

## 11. Next Steps

# 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.

As set out in Policy ID9 of the Guildford Local Plan:

‘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.

The LCWIP report should be used to support the case for further stages of design, assessment and stakeholder engagement and secure funding to progress improvements for the corridors identified.

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 to progress to concept design at an appropriate time in the life of the LCWIP implementation.

New opportunities to further expand the proposed network should also be considered, including corridors not identified within the current LCWIP, with the aim to deliver a high-quality network which reflects an appropriate mesh density.

## Feasibility Design

The next stage of LCWIP implementation will be to advance the high-level proposals for the Phase 1 areas to feasibility design. This will allow a more detailed review of individual routes or interventions (e.g., using ATE’s scheme review tools), evaluation of constraints, and refinement of the proposed design measures. There are several potential approaches to prioritising work in the next stage, which can be advanced in parallel, such as:

### Option 1: Advance Priority Routes in Full

This approach would seek to advance the routes identified as highest priority, including the full package of Phase 1 proposed interventions.

### Option 2: Prioritise/Advance Individual Interventions

This approach would break down the routes into smaller segments or individual interventions. This would allow a more refined prioritisation process to target areas of highest need or the weakest links of the network. Implementation would therefore be targeted where it is expected to deliver the most significant overall improvement and deliver the highest value for money.

### Option 3: Quick Wins

This approach would review individual proposed interventions and identify potential ‘quick wins’ which could be implemented in the short term relatively easily. As with Option 2, this approach could focus on the priority routes or identify potential quick wins across the entire LCWIP network.

## Beyond concept stage

During this process, and subsequent design phases, stakeholder engagement will continue to be a key element of developing high-quality and attractive corridors 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, 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 alignment and future-proofing with regards to key transport and local policies.

The LCWIP outputs should be integrated into local planning and transport policies, strategies and delivery plans, as per the DfT guidance. 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.



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