



Environment & Transport Select Committee  
12<sup>th</sup> June 2014

**Overview of Sustainable Transport Activities**

**Purpose of the report:** Scrutiny of Services

This report provides members with an overview of three key areas of activity to support sustainable transport in the County as part of measures to improve travel choice, tackle congestion, improve journey time reliability, and to support economic growth and health and wellbeing.

**Introduction:**

1. Surrey suffers from significant levels of congestion, which has an impact on the competitiveness of the Surrey economy. The Surrey Congestion Programme sets out a series of measures required to mitigate congestion and improve journey time reliability.
2. One of the three aspects to the Congestion Programme is focused on alternatives to car travel and facilitating changes in behaviour to more sustainable transport choices. This report provides members with an overview of the main sustainable transport activities that are undertaken to promote alternatives to car travel. This includes recent work by the Planning & Regulatory Committee to develop a transport strategy for Surrey's schools place programme.
3. The report also outlines emerging activity to promote development of the electric vehicle sector within Surrey.

**Sustainable Transport & the Travel SMART Programme**

4. In July 2011, Surrey County Council was awarded £3.9m as part of a key component bid to the DfT's Local Sustainable Transport Fund. In June 2012, the county council was awarded a further £14.3m for its successful LSTF Large Bid to deliver a package of sustainable transport measures in Guildford, Woking, Reigate and Redhill, the Travel SMART

programme. The focus of the funding is to facilitate economic development and carbon emissions reduction.

5. The Travel SMART programme includes both new infrastructure investment and revenue measures to encourage positive behaviour change. The main elements and achievements to date are set out below.
  - 5.1 **Major projects:** in November 2013 a new Park and Ride facility was opened at Onslow, Guildford, designed to reduce traffic congestion improve air quality and promote economic growth in Guildford town centre. Also opened in November 2013 was the new Sheerwater Link Road, Albert Drive, in Woking. This link road will improve accessibility to the area's business parks and will reduce congestion and unlock Sheerwater's economic and social vitality.
  - 5.2 **Cycling Enhancement:** the Travel SMART programme is investing in new, safe and enhanced cycling routes in the travel SMART towns. In addition, there is investment in cycle parking provision within town centres and at key employment locations and promotion of subsidised cycle training. The fund has also supported the installation of new Brompton Dock cycle hire facilities at Woking, Reigate and Redhill stations, to augment the existing dock at Guildford station. Summer cycling festivals have been held in the Travel SMART towns to provide more information about cycling and promote the benefits. Over 6,000 residents have attended the 4 cycle festivals to date.
  - 5.3 **Bus Corridor Improvements:** the funding is being used to invest in improvements on key bus corridors in the Travel SMART towns. Funding will improve bus stop facilities, provide real-time passenger information, improve step-free access and enable the installation of intelligent bus priority at signalised junctions for late running buses.
  - 5.4 **Walking Improvements:** the funding includes capital investment to upgrade alleyways, improve shared use cycling and walking facilities and to contribute to the pavement improvements as part of the Redhill Balanced Network. We are investing in Wayfinder mapping systems in the main Travel SMART towns which will make the centres more welcoming and navigable as well as producing handheld maps.
  - 5.5 **Business Travel Plan Package:** we are working with businesses in the Travel SMART towns to provide a package of measures to support business in improving travel choice and tackling parking pressures. These measures include eco-driver training, travel planner training and funding for cycle facilities. In addition, through a series of Business Travel Forums, businesses are able to identify key measures to support sustainable travel to be considered for funding. Schemes that have been funded to date include: electric vehicle charging points, business bus travel promotions, cycling parking for business premises, sustainable travel roadshows and walking and cycling business park maps.
  - 5.6 **Community Funding:** an important element of our package is to improve access to employment and skills opportunities in areas of deprivation. Using a participatory budgeting approach, we have

been working in Westborough, Stoke and Stoughton, Guildford, Sheerwater and Maybury, Woking, West Redhill and Merstham to invest in schemes and initiatives which improve access to employment and skills opportunities and/or promote sustainable travel.

- 5.7 **Travel SMART hubs:** funding has been used to support two partnership initiatives to establish hubs in Redhill town centre and Westborough. The Live SMART Centre in Redhill brings together services and advice on sustainable travel and health and well-being. The Westborough Hub establishes a retail and workshop presence for the Guildford Bike Project and will also provide learning and careers advice and a training space for Guildford College combined with travel information.
  - 5.8 **Journey Planner:** we have developed a multimodal journey planner website, [www.surreytravelsmart.info](http://www.surreytravelsmart.info) with information on car, bus, train, walking and cycling travel options as well as information on disruption and delay. A 'widget' is also available to businesses to include on their websites to link people to the journey planner.
  - 5.9 **Awareness and Marketing:** the programme includes a marketing campaign to promote travel choice. A series of campaigns are being run and evaluation used to inform future development of the marketing programme.
  - 5.10 **Traffic Management:** funding is also being used to review the county's traffic information and planning system. The review of this system will allow for improved strategies to be developed.
6. The current LSTF programme ends in March 2015. Future capital investment will be through the Local Enterprise Partnerships' Local Growth Funds. Proposals have been submitted as part of the Strategic Economic Plan to fund sustainable transport packages in a number of key locations including Epsom, Camberley, Dorking, Leatherhead, Egham and Staines, as well as further investment proposals for Guildford, Woking and Redhill.
  7. In addition, Surrey submitted bids to the LSTF revenue fund for 2015/16 to include a continuation of key elements of the current programme including cycling training and promotion, bus promotion and information enhancements, further enhancements to the journey planner to improve real-time information on disruption and delay and a business travel planning package. These packages will expand beyond the current Travel SMART towns to the next tier of LEP priority towns: Camberley, Staines, Leatherhead, Dorking and Epsom.

**Transport Strategy for Surrey's schools place programme**

8. In November 2013 a task group of the county council's Planning & Regulatory Committee was established to oversee the development of a transport strategy for Surrey's schools place programme. The schools place programme aims to meet the future need for additional school places across the county.

9. A significant number of Surrey's primary schools have already expanded, with over 12,000 more primary places required between 2014 and 2018. The growth at primary level will follow through to the secondary sector with more than 5,000 additional secondary places being planned by 2018, and further expansions/ new schools required beyond that. All Surrey's districts and borough will be affected by this growth in school demand.
10. This will inevitably have an impact on the local transport system in a number of ways. Residents are often understandably very concerned about the increased congestion, and schools and parents worry about road safety. It is therefore essential to plan for this growth in school places in terms of transport in order to mitigate the impacts. Given Surrey's already congested road network it will be impossible to both significantly increase school places and reduce congestion without over time reducing car journeys in the county, including to and from school.
11. The task group presented the strategy to the Planning & Regulatory Committee 21 May 2014 and Environment & Transport Select Committee members are invited to comment on the strategy, which has been sent as an annex to this paper. The Children & Education Select Committee will also be invited to comment prior to a public consultation over summer 2014. A final version of the strategy to take on board comments received during the consultation will be considered by the Planning & Regulatory Committee autumn 2014 before the strategy is considered by Surrey County Council's Cabinet to be adopted as part of Surrey's Local Transport Plan (LTP3).
12. The objectives of the strategy are to maximise the choices available to children as to how they travel and to minimise the impact of school growth on local residents and businesses. In order to achieve this the strategy focuses on five areas: travel planning; walking and cycling to school; school design and access; public transport; and parking on and off school sites. The strategy also details improvements to the process of identifying and funding transport mitigation measures for school expansions and lists the roles and responsibilities of those involved.
13. The Strategy is included as Annex 1 to this report.

#### **Electric Vehicle Sector Development**

14. Research commissioned by Surrey County Council identified Surrey as a location with significant potential for electric vehicle sector development. A cluster of automotive sector businesses, high disposable incomes, high levels of 2+ car households and proximity to London were all identified as factors.
15. In 2013, Surrey County Council was awarded £56,000 by the Office for Low Emission Vehicles (OLEV) to invest in EV charge points at Council office locations and at key locations near to the strategic road network. In addition, we are part of a south east region consortium led by Lewes District Council to install 50 rapid charge points which has received

funding from OLEV. The points, which will deliver an 80% charge to vehicles in 20 minutes, represents an investment of c£500,000 in new infrastructure in Surrey.

16. Discussions with industry, the Higher Education Sector and Surrey Connects have identified significant interest in greater joint working to develop the sector in Surrey. To that end, a conference and roundtable discussion is being planned for September 2014 to bring together key decision makers in Surrey to discuss a way forward to establish Surrey as a centre for EV and low emission vehicles. This conference is being jointly delivered with the University of Surrey and will seek to attract representation from the advanced automotive sector, vehicle manufactures and sector experts.

#### **Conclusions:**

17. This report highlights key aspects of the County Council's current programme of work to improve the sustainable travel options available to Surrey residents as part of our work to tackle congestion, support economic growth and to promote health and well-being.

#### **Recommendations:**

18. Members are asked to:
  - a) Note and comment on the current activity to support sustainable transport in the county
  - b) Comment on and endorse the Transport Strategy for Schools Place Programme

#### **Next steps:**

The current Travel SMART programme will end in March 2015. Announcements on future funding are due in July 2014.

The EV conference is planned for September 2014.

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#### **Annexes**

**Annex 1:** Transport Strategy for Schools Place Programme

#### **Sources/background papers:**

**LSTF Large Bid Application**

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