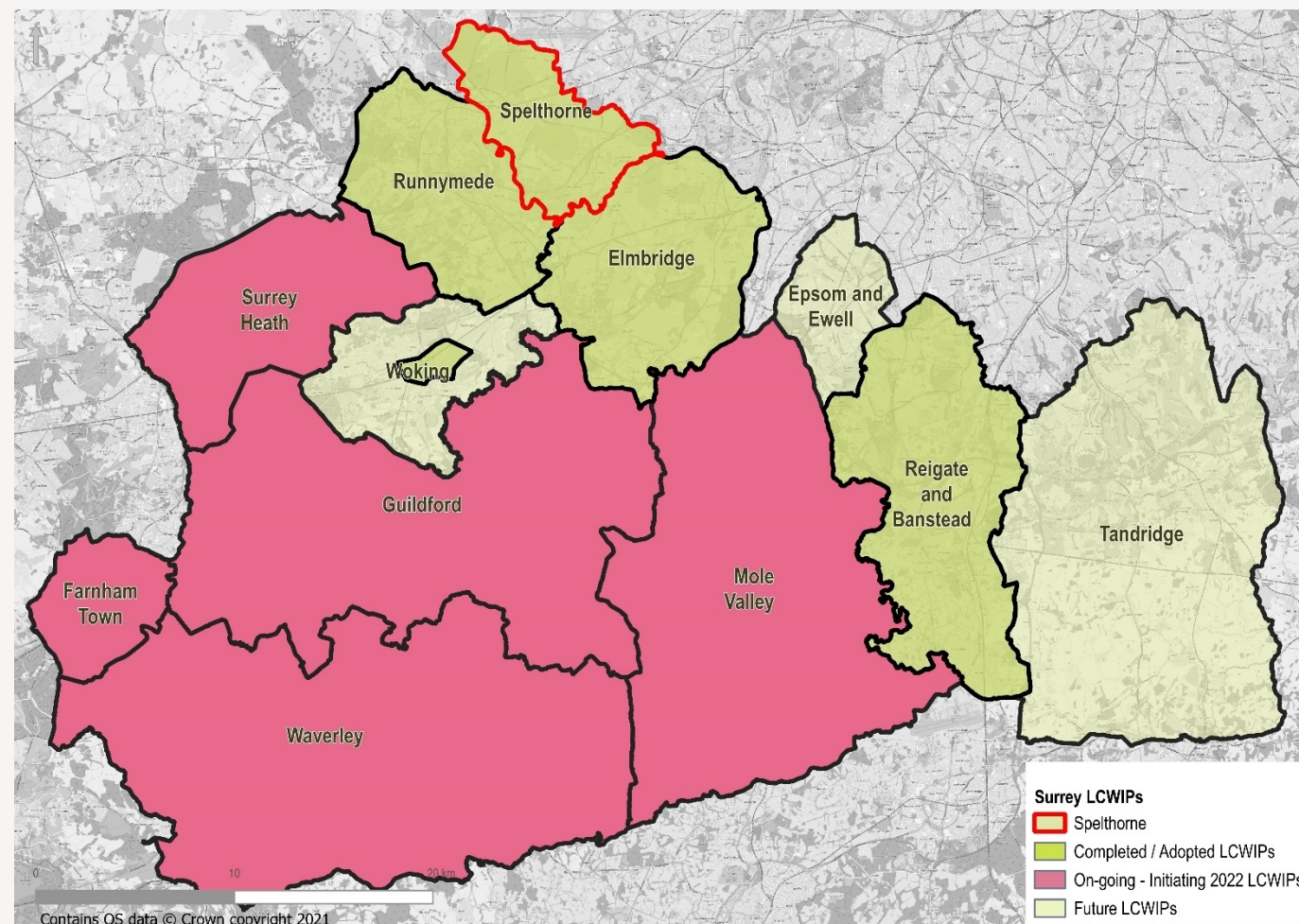
Surrey LCWIP programme / roll-out

- › High quality countywide active travel network
- › LTP4 objectives and delivery; 2030 and beyond
- › Climate Change Strategy; carbon neutral 2050
- › Community vision for Surrey 2030
- › Place ambitions - 'Liveable Neighbourhoods'

Development process:

- › Stage 1 – Plan / concept
- › Stage 2 – Feasibility (consultation)
- › Stage 3 - Business case / secure funding
- › Stage 4 - Delivery / construction

Early **stakeholder engagement** captured within process, followed by **public consultation** as plans developed



Current and completed LCWIPs in Surrey (October 2022)

Funding

- › LCWIPs provide a vehicle to support investment in active travel
- › Shared funding between SCC and Boroughs/Districts to develop LCWIP plans (stage 1) and complete feasibility design for priority cycle and walk schemes (stage 2)
- › Final stage detail design and scheme construction requires additional funding

Funding streams for LCWIP scheme delivery include:

DfT Active Travel Fund – Tranche 2 monies secured for Woking cycle scheme

DfT Active Travel Fund – Tranche 3 monies secured for Reigate & Banstead cycle schemes

DfT Active Travel Fund – Tranche 4 funding round expected to be launched for LCWIP scheme bids at end of 2022

DfT Capability and Ambition Fund – Surrey bid for revenue allocation to support active travel development

Levelling Up Fund – recent bid submission for East Woking corridor (Sheerwater) cycle and walk improvements

National Highways Designated Funds – being considered for capital scheme delivery and feasibility/development

LCWIPs are included on the SCC Strategic Infrastructure Programme (SIP) Cat 2; for approved SCC investment

Strategic CIL allocations – current bids for LCWIP scheme delivery to RBBC, Elmbridge, Waverley.



Thank you

ATKINS

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Working in partnership with:



SURREY
COUNTY COUNCIL



SPELTHORNE
BOROUGH COUNCIL

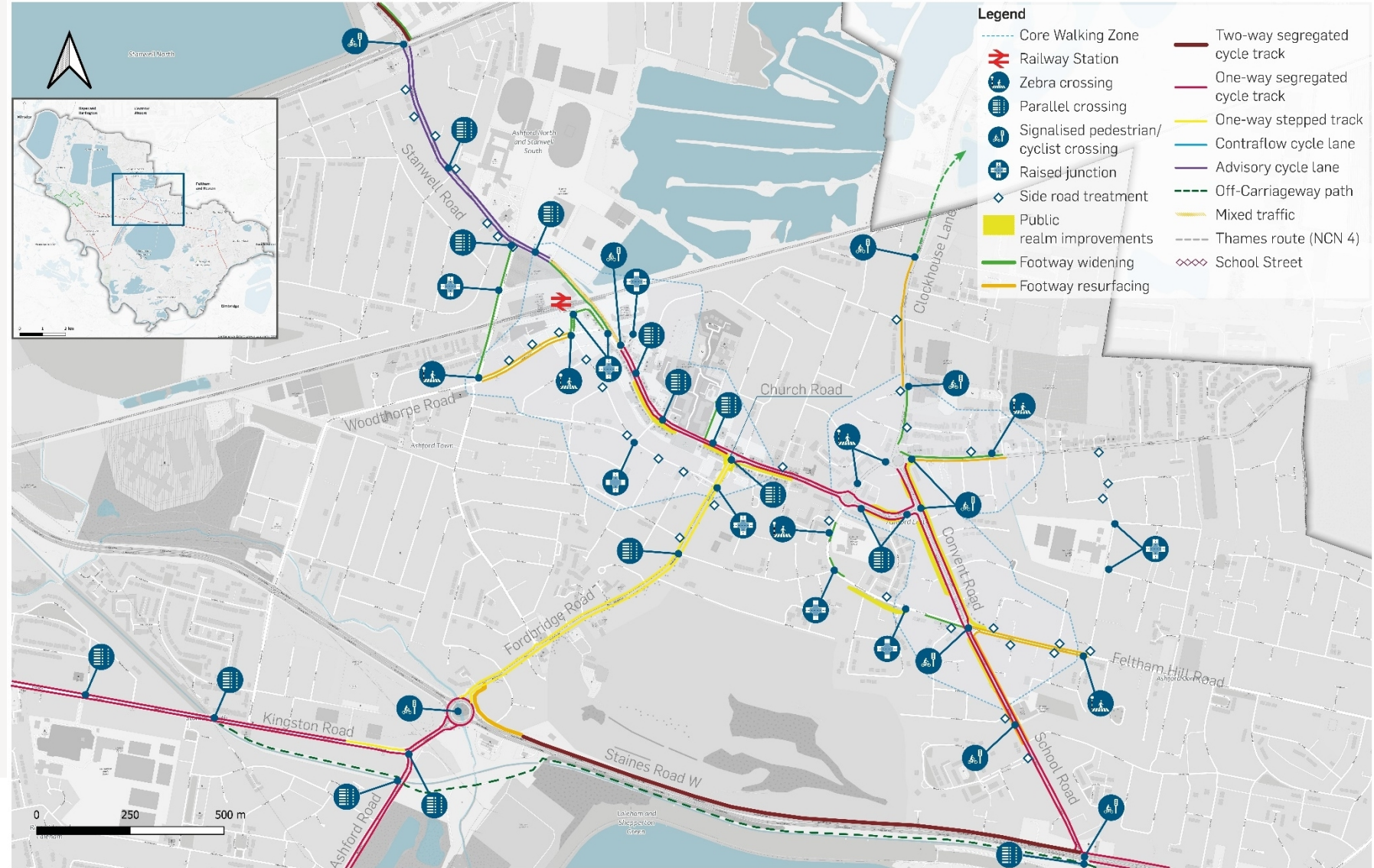
Proposed interventions – Ashford area

First phase of cycle corridors

- › A308 / Kingston Road
- › Stanwell Road
- › Ashford / Fordbridge Roads

First phase of Core Walking Zones

- › Ashford
- › *Stanwell Road (B378) walking corridor*
- › Convent Road
- › *Clockhouse Lane walking corridor*



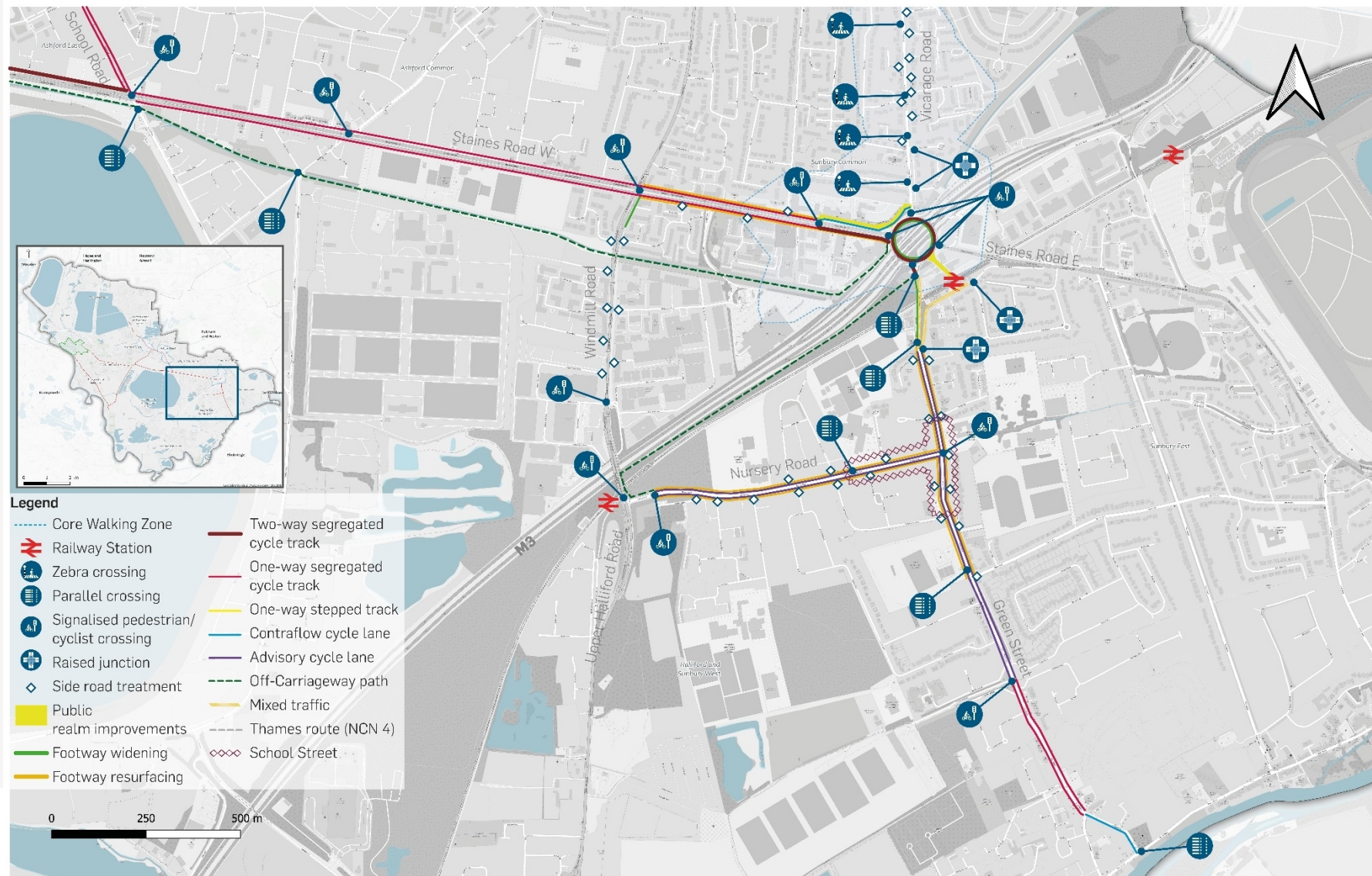
Proposed interventions – Sunbury area

First phase of cycle corridors

- › A308 / Kingston Road
- › Green Street

First phase of Core Walking Zones

- › Sunbury Common
- › Windmill Road (A244) walking corridor
- › Green Street walking corridor
- › Nursery Road walking corridor



Proposed interventions – Staines

First phase of cycle corridors

- › A308 / Kingston Road
- › Staines / Laleham Road
- › Stanwell Road
- › Ashford / Fordbridge Roads

First phase of Core Walking Zones

- › Convent Road



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