



Crawley's Local Cycling and Walking Infrastructure Plan

Overview

Crawley could be a great town for cycling and walking: relatively flat with leafy avenues, access to shopping, employment, education and leisure is within a short distance of most homes.

The Crawley LCWIP, a practical plan for a high quality network of safe, convenient and attractive cycling and walking routes, can make this happen.

The Local Cycling and Walking Infrastructure Plan gives us:

- A costed **cycle network plan** of preferred routes. These routes are based on assessment of where people want to travel to and from, identified using social and economic data, on-the-ground evaluation, local knowledge and discussion with residents and groups. Initial ideas on improvements to create high quality, convenient, safe and coherent network routes are drafted to provide ball-park costings. A town network plan with 16 key routes has been drafted from this process.
- A **walking zone and route plan** for improvements. Crawley town centre was evaluated as a core walking zone, along with a route to Crawley Leisure Park. Manor Royal is the next zone to be assessed. These zones and local neighbourhoods will be looked at in developing the wider transport strategy, New Directions for Crawley.
- A prioritised **programme of infrastructure improvements** drawn up from the cycle network and walking plans using evaluation methods supplied by the Department for Transport (DfT). Along with proposals for how the whole plan can be implemented, the LCWIP informs the borough's Local Plan, tying in with development programmes.

The cycle network plan is the main focus of this consultation.

LCWIPs are a Department for Transport (DfT) initiative. Crawley Borough Council has worked with West Sussex County Council in its county LCWIP programme to create Crawley's own plan.

The DfT expects authorities to have an LCWIP to be eligible for future government funds for cycling and walking infrastructure.

This is a strong basis for seeking approvals and funding. When funding has been agreed, we will return to residents and stakeholders to draw up detailed designs for each route.



Crawley is an average 30 minute cycle ride from end to end, but cycling in Crawley is below typical levels.

Some of the things that Crawley residents tell us put them off cycling include:

- Unsafe streets dominated by cars with noise and air pollution
- Routes that are indirect and not joined up, with unsafe junctions
- Overgrown paths that are too narrow, with poor surfacing and obstacles
- Conflicting needs of people walking and cycling in shared space
- Lack of secure cycle parking.



Why take action to increase cycling and walking in Crawley?

- **Climate emergency** – cycling and walking are zero carbon transport. Motor vehicles are the biggest single contributor to greenhouse gases nationally
- **Health** – physical and mental health benefits and improved air quality
- **Time and convenience** – cycling is usually quickest for urban journeys below three miles
- **Costs** – personal travel costs and savings to the NHS from better health
- **Safety** – safe cycle routes ensure cycling and walking are very safe modes of travel
- **Space** – cycling and walking occupy less street space and reduce car use, freeing land used for storing cars for homes, business and green space
- **Employment** – people who cycle are typically healthier and happier, with fewer sick days
- **Congestion** – more bikes mean fewer cars and less congestion. Cargo bike delivery can cut van numbers
- **Public transport** – cycling and walking are stages in accessing trains or buses making them more viable
- **Local economy** – people cycling and walking shop and spend more locally
- **Urban and country landscapes** – quieter, cleaner and more accessible streets and lanes
- **Nature** – reducing wildlife deaths and habitat destruction from traffic and roads
- **Sociability** – walking and cycling make it easier and more fun to meet with other people.

The LCWIP network of 16 cycle routes provides access along key journey corridors. More local trips will need to be considered separately.

Low Traffic Neighbourhoods

Crawley Borough Council is developing a transport strategy, New Directions for Crawley, which will include the LCWIP. It looks at how neighbourhoods might become low traffic zones where residential streets are opened up for safe walking and cycling by reducing vehicle speeds and volumes. Vehicles access residential streets at reduced speeds, but cannot simply pass through.

Low Traffic Neighbourhoods generally have no need for additional infrastructure for easy walking and cycling. Improvements are then concentrated on safe access across and along busier roads between neighbourhoods and connecting low traffic zones to key routes and destinations.

Tell us what you think

The Crawley LCWIP cycle network plan, along with summaries of each of its 16 routes, can be downloaded [here](#).



We ask you to look at these and tell us what you like about the plan and where we could make further improvements.

Please complete the short survey [here](#) by Monday 14 September 2020. You can also email [cycling@Crawley.gov.uk](mailto:cycling@ Crawley.gov.uk)

You can download the full Crawley LCWIP report [here](#) where it explains how evidence for the plan was gathered and the process for developing the plans for the network. The Crawley LCWIP is expected to be a 10-year plan, forming part of Crawley's New Directions transport strategy.