

Wakefield Local Cycling and Walking Infrastructure Plan – Phase 1

Summary Document



Introduction

Local Cycling and Walking Infrastructure Plans (LCWIPs) are a new approach to improving walking and cycling within local areas. Many short journeys (such as to the local shop) could be undertaken entirely on foot or by bike, whilst longer journeys (such as by bus or train) involve walking or cycling to or from the bus stop or station. We are determined to make cycling and walking safer, better and more attractive as this will enable more people to walk and cycle more of their journeys more often. This will reduce the number of cars on the road and improve our region's health and air quality whilst making our roads safer for all of us.

This document summarises the proposals we have developed during the initial pilot phase of developing the Wakefield LCWIP. Phase One aimed to test our approach and our tools through focussing on Wakefield itself, looking at cycling routes to the north and south, and walking improvements in the north east, of the city centre. The proposals have been developed through workshops with key stakeholders, street audits, data analysis and technical assessments of potential improvements. Further stakeholder engagement was undertaken in winter 2019 to get feedback on the proposals.

We are now taking the LCWIP process into the next phase and look to build upon the work done in this initial pilot. We'll be looking at key cycling routes and walking areas across the district and assessing what improvements we can make to make these active travel modes both safer and more attractive. This will include everything from improving the quality of our pavements to building new pedestrian crossings and protected cycle routes. The LCWIP proposals, like those identified during Phase One, will be identified ahead of funding being allocated meaning that as money becomes available we will know how and where we can best spend it to make the biggest improvements. In this way both the Phase One Wakefield LCWIP pilot and the next stage we are starting now inform and support our Connectivity Infrastructure Plan for the region, which sets out the a 20-year transport infrastructure investment programme in West Yorkshire.

A more detailed [Phase One Wakefield LCWIP](#) report is available on the Combined Authority's website that explains the analysis carried out to identify the improvements proposed as well as high level network concepts for cycling and walking in the geographic areas of focus.



Proposed cycle route improvements for north and south Wakefield

A range of cycle routes into the city centre were identified and prioritised as a result of data analysis and stakeholder feedback. Two routes which could form the base of a future network were assessed in more detail to establish how we could create high-quality cycle provision on these corridors. By high-quality cycle provision we mean routes that make cycling safer and more pleasant, and routes that are suitable for a range of users including schoolchildren and the elderly as well as all types of cycle, including adaptive and cargo bikes. The process of route prioritisation is described in the detailed phase one report for the Wakefield LCWIP.

For each of the two routes assessed, two potential options were identified. Further work will need to be carried out to ensure that the outline design shown here can be achieved to the requisite standard. Further links which will connect these routes to other communities to widen access and link to other parts of the district will be considered during future stages of LCWIP development.

We will also consider complementary measures such as waiting/loading restrictions and improved landscaping, lighting and public realm. In order to make accessing the cycle routes safer we may need to consider re-routing or limiting through traffic on certain roads to create safer streets, which will provide further benefits for local communities such as better air quality and reduced noise pollution.

We will also look at programmes to support the proposed improvements, including providing access to bikes or enabling behaviour change. These complementary measures would be defined as and when we take schemes further forward, including at further stages of the LCWIP process.

More background information on LCWIPs can be found in the [full document of the draft phase one LCWIP for Wakefield](#).



LCWIP Pilot Phase Routes

Route 1: Wakefield to Newton Bar

■ Fully segregated cycle lane

●●● Protected cycle lane

Route 2: Wakefield to Sandal and Agbrigg

■ Fully segregated cycle lane

●●● Protected cycle lane

Route 1: Wakefield to Newton Bar



LCWIP Pilot Phase Routes

Route 1: Option 1

- Fully segregated cycle lane
- Protected cycle lane

Route 1: Option 2

- Fully segregated cycle lane
- Protected cycle lane

Route 2: Wakefield to Sandal and Agbrigg



LCWIP Pilot Phase Routes

Route 2: Option 1

- Fully segregated cycle lane
- ⋯ Protected cycle lane

Route 2: Option 2

- Fully segregated cycle lane
- ⋯ Protected cycle lane

Proposed walking improvements – Wakefield

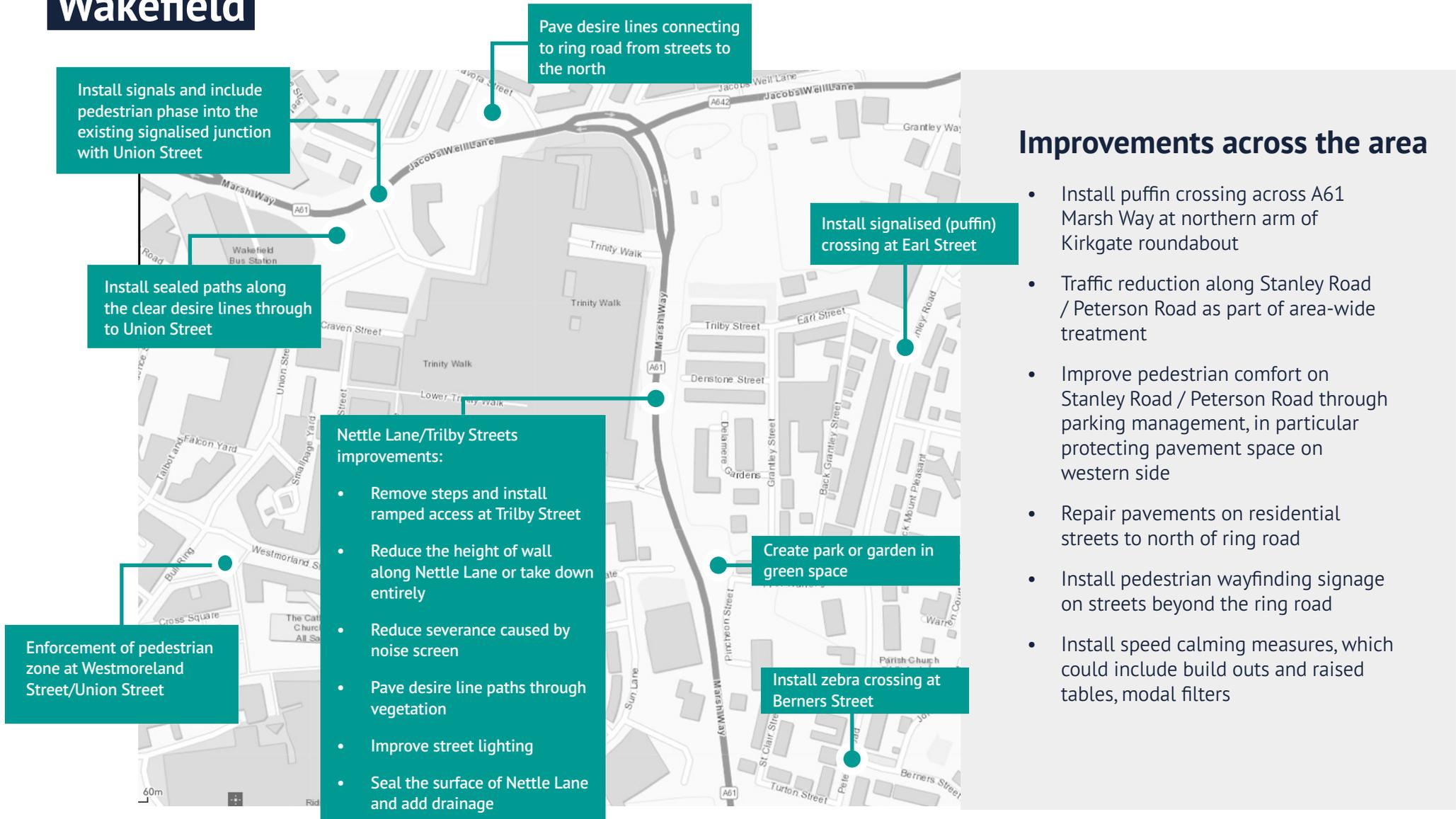
These pedestrian improvements for Wakefield city centre, focussing on routes for communities immediately outside of the north east of the centre, have been identified through a community street audit which allowed local stakeholders to provide feedback on the local walking environment, with a follow up workshop. Further detailed feasibility and design work will need to be carried out at a later stage, informed by this initial assessment. Future walking improvement assessments will need to be made for other areas of the city.

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.

The detailed report available here includes further details of the proposed improvements, the approach taken to identify the pedestrian improvements for Wakefield city centre, as well as an indicative walking Network Map for the town, showing the main routes for walking, and other important pedestrian routes. The principles for good walking infrastructure used to help identify the improvements needed are also included in the report.



Proposed walking improvements – Wakefield



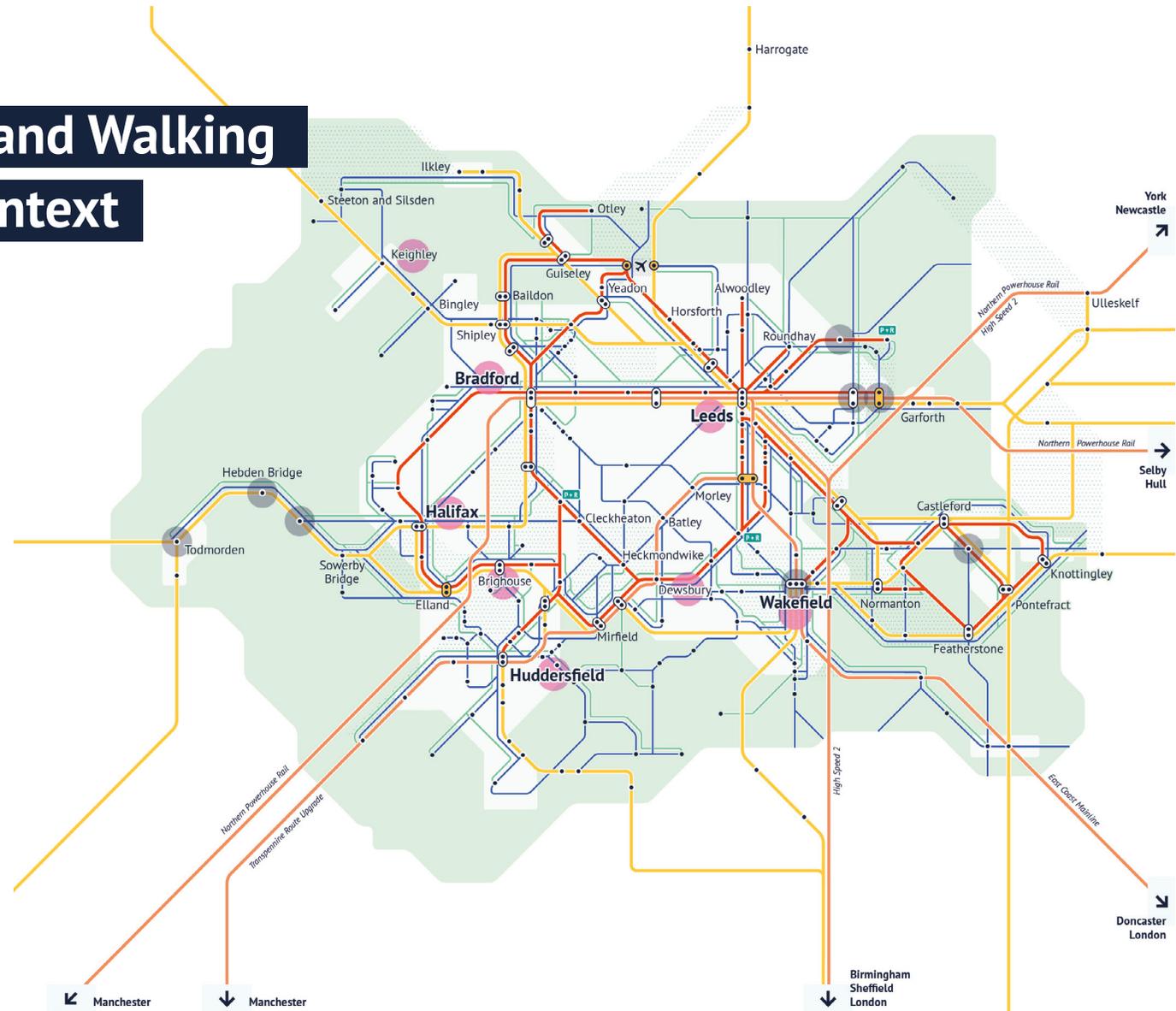
Improvements across the area

- Install puffin crossing across A61 Marsh Way at northern arm of Kirkgate roundabout
- Traffic reduction along Stanley Road / Peterson Road as part of area-wide treatment
- Improve pedestrian comfort on Stanley Road / Peterson Road through parking management, in particular protecting pavement space on western side
- Repair pavements on residential streets to north of ring road
- Install pedestrian wayfinding signage on streets beyond the ring road
- Install speed calming measures, which could include build outs and raised tables, modal filters

Wakefield Local Cycling and Walking Infrastructure Plan in Context

Our Connectivity Infrastructure Plan puts walking and cycling at the centre of our ambitions for transforming transport across West Yorkshire. We want walking and cycling to be the easy choice for short, local journeys and an ideal link from your front door to our wider transport network of trains, buses and mass transit options. The pilot phase of the LCWIPs described in this document developed our approach to engaging with communities to understand what improvements are needed. We've made a start in these locations, and now we're ready to work in both more places and on more corridors.

We have a lot of ground to cover (over 2,000 square kilometres), but through this ongoing process we will engage with communities to develop a pipeline of schemes which will transform the walking and cycling environment in West Yorkshire. If you would like to take part in the conversation around how we make West Yorkshire safer and better for walking and cycling, then please get in touch via Your Voice at yourvoice.westyorks-ca.gov.uk/



 Areas studied as part of Phase One LCWIP'S

West Yorkshire Connectivity Infrastructure Plan 2040 Network concept

Network	Stops & connections	Potential future mobility
 Opportunity for Mass Transit	 Potential Mass Transit Interchange	 Demand responsive transport service coverage
 Long distance rail	 New Rail Station and Interchange	 Mobility hubs
 Local rail	 Mass Transit park & ride	
 Local bus		
 Cycling		

