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Section 1

BACKGROUND

1 INTRODUCTION

1.1 BACKGROUND AND CONTEXT

In 2013 WSP was commissioned by Wokingham Borough Council (WBC) to undertake a series of Transport Assessments of the Strategic Development Locations (SDL) in the Wokingham area.

As part of this process, WSP was commissioned to complete a Greenway Review, assessing existing and proposed Public Rights of Way (PROW) and private land (including land within the SDL areas) which could be used in the future to deliver a network of comprehensive and connected Greenway routes. The Greenways would provide a link to be used by pedestrians, cyclists and, in some instances, equestrians. The aim was to link schools, park and ride sites and other key facilities and trip attractors, and to provide a realistic alternative mode of transport to private car-use.

WSP have now been commissioned to update the 2013 Greenways review to ensure the proposed network meets the needs of the community, in the light of changes in land use, population and in the strategic and political context since the original Greenways network was planned. The objective of the Greenways network remains to connect SDLs in Wokingham Borough to each other and to existing communities and places of employment across the borough. These rural routes will link to existing and planned cycle routes in residential and urban areas to form a cohesive network for Active Travel in Wokingham.

What is a Greenway?

In the original 2013 report a Greenway is defined as traffic-free sections of cycle network which are continuous, attractive to use and generally well separated from traffic. However, many of the links that have evolved out of the 2013 report and which WSP have reviewed include trafficked sections of road.

For the purposes of this review Greenways have been defined as rural cycle routes, which may connect to urban or peri-urban areas but which run largely through open countryside. WSP have assumed that design standards for Greenways should align with the latest national guidance on cycle infrastructure best practice, so should meet LTN 1/20 standards in terms of their level of provision for cyclists. While many sections will be traffic free, trafficked sections are acceptable, but traffic volumes and speeds on these sections must meet LTN 1/20 standards to ensure cyclists feel safe and comfortable to mix with moving traffic. This may mean additional measures to restrict traffic or reduce vehicle speeds are required. Most sections of Greenway will offer shared use provision with cyclists, pedestrians and equestrians required to share space. While the original 2013 report states that the cyclists to be accommodated are assumed to have cycles that are suitable for a mixture of surface materials, WSP have assumed that all routes should have a hard surface in line with the latest LTN 1/20 standards.

1.2 METHODOLOGY

To review the Greenways network, WSP

- Reviewed changes since the original 2013 report was created which may impact the network (progress in delivering SDLs, changes in local and national policy, design standards etc);

- Carried out a desktop study to review the existing proposed Greenways network against an updated map of key facilities and trip attractors, taking into consideration changes in cycle design standards since 2013 and draft plans for an area-wide walking and cycling network presented in WBC's Local Cycling and Walking Infrastructure Plan (LCWIP);
- Identified gaps in the network as currently proposed, locations where a link is no longer required, and locations where changes to existing proposals may be required to bring them in line with current design standards;
- Carried out a prioritisation exercise using a multi-criteria assessment framework (MCAF) to recommend a priority order for route delivery; and
- Created a revised Greenways network map showing the recommended network.

1.3 REPORT STRUCTURE

This report consists of the following structure

1) Background section providing detail on the original 2013 Greenways proposals and looking at relevant developments which have taken place since then;
2) Route Reviews section which looks at each route in detail; and
3) Prioritisation section which sets out the MCAF used to prioritise routes for delivery.

Throughout the report snapshots of maps are provided for ease of reference. Larger versions of maps are provided in Appendix A.

2 BACKGROUND INFORMATION

2.1 2013 REPORT

The 2013 report consisted of:

- An introductory section giving background information in relation to the review objectives and the concept of Greenway routes, as well as the context in terms of the planned SDLs;
- A summary of design guidance for Greenways setting out guidance referred to (additional detail on design guidance is provided in an appendix);
- Details of the proposed route alignments for the Greenways. The alignments were derived from consultation with stakeholders and WBC officers; analysis of GIS data (schools, employment areas, park and ride sites and other key trip attractors, alongside the SDLs); and a desktop audit of the proposed routes; and
- Detailed assessments of the proposed routes, derived from site visits. These use photos to give a high-level indication of what interventions would be required to create the routes, set out with photos in a section-by-section breakdown for each of the following routes:
    - Route between Three Mile Cross and Wokingham;
    - Route between Shinfield and Arborfield;
    - Route between Arborfield and the River Lodden;
    - Route between the River Lodden and IQ Winnersh;
    - Route between Barkham and the South Wokingham SDL; and
- The report then sets out a priority order for delivery of the routes, and provides a summary and conclusion.

The routes identified in the 2013 Greenways Review were subsequently revised and developed further by WBC and a letter-based naming system applied, resulting in the following list of routes:

- Route A - Shinfield Parish to Arborfield to Barkham (in progress);
- Route B - Cantley Park, Wokingham to Arborfield Cross (in progress);
- Route D - Arborfield to Barkham to South Wokingham to Wokingham;
- Route E - River Loddon to Arborfield;
- Route F - Arborfield Village to Arborfield Green;
- Route I - Arborfield to Finchampstead, including California Way through California County Park (complete);
- Route J - Arborfield to the Blackwater Valley Path; and
- Route K - Arborfield Cross.

These routes are complemented by the River Loddon Long Distance Path (LDP) that links the Thames Valley Path in the north of the borough in Wargrave to the Blackwater Valley Path in the south of the borough in Swallowfield.

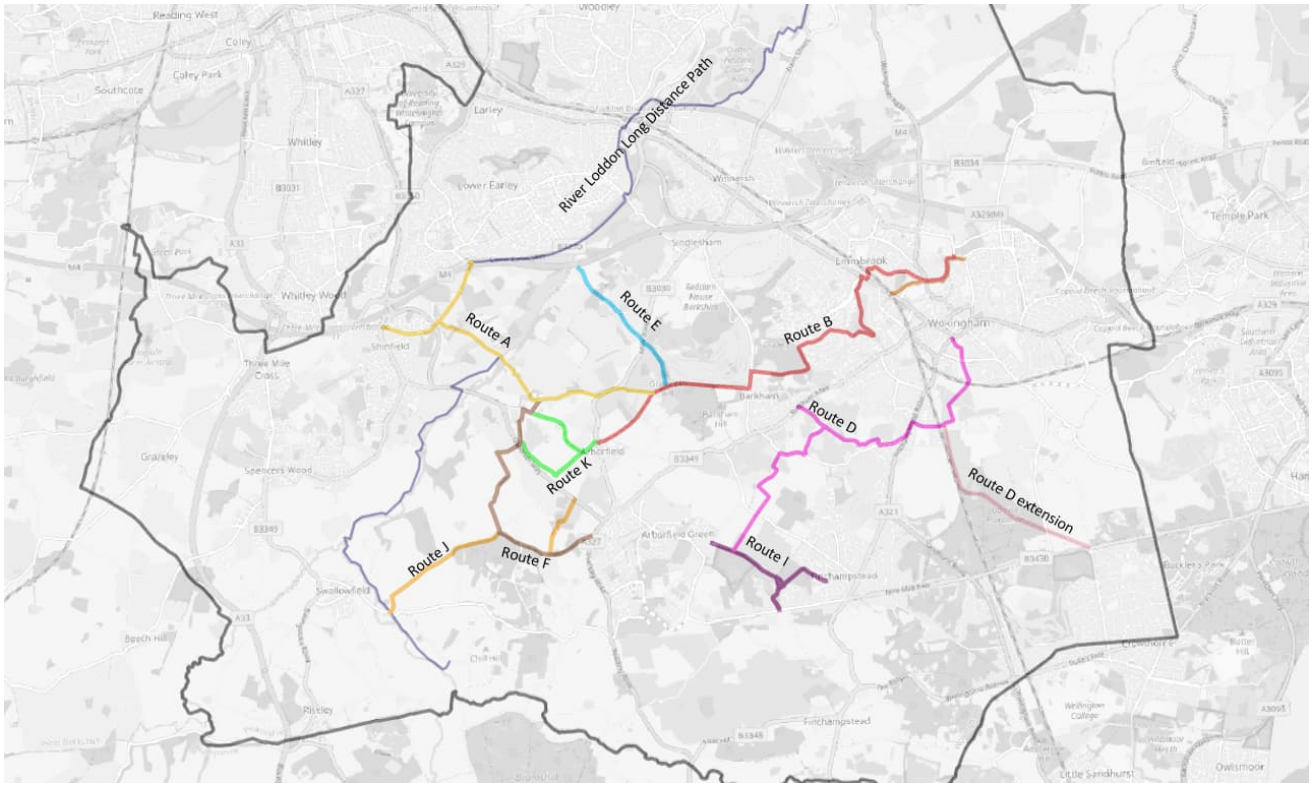

Figure 1 - Greenway network as proposed when this review started

2.2 DEVELOPMENTS SINCE 2013

DELIVERY OF ROUTES I AND B

Route I, which connects a new development in Arborfield with the Finchampstead Baptist Centre via California Way through California Country Park was constructed in 2017, with final elements completed in 2020. The route has been popular with the public.

Figure 2 - Image showing a section of Route I

Route B will connect Cantley Park to Arborfield Cross via Woosehill and is currently under construction. A public consultation on Route B was undertaken in 2019 to consider the concept of the route as a whole. Over 300 visitors attended drop-in sessions on the route, and the overall response was 64% in support, 12% objection and 24% neither supporting nor objecting.

Key feedback items were:

- Noting the importance of linking the greenway to other existing paths and improving pedestrian and cycle permeability more widely;
- Ensuring crossings of busier roads are of good quality, with signalised toucan crossings preferred to informal or island crossings, or subways;
- The importance of safety, including safety for pedestrians, with some concerns raised about the potential for conflict caused by shared space;
- Noting the need to protect wildlife, avoiding tree removal and the erosion of green space;
- Greenways should be constructed with good drainage and using surface materials which are comfortable to cycle on;
- People wishing to ensure that Greenways are open to equestrians; and
- Suggestions of alternative or additional routes.

The issues highlighted above are considered as part of the Greenways design process; comments around the need for good quality crossings and care around the use of shared space tie in with the updated LTN 1/20 cycleway design guidance.

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

In 2017 the Government published its first Cycling and Walking Investment Strategy, which was updated in 2022. The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey, and includes ambitious targets.

All local authorities have been asked to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) to identify cycling and walking improvements required at the local level. The key outputs of LCWIPs 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; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

WBC is in the process of developing a borough-wide LCWIP, with concept walking and cycling networks and scheme proposals presented for public engagement in summer 2022. The original Greenway proposals were considered during LCWIP planning. The consultation closed in early autumn 2022 and results are currently being analysed.

2.3 REVIEW OF GREENWAY DESIGN STANDARDS

The design standards used in 2013 are shown below. Most of these design standards remain highly relevant, however, a key development since 2013 has been the issuing of the Department for Transport (DFT) Local Transport Note 1/20 (LTN 1/20) Cycle Infrastructure Design. In some instances this will supersede the design standards used in 2013.

2013 design standard referenced	Current Relevance
Sustrans Greenways Design Guide (Sustrans, 2008);	*Still relevant*
Wokingham Borough Council Cycle Design Guide (WSP, 2013);	*Still relevant*
Sustrans Technical Information Note 8: Cycle Path Surface Options (2012);	*Still relevant*
Sustrans Technical Note 29: Lighting of Cycle Paths (2012);	*Still relevant*
Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists (DfT, 2012);	*Superseded by LTN 1/20*
By All Reasonable Means: Inclusive Access to the Outdoors for Disabled People (Countryside Agency, 2005);	*Still relevant*

2013 design standard referenced	Current Relevance
Inclusive Mobility (DfT, 2005);	*Superseded by Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT 2021), this provides basic information about access in the countryside but directs users to Paths for All's Countryside for All Good Practice Guide: A guide to Disabled People's Access in the Countryside (2005)*
Manual for Streets (DfT, 2007) and Manual for Streets 2: Wider Application of the Principles (DfT, 2010);	*Still relevant*
DMRB Volume 6 Section 3 Part 5 TA 90/05: The Geometric Design of Cycle and Equestrian Routes;	*Still relevant*
Advice on Specifications and Standards recommended for equestrian routes in England and Wales (The British Horse Society);	*Still relevant*
Local Transport Note 2/08: Cycle Infrastructure Design (DfT, 2008); and	*Superseded by LTN 1/20*
Local Transport Note 2/95: The Design of Pedestrian Crossings (DfT, 1995);	*Superseded by LTN 1/20*

A comparison of the original 2013 design standards and the current (2022) design standards shows a number of areas where standards have changed which will impact the design of the Wokingham Greenways network. These are summarised below. These items will need to be considered during the feasibility design stage of route development, however for the purposes of this report they have informed recommendations about route alignment.

- **Shared use paths** where cyclists and pedestrians use the same space are generally discouraged in LTN 1/20, and in urban areas the guidance is clear that cyclists should be separated from pedestrians. However, shared use paths are considered appropriate in instances where pedestrian numbers are low – such as in most rural areas – provided they are designed appropriately (including width, alignment and treatment at side roads and other junction). Shared use paths must be at least 3.0m wide (with additional edge protection where required).

- Design of Greenway proposals which pass through areas with higher pedestrian footfall may need to consider allowing additional space to separate pedestrians from cyclists. Some sections of proposed shared space path in the existing Greenways network are under 3.0m so may need to be upgraded. This will need to be considered during the feasibility design stage.

- Where greenways use the carriageway **vehicle flows and speed** should be suitable for cycles to mix safely with general traffic. LTN 1/20 notes that most people will not feel comfortable on-carriageways with more than 2,500 vehicles per day and speeds of more than 20 mph. However, it also acknowledges that on many rural roads speed limits may be much higher than 20mph but traffic volumes much lower, therefore any intervention must be specific to the local content.
    - Traffic surveys to assess traffic volumes and speeds will be required in order to progress route designs, to ensure conditions are appropriate for cyclists to mix with traffic. Additional measures to reduce vehicle flows or speeds may need to be considered. Alternatively, protected space for cyclists may be required on some stretches of route. This will need to be considered during the feasibility design stage.
- LTN1/20 sets out what **type of crossing facilities** that should be provided depending on the number of lanes, speed of traffic and traffic flow. In general, uncontrolled crossings are not considered suitable on roads with speed limits of 40-60mph (likely to comprise much of the rural road network).
    - Some of the cycle crossing facilities that were proposed in 2013 may no longer be suitable. Revisions which could be considered include a reduction in speed limit or the introduction of signalised crossing facilities. This will need to be considered during the feasibility design stage.
- **Directness of route and coherency of network** are two of the core design principles set out in LTN 1/20. Routes must feel direct and logical, and should join together to provide a rational and legible network.
    - Obstacles to deliverability may have caused the alignments of some routes to drift from the most direct path; some routes may no longer have clear start and end point. This will be addressed as part of this review. In addition, the planning of the LCWIP network across the borough and other local urban areas will offer new opportunities to link the Greenway network to the wider cycling network.
- **Appropriate surface materials** – LTN 1/20 notes that loose surfaces such as gravel or mud make cycling more difficult and can also present a skidding hazard, increase the risk of punctures, and make cycles and clothing dirty in bad weather. Cyclists are also affected by ruts and potholes that can throw them off balance and cause loss of control. It recommends smooth, sealed solid surfaces, such as asphalt or macadam. However, this may conflict with the need for Greenways to offer routes to equestrians.
    - Surface materials used for different sections of the Greenway network will vary depending on the location and the expected number and type of users. The LTN recommendation that hard surfaces are the most appropriate will need to be considered during the detailed design stage, balanced with other considerations such as the importance of the route to equestrian users.

- **Wayfinding** is one of the key principles of LTN 1/20 – routes must be clearly and comprehensively signposted and labelled. Greenway routes will often use existing carriageways or pedestrian infrastructure so good signing will be important for wayfinding and also to raise awareness of the existence of the Greenways and encourage people to use them.
    - It is recommended that a Wayfinding Strategy for Greenways be created, if possible integrated with a wider strategy for the cycle routes in Wokingham which will be developed as part of the LCWIP. However, the requirements for signing rural routes will be different to urban routes and this should be considered in the strategy.
- **Maintenance** is another key principle of LTN 1/20, which notes that proposals should always include a clear programme of maintenance. This is not covered in the 2013 Greenways Review.

    → It is recommended that a Maintenance Strategy be created during the design phase of every route with the support and buy-in of Wokingham Road Maintenance teams.

It is currently DfT policy that cycle proposals which do not meet LTN 1/20 standards will not receive government funding. The Greenways network is not currently proposed to be delivered using DfT funding so this gives WBC scope to treat the LTN 1/20 design standards as guidelines, adapting them where appropriate to fit the local context. For the purposes of this review it is assumed that Greenways should be designed to meet the latest and highest quality standards wherever possible.

2.4 ADDITIONAL DESIGN APPROACHES WHICH COULD BE CONSIDERED

Some new approaches to delivering rural cycle and walking infrastructure have been developed since 2013 and could be of relevance in delivering the Greenways network.

“Quiet Lanes” and “home zones” legislation

This is not new legislation as it was created in 2006, however there has been relatively limited uptake of it. The legislation enables local authorities to designate roads as ‘quiet lanes’ in practice this means they can make use orders and speed orders, the objective being to improve the quality of life for local residents, which takes precedence over the general obligation to ease traffic movements. Quiet Lanes are places where prescribed activities may be carried out as well as being public thoroughfares (for example, horse-riding, leisure cycling, rambling or playing). The speed of vehicles must be low enough to permit such activities to be enjoyed safely by people of all ages and abilities.

Quiet Lanes are intended to be implemented with the involvement of the local community, and require area wide direction signing to re-route traffic, and ‘quiet lane’ signing to signal to users that the road is a designated quiet lane.

Rural Low Traffic Neighbourhoods

Low Traffic Neighbourhoods (LTNs) have become widely used in urban settings, and are a key measure set out in LTN 1/20 which can be used to reduce traffic movements in residential areas. Their use in rural settings is at a much earlier stage, but has been trialled in Truro in Cornwall. The concept is the same as for urban areas: through-traffic is required to remain on large roads which are appropriate for heavier traffic volumes; using minor rural roads to ‘rat-run’ or cut-through is discouraged or prohibited. This leads to significant reductions in traffic on smaller roads, which can then be used for active travel and access only. As well as creating a network of roads which are pleasant to walk and cycle on, LTNs actively discourage car use and encourage uptake of active modes by making car journeys longer and less direct, while walking, cycling or wheeling becomes the faster and more convenient option.

Section 2

ROUTE REVIEWS

1 OVERVIEW

1.1 INTRODUCTION

This section will look at and review each of the proposed Greenway route alignments in detail.

Route B and Route I are not included in the below review as construction on these Greenways has already commenced.

1.2 STRATEGIC DEVELOPMENT LOCATIONS (SDLS)

The SDLs identified in the 2013 report were

- South of M4 SDL;
- Arborfield Garrison SDL;
- North Wokingham SDL; and
- South Wokingham SDL.

Work is currently underway on a new Local Plan, which is expected to be adopted in 2023. The first draft of the updated Local Plan shows the SDLs unchanged since 2013, though significant progress has been made since 2013 with a number of developments on these sites now completed, with many more under construction and in the advanced stages of planning.

A GIS map has been created which shows the SDLs as well as key existing trip attractors such as schools, railway stations, town centre and shopping areas and core employment areas. This has formed useful context for the individual route reviews covered below. However, no significant change in land use or major trip attractors which would require a material re-think of the alignment of the Greenways network has been identified.

Figure 3 - Location of current SDLs in Wokingham and sites which have been completed or are in development or planning

1.3 REVIEW METHODOLOGY

The following sections of the report provide an assessment for each of the currently proposed Greenway alignments. The assessment for each route is structured as follows:

1) Route overview;

2) Route assessment, consisting of:

- Changes between original 2013 alignment and current proposed alignment;
- Connectivity of proposed routes to SDLs and other trip attractors;
- Integration with the propose LCWIP network (including areas where proposed Greenways overlap or parallel proposed LCWIP routes); and
- Route quality review, assessing where the change in cycleway standards due to LTN 1/20 may mean additional intervention is required to deliver Greenways as originally proposed.

3) Based on the above information, recommendations on changes to the route alignment are given.

2 ROUTE A REVIEW

2.1 OVERVIEW

Route A in the 2013 Greenways Review was proposed to run from Three Mile Cross to Wokingham. This route was later divided into two sections, and Route A is now proposed to run from Shinfield Parish to Arborfield to Barkham. The eastern end of the route, from Arborfield Cross to Cantley Park in Wokingham, is now part of Route B which is not covered in this review as it is already under construction.

The upgrade of a section of Cutbush Lane connecting to the M4 has already been completed as part of local development works.

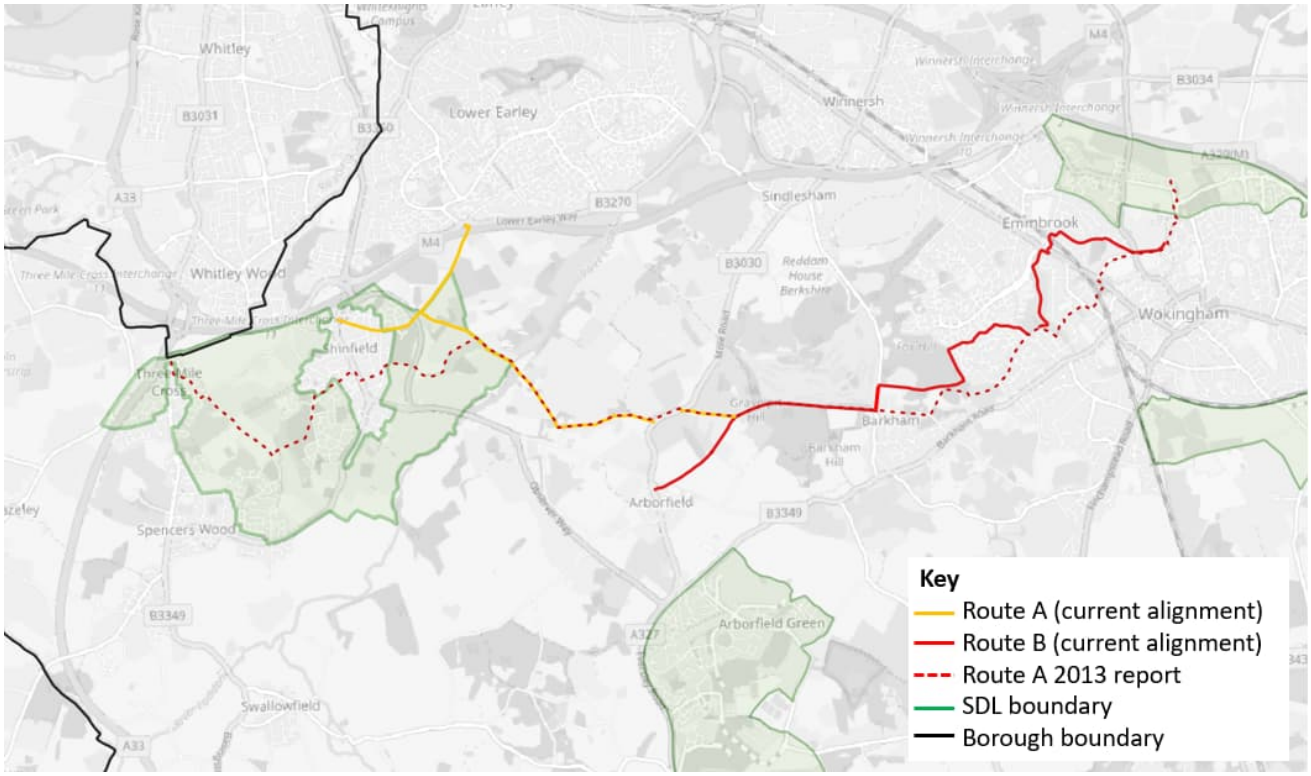

Figure 4 - Changes between 2013 proposed alignment and current proposed alignment of Route A

The route no longer extends through the SDL to Three Mile Cross. Instead one branch links to the centre of Shinfield, and another crosses the M4 to terminate where it joins an existing off road pedestrian and cycle track at the Lower Earley Way junction.

2.2 ASSESSMENT

Connectivity to SDL and other key trip attractors

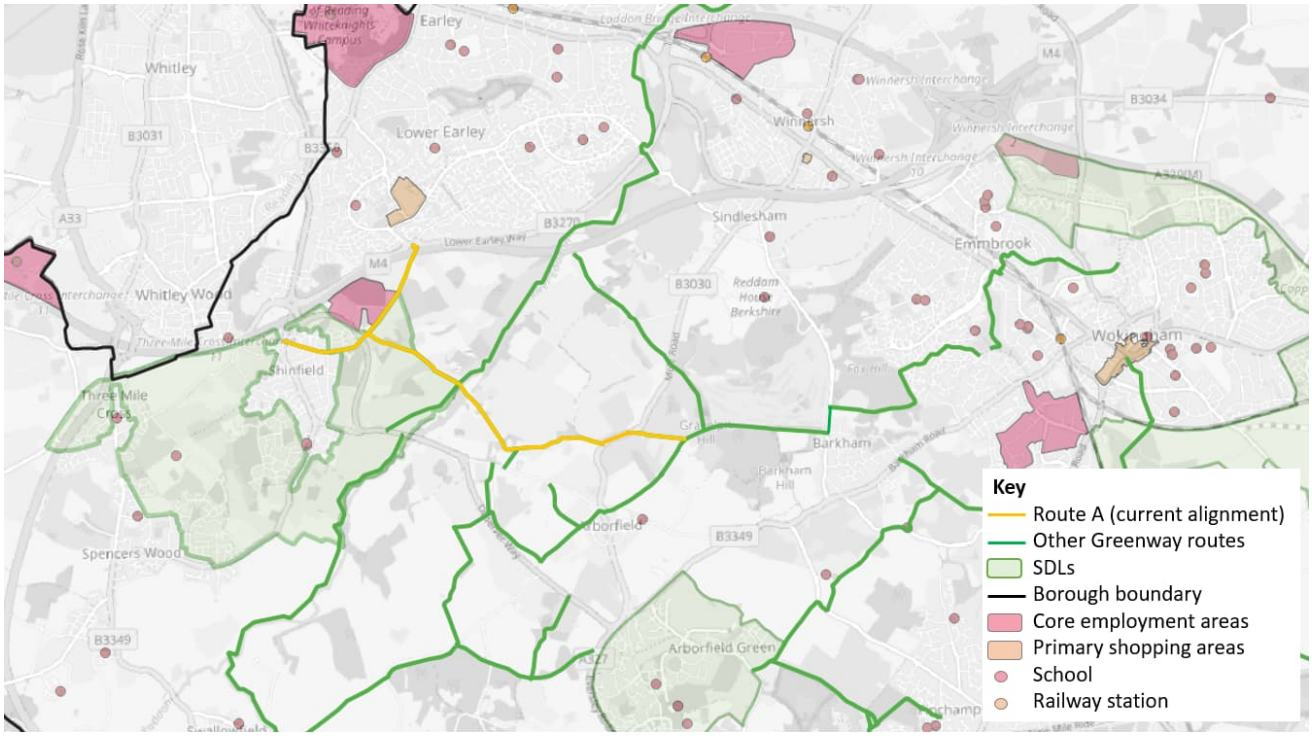

Figure 5 - Route A in the context of other Greenway routes and key trip attractors

Considered alone, Route A offers limited connectivity. However, in conjunction with Route B, Route A provides good connectivity between the South of M4 SDL and the centre of Wokingham. It also directly connects to the University of Reading Science and Innovation Park, a core employment site. As route B is already under construction we can assume that the connectivity benefits it brings can be taken as given.

Integration with proposed LCWIP network

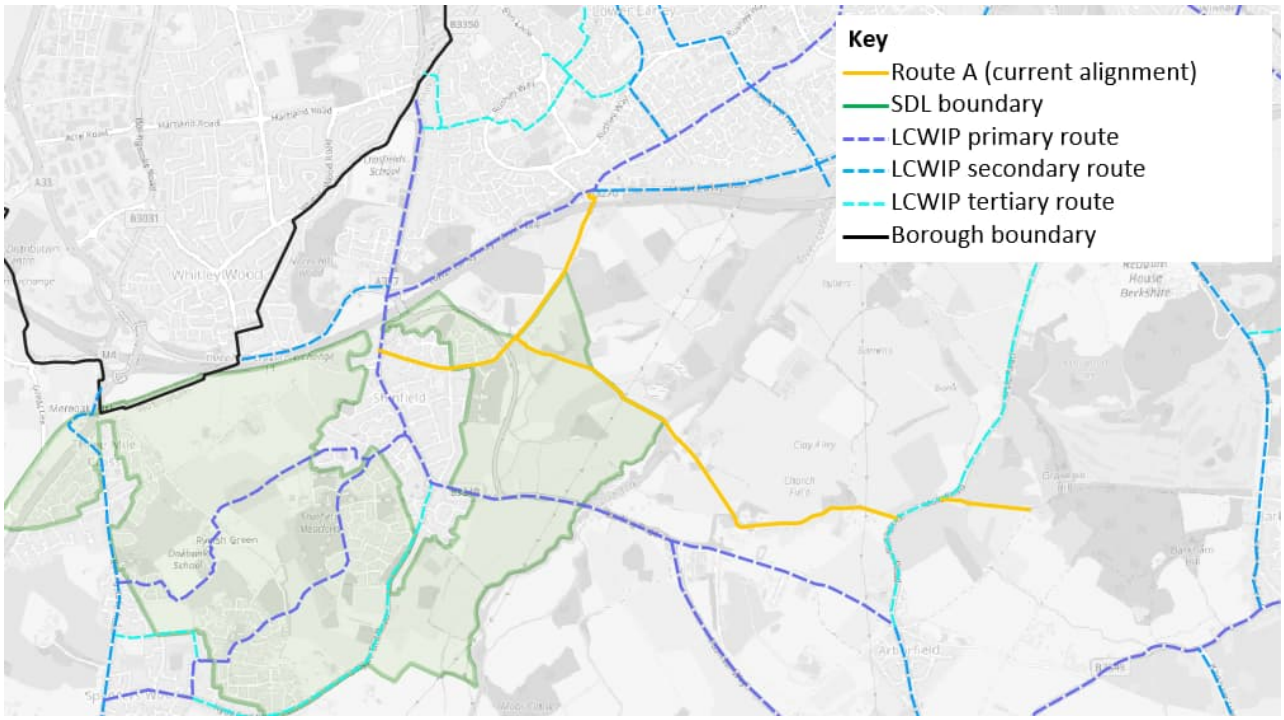

Figure 6 - Route A in the context of the proposed LCWIP network

Route A runs roughly parallel to a proposed section of the primary LCWIP network along Arborfield Road (B3349), and it could be argued this reduces the value of Route A to the network. However, Route A brings the following benefits:

- A more direct connection north and south-east for people in the north east of Shinfield. In conjunction with Route B it provides a significantly more direct connection between South of M4 SDL and Barkham and Wokingham than the proposed LCWP network – this is in line with LTN 1/20 objectives of directness and good network density;
- Quiet road alternative may be more attractive than LCWIP routes on busier roads. Quietways also cater for leisure cyclists; and
- Likely to be easier and lower cost to deliver than the LCWIP route (which is on a narrow and busy B road) and therefore could be implemented sooner.

Route A overlaps with a section of tertiary LCWIP on Mole Road.

- Original 2013 Greenways proposals for this section suggested a section of off-road cycle track would be delivered, however the LCWIP consultation describes tertiary routes as being designated on ‘quieter streets’ suggesting no significant improvements are planned. If this is the case an assessment would have to be made about whether Mole Road is suitable for inclusion into the Quietway network if no intervention is made. To meet LTN 1/20 standards it’s likely that a section of off-road track would need to be provided here, which would require land purchase.

Figure 7 - Route A sections

Route Section / RAG	Length (m)	Existing Situation (desktop survey only)	Original proposals (if any)	Review comments	Land ownership
A1 Cutbush Lane East	1100	Cutbush Lane East is a quiet road providing access to the Thames Valley Science Park. An upgrade has already been completed here with a surfaced pedestrian / cycle shared use path now provided from Cutbush Lane to a pedestrian / cycle bridge over the M4.	Not part of the 2013 proposals	Traffic counts on Cutbush Lane should be carried out to confirm traffic volumes and speeds are low - ongoing monitoring of traffic volumes are recommended as development in the area continues. If traffic volumes and speeds are high additional measures would be necessary (e.g. traffic filters, speed restrictions). An uncontrolled crossing with an island is provided where the route crosses the A327 Eastern Relief Road. If the A327 is 60mph a controlled crossing would be required to meet LTN1/20 standard. Alternatively a speed limit could be applied to the A327.	Public highway

Route Section / RAG	Length (m)	Existing Situation (desktop survey only)	Original proposals (if any)	Review comments	Land ownership
A2 Cutbush Lane East	780	A largely residential road connecting to the large Hollow Lane / Shinfield Road junction at the western end, ped and cycle only access to the A327 at the eastern end	Not part of the 2013 proposals	Traffic counts on Cutbush Lane should be carried out to confirm traffic volumes and speeds are low - ongoing monitoring of traffic volumes are recommended as development in the area continues. If traffic volumes and speeds are high additional measures would be necessary (e.g. traffic filters, speed restrictions).	Public highway
A3 unnamed road between Cutbush Lane and Mole Road, then Church Lane	2120	A mixture of unpaved road and narrow access road	Resurfacing to remove potholes; provision of 3m DBM path; no intervention planned for Church Lane - quiet road suitable for on-road cycling	Traffic counts on Church Lane should be carried out to confirm traffic volumes and speeds are low - ongoing monitoring of traffic volumes are recommended as development in the area continues. If traffic volumes and speeds are high additional measures would be necessary (e.g. traffic filters, speed restrictions).	Private land owners / public highway
A4 - Mole Road	270	B3030 Mole Road single carriageway national speed limit road with grass verges	Provision of 3m DBM path through fields north of B3030 Mole Road	No issues with original proposals. B3030 Mole Road is now designated a tertiary cycle route under LCWIP. Any changes to this section should tie-in to any planned LCWIP improvements. Traffic volumes and speeds are likely to exceed LTN 1/20 minimum standards, so land purchase would be required to be able to deliver a route adjacent to the carriageway, with an appropriate crossing facility. This is what is proposed in the 2013 report.	Public highway
A5 Ellis's Hill	545	Unpaved track giving access to Ellis Hill Farm and farm shop	Dual use path if space allows. If not resurface existing byway	No issues with original proposals	Private land owners

2.3 SUMMARY

- Some implementation works for Route A have begun with the introduction of a shared use path connecting Cutbush Lane over the M4. The remainder of the route has not changed since the original proposals were made in the 2013 Greenways report;
- Route A provides good connectivity between the South of M4 SDL towards Wokingham (with the support of route B), also connecting to the University of Reading Science and Innovation Park;
- Route A runs roughly parallel to a proposed section of the primary LCWIP network along Arborfield Road (B3349), and it could be argued this reduces the value of Route A to the network. However, in addition to improving network density and providing a quiet road alternative, Route A provides a significantly more direct connection to Barkham and Wokingham from Shinfield SDL than the proposed LCWP network; and
- The original proposals remain relevant and valid and would offer a good level of service in line with current standards, and there are no obvious deliverability issues with the sections of route A which are new. Confirmation that traffic levels are sufficiently low for cyclists and vehicles to mix on Cutbush Lane and Church Lane would be required. If traffic volumes and speeds are too high, additional measures would be required (e.g. traffic filters, speed restrictions). Delivering a high standard Greenway route on Mole Road is likely to require land purchase to be able to deliver a separate facility for cyclists, with a suitable crossing facility.

2.4 RECOMMENDED CHANGES OR ADDITIONS TO ROUTE A

Based on this review, no changes or additions are recommended to the Route A alignment.

3 ROUTE D REVIEW (INCLUDING ROUTE D EXTENSION)

3.1 OVERVIEW

Route D runs from Arborfield to Wokingham via Barkham and the South Wokingham SDL, with an additional south-east spur to Crowthorne sometimes called the Route D extension. Most of Route D is new and has been developed since the 2013 report, though some sections overlap with the original Route E.

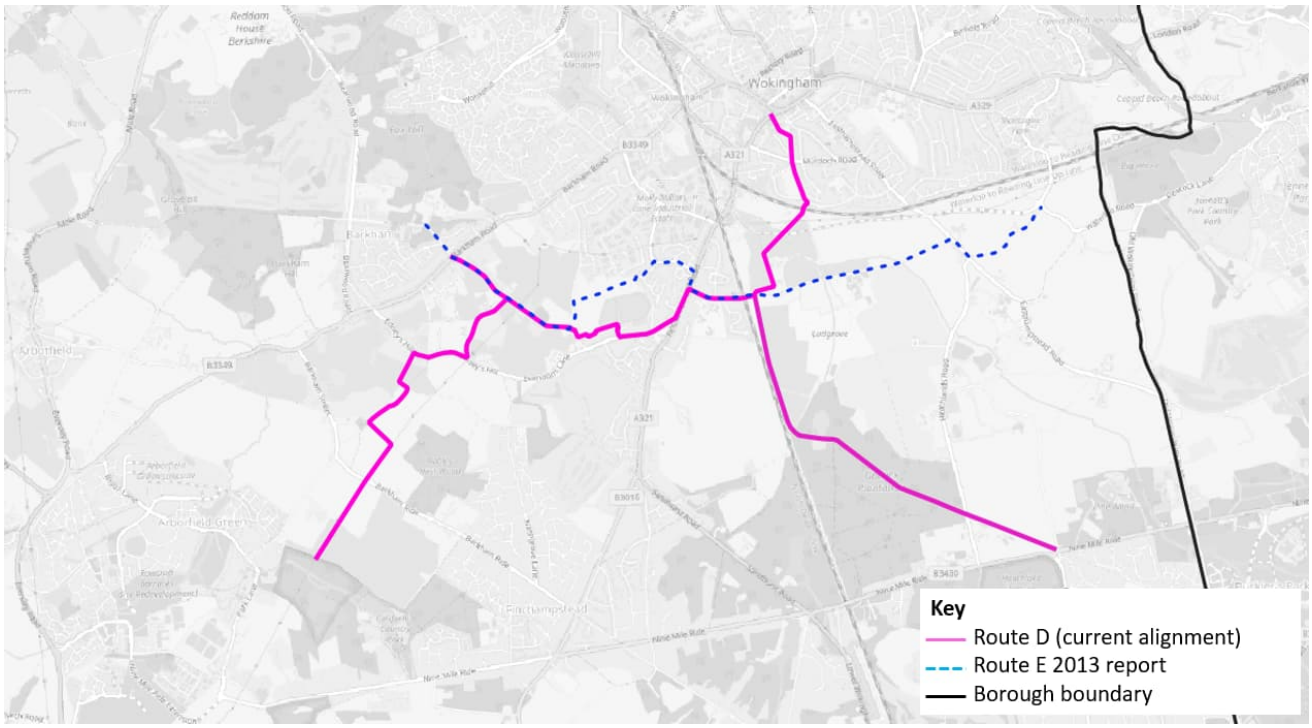

Figure 8 - Current Route D and D extension alignment and original 2013 Route E alignment

Route D provides a link between Arborfield Garrison SDL and the South Wokingham SDL, as well as providing an onward link into the centre of Wokingham itself. It also links Crowthorne with the South Wokingham SDL and onwards to Wokingham centre.

3.2 ASSESSMENT

Connectivity to SDLs and other key trip attractors

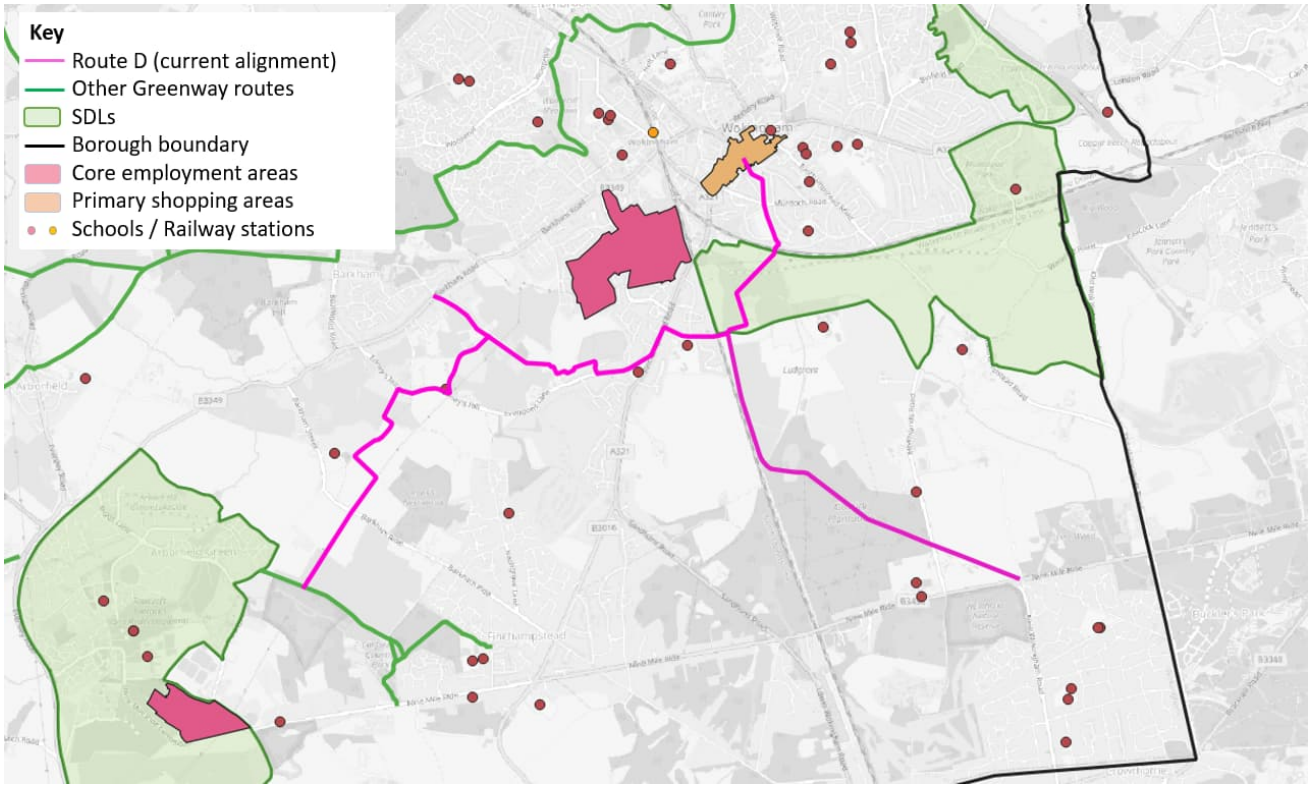

Figure 9 - Routes D and D extension in the context of other Greenway routes and key trip attractors

Route D provides a connection between the Arborfield Green SDL and central Wokingham, via the South Wokingham SDL.

The main south-west to north east part of Route D provides a link between Arborfield Garrison SDL and South Wokingham SDL. It also connects to Wokingham centre. Additionally this section of the route goes directly past or very near (within 300m) to three schools and two nurseries: Barkham pre-school; Toad Hall Nursery; Evendons Primary School; Luckley House School; and Southfield Special School.

The section of Route D which forms the spur to Crowthorne links the residential area of Crowthorne to the South Wokingham SDL and to Wokingham centre. It passes near to three more schools without linking to them directly.

Integration with proposed LCWIP network

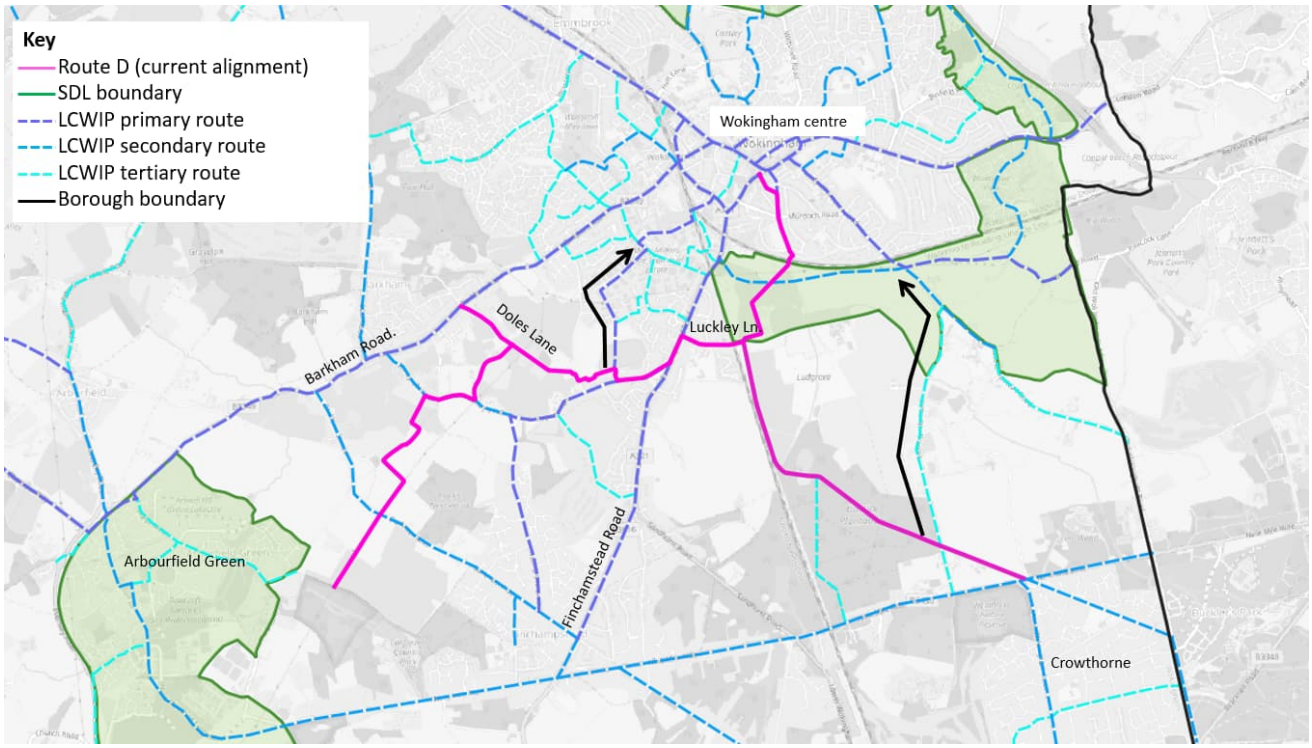

Figure 10 - Routes D and D extension in the context of the proposed LCWIP network

The southern end of Route D connects to Route I on Biggs Lane / Commonfield Lane.

Between Arborfield Green and Doles Lane Route D runs roughly parallel to proposed primary LCWIP routes on Barkham Road and Finchamstead Road. While less direct, it is likely to be easier to deliver than these sections of the LCWIP so could provide a valuable interim link in the network, as well as providing a quiet road alternative in the long term.

After Doles Lane Route D diverts from the direct line into Wokingham, branching East onto Luckley Road to approach Wokingham from the south. This has the advantage of providing connections to Evendons Primary School and Luckley House School, but for people wishing to continue into Wokingham the proposed primary LCWIP route on Oaklands Park or even the route on Finchampstead Road would offer a more direct route.

The Route D extension to Crowthorne does connect to Route D, but the section of tertiary LCWIP proposed for Heathlands Road provides an equally or more direct connection between Crowthorne and Wokingham South SDL / Wokingham centre. However, the Route D link to Crowthorne would create a new cycle route through Garrick Plantation, opening up a new option for cyclists. This may also be popular with leisure cyclists.

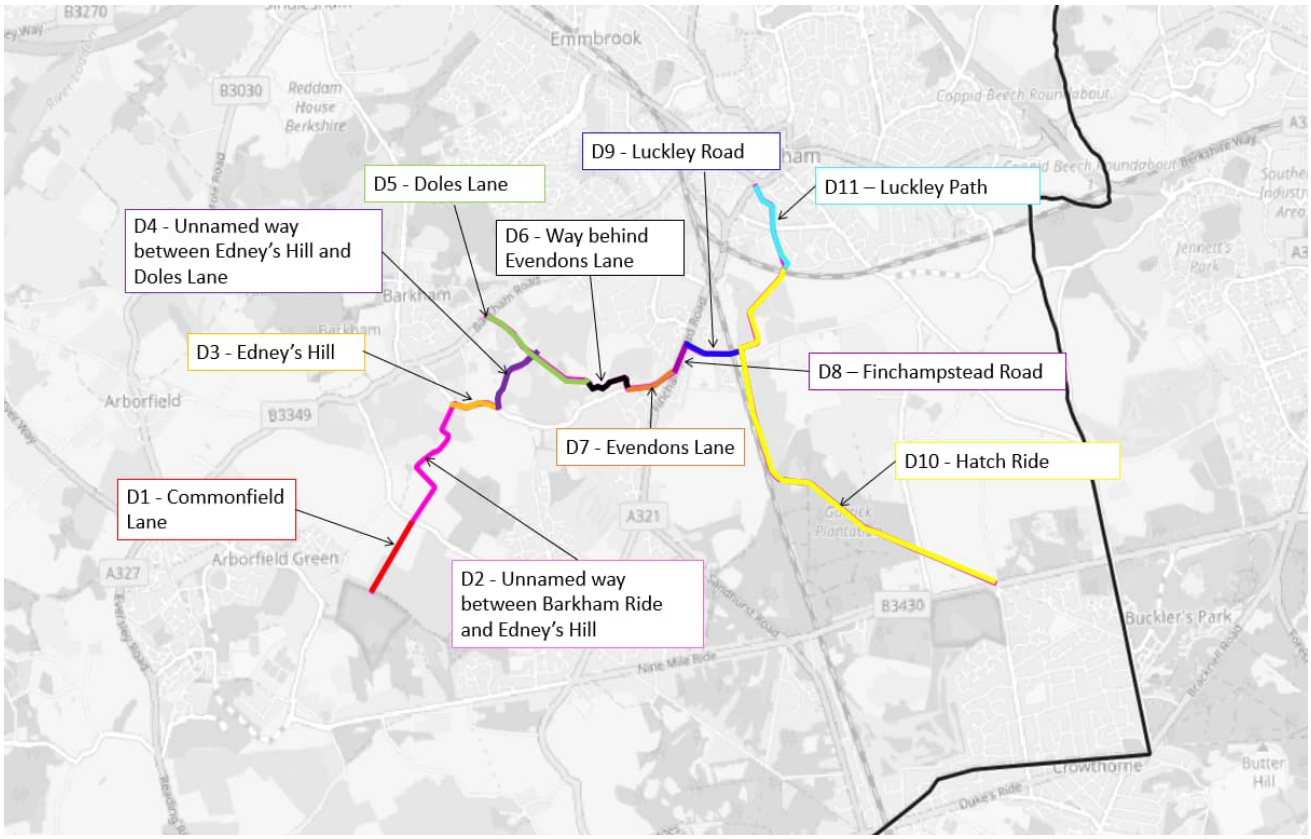

Figure 11 - Route D sections

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
D1 Commonfield Lane	620	Quiet single lane road giving access to a small number of residential cul-de-sacs and High Barn Farm	n/a	Quiet road - likely to be suitable for cyclists to mix with traffic, however traffic volumes and speeds should be confirmed	Public highway
D2 Unnamed way between Barkham Ride and Edney's hill	983	Existing way over farm land - partly on PROW, partly not	n/a	3m wide DBM surfaced track would be required	Private land owner (assumed)
D3 Edney's Hill	270	Quiet single lane road	n/a	Quiet road - likely to be suitable for cyclists to mix with traffic, however traffic volumes and speeds should be confirmed	Public highway

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
D4 Unnamed way between Edney's Hill and Doles Lane	531	PROW over farm land	n/a	3m wide DBM surfaced track would be required	Private land owner (assumed)
D5 Doles Lane	983	Quiet single lane road	None – quiet road suitable for on-road cycling	Quiet road with width restriction, suitable for cyclists to mix with traffic however traffic volumes and speeds should be confirmed	Public highway
D6 Way behind Evendons Lane	482	Farm land with no mapped PROW or obvious way	n/a	It is unclear why this route has been proposed above the original Route E alignment through Leslie Sears playing field. Route is not direct and there is no obvious pre-existing way to use. Recommend that alternative alignment is considered.	Private land owner (assumed)
D7 Evendons Lane	390	Single carriageway road, assumed 30mph speed limit. Largely residential.	n/a	Traffic volumes and speeds may be too high to enable cyclists to mix with motor traffic. Traffic surveys would be required to confirm. If mixing is not possible segregation would be required. This could be possible using existing verge but would have implications for greenery and potentially for trees.	Public highway
D8 Finchampstead Road	240	Single carriageway road, assumed 30mph speed limit. Largely residential.	n/a	Traffic volumes and speeds may to be too high to enable cyclists to mix with motor traffic. Traffic surveys would be required to confirm. If mixing is not possible segregation would be required. Segregation likely to be difficult due to narrow road widths. However, this road is designated Primary LCWIP. Any changes to this section should tie-in to any planned LCWIP improvements.	Public highway

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
D9 Luckley Road	462	Quiet single lane road giving access to residential properties	None – quiet road suitable for on-road cycling	Quiet road with width restriction, suitable for cyclists to mix with traffic	Public highway
D10 Hatch Ride	3760	Unpaved track through Garrick Plantation and paved byway with PROW	n/a	3m wide DBM surfaced track would be required	Unknown
D11 Luckley Path	700	Crossing the railway at Gypsy Lane Bridge, it then follows a paved path alongside Langborough recreation ground - not marked as PROW	n/a	3m wide DBM surfaced track would be required. Improvements to the Gypsy Lane Bridge may be required.	Unknown

Summary of findings

- Route D provides a link between Arborfield Green and Wokingham centre, as well as the South Wokingham SDL and an additional link to Wokingham from Crowthorne referred to as the Route D extension. The south western section of Route D runs roughly parallel to and between two B roads which are planned to be part of the LCWIP network, but nevertheless provides a useful Greenway alternative to them and is likely to be able to be delivered more quickly. However, once Route D approaches the outskirts of Wokingham, it diverts east, Proposed LCWIP routes offer a more direct route into Wokingham.
- Sections D7, D8 and D9 on the map in Figure X may have some deliverability issues due to a mixture of high traffic volumes and speeds, and unclear land ownership and rights of way.
- Beyond Edney's Hill / Evendons Lane, the route diverts from the direct alignment towards Wokingham and heads east. This diversion is likely to be due to the lack of PROW between Doles Lane and Blagrove Lane, but it significantly detracts from the directness and legibility of the route and makes it much less attractive.
- The link between Crowthorne and Wokingham town centre appears straightforward to deliver, though is arguably a duplication of the proposed LCWIP route on Heathlands Road.

Changes or extensions recommended

A number of changes are recommended for Route D:

1) It is recommended that Route D and Route D Extension be split into two separate routes, each providing a clear and direct alignment between a residential community or SDL and Wokingham.

2) Realign route D north-east of Doles Lane to provide a more direct alignment towards Wokingham centre, connecting the proposed LCWIP routes.

A – The preferred option would be to seek access across farmland between Doles Lane and Blagrove Lane to connect to the LCWIP route at Blagrove Drive. However, no PROW exists here (though there appear to be informal paths).

B – If this proves impossible, use Doles Lane to connect to Blagrove Lane

In both cases the route would then connect to proposed LCWIP route on Fishponds Lane and continue into Wokingham via Ashville Way and the existing railway bridge.

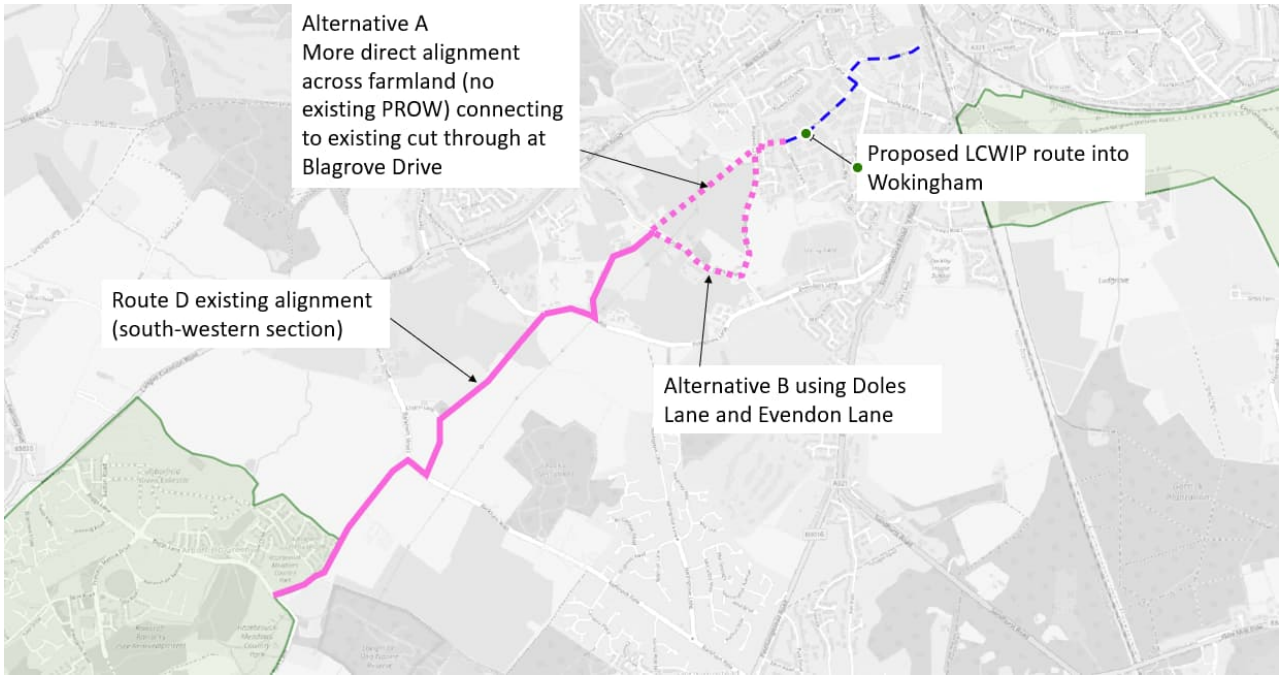

Figure 12 - Recommended changes to Route D

3) If recommendations 1 and 2 are accepted, the section of the existing alignment on Doles Lane, Evendons Lane, and Luckley Road could be removed from the programme as it would no longer provide a link between the two sections of Route D, and is duplicated by an LCWIP route on Evendons Lane. The existing Route D extension alignment is recommended to be retained as is, but the westward connection will be provided by the planned South Wokingham Distributor Road which is intended to include wide cycle lanes and will be part of the LCWIP network.

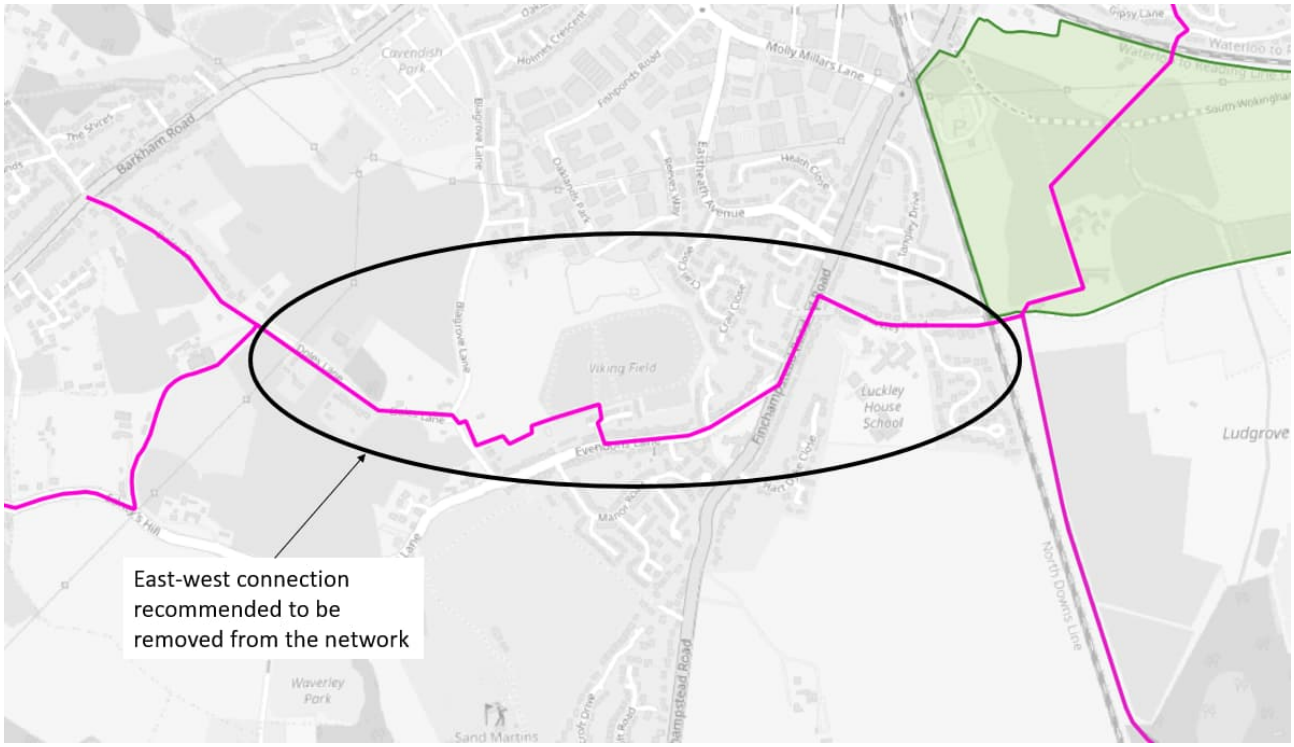

Figure 13 - Recommended changes to Route D

4 ROUTE E REVIEW

4.1 OVERVIEW

Route E does not link directly to any of the SDLs. It connects to route A and B at the southern end, while the northern end terminates just south of the M4, near to the planned Lodden LDP but without joining it and without reaching Reading on the other side of the M4.

Route E is a section of a route which was originally proposed as Route C in the 2013 report, and was intended to run from the Lodden LDP to Arborfield Green.

Current alignment of Route E

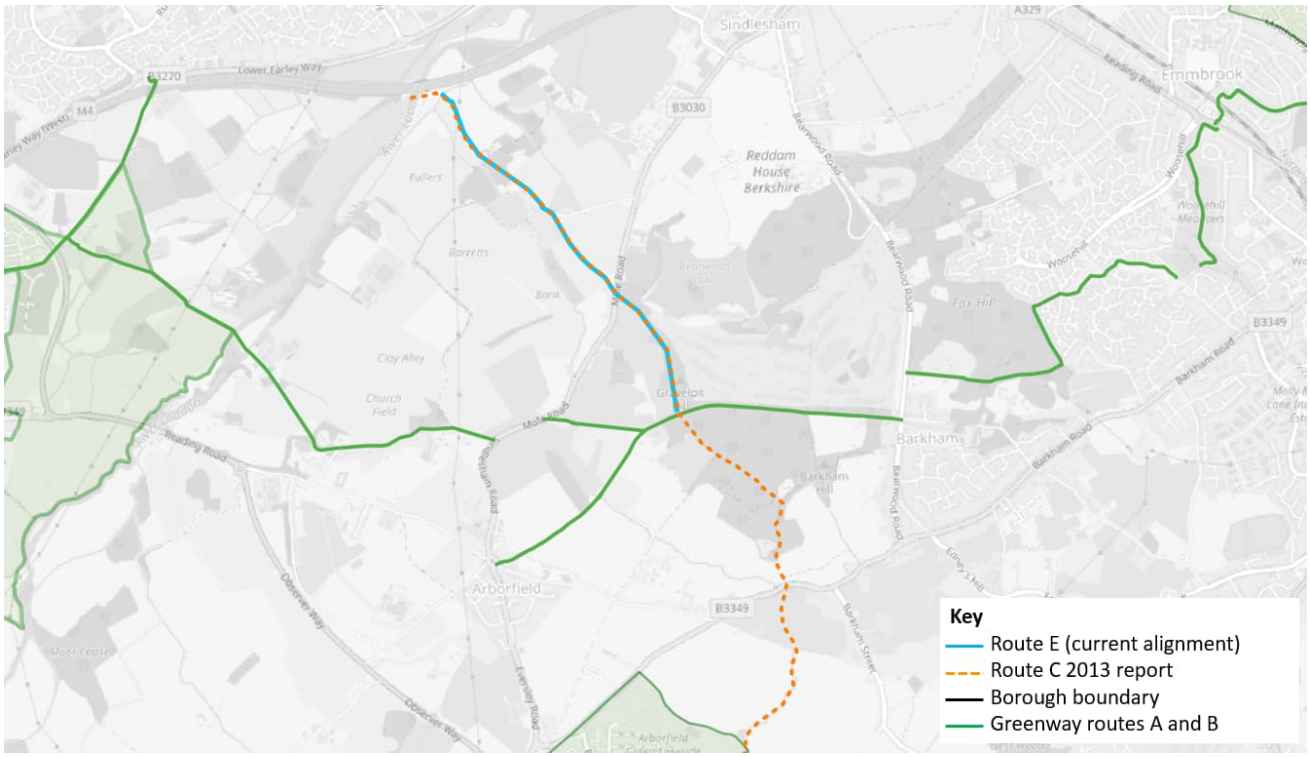

Figure 14 - Changes between 2013 alignment of Route C and current alignment of Route E

4.2 ASSESSMENT

Connectivity to SDL and other key trip attractors

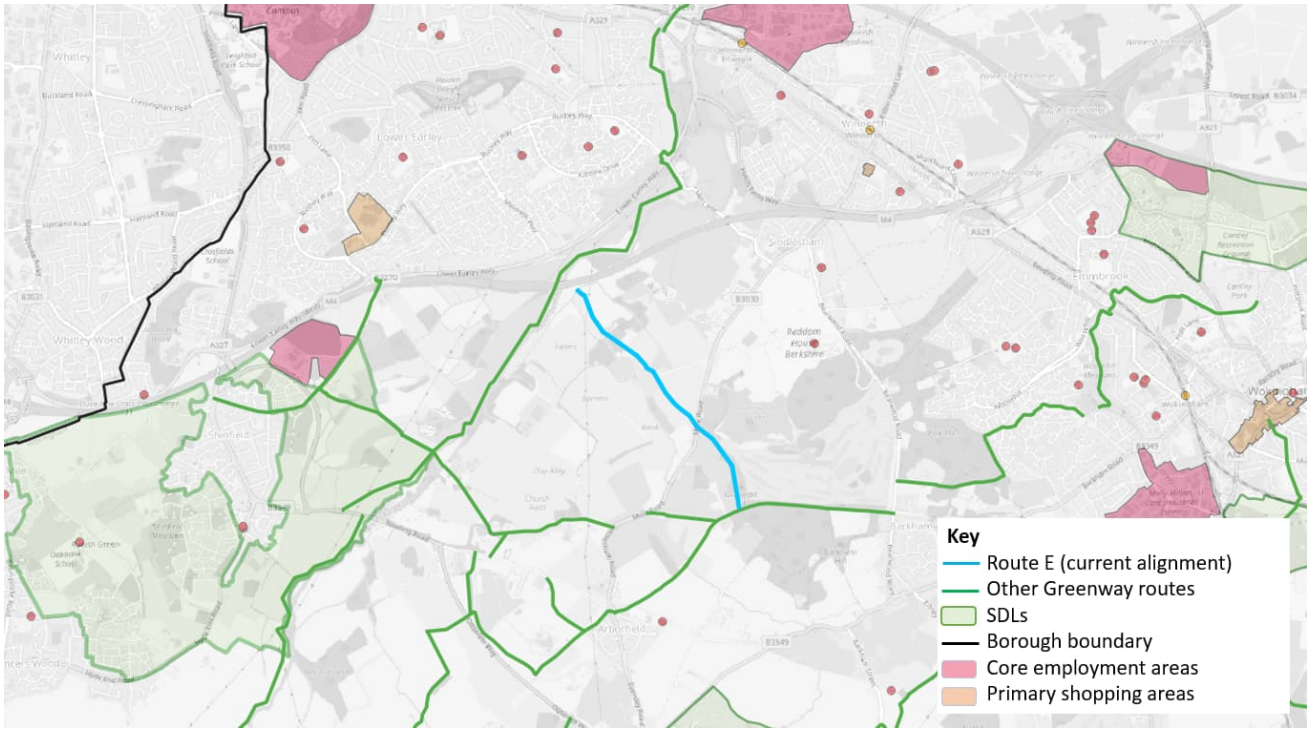

Figure 15 - Route E in the context of other Greenway routes and key trip attractors

Aside from the connection to Route A/B, route E does not link any of the SDLs or link to any area of economic activity. There are no schools in proximity to the route.

Route E terminates short of the Loddon LDP and without providing a way past the severance of the M4.

Integration with proposed LCWIP network

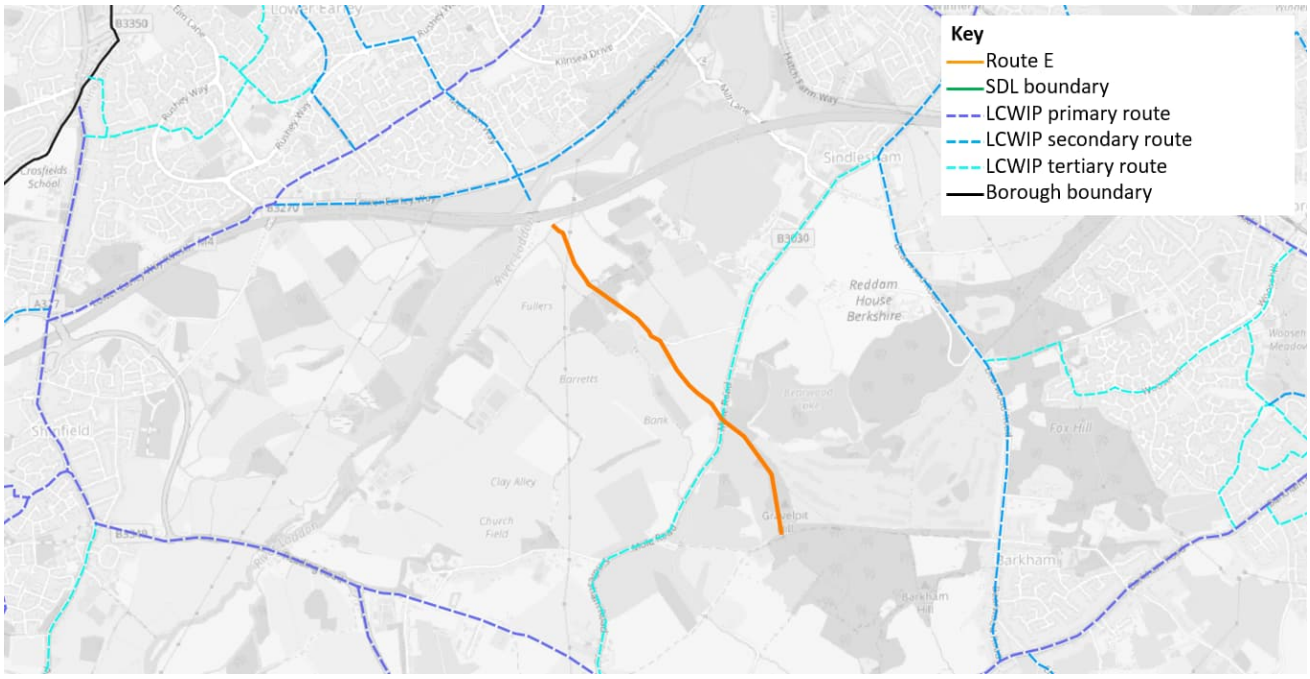

Figure 16 - Route E in the context of the proposed LCWIP network

There is no overlap between Route E and proposed LCWIP routes.

If Route E continued past the M4 it would form a link with a secondary LCWIP route in Lower Earley. If this connection was made a north-south link would be created with the tertiary LCWIP route proposed for Mole Road which would provide a link between Arborfield Garrison and Lower Earley.

Route Quality / Deliverability Review

Route E is entirely on unsurfaced existing tracks, Gravelpithill Lane, Copse Bernhill Lane and Julkes Lane which have PROW. The 2013 proposals for the section of route C note that these lanes are unsurfaced and heavily potholed and recommended that either these routes are fully surfaced or that the Greenway is provided through adjacent fields with a 3m DBM path. These recommendations would hold if this route went ahead and would provide a route of acceptable quality in terms of infrastructure.

Summary of findings

- In terms of infrastructure, it is likely that Route E could be delivered to an acceptable level of quality and there are no obvious issues with deliverability in terms of the route as it is currently mapped.
- However, the lack of a clear start or end point means it is not clear what benefit providing Route E would bring to the network. It does not provide any useful connection between SDLs and it terminates in the middle of a field. Without an onward connection at the Northern end the route would have no function.

Changes or extensions recommended

The following options could be considered for Route E

1) Provide a connection from the northern point of Route E to the proposed LCWIP route in Lower Earsley.

Options for achieving this would require further assessment but are likely to require negotiating land access (as there is no PROW here). If the Loddon LDP is developed this route would follow the same alignment under the M4; if not a link would need to be provided as part of Route E. This would need to include a river crossing of some kind would also be required.

2) If the connection described in 1 above is deliverable, Route E could usefully be extended south towards Arborfield Garrison SDL along the original alignment of Route C.

This would provide a very direct link between Arborfield Garrison SDL and Lower Earsley, where LCWIP routes would provide onward connections to the University of Reading and Reading itself. This roue is not currently served by any planned LCWIP alignment so would be a useful addition to the network.

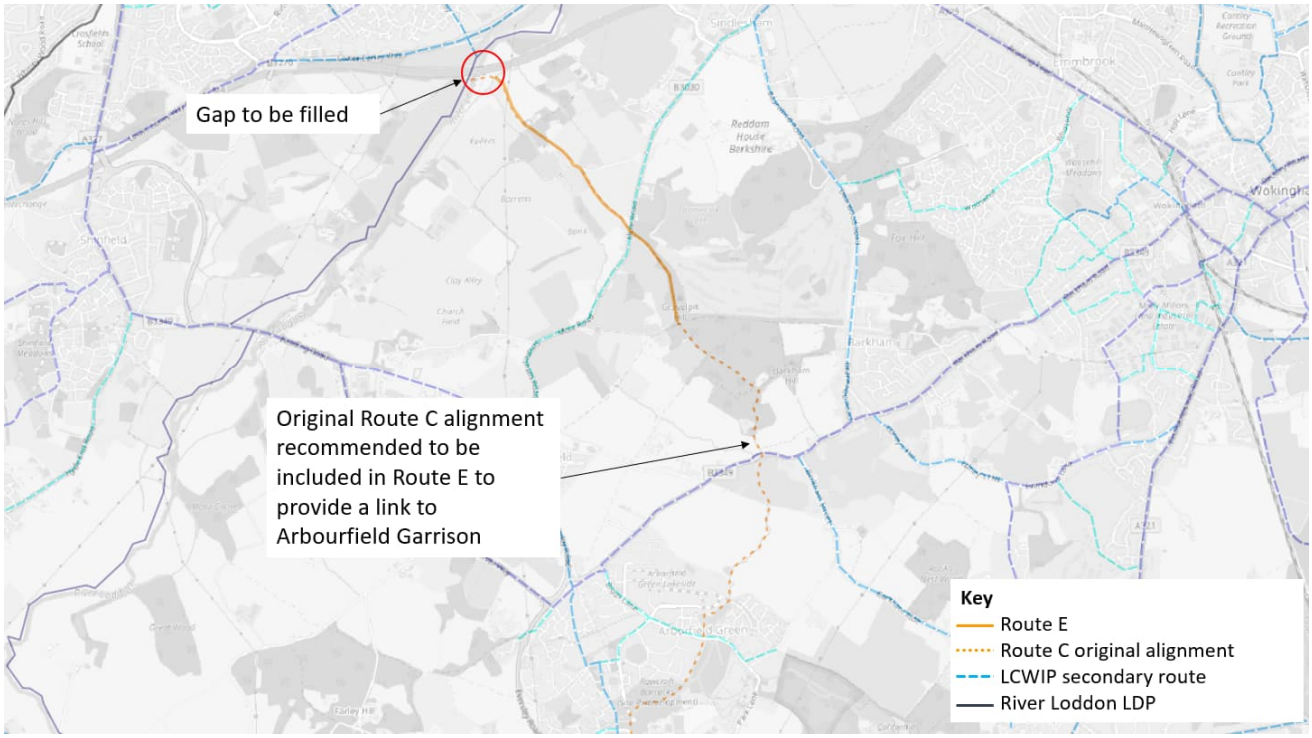

Figure 17 - Recommended changes to Route E

3) If the connection past the M4 at the northern end of Route E cannot be provided, it is recommended that Route E be removed from the Greenways programme due to its lack of benefit.

5 ROUTES F, J AND K REVIEW

5.1 OVERVIEW

Routes F, J and K are in close proximity and join each other, so have been reviewed together.

Part of Route F follows the same alignment of Route B in the original 2013 proposals, but the rest of these routes have been developed since 2013.

The eastern end of route F reaches the Arborfield Garrison SDL. The other end of Route F and the other routes do not connect directly to any of the SDLs, though route K connects to Arborfield Cross.

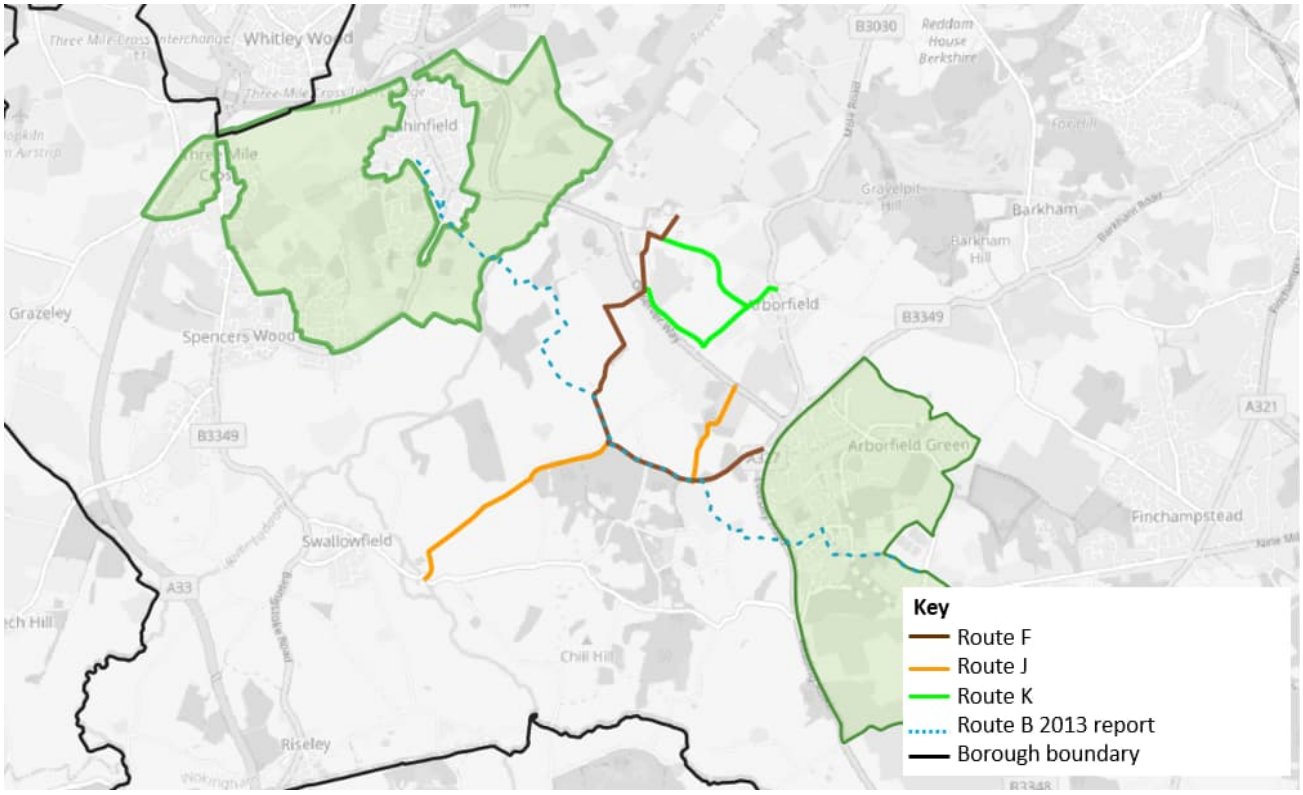

Figure 18 - Changes between 2013 alignment of Route B and current alignment of Routes F, J and K

5.2 ASSESSMENT

Connectivity to SDL and other key trip attractors

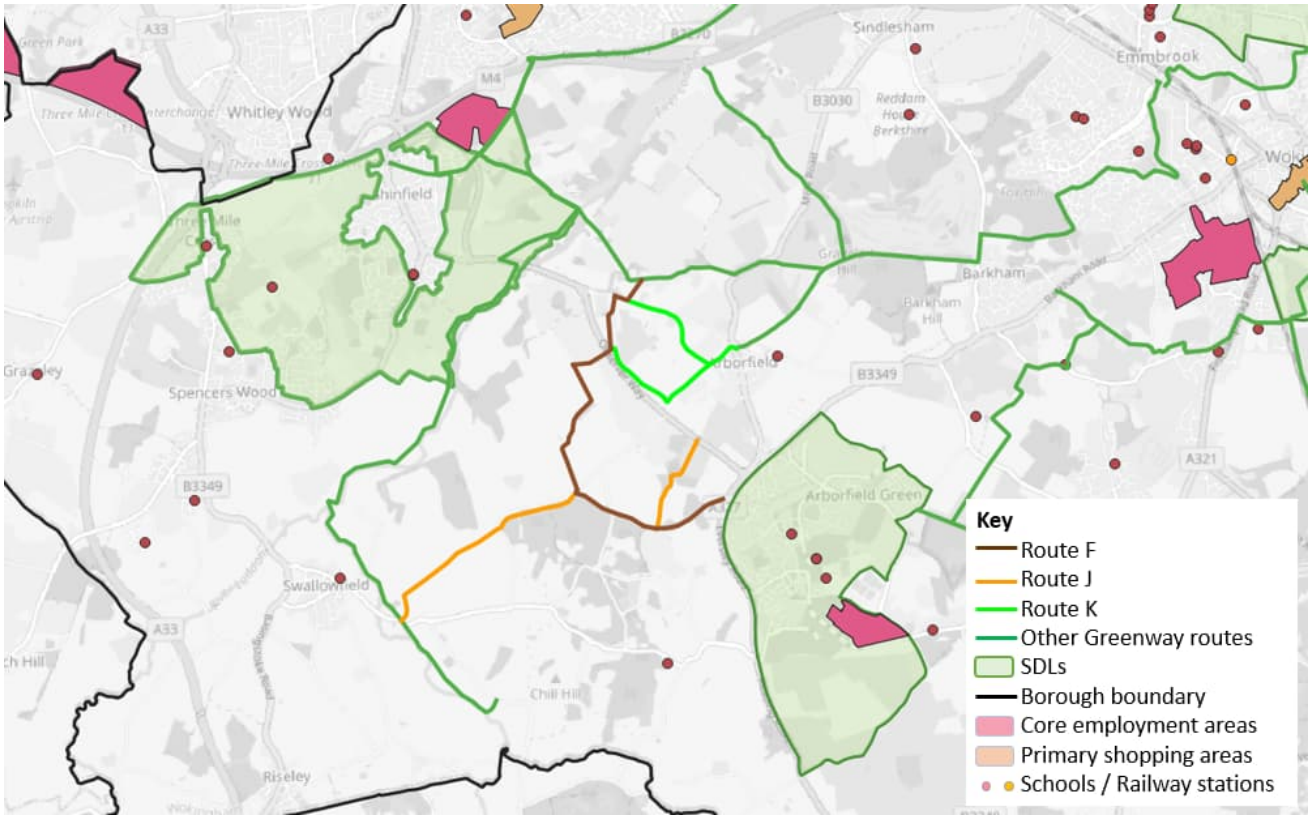

Figure 19 - Routes F, J and K in the context of other Greenway routes and key trip attractors

Route J in conjunction with route F provides a link from the Arborfield SDL towards Swallowfield Village, where there is a pre-school, though it terminates at the Loddon River LDP rather than continuing into Swallowfield proper.

Route J, route F and route K together also provide a link between Swallowfield and Arborfield Cross. However, the alignment is quite indirect with a significant detour via Greensward Lane which makes this route less attractive. Once at Arborfield Cross this route would continue towards Wokingham via a spur from Route B, providing a connection from Swallowfield to Wokingham, though not a very direct one.

Route F connects to route K, making a link between Arborfield Green SDL and the South of M4 SDL, though again this is not a very direct route so uptake may be limited.

Integration with proposed LCWIP network

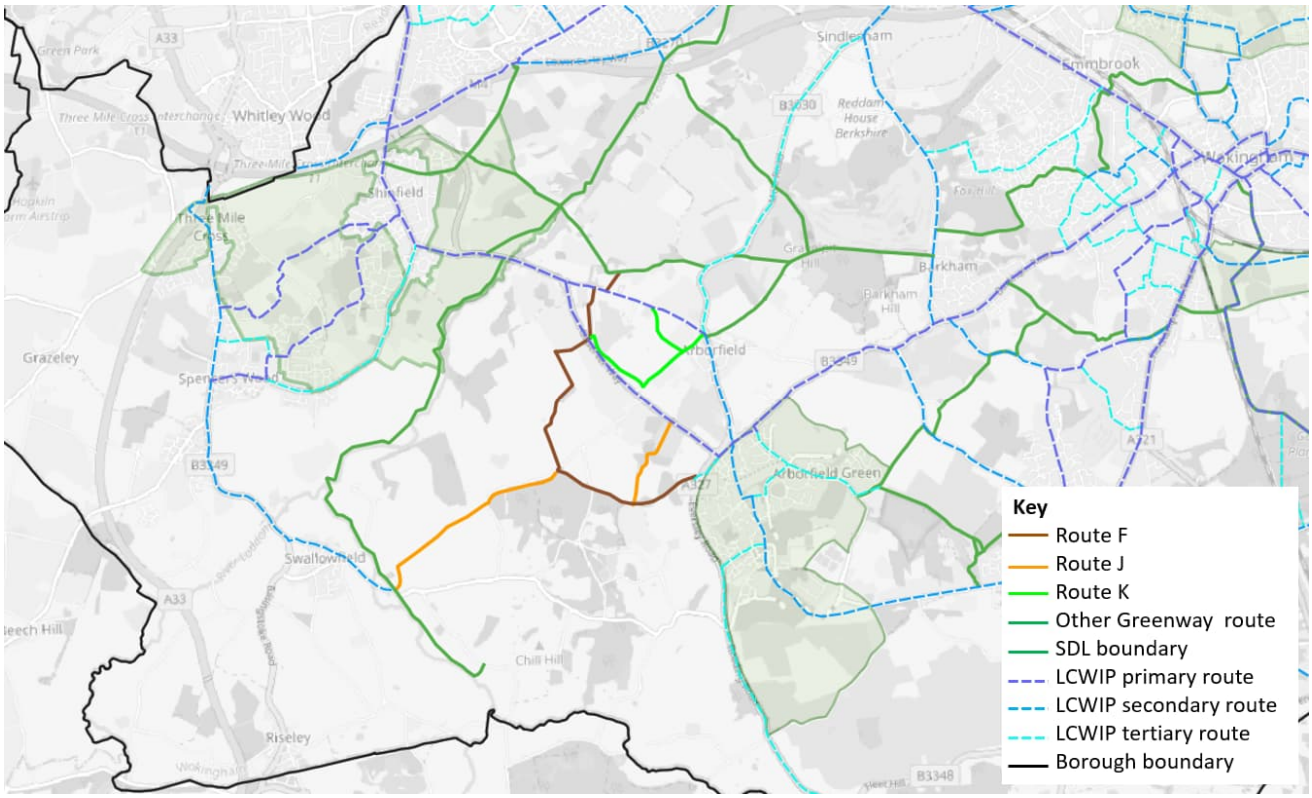

Figure 20 - Routes F, J and K in the context of the proposed LCWIP network

- The secondary LCWIP route proposed in Swallowfield would complete the connection between the southern termination point of route J and Swallowfield village proper;
- The northern end of Route K connects to tertiary LCWIP route which continues north to Sindlesham and Winnersh. However as route K itself doesn't lead anywhere in particular it is unclear what benefit this would bring; and
- Primary LCWIP route proposed between Arborfield Garrison SDL and South of M4 SDL via Observer Way and Reading Road would be much more direct than the connection provided by Route F in conjunction with route A, rendering this obsolete.

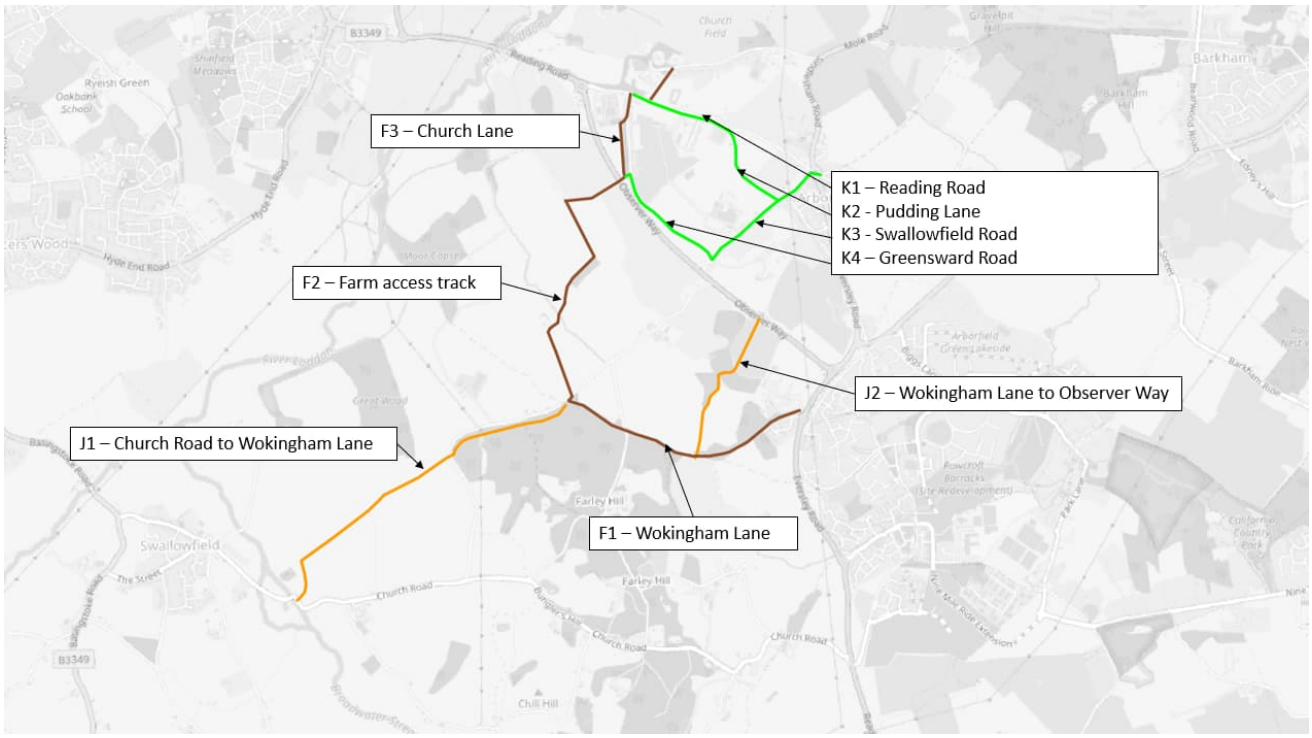

Figure 21 - Routes F, J and K sections

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
K1 – Reading Road	460	Single carriageway road with 40mph speed limit	Not part of the 2013 proposals	If cyclists are to mix with traffic confirmation of low traffic volumes and speed reduction measures would be required. This road is also planned to be primary LCWIP.	Public highway
K2 - Pudding Lane	524	Narrow unsurfaced footpath alongside field edge	Not part of the 2013 proposals	Would need to be widened to 3m and surfaced	Presumed to be private land with PROW

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
K3 - Swallowfield Road	730	Two-way road with no centre marking, 40mph speed limit	Not part of the 2013 proposals	If cyclists are to mix with traffic confirmation of low traffic volumes and speed reduction measures would be required. If off road, existing footpath would need significant widening to enable shared space. Northern end of route terminates at a large 6 arm roundabout - not an appropriate end point as this represents significant severance. An onwards route would need to be provided to link to LCWIP planned for this location.	Public highway
K4 - Greensward Road	794	Single lane road, 40mph speed limit	Not part of the 2013 proposals	Confirmation that traffic volumes are sufficiently low to enable cyclists to mix with traffic would be required. Speed limit would need to be reduced.	Public highway
F1 - Wokingham Lane	1450	Unclear from destktop survey. Presumably unsurfaced footpath across farm land.	3m wide DBM surfaced shared use path	No issues with original proposals	Ownership unknown but PROW exists
F2 - Farm Access track	1600	Unclear from destktop survey. Presumably unsurfaced footpath across farm land.	3m wide DBM surfaced shared use path	No issues with original proposals for the link. At the northern end this crosses Observer Way, a busy 60mph road. Existing unsignalised crossing would require upgrading to signalised crossing would be required here.	Ownership unknown but PROW exists
F3 - Church Lane	810	Two-way road with no centre marking, national speed limit (presumed)	Not part of the 2013 proposals	Confirmation that traffic volumes are sufficiently low to enable cyclists to mix with traffic would be required. Speed limit would need to be reviewed.	Public highway
J1 - Church Road to	2060	Unclear from destktop survey. Presumably	Not part of the 2013 proposals	Would need to be widened to 3m and surfaced	Ownership unknown

Route Section	Length (m)	Existing Situation	Original proposals (if any)	Review comments	Land ownership
Wokingham Lane		unsurfaced footpath across farm land.			but PROW exists
J2 - Wokingham Lane to Observer Way	900	Unclear from destktop survey. Presumably unsurfaced footpath across farm land.	Not part of the 2013 proposals	Would need to be widened to 3m and surfaced	Ownership unknown but PROW exists

Summary of findings

- Routes F, J and K do not link any major settlements, trip attractors or SDLs but do provide a set of entirely new connections across farmland which would not be without value but suffer from a lack of directness. Route F in particular will be rendered pointless by the LCWIP connection proposed along Observer Way;
- Much of these routes are on quiet lanes or using existing PROW across farm land. However the section on Swallowfield Road may be challenging to deliver; if traffic volumes and speeds are not appropriate, providing segregation would be very challenging so alternative measures to significantly reduce traffic volume and speed would be required. While this is very achievable in practical infrastructure terms, it may be politically challenging; and
- The lack of directness and coherence makes it unclear what the intended purpose of these routes is. They do not currently link well other planned routes or offer direct connections between trip attractors.

Changes or extensions recommended

A number of changes are recommended for routes F, J and K.

1) Provide a more direct connection between route J and route K along Swallowfield Road. This will provide a much more sensible and attractive alignment between Swallowfield village and Arborfield Cross, and on towards Wokingham on Route B, or Sindlesham on LCWIP. Swallowfield Road is public highway.
2) Other sections of route F and route K not on this alignment could be dropped from the programme as they do not form direct connections between any trip attractors.
3) It is recommended that the branch of route F towards Arborfield Garrison SDL be retained as this provides a link between Swallowfield village and Arborfield Garrison SDL, with an onward connection to Finchamstead via proposed LCWIP and Route I. This route could be made more direct and attractive by the addition of a new section of Greenway using a combination of quiet roads and existing field-edge footpath (though there appears to be no PROW here).

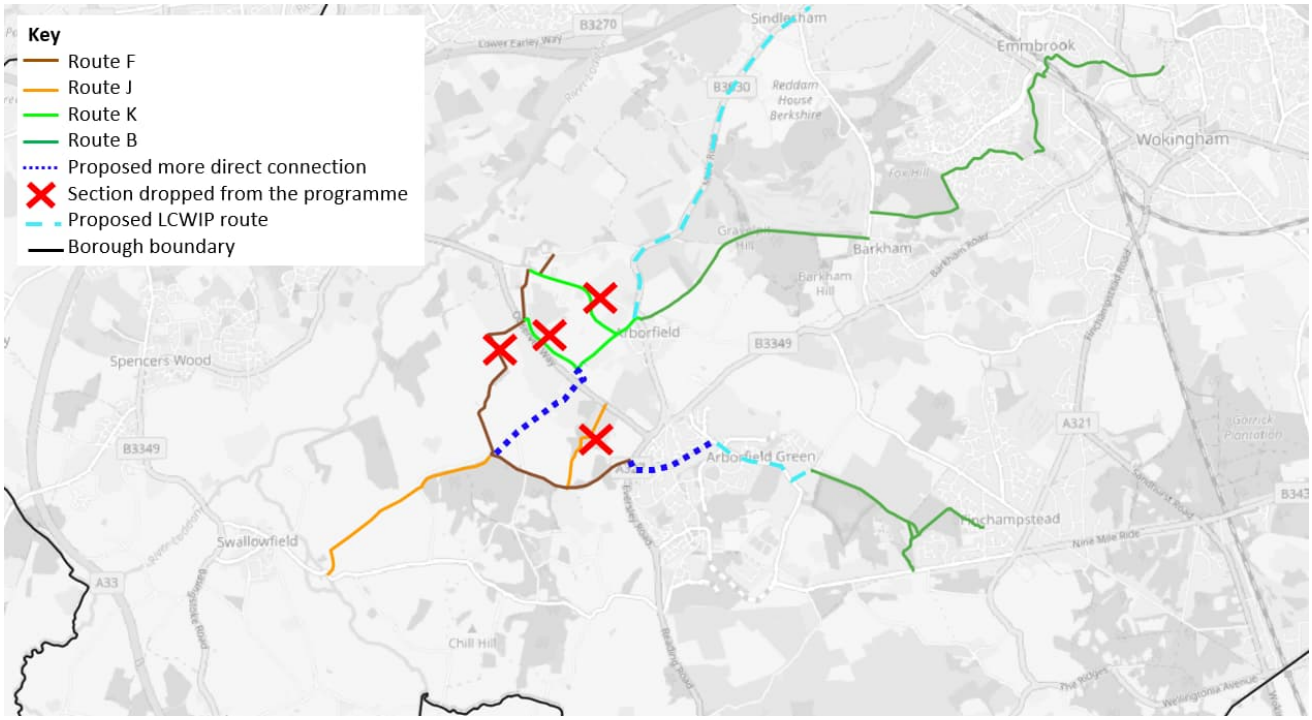

Figure 22 - Recommended changes to Route F, J and K

4) When the changes outlined above are overlayed on proposed LCWIP routes it is apparent that the link between the Arborfield Garrison SDL and the South of M4 SDL is not particularly direct. Two options are available, both using sections of proposed LCWIP route. Mesh density would be improved by the addition of a link between the current route J and the proposed LCWIP route on Hyde End Road.

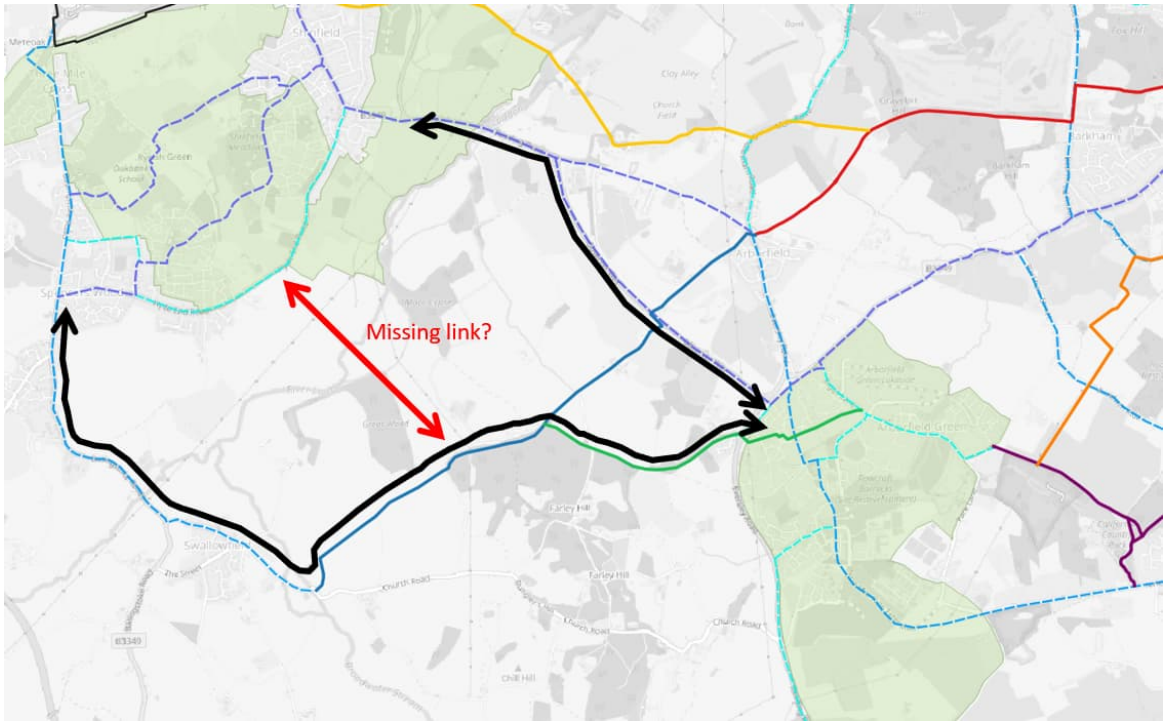

Figure 23 - Potential for improved link between South of M4 SDL and Arborfield Garrison SDL

Existing PROW on Nutters Lane could be used for part of this route, and access could be sought to the Hyde End Farm access track at the other end. This would leave a gap of approximately 950m where a route would need to be sought across fields. Existing field boundary paths exist. A crossing of the River Loddon would also be required.

As this proposal is very speculative it has not been included on maps of the revised Greenway network shown in the next section – further investigatory work would be required to determine whether it could be achieved.

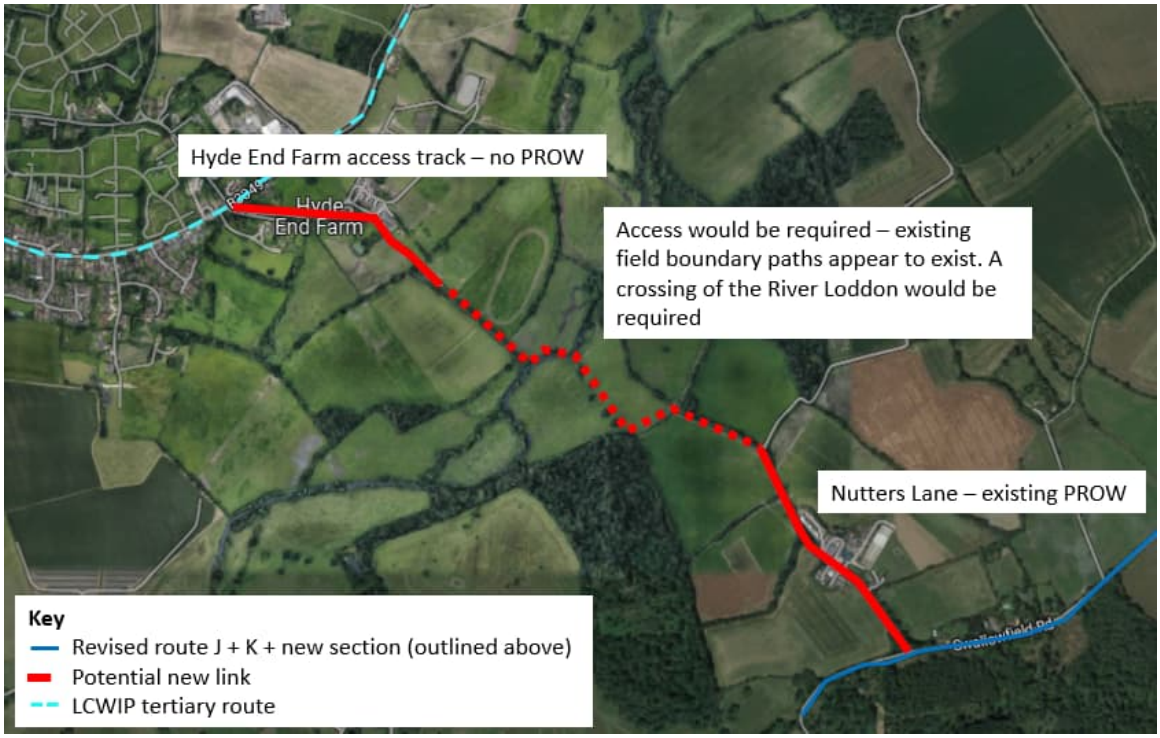

Figure 24 - Potential for improved link between South of M4 SDL and Arborfield Garrison SDL

6 SUMMARY

A snapshot showing what the network would look like if the recommendations shown above are accepted is shown below.

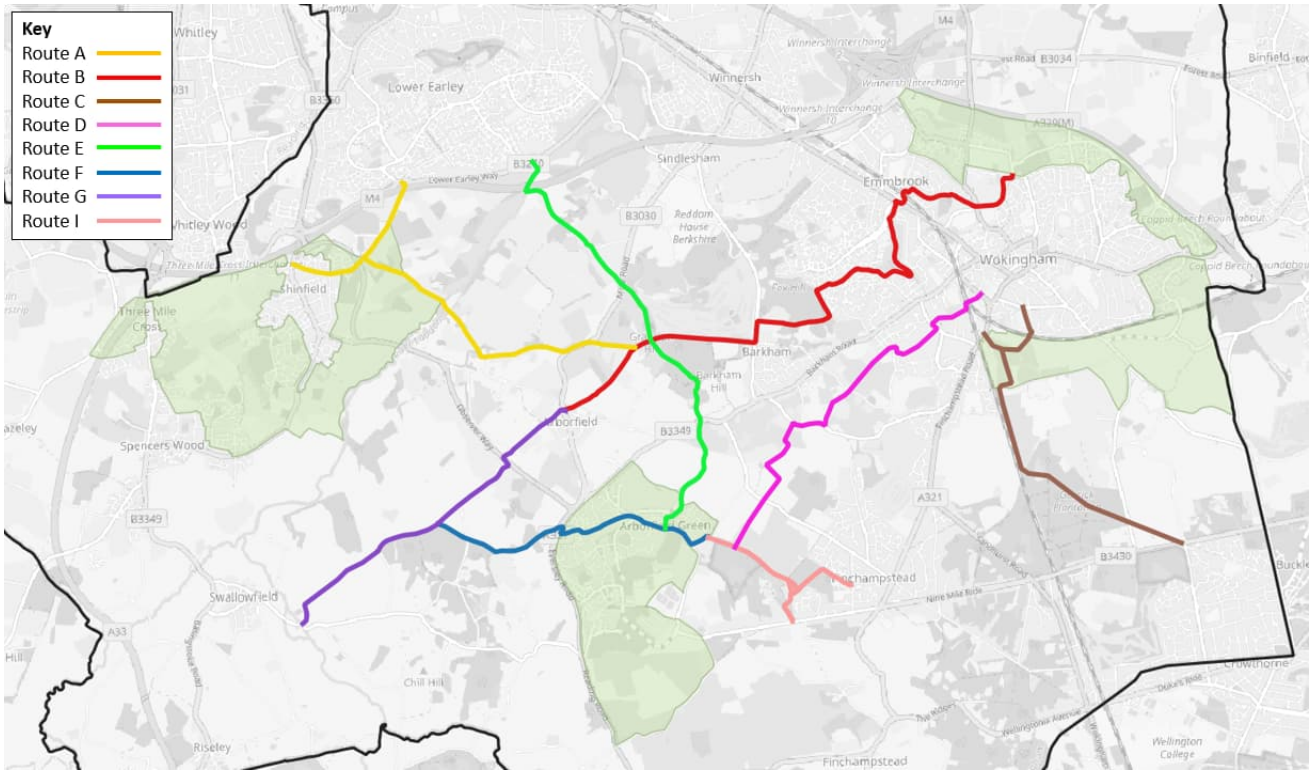

Figure 25 - Greenways network if recommendations are accepted

In brief, the changes recommended are as follows:

- Route A – no change;
- Route B – no change (already in construction so not reviewed);
- Route D – south western section made more direct, Route D extension separated out as a separate route (route C) east-west link between D and D extension / C removed;
- Route E – extended north beyond the River Loddon and M4 into Reading; extended south to Arborfield along the old Route C alignment;
- Route F – north western section removed, eastern section extended through Arborfield Green to connect to route I;
- Route J and K – renamed route G; made more direct to link Swallowfield to Route B, extraneous sections around Arborfield village removed; and
- Route I – no change (already in construction so not reviewed).

The letter allocated to each route has been rationalised. A table showing old and new route letter allocations is provided below.

Route formerly known as	Revised letter designation and name
Route A	Route A – Shinfield towards Wokingham
Route B	Route B – Wokingham towards Shinfield
Route D extension	Route C – Crowthorne to Wokingham
Route D	Route D – Arborfield to Wokingham
Route E	Route E – Reading to Arborfield
Route F	Route F – Arborfield Garrison to Route G
Route J	Route G – Swallowfield to Arborfield
Route I	Route I – California Country Park

The length of the proposed new routes is shown below. If fully implemented, the total Greenways network would be 38km (this includes route I which has already been delivered, and route B which is in delivery).

Proposed route	Length (recommended route) in km
Route A – Shinfield towards Wokingham	5.4
Route B – Wokingham towards Shinfield	7.8
Route C – Crowthorne to Wokingham	4.6
Route D – Arborfield to Wokingham	4.7
Route E – Reading to Arborfield	5.5
Route F – Arborfield Garrison to Route G	3.4
Route G – Swallowfield to Arborfield	4.1
Route I – California Country Park	2.6
Total network length	**38.0**

Section 3

PRIORITISATION

1 MULTI-CRITERIA ASSESSMENT FRAMEWORK

If the recommended changes are accepted the next step will be to deliver the routes in the network. A prioritisation exercise has been carried out to identify a delivery order for the routes based on an objective assessment criteria.

A bespoke Multi-Criteria Assessment Framework (MCAF) has been created for the Greenway programme which applies 15 criteria across four categories.

- Deliverability – considering whether the route uses existing PROW, whether land purchase is likely to be required, and considering whether we know of any likely practical or political obstacles which may impede delivery;
- Utility – to what extent do routes meet the objective to connect SDLs with other key trip attractors, and how well they will support leisure cycling. Knowing the preference for entirely traffic free routes this is included as a criteria;
- Network – does the route connect well to other Greenway routes to form a network, and does it provide a new link where none currently exists; and
- Dependencies – does the route depend on other routes to be useful, or does it depend on other conditions (e.g. a housing development) being fulfilled before it can be implemented.

The full MCAF criteria is shown in **Appendix B**.

Based on initial scoring carried out by WSP the ranking produced by the MCAF is:

1) Route C – Crowthorne to Wokingham;
2) Route F – Arborfield Garrison to Route G;
3) Route E – Reading to Arborfield;
4) Route D – Arborfield to Wokingham;
5) Route A – Shinfield towards Wokingham; and
6) Route G – Swallowfield to Arborfield.

This scoring is based on equal weighting given to all 15 of the criteria scored. The full table in Appendix B also includes a balanced score and ranking, which gives equal weighting to the four categories listed above. Alternatively, WBC may wish to give greater weighting to one of the categories – a facility is provided in the excel version of the MCAF which will enable different weightings to be considered.

2 NEXT STEPS

In order to move the programme forward the following next steps are recommended:

- Revised Greenway alignments will be included in the LCWIP as it is finalised;
- Assess investment priorities across all LCWIP and Greenway routes;
- Confirm the first routes for delivery with WBC stakeholders; and
- Proceed with feasibility design. For Greenways this should begin with a full review of land ownership and site visits to assess conditions on the ground

A cost estimate based on the feasibility design can then be used to secure funding for delivery.

Appendix A

MAPS

Appendix B

PRIORITISATION TABLE AND CRITERIA

Multi-Criteria Assessment Framework full criteria

Criteria			Scoring		
			Low (1)	Medium (2)	High (3)
Deliverability	**Existing PROW**	Does the route have existing PROW? Will significant land access negotiations with landowners be required, for example to gain access or widen an existing path or track?	Some sections of the route have no existing PROW	The route has existing PROW but negotiation may be necessary to confirm access arrangements and agree widening	Entire route is on existing public access roads
	Land purchase	Will land purchase be required to deliver the route to LTN 1/20 standards? For example, in order to deliver sections of off-road track along busy roads	Land purchase will definitely be required	Land purchase may be required, depending on proposed arrangements	No land purchase is expected to be required
	Physical / practical obstacles	Do we anticipate practical difficulties in providing the physical infrastructure needed? For example, lack of electrical connections for a new crossing	Yes, we are already aware of practical difficulties at several locations which will need to be overcome in order to deliver the route	We are aware of practical difficulties at one specific location which will need to be overcome in order to deliver the route but we are also aware of potential ways to resolve this	We are not currently aware of any practical obstacles which would prevent route delivery
	Political objection	Do we anticipate political difficulties in implementing the changes required to achieve a good level of service? For example, access restrictions (traffic filtering) or speed restrictions may be required to enable cyclists, pedestrians and vehicles to share the same space	Yes, significant traffic filtering or speed restrictions are likely to be required, potentially leading to political objections	Some traffic filtering or speed restrictions may be required, potentially leading to political objections	We are not currently aware of anything which would lead to political objections to route delivery
Utility	**Schools**	Does the route serve any schools?	No schools located on or within 300m of the route	Yes - 1-3 schools located on or within 350m of the route	Yes - 3+ schools located on or within 300m of the route

Criteria			Scoring		
			Low (1)	Medium (2)	High (3)
	SDL connections	Does the route connect to a major economic centre or SDL at both ends?	Yes, at one end only	Yes, at both ends	Yes, at both ends, and it also passes through or provides spurs to other trip attractors
	Leisure use	Does the route open up new opportunities for leisure cyclists, walkers and equestrians? For example, if it will provide a surfaced track where none currently exists, people will be able to use it who currently do not	No, the route uses existing tracks and lanes which can already be used by cyclists	Yes, the route either significantly improves existing tracks or lanes, and / or provides an entirely new connection or overcomes a key barrier	Yes, the route will provide an entirely new link where none currently exists, opening up a new route to cycling and walking
	Traffic free	What proportion of the route will be entirely traffic free?	<35%	33% - 66%	<66%
Network	**Greenway network**	Does the route connect to other Greenway routes?	No	Yes, to one other route	Yes, to more than one other routes
	New connections	Will the route provide a link where no route currently exists or is planned? For example, does the route parallel proposed LCWIP routes or is it an entirely new link?	No, the route closely parallels planned LCWIP routes	Yes, some of the route will provide a connection which could not otherwise be achieved	Yes, the route provides a route which is not paralleled by LCWIP proposals or existing roads. If this route is not delivered the alternative is highly indirect
Dependencies	**Greenway dependency**	Does the route depend on the delivery of other Greenway routes to achieve its utility?	Yes, the route depends on the delivery of more than one other Greenway route to provide a useful connection	Yes, the route depends on the delivery of one other Greenway route to provide a useful connection	No, the route stands alone and provides a useful connection even if no other part of the network is delivered (including if it connects to a route which has already been delivered)

Criteria			Scoring		
			Low (1)	Medium (2)	High (3)
	LCWIP dependency	Does the route depend on the delivery of LCWIP routes to achieve its utility?	Yes, the route depends on the delivery of sections of secondary or tertiary LCWIP route to provide a useful connection	Yes, the route depends on the delivery of sections of primary LCWIP route to provide a useful connection	No, the route will provide a useful connection even if no LCWIP routes are delivered
	Other dependency]	Does the route depend on the delivery of another kind of development to become deliverable or useful?	Yes, the route can only be delivered if another development takes place	Route delivery would be made easier if another development goes ahead	There is no interdependency with any planned or prospective development that we are aware of
Demand	**Forecast increase in walking/ cycling**	Forecast increase in walking/ cycling	<10	10 - 25	25 - 50
	Average daily pedestrian demand	Average daily pedestrian demand	LQ <=1	LQ 1 - 2	LQ 2 - 4
	Catchment Population	Catchment Population	< 1,000 people	1,000 - 4,000 people	4,000 - 8,000 people

Multi-Criteria Assessment Framework scoring and outputs

		Deliverability				Utility				Network		Dependencies				
Greenway route	Length (km)	Existing PROW	Land purchase	Physical / practical obstacles	Political objection	Schools	SDL connections	Leisure use	Traffic free	Greenway network	New connections	Greenway dependency	LCWIP dependency	Other dependency	Total score (max score possible = 48)	Ranking by total score
Route A	5.4	3	1	2	2	1	1	2	2	2	2	2	3	2	25	5
Route C	4.6	2	3	3	3	3	3	3	3	1	2	3	2	3	34	1
Route D	4.7	1	3	2	3	2	3	3	2	2	1	3	2	2	29	4
Route E	5.5	1	3	1	3	1	2	3	3	3	3	3	3	1	30	3
Route F	3.4	2	3	3	3	2	1	3	2	3	3	1	3	3	32	2
Route G	4.1	2	2	2	1	2	1	2	1	3	1	2	1	3	23	6

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