

Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

Introduction

In 2017 the Government published its first Cycling and Walking Investment Strategy, which sets out an ambition to make cycling and walking the natural choices for shorter journeys or as part of a longer journey. Local Cycling and Walking Infrastructure Plans (LCWIPs) form part of the Strategy and set out a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing cycling and walking networks so that the Government's objectives can be achieved.

The document provides a summary of the phase one Wakefield LCWIP, which for its initial phase has been produced to cover certain geographic areas of focus (north and south Wakefield for cycling; Wakefield city centre for walking). The plan has been developed through a process of stakeholder consultation (workshops and street audits), data analysis, and high level engineering assessment of potential improvements. The document provides a summary of the phase one LCWIP including the key outputs:

- **Network maps** for cycling and walking, which identifies preferred routes and core zones for further development;
- A **programme of infrastructure improvements** for future investment

A more detailed report is available on the Combined Authority's website, that sets out the underlying analysis carried out and a narrative to support the identified improvements.

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Proposed Cycling Network for north and south Wakefield

These network proposals include:

A Network Map, showing the main desire lines to provide connections across north and south Wakefield – with two routes prioritised for further assessment in detail

Route alignments for the prioritised desire lines.

Two potential options were assessed for each route and will inform more detailed feasibility work to be carried out at a later stage. Further sections of route which could connect these route options to other communities and linking to other cycle routes will be considered in future stages of LCWIP development.

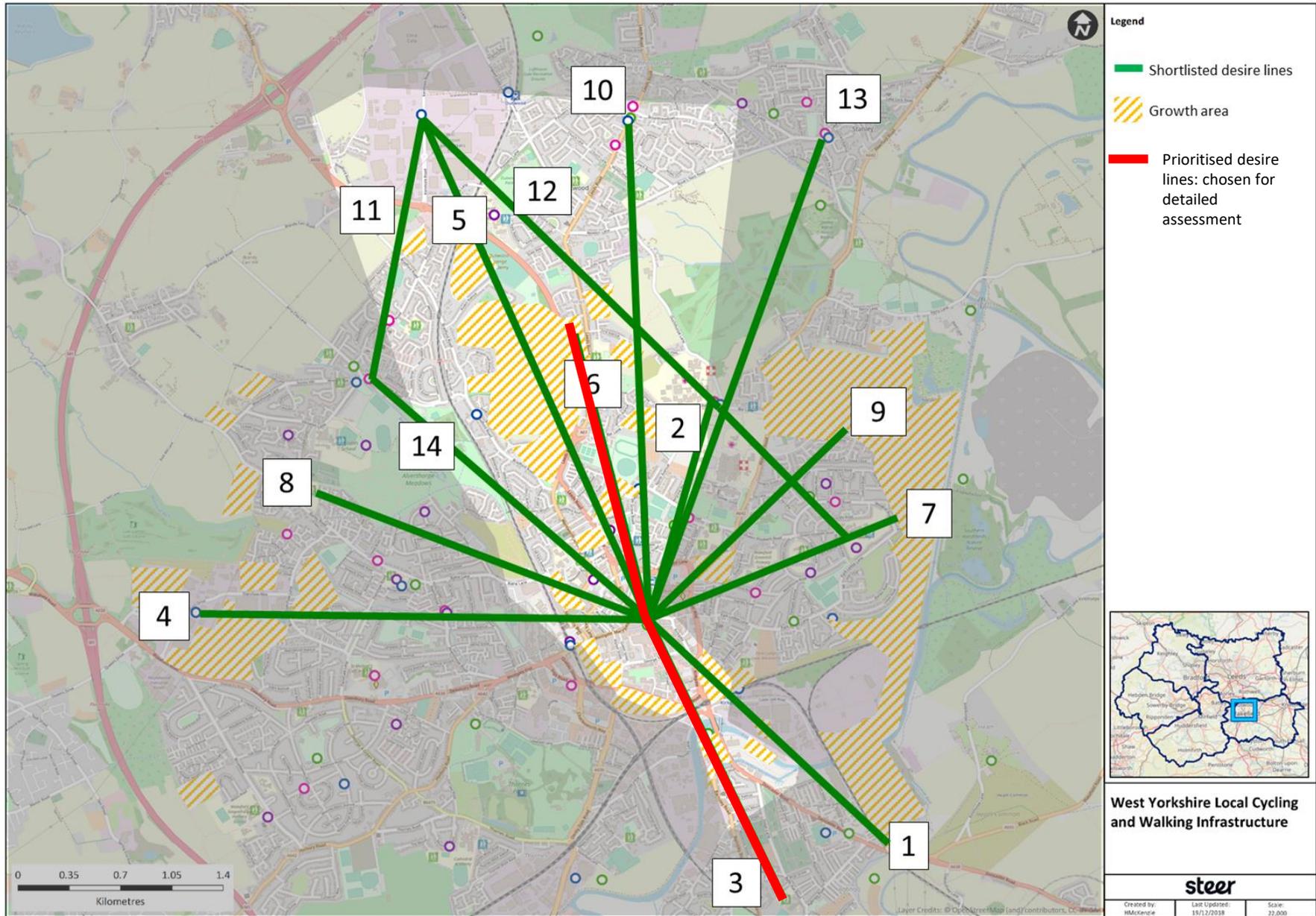
Programmes of improvements for cycling on the detailed route alignments

These improvements have been identified through high level assessment and further feasibility work is required to be carried out. The types of cycling provision proposed are based on route types identified in government guidance, and approximate costs based on typical costs for this type of provision provided in government guidance.

The proposed cycling infrastructure may also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development.

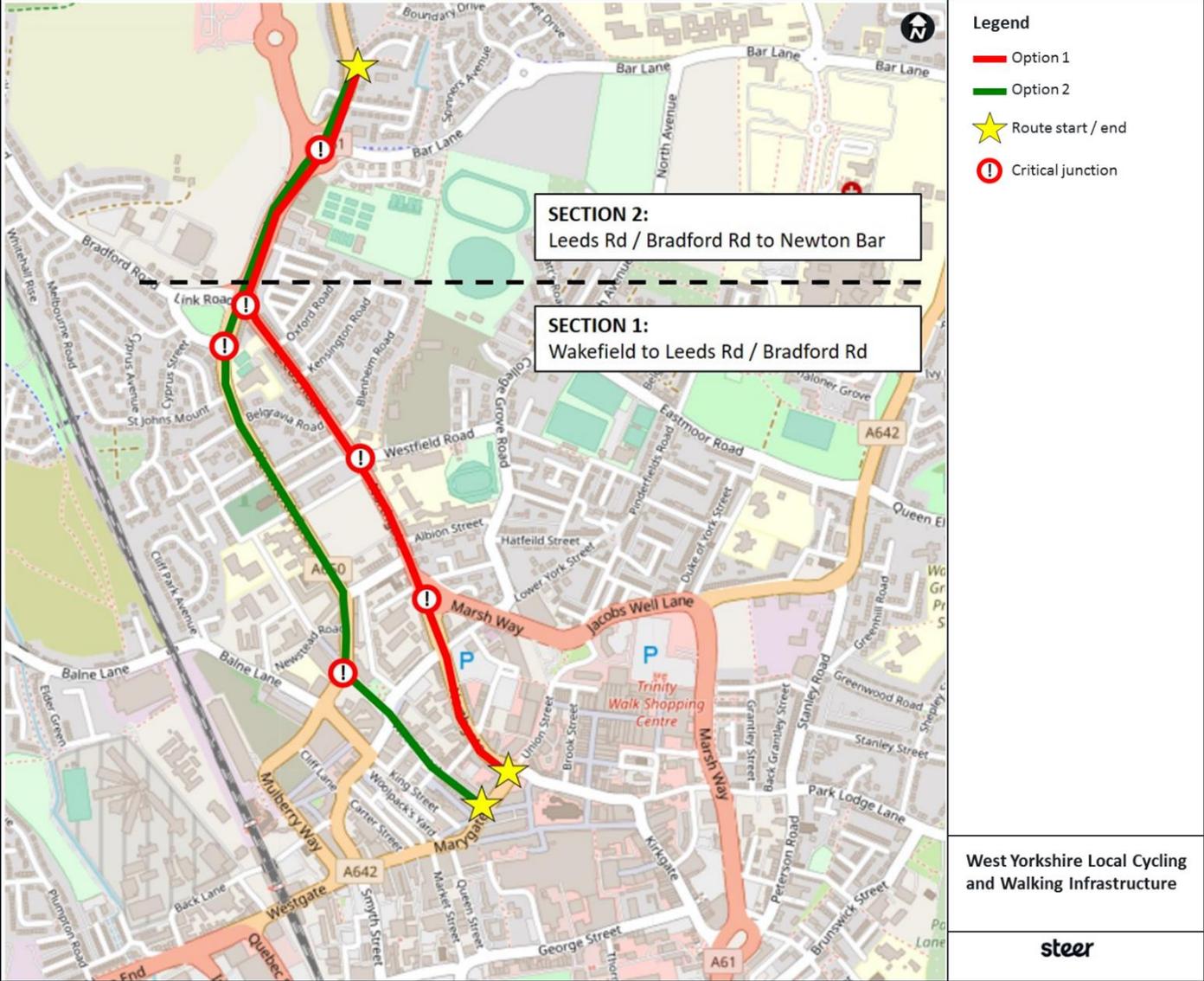
Complementary measures may include: new waiting/loading restrictions; Improved enforcement of existing waiting/loading restrictions; Behaviour change programmes to raise awareness of infrastructure improvements and encourage walking and cycling; Restrictions to general traffic; Improved landscaping and lighting; New and improved cycle parking

Proposed Cycling Network Map



Proposed Cycling Network: Detailed Route Alignment

Route 1: Wakefield to Newton Bar



Proposed Cycling Network: Programme of improvements

Route 1: Wakefield to Newton Bar

Option 1

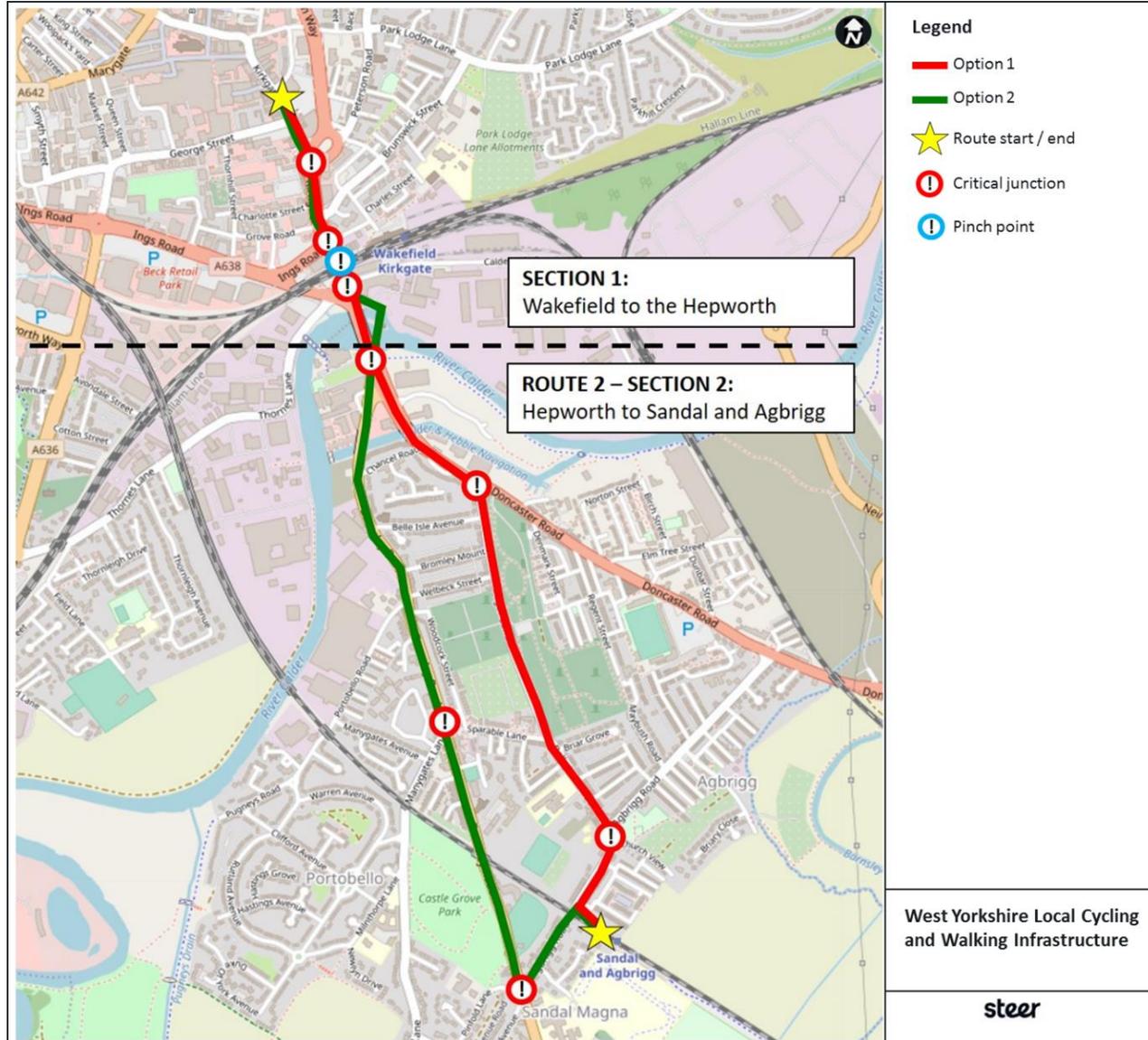
Route section	Proposed provision	Indicative Cost
1 Wakefield to Leeds Rd/Bradford Rd	Segregated cycle route, on highway 1.11km from Bull Ring to A61/Bradford Rd	£1.6m
	Remodelling of two major junctions – 61/Northgate, A61/Bradford Rd	£3.2m
2 Leeds Rd/Bradford Rd to Newton Bar	Segregated cycle route, on highway 540m from A61/Bradford Rd to Newton Close	£0.8m
	Remodelling of one major junction – Newton Hill roundabout	Already funded

Option 2

Route section	Proposed provision	Indicative Cost
1 Wakefield to Leeds Rd/Bradford Rd	Mixed cycle route 400m from Bull Ring to A650	£0.3m
	Segregated cycle route, on highway 838m from A650 to A61/Bradford Rd	£1.2m
	Remodelling of one major junction – A61/Bradford Road	£1.6m
2 Leeds Rd/Bradford Rd to Newton Bar	Segregated cycle route, on highway 512m from A61/Bradford Rd to Newton Close	£0.7m
	Remodelling of one major junction – Newton Hill roundabout	Already funded

Cycling Network: Detailed Route Alignment

Route 2: Wakefield to Sandal and Agbrigg



Proposed Cycling Network: Programme of improvements

Route 2: Wakefield to Sandal and Aggbrigg

Option 1

Route section	Proposed provision	Indicative Cost
1 Wakefield to The Hepworth	Segregated cycle route, on highway 655m from Kirkgate to The Hepworth	£1m
2 The Hepworth to Sandal and Aggbrigg	Segregated cycle route, on highway 445m from The Hepworth to Sugar Lane	£0.7m
	Mixed cycle route – 1.25km from Sugar Lane to Sandal and Aggbrigg	£0.9m
	Remodelling of one major junction – A61/A638	£3m

Option 2

Route section	Proposed provision	Indicative Cost
1 Wakefield to The Hepworth	Segregated cycle route, on highway 500m from Kirkgate to Calder Vale Road	£0.7m
	Mixed cycle route – 240m via Calder Vale Road and Chantry Bridge	£0.2m
	Improved link from Chantry bridge to River Calder cycle track	Already funded
2 The Hepworth to Sandal and Aggbrigg	Segregated cycle route, on highway 1.65km from A638/Calder Vale Road to Aggbrigg Road	£2.4m
	Strategic cycle route 260m from A61 to Sandal and Aggbrigg via Aggbrigg Road	£0.1m
	Remodelling of one major junction – A61/A638	£3m

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Proposed Walking Network: Wakefield city

These network proposals include:

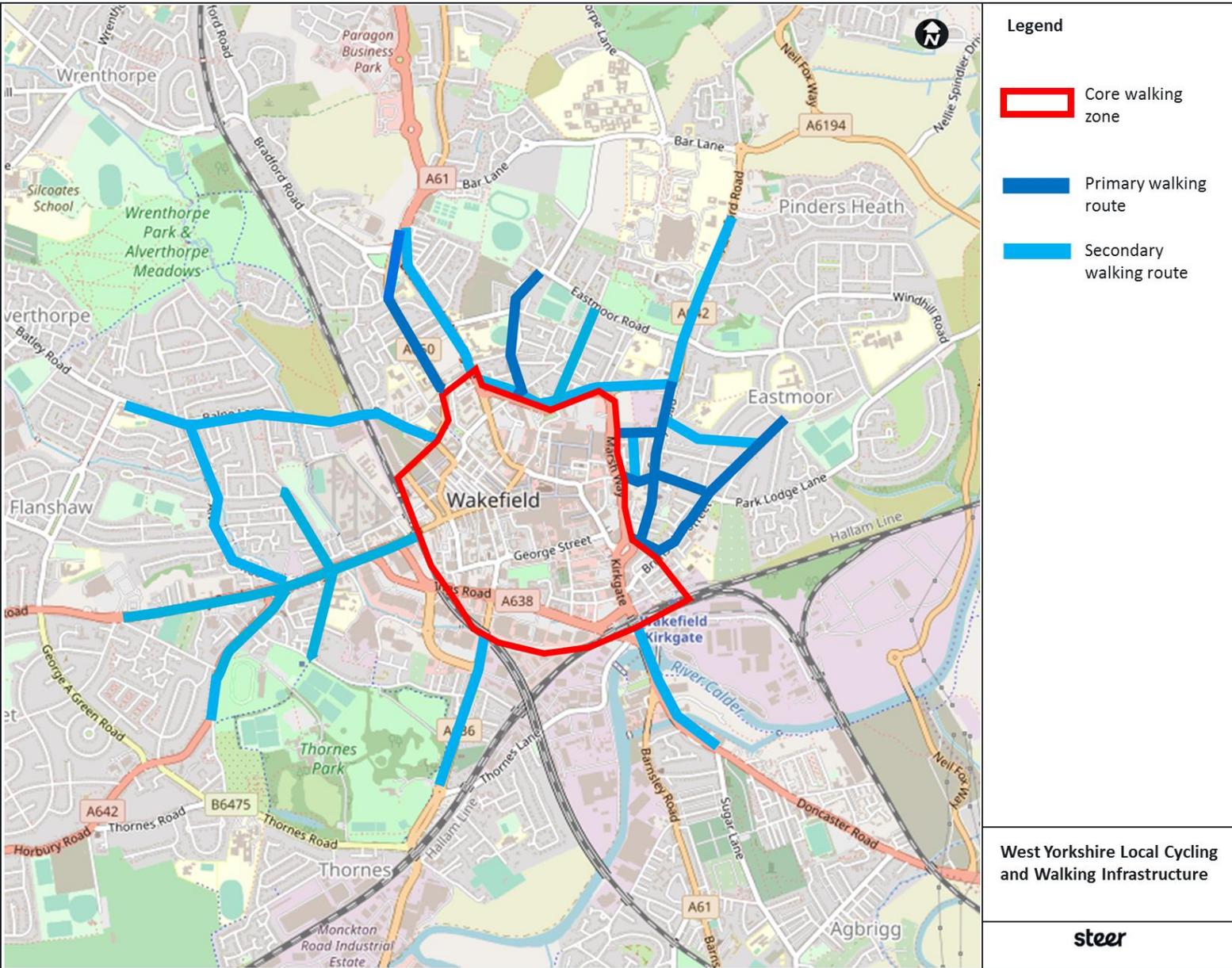
A Network Map, showing the main routes for walking (“Primary” routes) and other important pedestrian routes (“secondary”), as well as a central destination area for walking trips (“Core Walking Zone”)

Programmes of improvements for walking within the Core Walking Zone

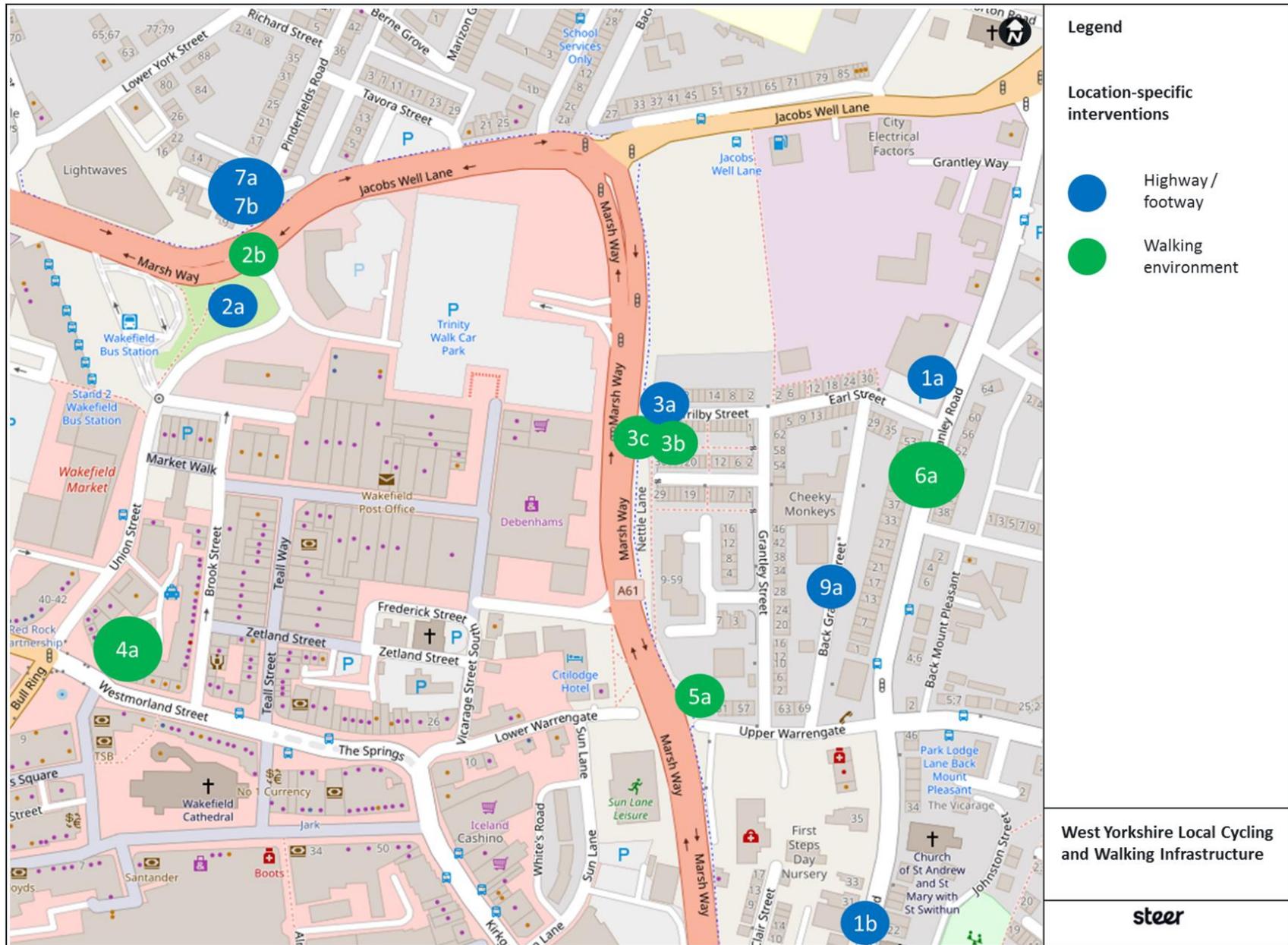
These improvements have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop.

The proposed walking infrastructure could also be accompanied by a range of complementary measures to be defined in further stages of LCWIP development. Complementary measures could include new waiting/loading restrictions; improved enforcement of existing waiting/loading restrictions; behaviour change programmes; restrictions to general traffic; improved landscaping and lighting and accessible seating.

Proposed Walking Network Map



Proposed Walking Network: Programme of improvements



Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
1	Stanley Road / Peterson Road crossing points	a. Install signalised (puffin) crossing at Earl Street	£50k-£60k	M
		b. Install zebra crossing at Berners Street	£20k-£35k	M
		c. Traffic reduction along Stanley Road / Peterson Road as part of area-wide treatment	Further study required	M
2	Installation of additional pedestrian crossing over Marsh Way at Union Street and northern arm of Kirkgate roundabout	a. Install sealed paths along the clear desire lines at Union Street	£200 per metre	S
		b. Install a pedestrian phase and appropriate signals at the existing signalised junction at Union Street	£50k-£60k	S
		c. Install puffin crossing at northern arm of Kirkgate roundabout	£50k-£60k	M
3	Nettle Lane / Marsh Way access via Trilby Street	a. Remove steps and install ramped access at Trilby Street	Further study required	S
		b. Reduce the height of wall along Nettle Lane or take down entirely	Further study required	S
		c. Reduce severance caused by noise screen	Further study required	S
		d. Seal desire line paths or open out Trilby Street access entirely	d. £200/m	S
		e. Improve street lighting	e. £2,600-£3,200 per lamp column	M
		f. Seal the surface of Nettle Lane and add drainage	f. £200/m	M
4	Enforcement of pedestrian zone through Westmoreland Street / Union Street	Consider enforcement options, including cameras	Further study required	S

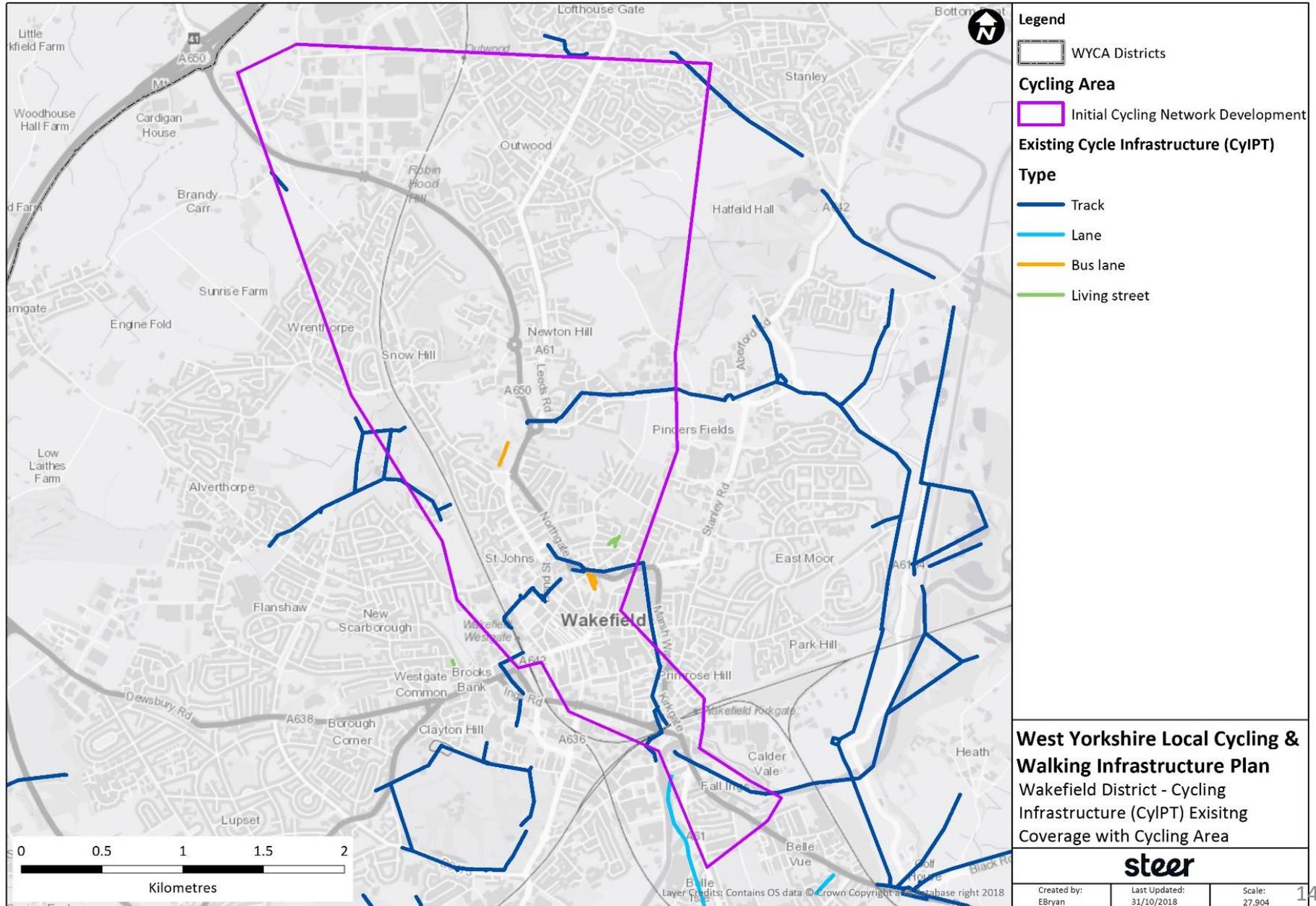
Proposed Walking Network: Programme of improvements

	Intervention	Intervention	Indicative Costs	Time scale
5	Create park or garden in green area opposite Sun Lane Leisure Centre	Install community garden or other green space	Further study required	S
6	Improve pedestrian comfort on Stanley Road / Peterson Road through parking management	Parking management scheme to protect footway space from parked cars on the western side	Further study required	M
7	Completion of pedestrian access to ring road from streets north of ring road	a. Perform maintenance on footways along residential streets to north of ring road b. Pave desire line paths connecting to ring road from streets to the north	£200/m for new footway £200/m for new footway	S S
8	Wayfinding	Extend wayfinding beyond ring road	£1k per finger post	M
9	Speed calming along residential streets	Install speed calming measures, including build outs and raised tables	Further study required	M

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Supporting information

Existing Cycle Network



Cycling – principles of design

Core Design Outcomes are well established principles for cycling infrastructure set out in Government’s LCWIP guidance, which have informed the proposed infrastructure improvements and associated cost estimates, to ensure that proposals meet the appropriate quality of infrastructure provision needed to increase cycling. These Core Design Principles have been used to shape the development the proposals in this summary document.

A set of principles for walking and cycling design is being developed locally by West Yorkshire partners which will inform the basis of further development of the schemes identified through this LCWIP.

Coherent	The network must be coherent: it must link all the places cyclists want to start and finish their journeys with a route quality that is consistent and easy to navigate. Abrupt changes in the level of provision for cyclists will mean that an otherwise serviceable route becomes disjointed and unusable by the majority of potential users
Direct	<p>Routes for cyclists must provide direct and fast routes from origin to destination. In order to make cycling preferable to driving, routes for cyclists must be at least as direct – and preferably more direct – than that available for private motor vehicles.</p> <p>And indirect route for cyclists may result in some of them choosing the more direct, faster route, even if it is unsuitable for cycling.</p>
Safe	Cycle networks must not only improve cyclists’ safety, but also their feeling of how safe the environment is. Consideration must be given to reducing the speeds of motor vehicles to acceptable levels, particularly when cyclists are expected to share the carriageway. The needs for cyclists to come into close proximity and conflict with motor traffic must be removed, particularly at junctions, where the majority of crashes occur.
Comfortable	Smooth surfaces, with minimal stopping and starting, without the need to ascend or descend steep gradients and which present few conflicts with others users creates comfortable conditions that are more conducive to cycling. The presence of high speed, high volume motor traffic affects both the safety and the comfort of the user.
Attractive	Cyclists are more aware of the environment they are moving through than people in cars or other motor vehicles. Cycling is a pleasurable activity, in part because it involves such close contact with the surroundings. The attractiveness of the route itself will therefore affect whether users choose to cycle.

Cycling provision - Definitions

The definitions provided below for different types of cycle route provision identified in the Programme of Improvements are taken from Government's LCWIP guidance and research commissioned by the Department for Transport.

Segregated cycle route, on highway

Referred to as Cycle-Superhighway in guidance. An extended cycle route that enables direct, rapid, safe cycle trips largely segregated from traffic along an arterial route e.g. a 10km route following an A-road from outer suburbs to a city centre.

Typical features:

- Physically protected segregation from traffic and pedestrians for much of the route, using kerbs, paving level differences or other physical means.
- Sufficient width to accommodate large flows of cyclists.
- Cyclist priority at side roads with speed tables to slow cars. • Clearway orders to prevent parking in the cycle lane.
- Cyclist 'bypasses' to the rear of bus stops forming passenger waiting 'islands'.
- Dedicated cycle crossing facilities across major roads, signalised where necessary.
- A feeling of safety so that unconfident cyclists feel comfortable using the route

Mixed cycle route

Referred to as "Mixed Strategic cycle route" in guidance. An extended cycle route to facilitate cycling along a strategic corridor, comprising a mixture of: signed route without dedicated lanes along quieter roads; on-road lanes without physical segregation; physically segregated cycle lanes along busier roads; marked cycle routes away from roads where such alignments are available.

Typical features:

- Continuous clear signage from one end to the other.
- Routing and provision of segregation and crossings so the whole route can be cycled without encountering major obstacles or having to battle with fast traffic on a busy road.
- Deviations from the fastest most direct route to follow parallel quieter roads or paths through parks and green corridors.
- Speed restrictions such as 20mph zones and traffic calming.

Toucan Crossing

A Toucan crossing is a shared signal-controlled crossing for pedestrians and cyclists, linking cycle track and pedestrian routes on opposite sides of a carriageway

Sources: LCWIP Technical Guidance, Department for Transport, 2017
Typical Costs of Cycling Interventions, Transport for Quality of Life (for DfT), 2016
Local Transport Note 2/95 "The Design of Pedestrian Crossings", Department for Transport 1995

Walking - principles of design

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Comfort	Footways level and in good condition, with no trip hazards.
	Footway widths generally in excess of 2m effective width
	Width on staggered crossings/pedestrian islands/refuges able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.
	No instances of vehicles parking on footways.
Directness	Clearance widths generally in excess of 2m between permanent obstructions.
	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).
	Crossings follow desire lines.
	Crossing of road easy, direct, and comfortable and without delay (< 5s average).
	Crossings are single phase pelican/puffin or zebra crossings.
	Diagonal crossing (pedestrian and all-green phase) available at intersections
Coherence	Green man time is of sufficient length to cross comfortably (presume 0.8m/s)
	Walking network developed to link key trip generators, public transport and residential areas
	Adequate dropped kerb and appropriate tactile paving provision.
	Comprehensive wayfinding with walking times installed throughout core walking zone and along key routes
Safety	Footway and crossing materials consistent throughout core walking zone and along key walking routes
	Appropriate formal crossing points installed at all major road crossings
	Continuous network of footway available throughout core walking zone and along key walking routes
	Appropriate street lighting installed along all key routes
	Footway network maintained to avoid trip hazards
Attractiveness	Traffic calming measures in place in areas of higher pedestrian vulnerability e.g. schools, residential care homes, hospitals etc
	Footway and street furniture maintained to a good standard (clean, safe and accessible)
	Regular litter and waste collection to ensure clean street
	Planting and greenery installed where possible, also to provide shade