

Local Cycling and Walking Infrastructure Plan



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1. Introduction

1.1 The Government published its national Cycling and Walking Investment Strategy (CWIS) in April 2017. In the CWIS, the government set out its ambition to “make cycling and walking the natural choices for shorter journeys, or as part of a longer journey”.

1.2 To support this aim, the CWIS set the following targets for 2025:

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and will work towards developing the evidence base over the next year;
- to increase walking activity, where walking activity is measured as the total number of walking stages per person, per year, to 300 stages per person per year in 2025, and will work towards developing the evidence base over the next year;
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

1.3 Recognising it will need help at the local level to achieve these targets, the Government recommends Local Authorities develop and implement a Local Cycling and Walking Infrastructure Plan (LCWIP).

1.4 LCWIPs are a new, evidence-based, strategic approach to identifying cycling and walking improvements at a local level. The six stages of LCWIP development are shown in **Table 1** below, and the key outputs are:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment;
- A report which sets out and provides a narrative which supports the identified improvements and network (this document).

Table 1 LCWIP Process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network planning for walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

- 1.5 To encourage Local Authorities to implement an LCWIP, and recognising that not all Authorities would have the required resource or expertise, the Department for Transport made available a comprehensive programme of technical walking and cycling support. Bracknell Forest submitted an Expression of Interest and was one of thirty-seven Local Authorities to be awarded this support. The support included thirty days of consultant support delivered by Mott Macdonald.

2. Background

- 2.1 Bracknell Forest's third Local Transport Plan (LTP3) sets out the transport policies and programmes for Bracknell Forest Borough from 2011 to 2026. Walking and Cycling are addressed under policy TP8:

Policy TP8 – Walking and Cycling

Marketing cycling and walking as a healthy, sustainable and attractive travel choice

Improving, where feasible, walking and cycling infrastructure

Ensuring the needs of pedestrians and cyclists are fully considered within new developments

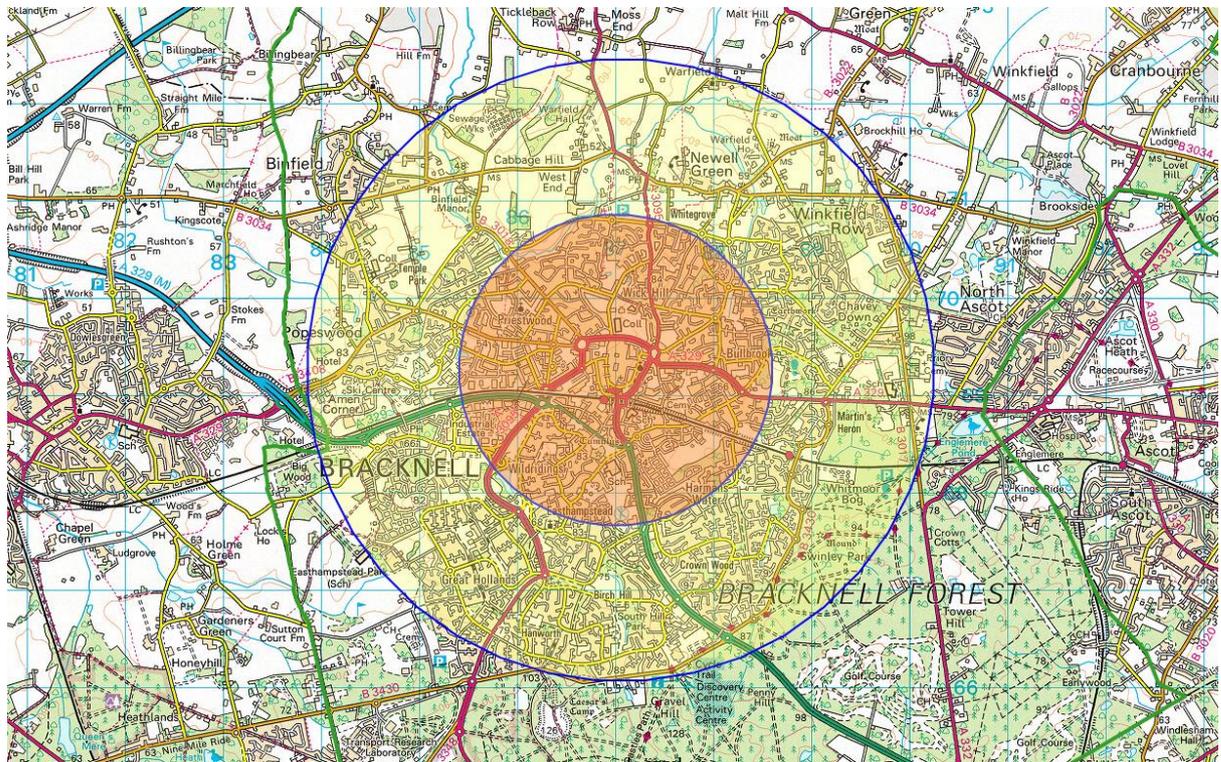
Improving green infrastructure to make walking and cycling more attractive

Improving safety for pedestrians and cyclists

- 2.2 These policies are further developed in the Walking and Cycling Strategy, which is one of four sub-strategies which combine to make up the overarching Sustainable Modes Strategy. This LCWIP will form an appendix to the Walking and Cycling Strategy.
- 2.3 Bracknell Forest aspires to become one of the UK's best areas to live and work. This includes the development of a transport network that will support the local economy, create greater access to a wide range of services, help to tackle climate change and improve the health of the population.
- 2.4 It is essential that as the Borough housing stock grows, so does the transport choice available to residents and visitors alike. Making better use of existing infrastructure, improving highway, footpath and cycleway connectivity, and providing an attractive public transport network are vital.
- 2.5 Increasing cycling and walking will reduce transport costs, save money and help the environment. Fewer car journeys can reduce traffic congestion, pollution, and improve the health of communities. Most individuals could meet recommended physical activity levels simply by adding more cycling and walking to their daily lives.
- 2.6 To successfully promote active travel in Bracknell Forest, we need a supportive built environment, with minimal physical and perceived barriers, where people can walk and cycle safely and where key services and destinations are accessible by cyclists and walkers.
- 2.7 One in five of the trips we make nationally are less than one mile in length, and two out of every five trips are less than two miles, a distance which can be cycled in about 15 minutes.

Figure 1

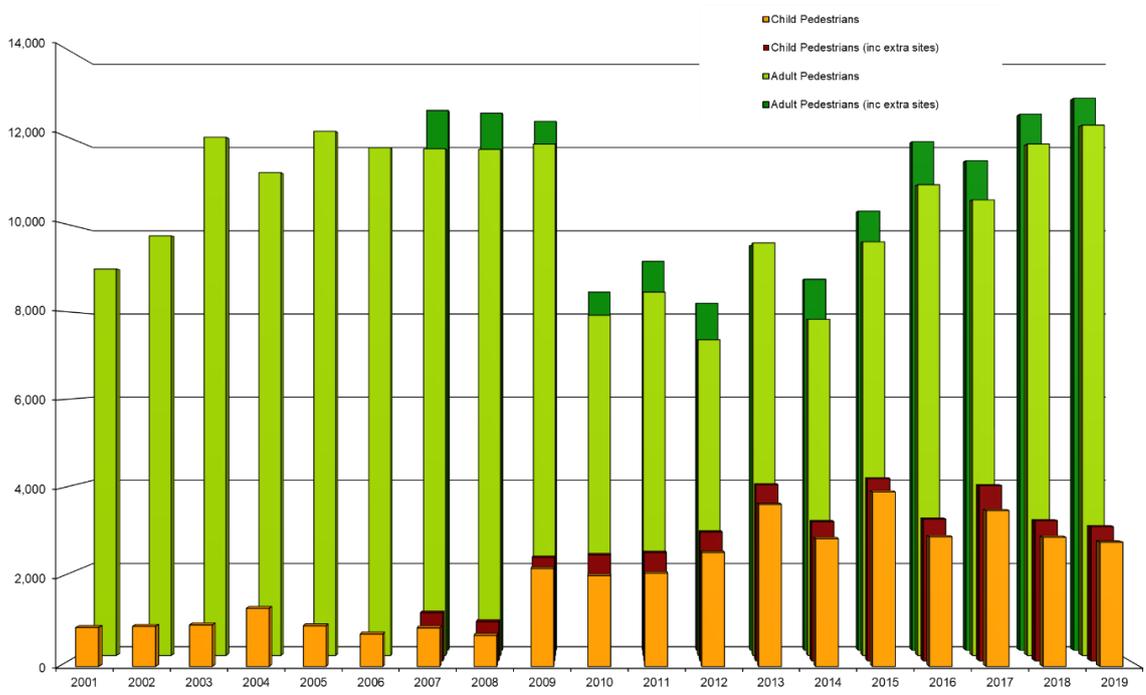
A map showing 1 mile and 2 mile distances from Bracknell Town Centre – most of the town's built up area is within an easy cycle ride distance of the centre



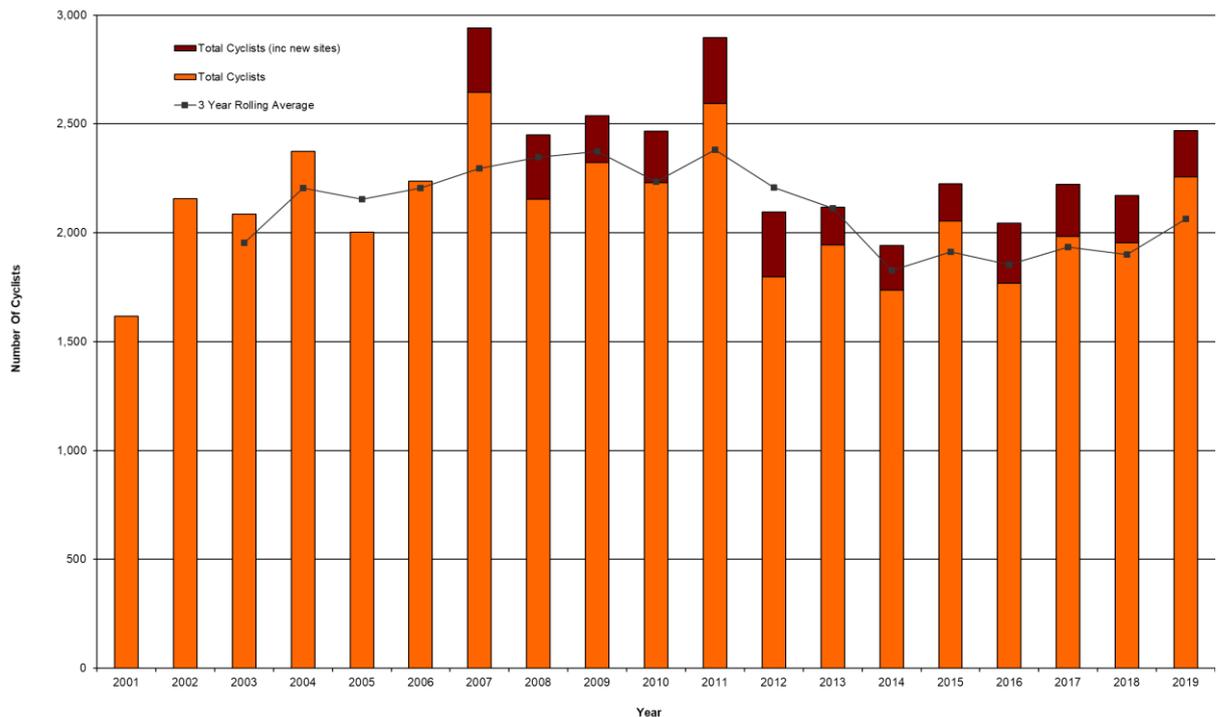
- 2.8 Department for Transport and Sport England figures obtained through the Active People Survey suggest that 89% of Bracknell residents walk or cycle at least once a month for any purpose, 3.9% cycle at least 5 times per week, and 43% walk at least 5 times per week, similar to the national average. That leaves 11% of the local population who don't do more than 10 minutes walking or cycling per month, and the level of cycling and walking for utility trips rather than leisure trips, remains relatively low.
- 2.9 Census data suggests that cycling accounts for only 2.8% of trips to work in Bracknell Forest – the same as the England average. Walking makes up around 9.1% of workday trips - lower than the England average.
- 2.10 Bracknell Forest supplements national figures and surveys with its own annual count of pedestrian and cycle journeys, observed at 20 locations around the borough.
- 2.11 The data in **Graph 1** shows observed counts of walking journeys, split between adult and child pedestrians. The data shows that adult walking levels declined significantly after 2009, possibly in response to the economic downturn. They begin to increase again after 2014 and rose significantly after 2017 when the redevelopment of Bracknell town centre was completed.
- 2.12 The sustained increase in child pedestrian numbers after 2008 closely matches the introduction of School Travel Plans, which may be an indication of the effectiveness of this initiative.

2.13 Cycling levels are more variable and a definite trend is harder to identify, but from a nine-year low figure in 2014, cycle numbers have started to steadily improve over recent years.

Graph 1 - Adult & Child Pedestrian Comparison 2001 - 2019



Graph 2 - Total Cycle flow by Year 2001 – 2019



- 2.14 Despite the relatively modest numbers of people walking and cycling to work recorded in the 2011 census, the borough benefits from an extensive traffic-free cycle network totalling over 100km in length, which caters for commuting, utility and leisure trips. Much of this infrastructure was designed and built when Bracknell was developed as a 'New Town' in the 1950s/60s. Segregated footways and cycleways, away from the main road network, serve key movement corridors and are connected via a series of underpasses where they cross the road network.
- 2.15 More recently, implementation of shared footway/cycle tracks have supplemented the segregated routes. Although the Council recognises this type of infrastructure is at the bottom of the current preferred hierarchy of cycling provision, feedback from local residents over the years has consistently cited separation from traffic as a requirement to encourage them to cycle. In most places where cycle routes have been requested, restrictions on highway widths have meant providing dedicated, segregated cycleways is not possible. The politically acceptable alternative has therefore been shared pedestrian and cycling facilities, on the basis that some provision is better than no provision. The Council receives very few complaints from either pedestrians or cyclists about this shared use of facilities, and some of the locations with the highest observed cycle flows are on shared use footway/cycleways.
- 2.16 Cycle routes have also been constructed in Sandhurst and Crowthorne, and whilst these networks are less comprehensive, they still provide useful links to jobs and leisure opportunities.
- 2.17 In total, there are 13 kilometres of purpose built cycleways, and over 100 kilometres of shared use and leisure routes. The cycleways offer a network of safe paths to cycle through Bracknell town, away from the road traffic.

Table 2 – Existing cycling infrastructure in Bracknell Forest

Route type	Total Length (Miles)	Total Length (KM)
Shared Footpath / Cycleway	52.2	84.1
Purpose Built Cycleway	8.4	13.6
Off Road Route	3.5	5.6
	64.1	103.3

- 2.18 Given the extent of the existing cycling infrastructure evidenced above, and the relatively low cycling levels, it is apparent to us the provision of infrastructure will not on its own bring about significant increases in cycling levels. We believe other factors such as access to a vehicle, local traffic conditions, availability of cheap parking and social norms all play a factor. Interestingly, several years ago the Council rebranded an existing section of cycle infrastructure and targeted marketing to residents living within 150 meters of the cycleway. This initiative led to a 50% increase in observed cycling levels along stretched of the rebranded route. This would suggest that an increase in revenue funding to enable better marketing of routes may be a more cost-efficient way to increase cycling in areas with existing infrastructure.
- 2.19 Of course, in addition to routes for cycling, Bracknell Forest has a good pedestrian network. As well as traditional pavements and footways adjacent to the carriageway, there are numerous paths linking houses with shops, schools, parks and other facilities which are routed away from road traffic on quieter and more attractive journeys.

- 2.20 As part of the Government-funded Local Sustainable Transport Fund (LSTF), the Council engaged with businesses in the Southern and Western Business Areas to encourage more walking and cycling journeys to work. One of the main barriers to walking was the perception of poor safety when walking to work. Walking from the bus or rail station to the Southern Business Area in particular requires pedestrians (and cyclists) to cross a large roundabout junction. Provision for pedestrians is provided in the form of a network of underpasses running underneath the roundabout, and it is the underpasses which are the main source of safety concerns. Although the underpasses themselves are well lit, the areas beyond the tunnels can often appear dark in contrast.

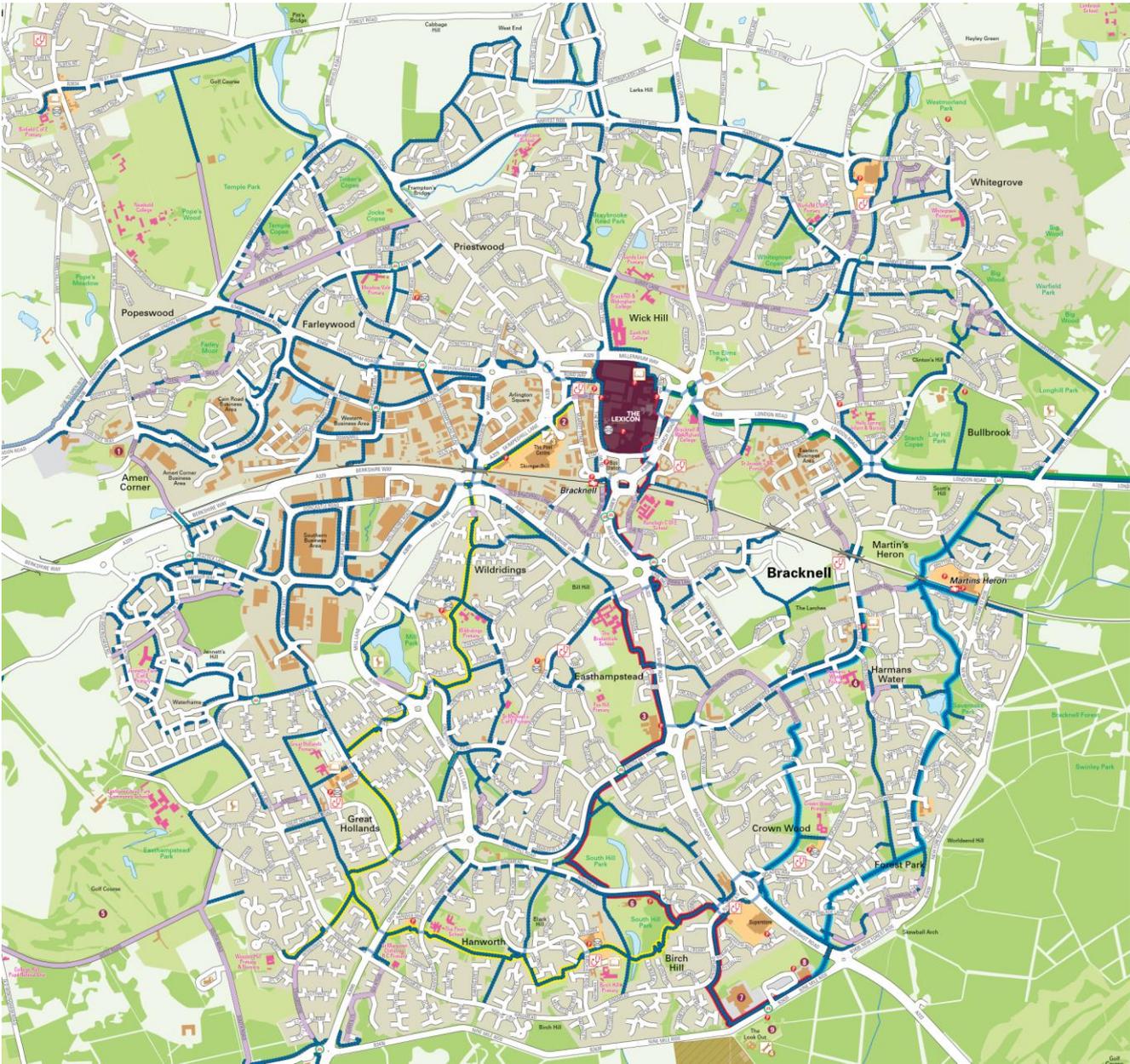
Scope of the LCWIP

- 2.21 This LCWIP process will focus on the main residential and employment areas surrounding Bracknell town centre, the rail station, and the bus station, as shown in **Figure 2**. This covers an area approximately 4.7km north to south, and 4.2km east to west and is therefore within recognised distances likely to be walked or cycled.
- 2.22 The Council feels this area has the largest potential for an increase in cycling levels due to the number of residential properties in the area and the proximity to destinations residents will naturally want to get to (including employment, retail, leisure and education).
- 2.23 New housing developments, either proposed or under construction, just to the north, south, east and west of this defined area will increase the requirement for cycle routes to access the town centre and public transport interchanges as well as other local trip attractors. These developments will incorporate cycle infrastructure, but they must also be connected to the wider network.
- 2.24 More sparsely populated rural areas to the north of the borough, and the older villages of Crowthorne and Sandhurst to the south of the borough will be the focus of later LCWIPs, building on the knowledge and experience gained in producing this version. These areas will share specific challenges, including highway land constraints and the need to provide lighting for rural links to ensure practicality and safety.

Engagement

- 2.25 The LCWIP builds upon the policies set out in our Local Transport Plan, which was widely consulted upon during its development. In addition, Council officers have also drawn on evidence from Travel Plans developed by local businesses and schools, and surveys from business engagement exercises specifically focused on sustainable travel. A number of exploration meetings have been held with representatives from individual Parish and Town Councils to discuss pedestrian/cycle networks and missing links.

Figure 2: The area of Bracknell covered by this LCWIP - blue lines represent existing traffic-free cycleways



3. Network planning for cycling

Route Selection

- 3.1 As noted in the previous section, the geographic area covered by this LCWIP is already well served by a traffic free cycle network. Applying the principles of the LCWIP approach this network has been validated to compare desire lines against existing network provision, and to identify missing links.
- 3.2 The Propensity to Cycle Tool (PCT) has been used to identify the potential for increasing cycling commuting numbers against a range of scenarios, based on the 2011 census data showing where people live and work. Further explanation of the PCT tool and process is given in **Appendix 1**.
- 3.3 Likely trip origins have also been considered, in this case housing which includes sites of proposed new housing development, and non-workplace destinations which include the recently developed town centre, public transport interchanges, education and leisure facilities.
- 3.4 This exercise has produced desire lines where the propensity to cycle is high and this data has been mapped as a straight line output to the existing road network. Using this analysis, alongside local knowledge and origin/destination data, it has been possible to identify gaps within the existing network, as shown in **Figure 3**. Ten key routes have been selected for further investigation based on the core design outcomes which target routes which are coherent, direct, safe, comfortable, and attractive.
- 3.5 The proposed routes are shown in **Figure 4**. Some routes link existing and planned residential areas to the town centre and rail station and are predicted to attract high cyclist flows; some routes link to education and/or employment areas; and some routes cater for local cycle trips and link to the existing network.

Figure 3 – Map showing the location of trip attractors and development sites, coverage of these by existing routes and identification of gaps (NB: Not all existing cycle facilities shown- map highlights coverage of key trip attractors and development sites)

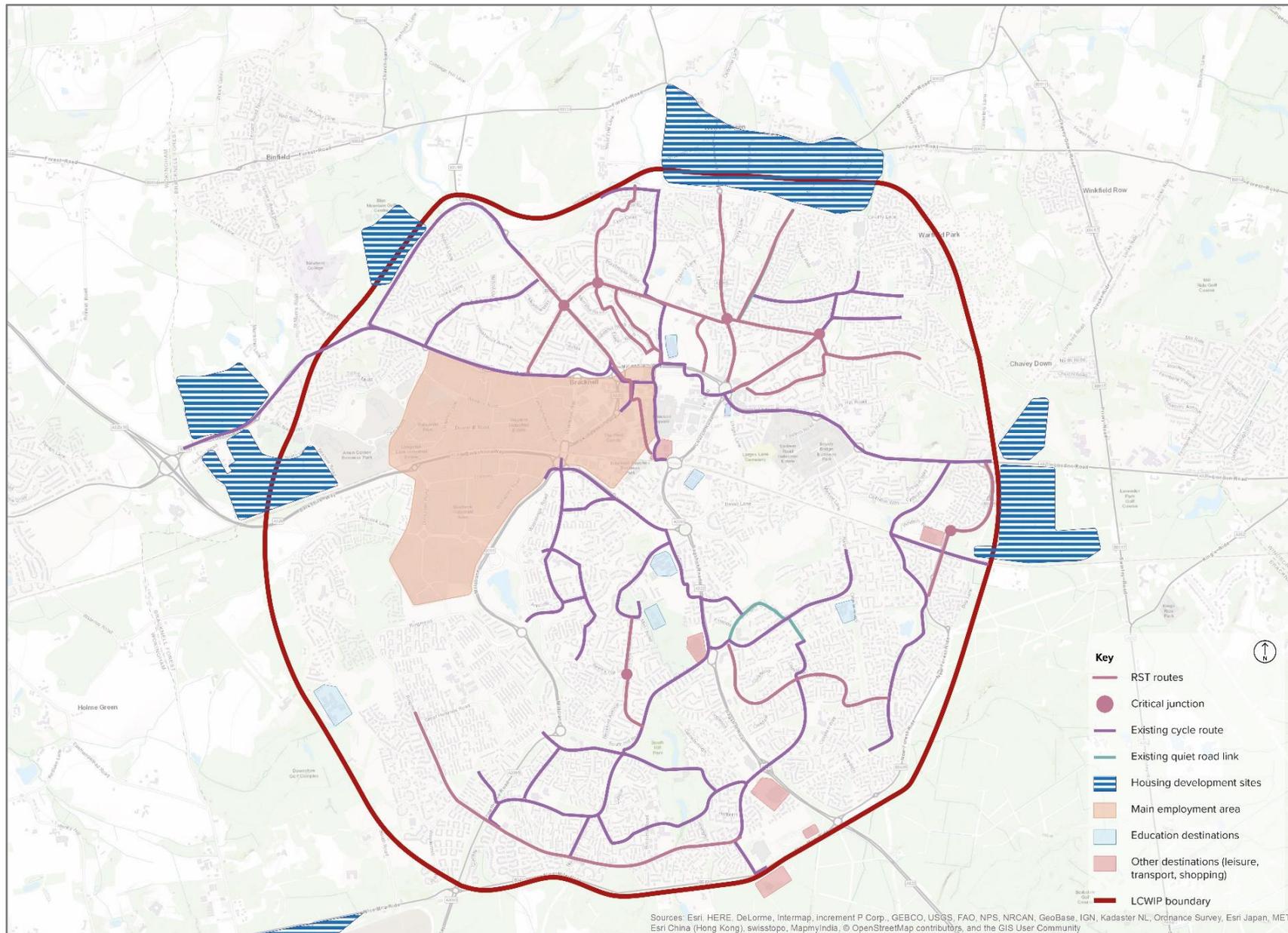
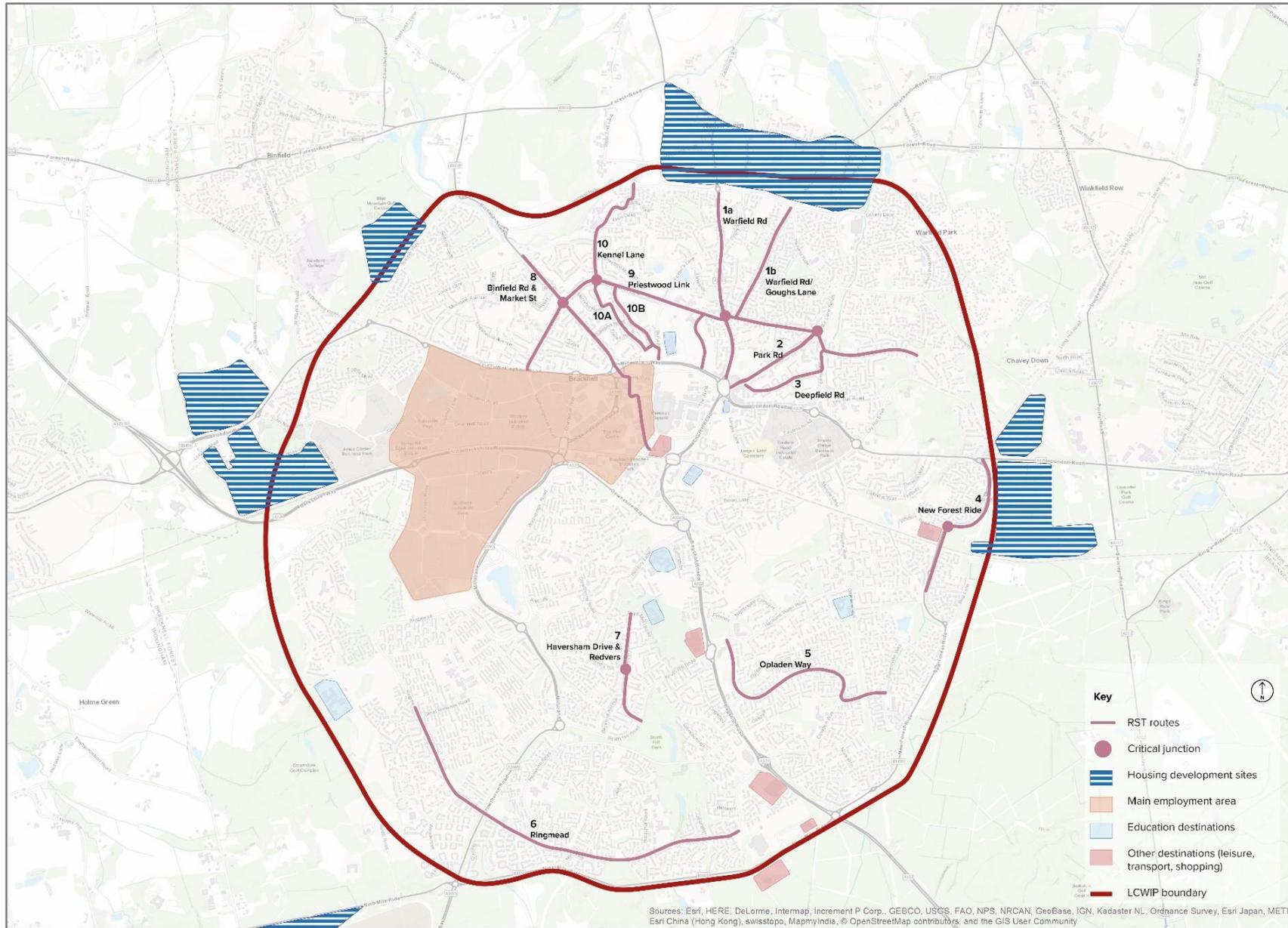


Figure 4 – The 10 cycling routes identified by the PCT tool, supported by local knowledge



Route Assessment

- 3.6 The Route Selection Tool (RST) has been developed for the LCWIP process by the Department for Transport. The primary function of the tool is to assess the suitability of a route in its existing condition against the core design outcomes and then compare it with the potential future state, if improvements were made. It also enables the merits of alternative routes to be easily compared.
- 3.7 A summary of the RST scores can be found in **Table 3** below, and the full assessments are available on request.

Table 3 – RST score summaries

Route No.	Route Name	Directness		Gradient		Safety		Connectivity		Comfort		Total	
		Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
1a	Warfield Rd	5	5	4	4	0	5	5	5	0	0	14	19
1b	Warfield Rd (via Millennium Fields)	5	1	4	3.8	0	3.67	5	5	0	4	14	17.47
2	Park Rd	5	3	3	3	0	5	4	4	0	0	12	15
3	Deepfield Rd	5	5	5	5	3	4	5	5	5	5	23	24
4	New Forest Ride	5	5	1	1	0	5	4	4	0	3	10	18
5	Opladen Way	5	2	4.58	5	0	5	5	4.67	0	4.64	14.58	21.31
6	Ringmead	5	5	2.35	2.35	1.59	5	5	5	1.11	3	15.05	20.35
7	Easthampstead link	5	5	5	5	4	4	5	5	5	5	24	24
8	Binfield Rd	5	5	1.57	1.57	1.37	4.36	4.3	4.3	1.1	3.07	13.34	18.3
9	Priestwood link	5	5	1.88	1.88	2.14	3.1	5	5	2	2	16.02	16.98
10	Kennel Lane	5	5	3.25	3.25	3	4.03	5	5	4.49	3.93	20.74	21.21

- 3.8 For each of the 10 routes considered, the safety and comfort of the route can be either improved or maintained. In some cases, this would be at the expense of directness, as traffic-free routes typically deviate away from heavily trafficked roads due to the lack of space for on-carriageway infrastructure. It is understood that for some cyclists, directness will be a factor in determining the choice of travel mode, as it equates to journey time. However, borough residents and commuters often reference safety concerns as one of the main reasons they don't cycle. In trying to encourage more people to cycle it is considered appropriate to prioritise safety over directness.
- 3.9 However, there are a number of scores, highlighted in yellow in the above table, where the score fall below the desired minimum threshold of 3. The rationale for these scores is discussed below:

Directness – the proposed route 1b is less direct than the current road-based route. However, there is no room to provide safe and comfortable infrastructure along the most direct route and so the next best direct route has been chosen - which does provide enhanced safety.. The same rationale has been applied to route 5;

Gradient – it has not been possible to improve the gradient of routes 4 and 6, but it is considered that the other benefits of providing these routes outweigh the negative impact of the gradient;

Comfort – width constraints mean that the comfort scores of routes 1a and 2 are zero. For route 1a there is an alternative (route 1b), but for route 2 there is no alternative. Route 2 has been included in the plan due to its desirability, but this is defined as a longer-term objective in the hope that a solution to the width constraints may arise. Route 9 scores low on comfort as this route is mainly based on the carriageway, some

sections of which are heavily trafficked. Junction improvements, including short sections of off-carriageway route, should improve the comfort at its busiest points.

- 3.10 Whilst it is recognised that the hierarchy of cycle infrastructure favours a reallocation of carriageway space, the vast majority of existing cycle infrastructure within Bracknell consists of shared use pedestrian and cyclist paths which form an extensive network. Given the lack of available carriageway space on the 10 routes selected, alongside the limited public support for reducing vehicle speed or capacity, many of the identified improvements will require similar footway widening to accommodate shared use by pedestrian/cyclists.
- 3.11 Over time, as the LCWIP evolves and local conditions change, it may be possible to re-assess the engineering options for some routes. If public and political attitudes to cycling continue to improve, and the impacts of climate change further affects policy decisions, it is possible that some key transport corridors will benefit from more robust cycling interventions that better reflect the hierarchy of provision.
- 3.12 A summary of the proposed improvements and indicative costs are given in **Table 4**. These costs and proposals are subject to further investigation, safety audit and detailed scheme design, so the cost and nature of the improvements may change. The proposed improvements are shown in further detail in the route plans included at **Appendix 2**.

3.13 **Table 4** – Summary of cycle infrastructure improvements and cost

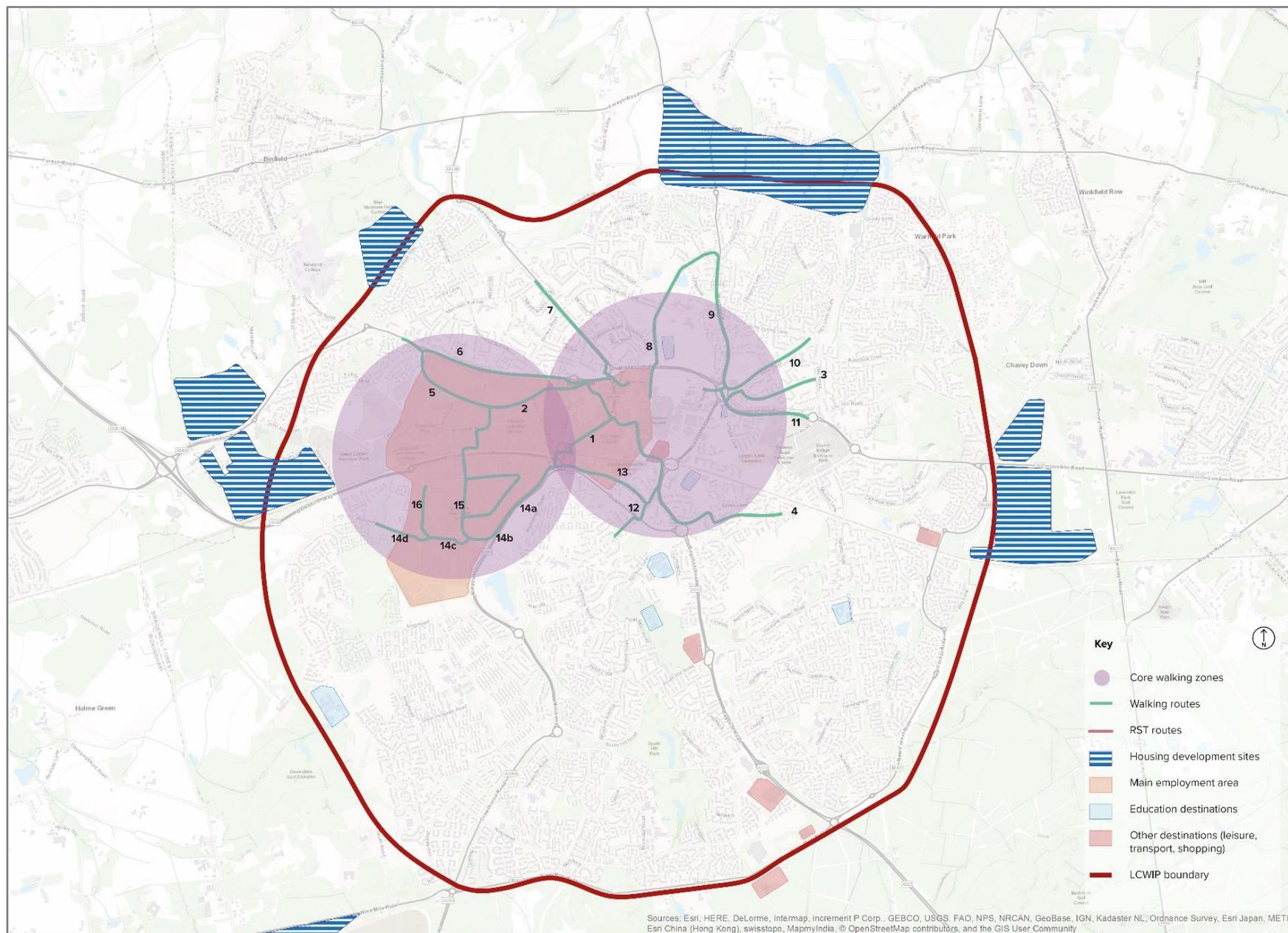
Route No.	Route Name	Improvements and cost
1b	Warfield Rd (via Millennium Fields)	Junction improvement - £80,000 Signage - £1,000
2	Park Rd	Footway widening - £220,000 Signage - £11,000
3	Deepfield Rd	Junction improvements - £33,000 Signage - £1,000
4	New Forest Ride	Footway widening – £330,000 Junction improvements – £15,000 Toucan crossing conversion - £44,000 Signage - £11,000
5	Opladen Way	Footway widening – £605,000 Dropped kerbs - £1500 Tree removal - £11,000 Signage - £11,000
6	Ringmead	Footway widening - £990,000 Bus shelter relocation - £7,000 Crossing conversion - £62,000 Bridge parapet extension - £22,000 Signage - £22,000
7	Easthampstead link	Junction Improvements - £11,000 Signage - £1000
8	Binfield Rd	Footway widening - £40,000 2 x Toucan crossing conversion - £88,000 Signage - £1000
9	Priestwood link	Junction improvements - £150,000 Signage - £3000
10	Kennel Lane	Junction improvements - £17,000 Dropped kerbs - £2,000 Signage - £5000
	General	Strategic Cycle counters - £25,000

4. Network planning for walking

Route selection

- 4.1 As previously mentioned, much of the geographic area covered by this LCWIP was built in the 1950s/60s as a New Town. A network of traffic free footways, connected by underpasses running under key roads and junctions, was designed-in from the outset. More recently, some footways have been widened to allow shared use with cyclists.
- 4.2 In selecting where to focus walking improvements, reference has been made to key trip attractors and the routes used to access these destinations. In Bracknell, the main pedestrian generators are the bus and rail interchange, and the newly redeveloped town centre. This area forms the Core Walking Zone (CWZ).
- 4.3 The major employment areas of the Southern Business Area (SBA) and Western Business Area (WBA) are also key destinations on foot and so this LCWIP will also focus on walking routes which serve as links between the CWZ, SBA and WBA.
- 4.4 These routes are shown below in **Figure 5**.

Figure 5 – Walking routes



Route assessment

- 4.5 These identified routes have been assessed with the Walking Route Audit Tool (WRAT) developed for the Welsh Active Travel Design Guidance. The tool focuses on the five core design outcomes for pedestrian infrastructure – attractiveness, comfort, directness, safety, coherence - and encourages the auditor to consider the needs of a variety of pedestrian types.
- 4.6 A summary of the route assessment scores can be found in Table 5 below, and the full audits are available on request.

Table 5 – summary of walking route audit assessments

Route No.	Route Name	Attractiveness	Comfort	Directness	Safety	Coherence	Total
1	Rail station to Southern Business Area	5	11	11	5	1	33
2	Southern Business Area to Western Business Area	5	10	11	5	1	32
3	Town Centre - Deepfield Road approach	6	10	10	5	0	31
4	Town Centre - Broad Lane/Bagshot Road approach	6	11	9	3	2	31
5	Western Road	8	12	12	6	2	40
6	Town Centre - Wokingham Road approach	7	11	12	5	1	36
7	Town Centre - Binfield Road approach	8	11	12	5	1	37
8	Town Centre - Folders Lane/Bull Lane approach	7	10	12	6	1	36
9	Town Centre - Warfield Road approach	4	8	11	3	2	28
10	Town Centre - Park Road approach	7	9	12	4	0	32
11	Town Centre - London Road approach	7	12	12	4	2	37
12	Town Centre - Crowthorne Road approach	7	11	12	6	0	36
13	Rail station to Twin Bridges via Old Bracknell Lane	8	11	12	6	1	38
14	Southern Business Area - Mill Lane/Ellesfield Avenue	7	12	12	6	2	39
15	Southern Business Area - Doncastle Road	7	12	11	0	0	30
16	Southern Business Area - Lovelace Road	8	12	11	6	2	39

- 4.7 The audits highlight where improvements to pedestrian infrastructure are required. These mainly consist of improvements to existing routes rather than a need for new routes.
- 4.8 A summary of the proposed improvements and indicative cost are given in table 6. These costs and proposals are subject to further investigation, safety audit and detailed scheme design, so the cost and nature of the improvements may change. It should be noted that some routes already provide attractive routes for pedestrians and no improvements were considered necessary.

Table 6 – Summary of walking infrastructure and cost

Route No.	Route Name	Improvement and cost
1	Rail station to SBA	Tactile paving at Skimped Hill roundabout and Willoughby Rd cut through, cut hedge height adjacent to Mill Lane, dropped kerb required at Willoughby Rd cut through Cost: £2,000
2	SBA to WBA	Dropped kerb required at Downmill Rd, new light controlled pedestrian crossing on Downshire Way Cost: £55,000

3	Town centre – Deepfield Rd approach	Crossing improvement on Park Road, tactile paving on Deepfield Rd Cost: £9,000
4	Town centre – Bagshot Rd approach	No improvements
5	Western Rd	Reduce junction radii and improve pedestrian priority at junctions along Western Rd. Provide/ relocate crossing at the western end of Western Rd to serve desire line to/ from Cain Rd and premises on the north side of Western Rd.
6	Town centre – Wokingham Rd approach	Crossing improvement at Portman Close junction, tactile paving at entrance to Premier Inn Cost: £26,500
7	Town centre – Binfield Rd approach	Tactile paving on Fowlers Lane Cost: £1,000
8	Town centre – Bull Lane approach	Tactile paving on side road junctions and uneven payment Cost: £1,250
9	Town centre – Warfield Rd approach	Upgrade of ped call buttons Cost: £800
10	Town centre – Park Road approach	Tactile paving required Cost £3,000
11	Town centre – London Rd approach	No improvements identified
12	Town centre – Crowthorne Rd approach	Tactile paving on Crowthorne Rd North Cost: £1,000
13	Rail station to Twin Bridges via Old Bracknell Lane East	Tactile paving on Old Bracknell Lane East Cost: £1,500
14	SBA – Mill Lane/Ellesfield Avenue	Pedestrian wayfinding review at Mill Lane junction Cost: £300
15	SBA – Doncastle Rd	No improvements identified
16	SBA – Lovelace Rd	No improvements identified

The proposed improvements are shown in further detail in the route plan included at **Appendix 3**.

5. Prioritisation of schemes

5.1 A prioritisation process has been applied to both walking and cycling schemes which follows the principles set out within the DfT LCWIP Technical Guidance. This assesses each route against five factors:

- Effectiveness
- Attractiveness
- Policy
- Deliverability
- Economic assessment

5.2 Although walking and cycling schemes were assessed under the same broad factors, the value and benefits of each have been considered separately. This reflects the differing nature of the infrastructure improvements, i.e. walking infrastructure improvements generally being smaller in scale and cost, with the ability to deliver them incrementally.

Cycling Prioritisation

5.3 The 5 cycling prioritisation factors are set out below:

Effectiveness – this factor is split into three sub-factors:

Potential for increase in cycling – this considers the population served by the route, and whether the changes are likely to increase cycle numbers;

Access to key destinations – this considers trip attractors such as education, employment, retail and leisure;

Network improvement – this considers the contribution of the scheme to the overall cycle network.

Attractiveness – this factor is split into two sub-factors:

Quality of route – this considers issues such as width, traffic, and environment;

Gradient – this considers whether there are any steep hills on the route.

Policy compatibility – this factor is split into two sub-factors:

Appeal to all users – the Council's cycle strategy aims to encourage all residents to cycle more often, this sub-factor therefore considers how many different types of cyclist the scheme would appeal to (eg, commuters, school children, leisure, shoppers etc);

Positive pedestrian impact – much of the borough's existing cycle network is based on shared footway/cycleways, this sub-factor considers whether the proposed scheme would have a positive or negative impact on pedestrians.

Deliverability – this factor considers whether there are any land constraints affecting the scheme or if there are likely to be any local political objections.

Economic case – this factor is split into two sub-factors:

Value for money – this sub-factor considers the estimated cost of the scheme compared to the likely use;

External funding – this sub-factor considers the likelihood of securing external funding from s106 agreements or CIL contributions.

5.4 The above factors were scored as either 1, 3, or 5 (except for the gradient scores which were scored 1,2,3,4 or 5 as per the DfT cycle route assessment tool) and the results of this prioritisation are shown in **Table 7** below

Table 7 – Prioritisation of cycle schemes

Route Number	Route Name	Route Description	Effectiveness			Attractiveness		Policy Compatibility		Deliverability	Economic Case		Total	Rank
			Potential for increase in cycling	Access to key destinations	Network improvement	Quality of route	Gradient	Appeals to all users	Positive Pedestrian Impact	Land constraints, public acceptability	Value for money	External funding		
1b	Warfield Road	Shared use facility through Millenium Fields development and then on quiet road at Goughs Lane	3	5	5	5	4	5	5	1	3	3	39	1
10a	Kennel Lane	On road route from Harvest Ride along Kennel Lane then off road through eststate to Albert Road	3	5	3	3	4	3	3	5	5	1	35	2
10b	Kennel Lane	Largely on road route from Harvest Ride, along Kennel Lane, Horsneile Lane and into town centre	3	5	3	1	4	1	3	5	5	1	31	3
3	Deepfield Road	On-road route along Deepfield Rd and Bay Rd section to junction with Bullbrook Drive	1	5	3	1	5	1	5	3	3	1	28	4
7	Easthampstead link	On road route along Haversham Drive and Redvers Road	3	3	3	1	5	1	5	3	3	1	28	4
5	Oplden Way	Shared use facility adjacent to Opladen Way from Harmans Water Rd to opposite Crown Wood Primary then on paths away from road to Forest Park shops	3	1	3	5	2	5	1	5	1	1	27	6
4	New Forest Ride	Shared use facility adjacent to New Forest Ride from London Rd to toucan crossing adjacent to Savernake Park	1	1	1	5	1	5	3	5	1	3	26	7
6	Ringmead	Shared use facility adjacent to Ringmead from Inchwood to Vandyke	3	3	3	1	2	5	1	3	3	1	25	8
8	Binfield Road	Shared use facility from rail station to Jocks Lane	5	5	5	1	2	3	1	1	1	1	25	8
9	Priestwood link	Largely on-road route on Stoney Road, Shepherds Lane, Sandy Lane, Holly Spring Lane and Bullbrook Drive	3	1	3	1	2	1	5	5	3	1	25	8
2	Park Road	Shared use facility adjacent to Park Rd then through Elm's Park to Met Office r'bout	1	5	3	1	3	3	1	1	3	1	22	11

Walking Prioritisation

5.5 The walking prioritisation factors are set out below:

Effectiveness – this factor is split into two sub-factors:

Potential for increase in walking – this considers the population served by the route, and whether the changes are likely to encourage more walking;

Access to key destinations – this considers trip attractors such as education, employment, retail and leisure.

Attractiveness – this factor is split into two sub-factors:

Quality of route – this considers issues such as width, proximity to traffic, and environment;

Gradient – this considers whether there are any steep hills on the route.

Policy compatibility – this considers how many different types of pedestrian the scheme would appeal to (eg, commuters, school children, leisure, shoppers etc).

Deliverability – this factor considers whether there are any land constraints affecting the scheme or if there are likely to be any local political objections.

Economic case – this factor considers the estimated cost of the scheme compared to the likely use .

5.6 The above factors were scored as either 1, 3, or 5. The results of the prioritisation are shown in **Table 8** below.

Table 8 – Prioritisation of walking schemes

Route Number	Route Name	Route Description	Effectiveness		Attractiveness		Policy Compatibility	Deliverability	Economic Case	Total	Rank
			Potential for increase in walking	Access to key destinations	Quality of route	Gradient	Appeals to all pedestrians	Land constraints, public acceptability	Value for money		
6	Town centre - Wokingham Road approach	Walking route to town centre from residential and business areas to the west	3	5	5	5	3	3	3	27	1
2	Southern Business Area to Western Business Area	Pedestrian link connecting two of Bracknell's major business areas	5	5	3	5	1	3	3	25	2
3	Town centre - Deepfield Road approach	Walking route to town centre and secondary school from residential area to the east	5	5	3	3	3	3	3	25	2
1	Rail station to Southern Business Area	Main pedestrian commuter route	5	5	3	3	1	3	3	23	4
7	Town centre - Binfield Road approach	Walking route to town centre and secondary school from residential areas to the north	1	3	3	3	3	3	3	19	5
9	Town centre - Warfield Road approach	Walking route to town centre and primary and secondary schools from residential areas to the north	5	3	3	1	3	3	1	19	5
12	Town centre - Crowthorne Road approach	Walking route to town centre and rail station from residential areas to the south	1	3	3	3	3	3	1	17	7
8	Town centre - Bull Lane Approach	Walking route to town centre and primary and secondary schools from residential areas to the north	1	3	3	1	1	3	1	13	8
13	Rail station to Twin Bridges via Old Bracknell Lane East	Walking route from rail station to Southern Business Area	1	3	3	1	1	3	1	13	8

Combined plan

5.7 In accordance with the DfT guidance, we have combined the two prioritised list of schemes into a single infrastructure improvement plan, split into short term schemes (< 3 years), medium term schemes (> 3 years, < 5 years), and long-term schemes (> 5 years). These are shown in **Table 9** overleaf.

Table 9 – Combined cycling and walking infrastructure improvement plan

Scheme Type	Route Name	Infrastructure Requirements	Estimated Cost	Timescale
Cycling	Warfield Road	Junction improvement	£80,000	Next 3 years Total Cost £229,000
Cycling	Kennel Lane (via Albert Rd)	Junction improvement & dropped kerbs	£24,000	
Cycling	Kennel Lane (via Horsneile Lane)	Signage only	£500	
Cycling	Deepfield Road	Junction improvement	£34,000	
Walking	Town Centre – Wokingham Rd approach	Junction improvement	£26,500	
Walking	Southern Business Area to Western Business Area	Dropped kerbs	£55,000	
Walking	Town Centre – Deepfield Road approach	Dropped kerbs	£9,000	
Cycling	Easthampstead Link	Junction improvements	£12,000	3 to 5 years Total Cost £1,043,500
Cycling	Opladen Way	Conversion of footway to shared use path	£628,500	
Cycling	New Forest Ride	Conversion of footway to shared use path and Pelican to Toucan	£400,000	
Walking	Rail station to Southern Business Area	Dropped kerbs, hedge cutting, wayfinding	£2,000	
Walking	Town Centre – Binfield Road approach	Dropped kerb, possible disabled parking bay adjustment	£1,000	
Cycling	Ringmead	Conversion of footway to shared use path and relocation of bus shelters	£1,103,000	More than 5 years Total Cost £1,620,750
Cycling	Binfield Road	Footway widening, toucan conversion, reallocation of roadspace	£129,000	
Cycling	Priestwood link	Junction improvements	£153,000	

Scheme Type	Route Name	Infrastructure Requirements	Estimated Cost	Timescale
Cycling	Park Road	Conversion of footway to shared use path	£231,000	
Walking	Town Centre – Warfield Road approach	Replace call boxes on Pelican crossing, vegetation cut back	£1,000	
Walking	Town Centre – Crowthorne Road approach	Dropped kerbs	£1,000	
Walking	Town Centre – Bull Lane approach	Maintenance of tactile paving, dropped kerbs, utilities covers	£1,250	
Walking	Rail station to Twin Bridges (via Old Bracknell Lane East)	Dropped kerbs	£1,500	

5.8 It is worth repeating that these costs and proposals are subject to further investigation, safety audit and detailed scheme design, so the cost and nature of the improvements may change.

6 Integration and application

- 6.8 This LCWIP will form an appendix to the council's Walking and Cycling Strategy. It will be reviewed and updated on a regular basis.
- 6.9 The proposals identified through this LCWIP process will be added to the Council's borough-wide list of infrastructure improvements, with schemes being considered for implementation as and when funds become available.
- 6.10 The scope of this LCWIP focuses on the area around Bracknell town centre. With the knowledge and experience acquired in producing this plan, the Council will seek to develop an LCWIP for the areas of Crowthorne and Sandhurst to the south, and the rural parishes to the north.