

2. Introduction

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AtkinsRéalis has been commissioned by Surrey County Council (SCC), in partnership with Guildford Borough Council (GBC), to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The geographic scope is the Borough of Guildford as shown in Figure 7.

The study approach follows the Department for Transport (DfT) guidance for an LCWIP, the core outputs of which are:

- » Network plans for cycling and walking which identify the preferred routes for further development. Network plans for walking include the identification of Core Walking Zones (CWZs).¹
- » Prioritised programme for improvements for future investment.
- » An LCWIP report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network plans.²

The proposed measures identified in the LCWIP are also intended to complement existing plans and networks for active travel, and to align with adopted policy.

¹ More information on the definition and scope of CWZ(s) are presented in Section 8, page 145.

² Local Cycling and Walking Infrastructure plan, Technical Guidance for Local Authorities, DfT (2017).



Figure 7. Study area

The LCWIP aims to support the following key objectives:

- » Increase the number of people walking, wheeling and cycling in the Borough and support modal shift, particularly for short utilitarian journeys.
- » Make walking, wheeling and cycling safe, attractive and convenient modes of transport for people of all ages, abilities and confidence levels.
- » Expand the existing cycle network and not only establish a comprehensive active travel network in Guildford but also in adjacent areas.
- » Enhance accessibility by walking, wheeling and cycling to key destinations for all users.

2.1.1. Methodology

In order to meet the objectives of the LCWIP, the project was divided into the following main tasks.

1. Previous Studies Review: AtkinsRéalis reviewed previous studies related to walking and cycling in Guildford as well as design proposals for key schemes as detailed in the scope of work.
2. Data Analysis: AtkinsRéalis also analysed a number of spatial and behavioural datasets such as key destinations, pedestrian and cyclist activity and local networks, traffic and collision data, key barriers and severance, online public comments, and Census data.
3. Development of Draft Networks: Draft network maps for key cycling routes and CWZs were developed based on the findings from the review of previous studies, data analysis and information provided by GBC.
4. These draft maps were subsequently refined through engagement with both internal (SCC and GBC officers) and external stakeholder groups, as well as local elected officials. Early engagement in the preparation of this LCWIP has ensured that local knowledge was incorporated into the development of proposals.
5. Network Refinement and Prioritisation: Following the refinement of the active travel network maps, a multi-criteria assessment framework (MCAF) was undertaken to identify and prioritise the top seven scoring corridors for cycling and top seven scoring walking zones. These were identified as the 'Phase 1' elements of the active travel networks for advancement through the remainder of the LCWIP process. The MCAF considered each of the individual corridors against a number of metrics, such as: active travel demand, the potential to deliver a high-quality and inclusive route, safety issues that could be addressed, and connections to other active travel routes.
6. Audits and Site Visits: Following the identification of the Phase 1 cycle corridors and walking zones, site visits were undertaken to audit the existing condition and identify opportunities for improvements. The audits utilised the DfT audit tools for LCWIPs, known as the Walking Route Audit Tool (WRAT) and Route Selection Tool (RST). These tools are used to audit routes against key metrics for active travel measures such as directness, comfort, and safety.
7. Draft Proposed Interventions: The route audits noted above were subsequently used to inform the development of high-level concept proposals for each of the Phase 1 corridors and areas. This process also benefited from the early stakeholder engagement and the issues identified within the initial data analysis.
8. A second round of stakeholder engagement was undertaken to review the draft concept proposals. This provided an opportunity for stakeholders to feed into the concept development process by providing feedback on the types of interventions being proposed, key additional opportunities for improvements, as well as issues to consider during the further development of the proposals in the next phase (feasibility).
9. Concept Refinement, Costings, and Prioritisation Programme: The feedback from the stakeholder engagement process was subsequently reviewed to identify opportunities to improve upon the draft concept proposals and also ensure that all feedback was captured for taking forward into the feasibility phase. After refining the concept proposals, the final activities within the LCWIP study included additional WRAT and RST assessments to review the potential quality of the routes following the proposed interventions. High level cost and programme estimates reflective of the early stage of the development of the proposals were also prepared.
10. LCWIP Report: Outputs of the above tasks were compiled to form this LCWIP report.

2.1.2. Sustrans and Peer Review

Sustrans has contributed to the development of the LCWIP, acting as a ‘critical friend’ and peer reviewer of activities. These activities were undertaken at key project milestones including the following:

- » Review of the approach and methodology, particularly with regards to stakeholder engagement.
- » Review of the initial proposed cycle network and walking zones including a check and review against guidance.
- » Audit of a corridor to benchmark and quality assure against AtkinsRéalis own quality assurance process, refer to Appendix 8 (separate document) at the end of this report.
- » Review of the first draft LCWIP report including recommendations commensurate with LTN 1/20 guidance.

In addition to these activities at key milestones, Sustrans also provided guidance on how National Cycle Network (NCN) routes in Guildford Town Centre could be approached.

2.1.3. Next Steps

The Guildford Borough LCWIP sets out a long-term strategy for the future active travel network including potential infrastructure to improve conditions for people walking, wheeling and cycling and support a shift from car journeys to sustainable modes. Development of the LCWIP is the first step in

the process to support future investment in active travel.

The Guildford Local Plan (Policy ID9) sets out that:

'Development proposals are expected to have regard to updated plans prepared by Guildford Borough Council and/or Surrey County Council which detail local cycling infrastructure improvements, such as a Local Cycling and Walking Infrastructure Plan.'

Therefore, it is understood that the LCWIP should be considered as part of relevant planning applications.

As an LCWIP is intended to facilitate a long-term approach to developing active travel proposals over a period of approximately 10 years, all of the corridors identified within the active travel network maps are recommended for further consideration at an appropriate time in the life of the LCWIP implementation. The LCWIP outputs will be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance.

The next stage of the LCWIP implementation will be to advance the high-level proposed interventions for the ‘Phase 1’ active travel corridors to a feasibility level of design and assessment. During this process, and subsequent design phases, stakeholder engagement will continue to be a key element of developing high-quality and attractive routes for local users. The progression of these schemes, either as a work package or

individual schemes, will likely be subject to external factors such as funding applications or potential inter-dependencies with other proposals within the local area.

The LCWIP should be reviewed and updated periodically (approximately every four to five years), particularly in response to significant changes in local circumstances, such as the publication of new policies or strategies. Engagement with SCC and GBC has been undertaken during the development of the LCWIP to provide future-proofing and alignment with regards to key transport and local policies.

Additional active travel opportunities may also be identified and incorporated into the LCWIP in response to major new development sites, and as walking and cycling networks mature and expand.

2.2. Design Strategy

The overarching vision and objective of the LCWIP is to facilitate modal shift and increase the number of people choosing to walk and cycle for short journeys or as part of a longer journey (e.g., combined with public transport), particularly for utilitarian trips.

The LCWIP proposals also seek to support a variety of other objectives, such as:

- » Strong and sustainable growth.
- » Reducing short car journeys.
- » Promoting health and well-being.
- » Reducing congestion and pollution.
- » Providing inclusive travel options.
- » Achieving climate change targets.
- » Improving the economic vitality of the Borough.

Many of these objectives align to GBC and SCC policies, such as GBC's Guildford Local Plan and SCC's Local Transport Plan 4 (LTP4).

Within the Borough there are several examples of physical severance created by infrastructure such as railway lines and heavily trafficked roads. Inadequate routes, or a lack of them, can bring residents and visitors to rely on private transport, thus leading to increased volumes of short car trips and congestion within town centres and other areas of high demand.

Good design is vital to the successful delivery of facilities to encourage modal shift. The design strategy aims to address these issues with the development of deliverable and attractive borough-wide walking and cycling infrastructure that prioritises people walking and cycling.

To support the vision, the development of potential interventions incorporates best practice guidance and aims to address the five key design principles of effective wheeling, walking and cycling infrastructure as per the DfT's LTN 1/20 and Inclusive Mobility¹:

- » Coherent.
- » Direct.
- » Safe.
- » Comfortable.
- » Attractive.

LTN 1/20 sets out the need to design for non-standard cycles, which can include trailers, tricycles, and adapted cycles. The inclusion of non-standard cycles has been considered as part of the design strategy for this LCWIP.

Ultimately, the design strategy seeks to provide short as well as long term solutions that could be applied to further designs across the Borough.

¹ Department for Transport (2020) Cycle Infrastructure Design (LTN 1/20) and Department for Transport (2021) Inclusive Mobility.

