

Surrey County Council

Fourth Local Transport Plan (LTP4)

Policy Review

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1. Introduction

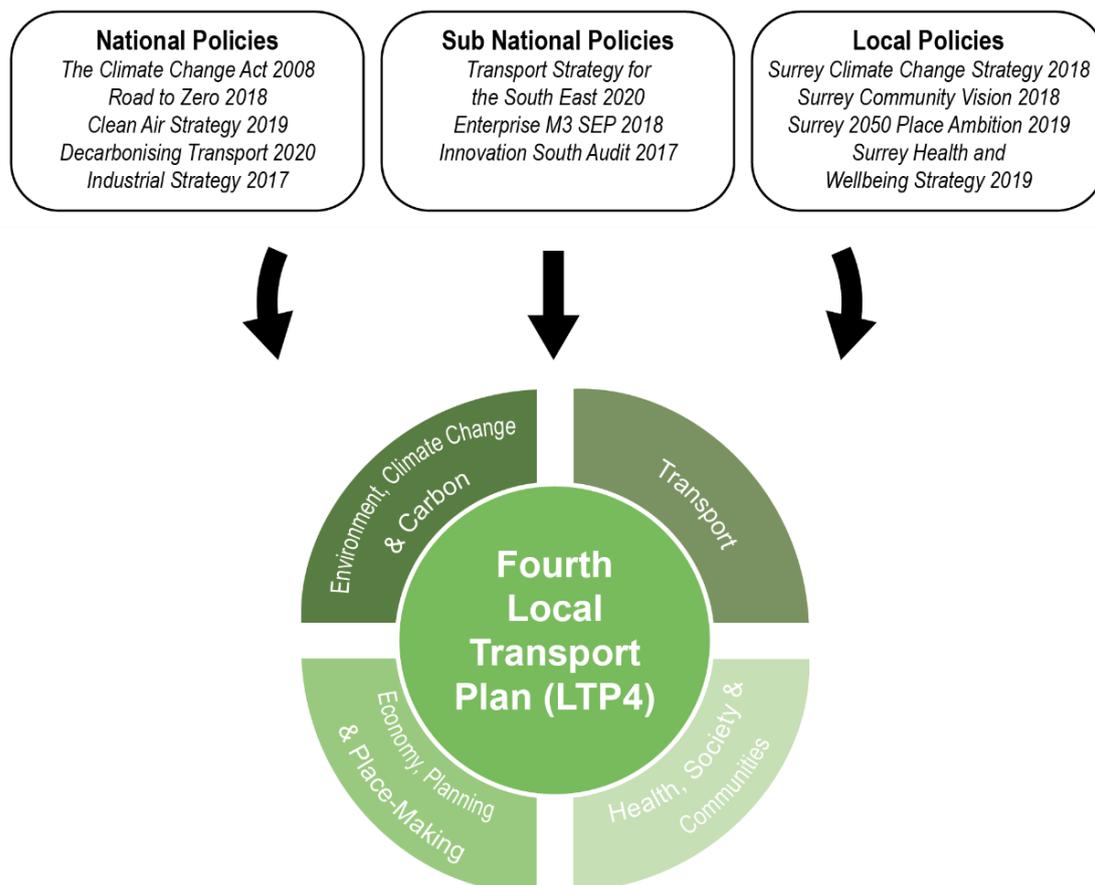
Policy Review

A thorough policy review has been undertaken to help set the context and framework for Surrey’s fourth Local Transport Plan (LTP4). The review focused on policies which will influence the shape and direction of LTP4 across four broad policy areas:

1. Environment, Climate Change and Carbon
2. Transport and Infrastructure
3. Economy, Planning and Place-Making
4. Health, Society and Communities

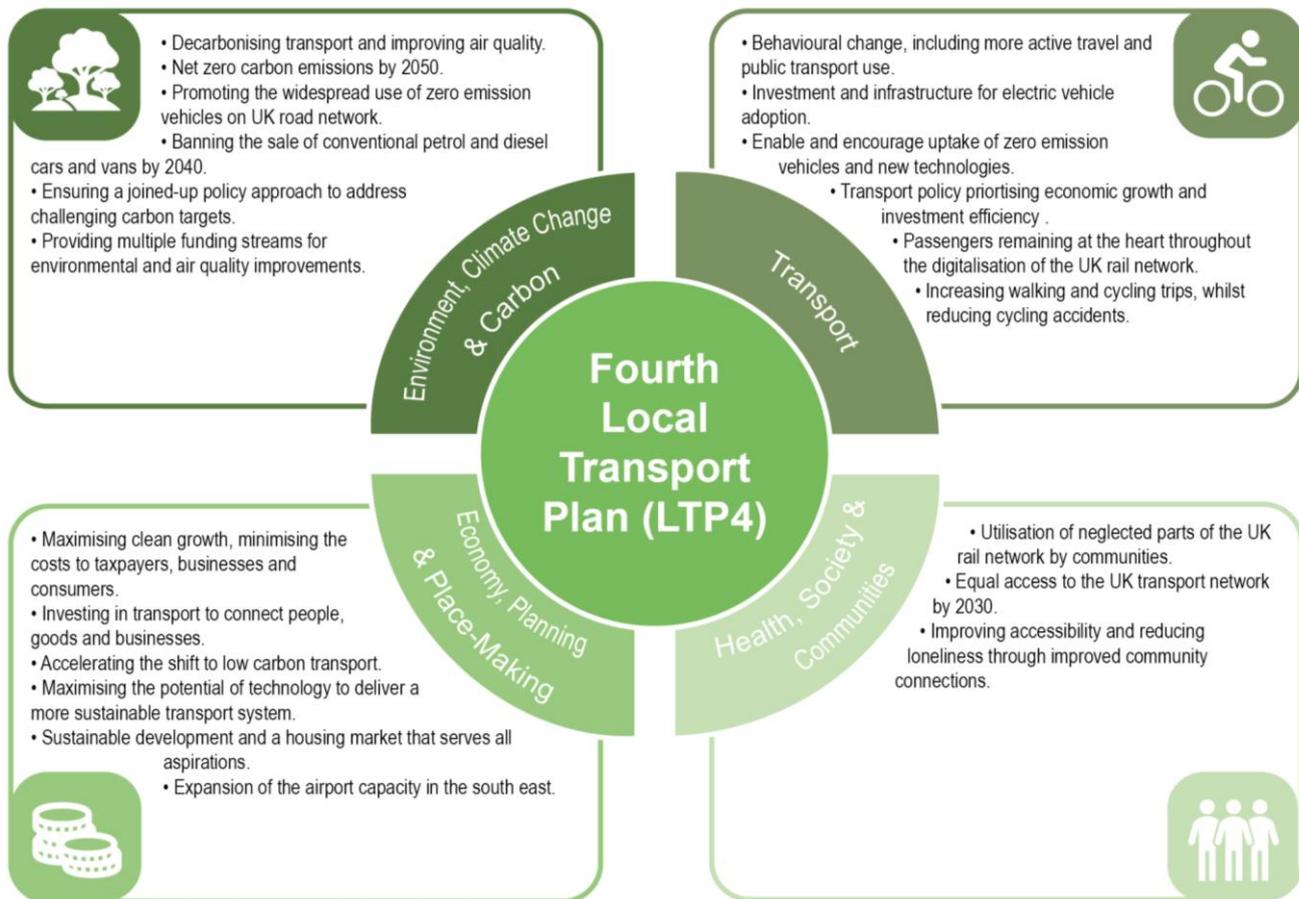
The relevant national, sub national and local policies relating to each of these categories have been reviewed to draw out key themes to provide the framework and context for the LTP4 vision, objectives, and core principles. Policy at these three levels are considered in turn in the following sections.

This Executive Summary provides a high-level summary of the review and main findings, in addition to how these will be applied to the development of LTP4.



2. National Policies

National policies have been reviewed under four broad policy areas in turn below. The key themes from each policy reviewed have been summarised in Table 2-1 at the end of this section.



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Environment, Climate Change and Carbon

The **Climate Change Act, 2008¹** and its **2050 Target Amendment Order, 2019²** give a legal requirement and targets for the UK Government to reduce greenhouse gas emissions. The Act gives the Government the power to introduce the measures necessary to meet these targets. Furthermore, the Act sets a system of carbon budgeting through which the UK should meet incremental targets over 5-year periods.

The Act therefore provides an overarching direction for UK climate change policy at all levels, setting firm targets to be met, from which sub-national and regional policy and decision-making can be set. The Act and its amendment can be seen as a national partner to the UK's international commitments, such as the Paris Agreement on Climate Change, 2016³. Failure to meet the objectives of the Agreement will lead to global climate change and associated complex challenges that are further detailed elsewhere, such as the IPCC Special Report on Global Warming of 1.5°C⁴.

The original Climate Change Act 2008 set a governmental duty to reduce the UK's emissions of greenhouse gasses by 80%, by 2050 from a 1990 baseline. The 2019 amendment superseded this target, setting a legal requirement for the UK to reach net zero greenhouse gas emissions by 2050.

¹ <https://www.legislation.gov.uk/ukpga/2008/27/contents>
² <https://www.legislation.gov.uk/ukdsi/2019/9780111187654>
³ https://unfccc.int/files/essential_background/convention/application/pdf/english_pari_agreement.pdf
⁴ <https://www.ipcc.ch/sr15/>

The Governments 25 Year Environment Plan, 2018⁵ sets out the Government's position on environmental improvements, focussed on delivering cleaner air and water across the country, protecting at-risk wildlife, and improving natural habitats.

The Plan introduces and references a number of external targets. Importantly it notes that 40% of the UK's final energy consumption is the responsibility of the transport sector. The plan includes:

- Meeting legally binding targets to reduce emissions of five damaging air pollutants; this should halve the effects of air pollution on health by 2030;
- Ending the sale of new conventional petrol and diesel cars and vans by 2040;
- Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases; and
- Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century.

Air Quality Plan for Nitrogen Dioxide (NO₂) in the UK, 2017⁶, jointly produced by the DfT and DEFRA, this national plan determines an approach for areas with the worst levels of traffic-related air pollution to mitigate the effects. It sets out the framework for Clean Air Zones, allowing for targeted action to improve air quality in the "shortest possible time" as required by legal obligations to meet NO₂ concentration thresholds.

The document also sets out plans for ending the sale of new, conventional petrol and diesel cars and vans by 2040. The plan argues that NO₂ accumulation is a local issue, as the pollutants do not disperse widely like greenhouse gasses. In line with this local approach, the plan sets out support to local authorities, including the introduction of several new funding streams that local authorities can utilise to finance measures to reduce NO₂ emissions. The specifics of these opportunities are set out in more detail in the government's Road to Zero Strategy (2018) and Clean Air Strategy (2019), below.

The **Road to Zero, 2018⁷** is a broad governmental "next steps" policy that outlines an ambition to decarbonise transport, and to strengthen the UK's offering in design and manufacturing of zero emission vehicles, and the role of zero emission road vehicles in the government's Industrial Strategy. The strategy is aligned to other national policies mentioned in this section.

The policy sets targets for 50-70% of new car sales, and up to 40% of new van sales to be ultra-low emission by 2030.

To support this, emphasis is given to several key policies:

- Reducing emissions from the vehicles already on our roads
- Driving the uptake of the cleanest vehicles
- Reducing emissions from heavy goods vehicles (HGVs) and road freight
- Putting the UK at the forefront of the design and manufacturing of zero emission vehicles
- Supporting the development of one of the best electric vehicle infrastructure networks in the world
- Supporting local actions.

Given the significant consequences of failing to act to reduce emissions, the report strikes a balance to prioritise reductions in emissions and maintain economic growth.

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

⁶ <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

The **Clean Air Strategy, 2019**⁸ explains how the government will tackle all sources of air pollution, sets out policy direction, and outlines measures that will drive the move to zero emission transport modes.

The strategy includes numerous aims and goals, many summarised from other policy documents, that are collated in brief in the executive summary⁹. These are framed in the following topics:

- Protecting the nation's health;
- Protecting the environment;
- Securing clean growth and innovation;
- Action to reduce emissions from transport;
- Action to reduce emissions at home;
- Action to reduce emissions from farming;
- Action to reduce emissions from industry; and
- Leadership at all levels.

Of particular importance, and reinforced by the Clean Air Strategy, is the adoption of challenging and enforceable local Air Quality Strategies.

Transport

Department for Transport Single Departmental Plan, 2019¹⁰ provides a summary of DfT's objectives and their plans to achieve them. The six primary topics are:

- Support the creation of a stronger, cleaner, more productive economy
- Help to connect people and places, balancing investment across the county
- Make journeys easier, modern, and reliable
- Make sure transport is safe, secure, and sustainable
- Prepare the transport system for technological progress and a prosperous future outside the EU
- Promote a culture of efficiency and productivity in everything we do.

Transport Investment Strategy, 2017¹¹ and **commitment to creating a Major Road Network** sets out how the government sees the allocation of monies to transport projects supporting their goals for economic growth and infrastructure improvements. The strategy also simultaneously seeks to put the travelling public at the heart of transport decision making.

The strategy also stresses the need for decision-making to be more focussed and undertaken at a more local level than previously, endorsing sub-national transport bodies and aiming to create institutional decision-making frameworks.

The four key objectives of transport investment are listed as:

- Create a transport network that works for users, wherever they live;
- Improve productivity and rebalance growth across the UK;
- Enhance our global competitiveness by making Britain a more attractive place to invest; and
- Support the creation of new housing.

⁸ <https://www.gov.uk/government/publications/clean-air-strategy-2019>

⁹ <https://www.gov.uk/government/publications/clean-air-strategy-2019/clean-air-strategy-2019-executive-summary>

¹⁰ <https://www.gov.uk/government/publications/department-for-transport-single-departmental-plan/department-for-transport-single-departmental-plan--2>

¹¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/885736/Transport_investment_strategy.pdf

There is also a focus on the necessary redistribution of transport investment away from traditional areas, in order to support productive economic growth across the UK.

The proposal, outlined in the Transport Investment Strategy, to designate a Major Road Network covering economically important local authority 'A' Roads is supported by five policy objectives: Reductions in congestion; Supporting economic growth and rebalancing; Supporting housing delivery; Supporting all road users; and Supporting the SRN. The MRN will not however be managed or operated any differently from the remainder of the local authority road network.

The government has now confirmed that it will go ahead with proposals for the creation of the Major Road Network with changes. A definitive map has been released to local authorities and sub-national transport bodies but has not been made available publicly. However, it includes a number of significant A roads in Surrey. The Government has also announced £3.5 billion from the National Roads Fund to be spent on local roads, including improvements to the Major Road Network and for Large Local Major schemes.

Decarbonising Transport: Setting the Challenge, 2020¹² is a policy and baselining report, establishing the groundwork from which a latter 2020 Transport Decarbonisation Plan (TDP) will work. It is intended that the TDP will put forward a credible implementation plan for how ambitious greenhouse gas and decarbonisation targets will be met across the whole UK transport network.

Setting the Challenge therefore investigates the role of transport in carbon and other greenhouse gas emissions, and gives the current position of each transport mode, in terms of emission levels, compared to historical emissions, describes related current governmental aims and targets, and lists current policies aiming to deliver planned targets and future work. The strategic priorities from which the TDP will be developed are shown below.

 <p>Accelerating modal shift to public and active transport</p> <ul style="list-style-type: none"> • Help make public transport and active travel the natural first choice for daily activities • Support fewer car trips through a coherent, convenient and cost-effective public network; and explore how we might use cars differently in future • Encourage cycling and walking for short journeys • Explore how to best support the behaviour change required 	 <p>Decarbonisation of road vehicles</p> <ul style="list-style-type: none"> • Support the transition to zero emission road vehicles through: <ul style="list-style-type: none"> – regulatory framework – strong consumer base – market conditions – vehicle supply – refuelling and recharging infrastructure – energy system readiness • Maximise benefits through investment in innovative technology development, and development of sustainable supply chains 	 <p>Decarbonising how we get our goods</p> <ul style="list-style-type: none"> • Consider future demand and changing consumer behaviour for goods • Transform 'last-mile' deliveries – developing an integrated, clean and sustainable delivery system • Optimise logistics efficiency and explore innovative digitally-enabled solutions, data sharing and collaborative platforms
 <p>Place-based solutions</p> <ul style="list-style-type: none"> • Consider where, how and why emissions occur in specific locations • Acknowledge a single solution will not be appropriate for every location • Address emissions at a local level through local management of transport solutions • Target support for local areas, considering regional diversity and different solutions 	 <p>UK as a hub for green transport technology and innovation</p> <ul style="list-style-type: none"> • Utilise the UK's world-leading scientists, business leaders and innovators to position the UK as an internationally recognised leader of environmentally sustainable technology and innovation in transport • Build on expertise in the UK for technology developments and capitalise on near market quick wins 	 <p>Reducing carbon in a global economy</p> <ul style="list-style-type: none"> • Lead international efforts in transport emissions reduction • Recognise aviation and maritime are international by nature and require international solutions • Harness the UK as a global centre of expertise, driving low carbon innovation and global leadership, boosting the UK economy

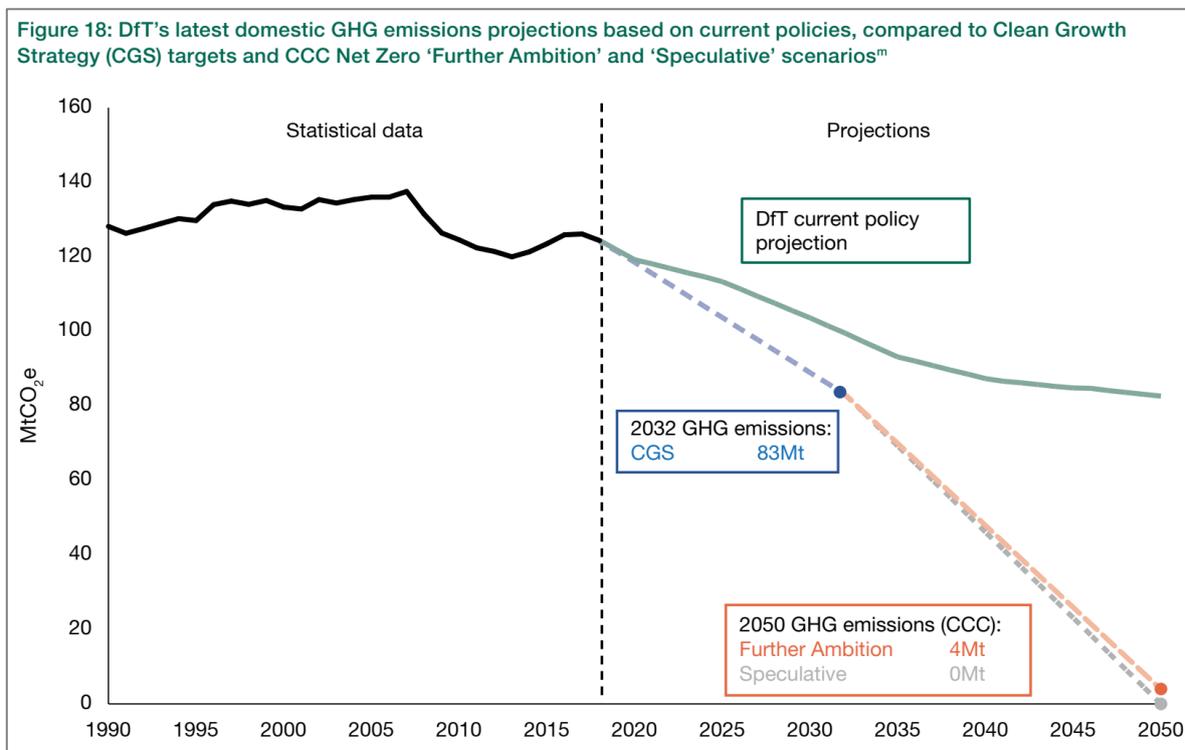
This has been further distilled in the document's ministerial foreword:

- Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.

¹² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/878642/decarbonising-transport-setting-the-challenge.pdf

- From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used.
- Our goods will be delivered through an integrated, efficient and sustainable delivery system.
- Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions.
- The UK will be an internationally recognised leader in environmentally sustainable, low carbon technology and innovation in transport.
- We will lead the development of sustainable biofuels, hybrid and electric aircraft to lessen and remove the impact of aviation on the environment and by 2050, zero emission ships will be commonplace globally.

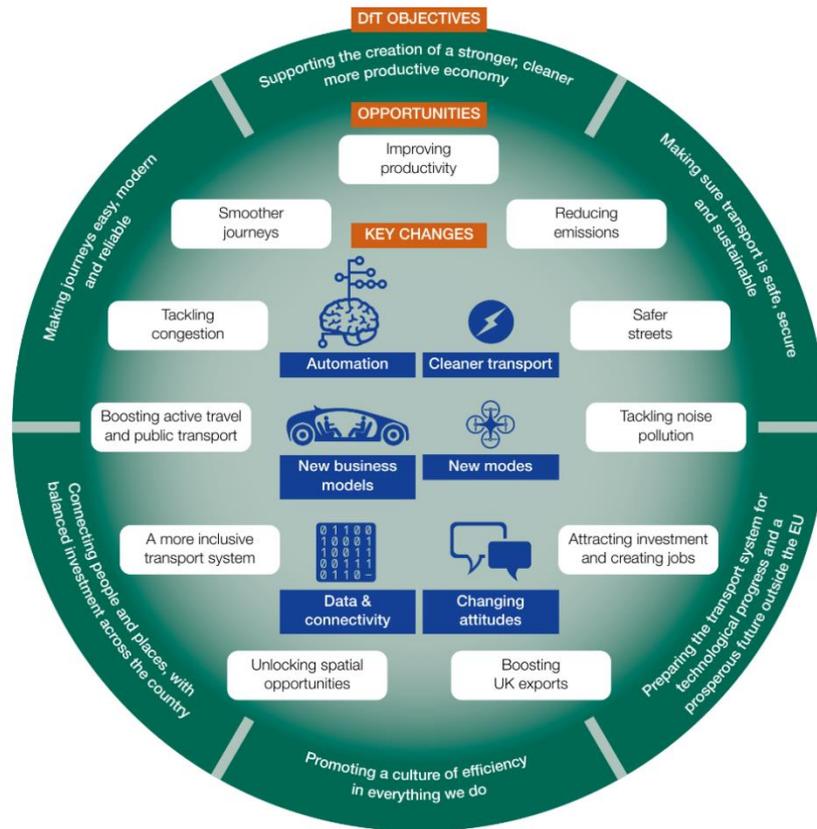
The disparity between current policy outcomes and those to be anticipated in the Clean Growth Strategy and Net Zero scenarios is illustrated clearly in the chart below. This underlines the importance of adoption of stringent measures and improvements on existing policies. In short, current planning does not deliver enough of a reduction in greenhouse gas emissions, and further reductions require large scale transport emissions reductions.



The Future of Mobility: Urban Strategy, 2019¹³ focuses on innovative transport options that are expected to arise in cities and town in the near future, and outlines how the government plans to maximise the benefits that they may bring. It details the benefits of cleaner, automated transport, new ways of doing business and of travelling, and potential boosts to the economy that come along with them. It also highlights the need to manage the introduction of new technologies to prevent additional congestion outweighing the benefits introduced.

¹³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/846593/future-of-mobility-strategy.pdf

The core objectives, opportunities, and key changes are summarised below.



The primary challenge listed revolves around introducing new or additional transport demands onto existing networks, creating congestion and inefficiency. It is also important to avoid the introduction of new, “smart” options at the expense of existing active and sustainable modes.

The strategy sets out that the government’s approach to introducing innovative mobility solutions on the transport network, be it for passengers, services, or freight, will follow these guiding principles:

- New modes of transport and new mobility services must be safe and secure by design.
- The benefits of innovation in mobility must be available to all parts of the UK and all segments of society.
- Walking, cycling and active travel must remain the best options for short urban journeys.
- Mass transit must remain fundamental to an efficient transport system.
- New mobility services must lead the transition to zero emissions.
- Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight.
- The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.
- Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

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Connecting People: a strategic vision for rail, 2017¹⁴ outlines the government's position on the future of the UK's railway network from 2017. It focuses its plans around three topics, reliability, expansion, and passenger focus. However, **the Williams Rail Review, 2018 onwards**¹⁵ is acknowledged to likely lead to an overhaul in how railways are operated in the UK.

The summary goals of Connecting People were as follows:

- bring the organisations that run the track and the trains closer together to deliver better services for passengers ('a more reliable railway');
- invest in upgrades to the network to deliver faster journey times, more capacity, and support economic growth ('an expanded network');
- improve the customer experience, including provision for smart ticketing ('a better deal for passengers').

These are likely to be built upon, and targets formalised, when the Williams Rail Review final report is published. The Williams Rail Review is, in part, investigating whether the current rail franchising system operated in the UK is the best system to use. It is possible that alterations, or an entire overhaul of the existing system could take place, with passenger experience at the heart.

Road Investment Strategy 2: 2020-2025, 2020¹⁶ outlines the policy drivers for the allocation of £27.4bn investment into the SRN in the period 2020-2025, that will also have an influence beyond, looking to prepare the SRN to align with net zero targets by 2050. The **Government Objectives, 2018**¹⁷ document set this direction early, with the full RIS2 providing detail.

The Government Objectives sets out the vision for the SRN, by 2050, to be:

- A network that supports the economy;
- A safer and more reliable network;
- A greener network;
- A more integrated network; and
- A smarter network.

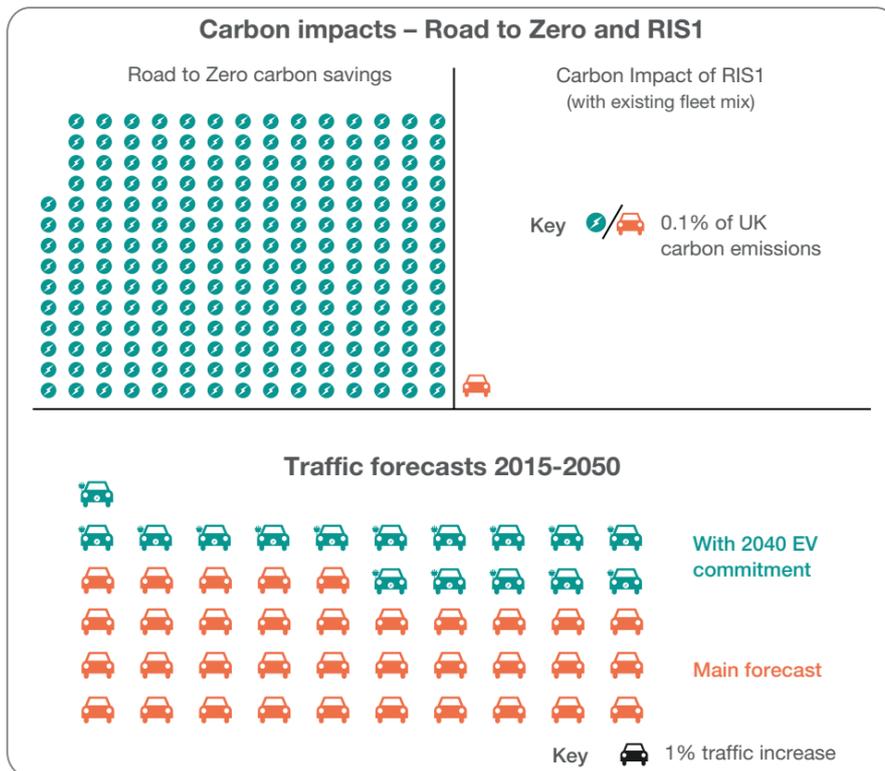
These objectives are echoed in more detail in the full RIS2 as well as a roadmap for delivering the vision, focussing on economic growth, housing, tackling emissions, safety, resilience, and innovation, as well as efforts to place users at the heart of everything. RIS2 redoubles the focus on the scale of challenge facing the transport sector, to meet net zero carbon emissions. The figure below shows this, and % traffic increases expected across the period 2015-2050. RIS2, and links between the SRN, MRN, and locally managed roads, emphasise the importance of robust net zero planning.

¹⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/663124/rail-vision-web.pdf

¹⁵ <https://www.gov.uk/government/consultations/williams-rail-review>

¹⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/872252/road-investment-strategy-2-2020-2025.pdf

¹⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/871217/draft-road-investment-strategy-2-government-objectives.pdf



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Network Rail Delivery Plan for 2019-2024 High Level Summary, 2020¹⁸. Network Rail’s management of rail infrastructure is split regionally, with the Southern Regional Summary Plan¹⁹ concerning Surrey. At a national level, however, Network Rail have set out how they will spend funding allocated to them by government in Control Period 6 (CP6, 2019-2024).

Over CP6, Network Rail have a vision to be “a company that is on the side of passengers and freight users”, with the purpose to “connect people to places and goods, driving economic growth.” They also list six themes: Safety; Efficiency; Sustainable Growth; People; Train Service Delivery; and Customers and Communities.

The **National Infrastructure Assessment, 2018²⁰** sets out the National Infrastructure Commission’s plan for action for the country’s infrastructure over the next 10-30 years, with the aim of inspiring growth. The government has committed to respond to recommendations made by the NIC and adopt agreed recommendations as government policy.

Seven key recommendations are set out as a pathway for the UK’s economic infrastructure, the most relevant to the LTP4 development are:

- £43bn of stable long-term transport funding for regional cities; and
- Preparing of 100% electric vehicle sales by 2030.

The **Cycling and Walking Investment Strategy, 2017²¹** details the government’s plan to promote cycling and walking as sustainable and healthy modes of transport. The strategy is clearly delineated into ambition and policy, financing and performance, and an action plan.

The headline aspiration noted in the strategy is for cycling and walking to be the “natural choices for shorter journeys or as part of a longer journey”.

¹⁸ <https://www.networkrail.co.uk/wp-content/uploads/2020/03/cp6-delivery-plan-update.pdf>

¹⁹ <https://www.networkrail.co.uk/wp-content/uploads/2020/03/cp6-delivery-plan-update-southern.pdf>

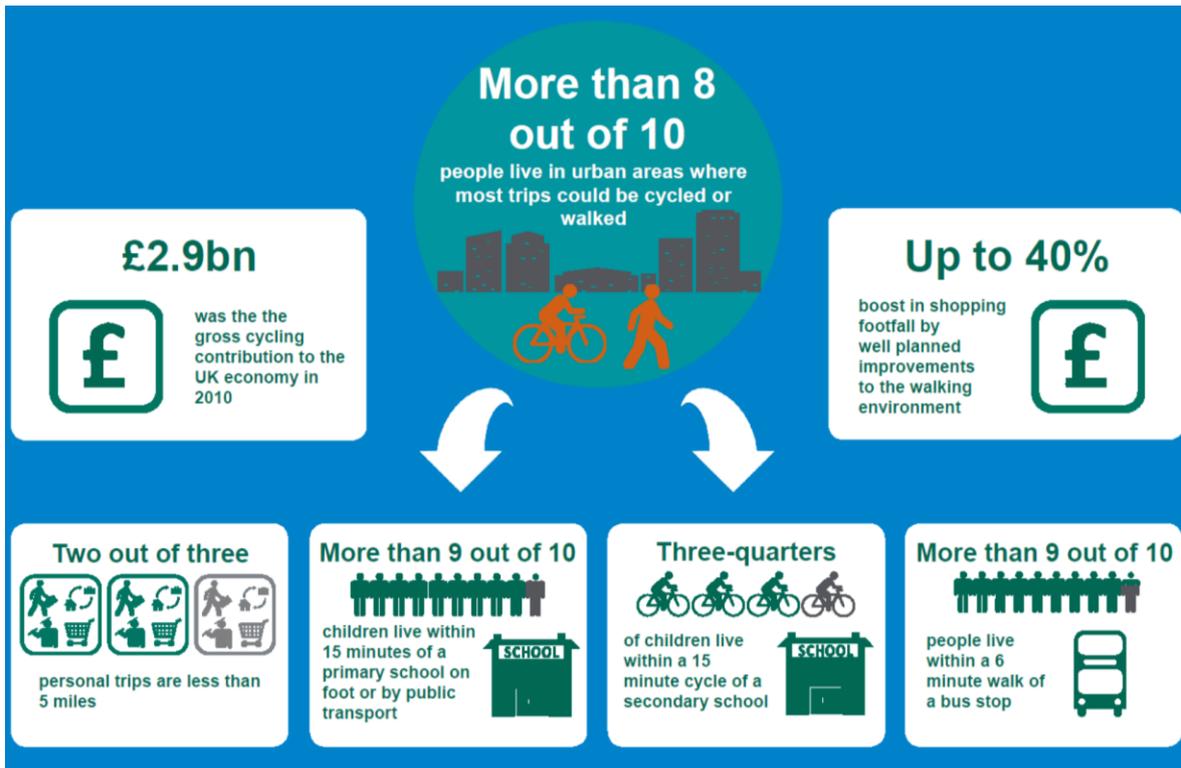
²⁰ https://www.nic.org.uk/wp-content/uploads/CCS001_CCS0618917350-001_NIC-NIA_Accessible.pdf

²¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

Further details are given, such as the aims that by the year 2025:

- Cycling activity (total number of trips) will have increased by 2020 and doubled by 2025;
- Walking activity will have increased to 300 trips per person per year by 2025;
- Number of cyclist KSIs will have reduced; and
- Percentage of children 5-10 walking to school will have increased from 49% in 2014 to 55% in 2025.

The strategy highlights the opportunities for an increase in cycling and walking, especially in urban areas. These include financial benefits and populations near to regular destinations.



COVID-19 Response, 2020

In May 2020, the government issued statutory guidance for local authorities on managing their road networks in response to the coronavirus (COVID-19) outbreak. The guidance states that local authorities in areas with high levels of public transport use should take measures to reallocate road space to people walking and cycling, both to encourage active travel and to enable social distancing during restart.

Local authorities where public transport use is low should be considering all possible measures. Measures should be taken as swiftly as possible, and in any event within weeks, given the urgent need to change travel habits before the restart takes full effect.

In towns and cities, some streets could become bike and bus-only while others remain available for motorists. More side streets could be closed to through traffic, to create low-traffic neighbourhoods and reduce rat-running while maintaining access for vehicles.

The foreword by the Secretary of State for Transport states that “We recognise this moment for what it is: a once in a generation opportunity to deliver a lasting transformative change in how we make short journeys in our towns and cities.”

Economy, Planning and Place-Making

Industrial Strategy: building a Britain fit for the future, 2017²², this UK government white paper outlines plans for the British economy, framed around five “foundations”: ideas, people, infrastructure, business environment, and places. It is envisioned that through improvements in these areas the productivity and earning power of the UK will in turn be improved.

Early priorities related to transport, and as termed in the white paper “becoming a world leader in shaping the future of mobility” are:

- Establish a flexible regulatory framework to encourage new modes of transport and new business models;
- Address the challenges of moving from hydrocarbon to zero emission vehicles;
- Prepare for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport; and
- Explore ways to use data to accelerate development of new mobility services and enable the more effective operation of our transport system.

The white paper outlines four key challenges/opportunities that the UK economy will have to confront include: maximising the advantages for UK industry from the global shift to clean growth; and becoming a world leader in the way people, goods, and services move.

The **Clean Growth Strategy, 2017²³** deals specifically with the challenge of trying to grow the UKs economy whilst reducing its emissions. This issue is dealt with across multiple strategies, and several sectors have a large role to play. This strategy details the approach of each sector and sets out key policies for each.

The guiding principles of the Clean Growth Strategy are to, through nurturing low carbon technologies, processes, and systems:

- Meet the UK’s domestic commitments at the lowest possible net cost to UK taxpayers, consumers, and businesses; and
- Maximise the social and economic benefits for the UK from this transition.

The key policies to achieve this are sorted into the following categories:

- Accelerating clean growth;
- Improving business and industry efficiency (25% of emissions);
- Improving our homes (13% of emissions);
- Accelerating the shift to low carbon transport (24% of emissions);
- Delivering clean, smart, flexible power (21% of emissions);
- Enhancing the benefits and value of our natural resources (15% of emissions);
- Leading in the public sector (2% of emissions); and
- Government leadership in driving clean growth.

Regarding transport, the primary aim described in detail is a pathway to, by 2032, achieve a 32% reduction in carbon emission compared to 1990, based on:

- Accelerating uptake of ULEVs;
- Developing a more efficient and low carbon freight system;

²² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf

²³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700496/clean-growth-strategy-correction-april-2018.pdf

- A cleaner public transport system;
- A reduction in the number of shorter journeys made by car; and
- A near doubling of sustainable bioenergy used in the transport sector.

The **Housing White Paper: Fixing our broken housing market, 2017**²⁴ paper sets out the support that the government will provide to enhance the capacity of local authorities and industry to build new homes. This is necessary for the housing market to be more closely aligned with the needs and aspirations of all households, and to support wider economic prosperity.

The recommendations are framed around:

- Planning for the right homes in the right places;
- Building homes faster; and
- Diversifying the housing market and construction industry.

The position of large parts of Surrey in the papers analysis of median house prices compared to median earnings shows that there is a disparity leading to potential areas of unaffordable housing. Although the paper proposes solutions related to changing the housing and construction markets, this also highlights the need for integrated and affordable transport networks, and well-connected communications networks, to allow for physical and digital movement of people, skills, and jobs.

National Planning Policy Framework (NPPF), 2019²⁵ is the result of a major rethink of planning policy in England, condensing multiple previous policy documents and notes. It outlines and summarises high-level objectives and expectations for their application. It provides a framework within which locally prepared plans for housing and other development can be produced. At the heart of the framework is a presumption in favour of sustainable development, which supports economic, social and environmental dimensions. More direct advice is offered in the form of National Policy Statements.

The National Policy Statement Airports, 2018²⁶ gives government priorities for the development of the aviation sector, its importance to the economy and to national and international transport networks. A large focus of the NPS is dedicated to determining an approach to airport expansion, resultant in government support for a third runway at Heathrow.

The key driver for the NPPF, that recurs in multiple locations, is support for sustainable developments that can unlock economic, social, or environmental benefits. The major objective of the NPS for Airports is the expansion of a major airport in the south-east.

Given government support for a third runway at Heathrow, a major unmentioned challenge is the legal situation related to this development. On 27 February 2020, the Court of Appeal ruled the decision to allow the expansion was unlawful because it did not take climate commitments into account. Any future airport expansion, at Heathrow or elsewhere, needs to comply with the UK's climate policies.

Health, Society and Communities

Connecting communities with the railways: the community rail development strategy, 2020²⁷. Elements of the rail network across the UK have been neglected in recent years, and grass roots movements have developed to raise awareness of this. The community rail development strategy sets out a pathway for local communities to have their say in improvements to local transport provision, especially

²⁴

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/590464/Fixing_our_broken_housing_market_-_print_ready_version.pdf

²⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

²⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/858533/airports-nps-new-runway-capacity-and-infrastructure-at-airports-in-the-south-east-of-england-web-version.pdf

²⁷ <https://www.gov.uk/government/publications/community-rail-development-strategy/connecting-communities-with-the-railways-the-community-rail-development-strategy>

where it pertains to isolated communities. Where community organisations wish to make use of unused or underutilised railway property, the strategy sets out methods of support to improve these situations.

The DfT's **Inclusive Transport Strategy, 2018**²⁸ outlines the governmental plan to achieve equal access for disabled people across the transport network. The strategy details plans already undertaken and sets out rights for disabled travellers going forwards, as well as efforts that will be made to raise awareness of issues surrounding physical access, access to information, and training for staff on the transport network.

The primary ambition listed is for “disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily, and without extra cost.” This is framed by the target to achieve equal access by 2030, with assistance where physical infrastructure remains a barrier.

A connected society – A strategy for tackling loneliness, 2018²⁹ notes the importance on local transport links and infrastructure in supporting social networks and facilitating interaction, key elements in combating loneliness.

There are nine departmental commitments outlined in the strategy that detail how different elements of the government propose to work together to help combat loneliness and promote wellbeing. The Department for Transport commitment states “[We] will build partnerships with transport providers and community groups to develop how transport can be used as a means to help tackle loneliness and use industry-wide forums to promote these.”

Good transport links, community facilities and design that considers real people and how they live and interact, are all important to help people to access work, stay healthy and remain linked into their communities. But when lacking, they can become obstacles to making and maintaining connections.

Chapter three sets out the government’s vision to create a transport network that supports people’s social connections and helps people be connected to their community, by working with the sector to highlight the importance of accessible and inclusive transport. Access to public and local transport services, including local buses, community transport and community rail, also play a key role, especially for those living in rural areas or those on lower incomes.

²⁸ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf

²⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/750909/6.4882_DCMS_Loneliness_Strategy_web_Update.pdf

Summary

The key themes taken from the UK’s national policies are summarised below.

Table 2-1 Summary of National Policies and Key Themes

National Policy	Key Themes
<p>Environment, Climate Change and Carbon</p> <p>The Climate Change Act, 2008 and its 2050 Target Amendment Order, 2019</p> <p>25 Year Environment Plan, 2018</p> <p>Air Quality Plan for NO2 in the UK, 2017</p> <p>The Road to Zero, 2018</p> <p>Clean Air Strategy, 2019</p>	<p>Net zero greenhouse gas emissions by 2050</p> <p>Decarbonising transport and improving air quality</p> <p>Widespread use of zero emission vehicles on the UK road network and ban on the sale of conventional petrol and diesel cars and vans by 2040</p> <p>Multiple funding streams for environmental and clean air improvements</p>
<p>Transport and Infrastructure</p> <p>DfT Single Departmental Plan, 2019</p> <p>Transport Investment Strategy, 2017</p> <p>Decarbonising Transport, 2020</p> <p>The Future of Mobility, 2019</p> <p>Connecting people, 2017, and the Williams Rail Review, 2018-</p> <p>RIS2, 2020</p> <p>Network Rail Delivery Plan, 2020</p> <p>National Infrastructure Assessment, 2018</p> <p>Cycling and Walking Investment Strategy, 2017</p> <p>COVID-19 Government Response, 2020</p>	<p>Achieving net zero carbon emissions presents an unprecedented challenge, and work cannot begin soon enough. Transport has a significant role to play</p> <p>Emissions reductions will require changes to people’s behaviours, including more active travel and use of public transport, alongside increasing the uptake of zero emission vehicles and new technologies.</p> <p>Investment and infrastructure for electric vehicle adoption</p> <p>The systems for managing the UK’s rail network may soon be overhauled, however passenger needs must be central to any future model.</p> <p>Transport technology innovations such as intelligent transport systems have the potential to offer great benefits, particularly in cities and towns, but their adoption must be managed to encourage sustainable travel and avoid additional congestion</p> <p>A focus on economic growth and efficiency of investment will be retained through UK government transport policy</p> <p>Investment will be spread out to the UK’s regions to support the “levelling up” agenda</p> <p>Ensuring investment in the Major Road Network, and integrated planning between the MRN and Strategic Road Network.</p> <p>Increase cycling and walking trips, reduce cycle KSIs, and increase children walking to school by 2025</p> <p>Road reallocation to walking and cycling, Emergency Active Travel Fund available for implementation</p>
<p>Economy, Planning and Place-Making</p> <p>Industrial Strategy, 2017</p> <p>Clean Growth Strategy, 2017</p> <p>Housing White Paper, 2017</p> <p>NPPF 2019</p> <p>NPS for Airports, 2018</p>	<p>Maximising the benefits from the shift to clean growth whilst minimising the costs to taxpayers, businesses, and consumers</p> <p>Transport investment to connect people, goods, and businesses.</p> <p>Accelerating the shift to low carbon transport</p> <p>Maximising the potential of technology to deliver a more sustainable transport system</p> <p>Provision of sustainable development and a housing market that serves all aspirations</p> <p>Expansion of South East airport capacity, subject to it meeting the UK’s environmental targets</p>

Health, Society and Communities

Community Rail Development Strategy, 2020

Inclusive Transport Strategy, 2018

A Connected Society – A Strategy for
Tackling Loneliness, 2018

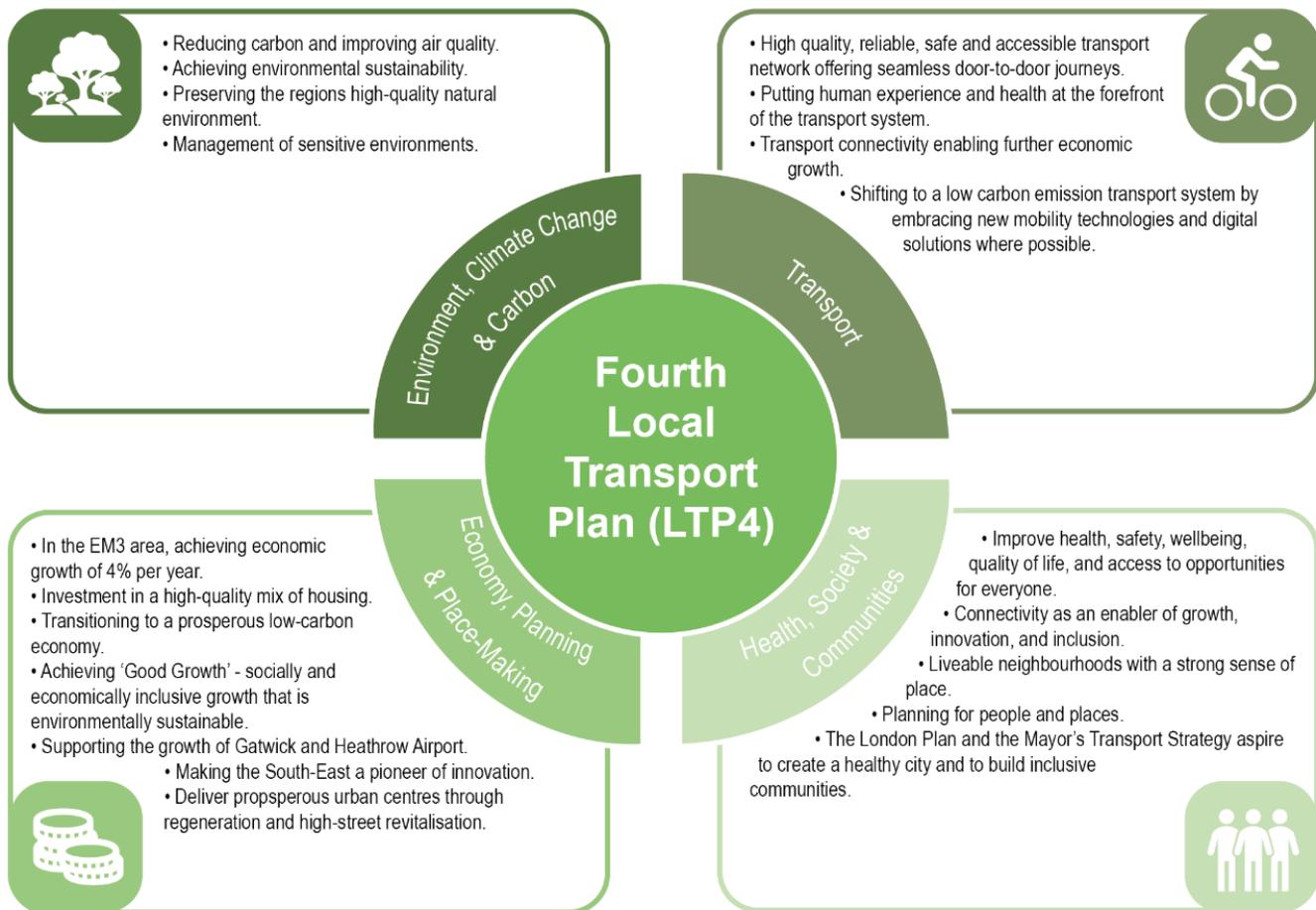
Intention to utilise neglected parts of the UK rail network by or with community organisations

Objective to provide equal access to the UK transport network by 2030, with assistance where physical infrastructure remains a barrier

Where policy- and decision-makers have the opportunity, issues such as improvements in accessibility and consideration of Loneliness should be included, both to further a discussion and to enact concrete change

3. Sub National Policies

Sub National policies have been reviewed under four broad policy areas in turn below. The key themes from each policy reviewed have been summarised in Table 3-1 at the end of this section.



14

Environment, Climate Change and Carbon

There are no sub-national policies relating to this policy area in the South East.

Transport

The **Transport Strategy for the South East, 2020³⁰** outlines the 30-year strategy for transport in the South East of England, setting out a clear framework for decision-making in the future.

The overall approach has been based on planning for people and places, representing a shift away from the traditional transport planning approach which plans for the future based on trends and forecasts.

The Strategy sets out a vision for the South East to be a leading global region for net-zero carbon, sustainable economic growth. With a high-quality, reliable, safe and accessible transport network offering seamless door-to-door journeys. Supporting this vision are a set of economic, social and environmental goals for the South East by 2050:

- Economic – Improve productivity and attract investment to grow the economy and better compete in the global marketplace;

³⁰ <https://transportforthesoutheast.org.uk/wp-content/uploads/2020/07/TfSE-transport-strategy.pdf>

- Social – Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and
- Environmental – Protect and enhance the South East’s unique natural and historic environment.

The strategy also identifies five key principles which underpin the development of the strategy:

- Supporting sustainable economic growth, but not at any cost;
- Achieving environmental sustainability;
- Planning for successful places;
- Putting the user at the heart of the transport system; and
- Planning regionally for the short, medium and long term.

The **Mayor of London’s Transport Strategy, 2018**³¹ outlines the Mayor of London’s policies and proposals to reshape transport in London up to 2040. The central vision of the strategy is to accommodate London’s forecasted population growth, whilst simultaneously creating a better place for people to live. The Strategy’s key objective is to reduce Londoners’ dependency on cars in order to ensure that by 2041, 80% of all trips are made on foot, by bicycle or on public transport. This is seen as having multiple benefits – reducing pollution, congestion, road deaths and injuries, and improving health and wellbeing.

The strategy uses the Healthy Streets Approach – a new framework based on ten evidence-based indicators which puts human experience and health at the heart of city planning. It is embedded across the full range of London strategy documents, creating a holistic approach which will also be applied to London’s transport system to create:

- Healthy streets and healthy people – Street environments will be planned to promote healthier, more efficient and more sustainable transport options;
- A good public transport experience – Consideration of the whole journey will improve quality of life and reduce car dependency by providing attractive and accessible alternatives to car use;
- New homes and jobs – Healthy Streets approach applied to London’s future development, installing the principles of Good Growth. This will ensure that regeneration and future developments are planned around walking and cycling for shorter trips and cycling and public transport for longer ones.



A series of Action Plans for Walking, Vision Zero (eliminating all deaths and serious injuries), Freight and Servicing, and Cycling have been produced which include new initiatives that align with the policies and approach of the Strategy.

³¹ <https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>

Economy, Planning and Place-Making

Gatwick Diamond: Local Strategic Statement 2016, 2017 ³².

The Gatwick Diamond (GD) reflects a diamond shaped area, with Gatwick Airport at its heart, which comprises multiple local authorities in the Surrey and West Sussex region. This document is a refresh of the Gatwick Diamond Local Strategic Statement (GD LSS) from 2012, made in light of changes to planning policy, the economy and the membership of the GD.

The GD LSS establishes a joint framework for common strategic planning and sustainable development across the GD area.

The vision for the GD area is that by 2031 it will be a world-class, internationally recognised business location which is achieving sustainable prosperity and growth.

The vision confirms the economic contribution of the GD area at a local, national and international level as well as its role in supporting the continued development of a knowledge-led economy which delivers sustainable economic growth in both the urban and rural areas of the GD.

Six Priority Themes are established which confirm the principal issues which the GD authorities will work jointly on, setting the strategic direction for the GD LSS and for the individual authorities' own strategies and plans:

- Achieving a Sustainable Economy and Prosperity including Supporting Low Carbon Growth
- Investing in Urban and Rural Centres
- Delivering a Choice and Mix of Homes
- Education and Skills
- Infrastructure
- High Quality Natural Environment, Countryside and Landscape

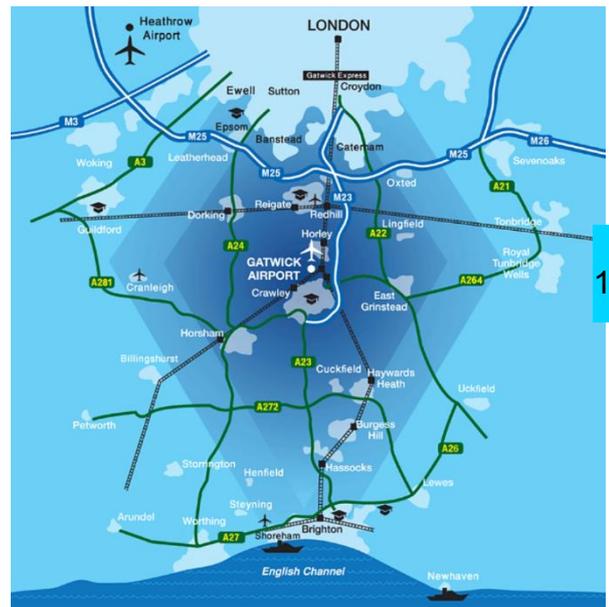
The **Enterprise M3 Strategic Economic Plan, 2018³³** (SEP) sets out the growth and development ambitions for the Enterprise M3 (EM3) area.

The ambition of the SEP is to achieve an average growth rate of 4% per year to 2030. An evidence-based review and consultation process has identified five strategic priorities that will help to achieve this target:

- High Value Sectors for a Globally Facing Economy;
- Communities and Sustainable Growth Corridors;
- Connectivity for an Advanced Digital and Low Carbon Economy;
- Skills for a High Value, High Growth Economy; and
- Enterprise and Innovation Scaling up High Productivity SMEs.

These strategic priorities will be underpinned by two key stimulants of growth for the area:

- Digital and Data Technologies; and
- Clean Growth.



³² https://www.surreycc.gov.uk/__data/assets/pdf_file/0006/173148/Gatwick-Diamond-LSS-Refresh-2016.pdf

³³ <https://www.enterprisem3.org.uk/sites/default/files/2020-02/Strategic%20Economic%20Plan%202018.pdf>

In terms of transport, the three main challenges are congestion, capacity and air quality. Congestion and unreliability on the transport network is, and will increasingly be, a major barrier to increasing growth and productivity, particularly in key town centres such as Guildford. Congestion and a reliance upon private vehicles across the EM3 area also has detrimental impacts upon air quality.

Opportunities highlighted include:

- Supporting the South West mainline capacity improvements, including the introduction of digital enhancement to the railway, and the implementation of the Woking Flyover and Crossrail 2;
- Improving capacity on the A3 around Guildford to support the economic performance and growth of the town; and
- Developing a New Mobility Strategy so that the LEP can help enable a transport revolution.

The SEP states that high-quality transport infrastructure is essential for connecting markets, people and goods within the Enterprise M3 area and to London, and internationally it is a critical element for attracting and retaining both businesses and highly skilled residents. The EM3 strategy for transport is focused around four areas, which will be developed via an Infrastructure Priority Plan for the EM3 area:

- Enabling economic growth within the EM3 area;
- Creating an environment for digital solutions, such as Connected Autonomous Vehicles (CAVs) and Mobility as a Service (MaaS), to flourish;
- Supporting planned housing development, with the aim to make the area more attractive to potential residents; and
- Enabling the sustainable development of businesses and regenerating town centres via the support of low-carbon solutions to address poor air quality.

Enterprise M3 Local Industrial Strategy, Unpublished³⁴. The Strategic Economic Plan, detailed above, provides the foundation for the Local Industrial Strategy (LIS) which is currently being developed by Enterprise M3. A recent progress report titled 'Defining Our Approach' has been published, which reflects on the detailed evidence base submitted by the LEP in 2019 and provides a series of strategic priorities for the LIS which will guide its development. It is not clear when the full Enterprise M3 LIS will be completed.

Strategic Priorities:

- Science, Innovation and Enterprise – Stimulating innovation to increase business output
- People and Skills – Developing a more skilled and healthier workforce ready to respond to new business models (e.g. digitisation)
- Towns – Supporting the productive capacity of these networks
- Housing – Increasing the supply and diversity of housing
- A Gateway Region – Maximising access to global markets
- Clean Growth – Utilise natural capital to shape future economic growth
- Digital Connectivity – Step change in development of digital enabling technologies to improve connectivity
- Smart Mobility – Better connections across supply chains, within businesses, and for residents
- Exporting – Increasing the number of companies and the volume of goods and services being exported to increase demand and stimulate investment.

³⁴ https://enterprisem3.org.uk/sites/default/files/2020-02/EM3_LIS_Defining%20Our%20Approach_0.pdf

Mayor of London: The London Plan (Intend to Publish), 2019 ³⁵ is the overall strategic plan for London from 2019 to 2041, setting the integrated environmental, transport, social and economic framework for decision-making and investment. The Plan brings together aspects of the Mayor’s other strategies, providing a London-wide policy context which boroughs should use to form their own detailed planning policies. The Intend to Publish version of the Plan was submitted to the Secretary of State in December 2019 and is subject to approval before publishing.

Previously London has prioritised growth at all costs, to the exclusion of many individuals and communities and the degradation of the environment. The vision of this Plan is instead for Good Growth – growth that is socially and economically inclusive and environmentally sustainable. The vision also encompasses making London a greener city which leads the way in tackling climate change by moving towards being a zero-carbon city by 2050.

Six core Good Growth high-level objectives have been set in the Plan, detailed below, which are to be taken into account for all planning and development in London.

- Building strong and inclusive communities;
- Making the best use of land;
- Creating a healthy city;
- Delivering the homes Londoners need;
- Growing a good economy; and
- Increasing efficiency and resilience.

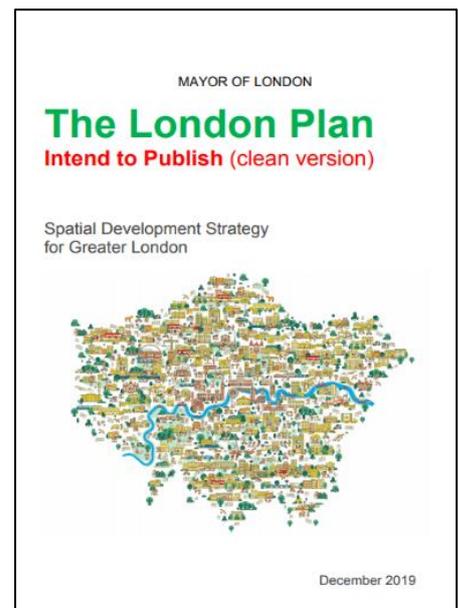
Under each of these objectives are a series of clauses which set out the strategic approach to development in London. Policy areas in the Plan are informed by these Good Growth objectives. In the case of transport policy, development proposals should support the following strategic approach:

- The delivery of the Mayor’s target of 80% of all trips to be made by foot, cycle or public transport by 2041;
- Facilitate transport schemes which support mode shift away from car use; and
- All developments are to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

The **Heathrow Strategic Planning Group (HSPG): Joint Spatial Planning Framework (JSPF), 2020** ³⁶ is a non-statutory planning framework which expresses the vision for future development in the area around Heathrow Airport, informing future investment and decision-making across the sub-regional area.

Four vision statements are provided which set a strategic trajectory for how the sub-region should perform by 2050. These are listed below:

- A Thriving and Prosperous Economy;
- Connectivity as an Enabler of Growth, Innovation and Inclusion;
- An Attractive and Sustainable Environment; and
- Liveable Neighbourhoods with a Strong Sense of Place.



³⁵ https://www.london.gov.uk/sites/default/files/intend_to_publish_-_clean.pdf

³⁶ http://heathrowstrategicplanninggroup.com/application/files/8515/8574/3261/2020-03-24_JSPF_FINAL_Report_FINAL_SUB.pdf

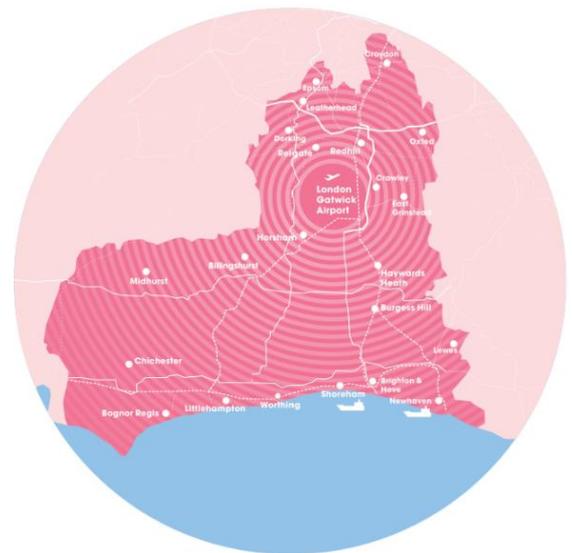
Under the four Vision Statements outlined above, the JSPF outlines a series of Priority Actions which highlight measures which can be taken now, and in the future, to meet the vision of the JSPF by 2050. The priority actions related to transport are outlined below:

Vision Statement	Priority Actions
A Thriving and Prosperous Economy	Implement training programmes to boost local employment opportunities; and Develop strategies which accommodate background or baseline growth and residual growth, and for employment-related uses displaced by the expansion of the airport.
Connectivity as an Enabler of Growth, Innovation and Inclusion	Support the delivery of rail infrastructure that enables effective mode shift and unlocks employment and residential growth; Maximise Last Mile connectivity to new and existing public transport hubs, and improve interchanges between rail and bus services; Create a high-quality active travel network that is integrated with sub-regional green and blue infrastructure network; Develop a HSPG sub-regional bus strategy and freight study; and Collaborate on digital infrastructure improvements throughout the sub-region.
An Attractive and Sustainable Environment	Provide continuous networks along the Colne and Crane Valleys and strengthen links along and to the Thameside open space network.
Liveable Neighbourhoods with a Strong Sense of Place	Collaborate on initiatives to support LPAs meeting their housing targets; Utilise a legacy-led approach to construction worker accommodation; Apply a coordinated approach to planning for town centre and high-street revitalisation.

The Gatwick 360°: The Coast to Capital – Strategic Economic Plan 2018-2030, 2017³⁷ sets out the scope for economic growth in an area which is crucial for the UK economy. The Plan is the first step in negotiating a strong Local Industrial Strategy (LIS) with the Government and attracting significant investment in the region. The LIS evidence base has been submitted, Coast to Capital are now in the process of identifying interventions for the LIS.

The vision of the Plan is for the towns and cities in the Coast to Capital area to be known around the world the world as highly desirable places to live, grow and succeed and for the area to become the most dynamic non-city region in England, centred around a highly successful Gatwick Airport.

The Plan sets out eight economic priorities to grow the area's economy, each with long-term goals that seek to achieve the vision of the Plan, which have been summarised below with a particular focus on goals related to transport.



Economic Priority	Long-Term Strategy (2020-2030)
Deliver prosperous urban centres	Support the regeneration of existing towns and development of new communities and economic hubs, supporting innovation in the housing supply while prioritising growth around Gatwick.
Develop business infrastructure and support	Actively support the delivery of business space for the area, and the growth of medium-sized businesses

³⁷ https://www.coast2capital.org.uk/storage/downloads/coast_to_capital_strategic_economic_plan_2018-2030_pdf-1535099447.pdf

Invest in sustainable growth	Develop green infrastructure policies and support low-carbon growth and innovation
Create skills for the future	Build a business case for capital investment in skills infrastructure, while brokering relationships between education and industry
Pioneer innovation in core strengths	Support the development of innovation in line with specialisms identified in the Innovation South Science and Innovation Audit
Promote better transport and mobility	Support the growth of Gatwick Airport and bring investment into physical and digital transport infrastructure
Improve digital network capability	Support the development of the Brighton Main Line as a digital railway
Build a strong national and international identity	Work with partners to develop a strategy to promote trade and Foreign Direct Investment in the area

Innovation South – A Science and Innovation Audit, 2017³⁸ is one of eight Science and Innovation Audit (SIA) second wave reports released by the Department for Business, Energy and Industrial Strategy (BEIS).

SIAs enable local consortiums to focus on analysing regional strengths and to identify mechanisms to realise their potential. The vision is to maximise Innovation South’s world class industrial and scientific strengths across a range of Digital Enabling Technologies, championing it as a global region which has the ability to compete in international markets while also extending its existing partnerships to strengthen its region-wide excellence and contribution to the UK economy.

Challenges identified by the audit include:

- Housing, labour and commercial property prices and shortages hold back business growth in parts of the region;
- Expertise and innovation assets and activity are widely distributed across the region, however connectivity between them is an obstacle due to congested road and rail infrastructure and the lack of east-west rail services; and
- Brexit poses potential risks concerning the future supply of high-skilled labour.

Opportunities highlighted by the audit include where the potential of the region could be improved include:

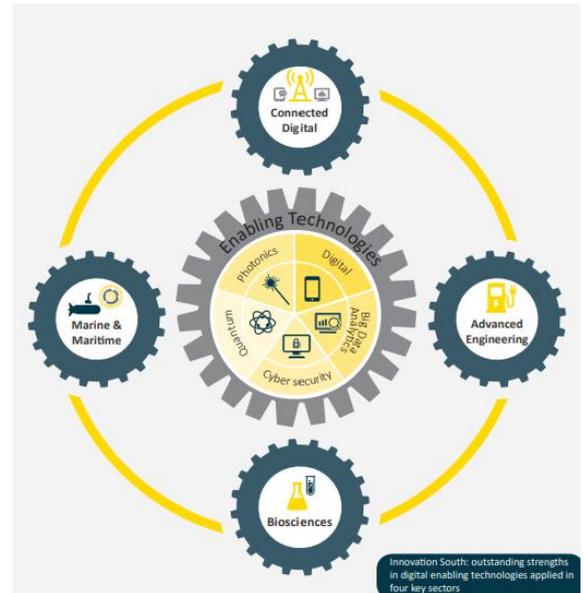
- Knowledge-to-Market Accelerators;
- Linking Innovation Hotspots;
- Quantum Supply Chain Initiatives;
- Developing SME Engagement with the 5G Innovation Centre; and
- Advanced and Specialist Skills in Digital Technologies.

³⁸ https://www.enterprisem3.org.uk/sites/default/files/2019-10/Innovation%20South%20main%20report_1.pdf

Innovation South has been cited as the backbone of the UK's digital economy, with a total economic output of £225.3 billion which accounts for 13.7% of the UK's economic output.

Within the UK, Innovation South stands out for its expertise across a range of digital enabling technologies which include 5G, Cyber Security, Big Data, Photonics and Quantum. Its strength in digital enabling technologies are primarily applied across four high-tech sectors: Connected Digital, Marine and Maritime, Bioscience and Advanced Engineering. The combination of these commercial sectors creates a high growth, high value and highly successful knowledge-based regional economy.

The audit recommends that sustaining the success of Innovation South, and driving its innovation-led productivity even further, is critical to the success of the UK's digital economy and the nation's competitiveness in global markets. Moreover, the region has outstanding potential to be greater than the sum of its parts if all science and innovation sectors can be successfully integrated.



Health, Society and Communities

There are no sub-national policies relating to this policy area in the South East.

Summary

The key themes taken from the sub-national policies are summarised below.

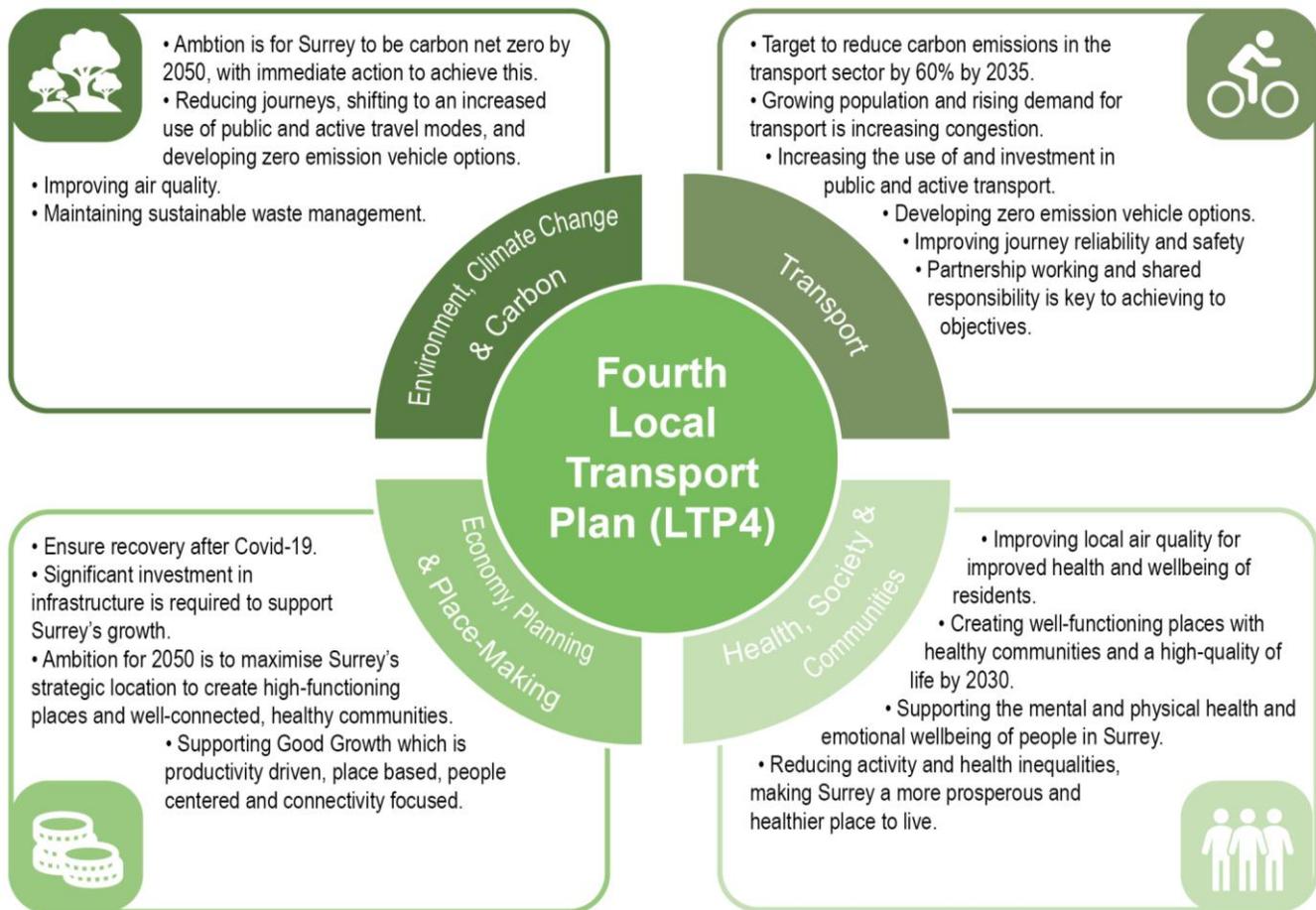
Table 3-1 Summary of Sub National Policies and Key Themes

Sub-National Policy	Key Themes
<p>Transport Strategy for the South East</p>	<p>Approach is based on five principles, which seek to deliver a Sustainable Route to Growth scenario:</p> <ul style="list-style-type: none"> • Supporting sustainable economic growth, but not at any cost; • Achieving environmental sustainability; • Planning for successful places (place and link functions); • Putting users at the heart of the transport system; and • Planning for the short, medium and long-term <p>Approach seeks to make better use of what we already have, large-scale investment in public transport and more joined-up planning (particularly between transport and housing) to help build more sustainable communities.</p>
<p>Mayor of London's Transport Strategy</p>	<p>Making London a greener city which leads the way in tackling climate change by moving towards being a zero-carbon city by 2050.</p> <p>Key objective is to achieve mode shift to ensure that by 2041 80% of all trips are made on foot, by bicycle or on public transport.</p> <ul style="list-style-type: none"> • Will reduce pollution, congestion, road deaths and injuries, and improve health and wellbeing. <p>Focus on 'Good Growth', the application of the Healthy Streets approach is intrinsic to the Strategy, putting human experience and health at the forefront of planning</p> <ul style="list-style-type: none"> • Street environments promoting more sustainable travel options • Making public transport more attractive and accessible <p>Regeneration and future developments to prioritise walking and cycling for shorter trips, and public transport for longer journeys.</p>
<p>Gatwick Diamond: Local Strategic Statement 2016</p>	<p>Key Priority Themes to achieve the vision of the GD as an international business hub recognised for its sustainable growth and knowledge-based economy:</p> <ul style="list-style-type: none"> • Achieving a Sustainable Economy and Prosperity, including support Low Carbon Growth; • Investing in Urban and Rural Centres; • Delivering a Choice and Mix of Homes; • Infrastructure; and • High-Quality Natural Environment, Countryside and Landscape. <p>Emphasis on sustainable development, a transition to a low-carbon economy, investment in urban regeneration and high-quality housing, the management of sensitive environments, and support for major infrastructure improvements and the growth of Gatwick Airport.</p>
<p>Enterprise M3 Strategic Economic Plan / Emerging Local Industrial Strategy</p>	<p>Seeks to promote 'good growth' in the future, with an economic growth target of 4% per year.</p> <p>Strategic investments in new mobility along with a shift towards a low-carbon emission transport system (automated vehicles, connected vehicles, electric vehicles and mobility as a service) to support planned housing development and economic growth, and enable sustainable development.</p> <ul style="list-style-type: none"> • Priorities: Address congestion, capacity and air quality;

	<ul style="list-style-type: none"> • Establish environmentally friendly, high-capacity access to Heathrow Airport; and • Support South West mainline capacity improvements.
<p>Major of London: The London Plan (Intend to Publish)</p>	<p>Vision of Good Growth – socially and economically inclusive growth which is environmentally sustainable.</p> <p>Good Growth objectives:</p> <ul style="list-style-type: none"> • Building strong and inclusive communities; • Making the best use of land; • Creating a healthy city; • Delivering the homes Londoners need; • Growing a good economy; and • Increasing efficiency and resilience. <p>Ensuring that new developments are accessible by public transport, walking and cycling routes, and have minimal impact on London’s transport network.</p>
<p>Heathrow Strategic Planning Group: Joint Spatial Planning Framework</p>	<p>Four Vision Statements:</p> <ul style="list-style-type: none"> • A Thriving and Prosperous Economy; • Connectivity as an Enabler of Growth, Innovation and Inclusion; • An Attractive and Sustainable Environment; and • Liveable Neighbourhoods with a Strong Sense of Place. <p>Priority Actions are nested under each of these Vision Statements, some of which are presented below:</p> <ul style="list-style-type: none"> • Apply a coordinated approach town centre regeneration and high-street revitalisation; • Deliver rail infrastructure which encourages modal shift and unlocks employment and residual-led growth • Maximise Last Mile connectivity; • Create high-quality active travel networks; • Develop a sub-regional bus strategy; • Digital infrastructure improvements.
<p>Gatwick 360°: The Coast to Capital – Strategic Economic Plan 2018-2030</p>	<p>Eight economic priorities which seek to achieve a vision of the area becoming the most dynamic non-city region in England. Priorities related to transport include:</p> <ul style="list-style-type: none"> • Deliver prosperous urban centres; • Invest in sustainable growth; • Pioneer innovation in core strengths; • Promote better transport and mobility; and • Improve digital network capability. <p>Strategy includes a commitment to support the growth of Gatwick Airport, attract investment to the transport network, and support the development of the Brighton Main Line as a digital railway.</p>
<p>Innovation South - Science and Innovation Audit</p>	<p>Findings of Audit report indicate that Innovation South region is the backbone of UK’s digital economy, accounting for 13.7% of UK’s economic output.</p> <p>Combination of four high-tech sectors – Connected Digital, Marine and Maritime, Bioscience, Advanced Engineering – creating a high growth, high value knowledge-based regional economy.</p> <p>Region stands out for its expertise across a range of digital enabling technologies, including 5G, Cyber Security, Big Data, Photonics and Quantum.</p>

4. Local Policies

Local policies have been reviewed under four broad policy areas in turn below. The key themes from each policy reviewed have been summarised in Table 4-1 at the end of this section.



14

Environment, Climate Change and Carbon

Surrey's Climate Change Strategy, 2019³⁹. In July 2019, Surrey County Council, in declaring its climate emergency, committed the County to becoming net zero carbon by 2050 at the latest, in line with national ambition. Surrey's Climate Change Strategy is the delivery of these ambitions. It provides a joint framework for collaborative action on climate change across Surrey's local authorities and other partners.

Current emissions output across all areas of Surrey's activity need to begin to be reduced immediately and quickly. Surrey is committed to delivering the net zero carbon ambition by 2050 and to achieve this greenhouse gas (GHG) emissions need to be reduced against 2019 levels by 46% by 2025, 67% by 2030, 80% by 2035, 87% by 2040, 92% by 2045, and 100% by 2050. There is a target for 60% emissions reduction in the Transport sector by 2035 against business as usual (BAU) as a minimum.

Priorities for the transport sector, aimed at reducing emissions whilst providing a better and more comprehensive transport system, are centred on a three-pronged approach of;

- Avoid: reducing journeys,
- Shift: shifting to an increased use of public and active transport modes, and
- Improve: developing zero emission vehicle options.

³⁹ https://www.surreycc.gov.uk/_data/assets/pdf_file/0003/225615/Surreys-Climate-Change-Strategy-2020.pdf

Combined, these priorities will also bring about significant improvements in air quality and the health of residents. The actions to deliver this approach will include undertaking significant improvement to and investment in public transport infrastructure.

Currently, Surrey is emitting GHG at a faster rate per person than average global levels. Identifying a carbon budget per capita by dividing the remaining global carbon budget by global population gives Surrey's population a total remaining carbon budget of 56 million tonnes. Based only on the fuel and electricity used within its boundaries, Surrey currently emits 6.19 million tonnes of carbon dioxide emissions a year. This means that if Surrey does nothing, at this current rate of emissions Surrey would use up its carbon budget in just over eight years. Even with reductions made from decarbonisation of the national grid, on the current trajectory Surrey's emission reductions will be short of the county's target. It is clear that doing nothing, what is known as a business as usual (BAU) scenario, is not an option if Surrey are to achieve their net zero carbon ambition.

Currently, 46% of Surrey's emissions come from the transport sector, with housing responsible for 28% of emissions, public and commercial buildings for 15%, and industry 11%. Transport must therefore be a key focus for reductions going forward.

The Strategy identifies three Strategic Priorities to progress to net zero in the transport sector:

- Strategic Priority 1 (SP1): Prioritise investment in place-based development that creates well connected communities close to high quality places, spaces and services to reduce the number and length of car journeys for all residents.
- Strategic Priority 2 (SP2): Invest in initiatives and infrastructure to increase the uptake of walking, cycling and public transport, alongside schemes to reduce reliance on the car e.g. ultra-low emission zones, pedestrianisation and car-free zones.
- Strategic Priority 3 (SP3): Invest in and support the development of the infrastructure required to support the move to zero emission vehicles for journeys that cannot be made on foot, by bicycle or public transport.

The **Draft Surrey Waste Local Plan 2019-2033**⁴⁰ sets out how and where different types of waste will be managed in Surrey in the future. It sets out the planning policy framework for the development of waste management facilities and is used in determining planning applications. The current plan has been in place since 2008 and needs to be updated. The Council is currently preparing a new Surrey Waste Local Plan due to be adopted in 2020.

The Plan supports this key ambition for Surrey, as set out in the Community Vision: *“Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities”*.

Surrey Minerals Plan Core Strategy Development Plan Document (DPD) 2011⁴¹. The purpose of the Strategy is to ensure that the County Council can meet its requirements for minerals in the most sustainable way, and to set the framework and policies within which future planning applications for mineral development will be considered.

Exploitation of mineral resources and other mineral development in Surrey should be efficient, environmentally responsible, adequate, as far as possible, to meet the needs of the economy and should not impose significant adverse impacts on the community.

Transport

The **Surrey Transport Plan (LTP3) 2011-2026, Updated 2017**⁴² is the third Local Transport Plan (LTP) for the county. It is a statutory plan which replaced the second LTP on 1 April 2011.

⁴⁰ <https://www.surreycc.gov.uk/land-planning-and-development/minerals-and-waste/waste-plan>

⁴¹ https://www.surreycc.gov.uk/data/assets/pdf_file/0007/81439/Adopted-Core-Strategy-Development-Plan-Document.pdf

⁴² <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan>

The Surrey Transport Plan sets out the strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey. The Plan comprises strategies, sections on the overarching vision and objectives, transport problems in Surrey, indicators and targets, implementation programmes and the accompanying statutory assessments.

The LTP3 vision is to: *help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.*

Based on this vision there are four objectives for the Surrey Transport Plan.

- Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- Reliable transport: To improve the journey time reliability of travel in Surrey.
- Safe transport: To improve road safety and the security of the travelling public in Surrey.
- Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

Transport strategies which form part of the Surrey Transport Plan are:

- Air Quality Strategy
- Asset Management Strategy
- Climate Change Strategy
- Congestion Strategy
- Cycling Strategy
- Freight Strategy
- Local Transport Strategies and Forward Programmes
- Parking Strategy
- Passenger Transport Strategy Part 1 Local Bus
- Passenger Transport Strategy Part 2 Information
- Rights of Way Improvement Plan
- Surrey Rail Strategy
- Travel Planning Strategy

In 2018 two new strategies were drafted; the Low Emissions Transport Strategy and the Electric Vehicle Strategy. The Low Emissions Transport Strategy will update and replace Surrey County Council's current Air Quality and previous Climate Change strategies. An overview and review of these strategies is included in **Section** Error! Reference source not found. of this Technical Note.

Surrey Infrastructure Study, 2017 Update⁴³. Sustainable growth needs to be supported by infrastructure. Roads, schools, community and leisure facilities, healthcare and green space are essential for well-functioning, well-connected places and healthy communities and vital if Surrey is to retain existing businesses and attract new ones.

The study was prepared on behalf of the county council and the eleven borough and district councils in Surrey. Each of the boroughs and districts has an existing or emerging local plan that sets out the planned development across its area and the infrastructure needed to support it in the short to medium term. The updated study brings these plans together to provide a 'snap-shot' reflecting the position as at June 2017 and presents an overview of growth and infrastructure at the strategic level across Surrey and to highlight to government, infrastructure providers, developers, local communities and businesses the scale of investment required.

⁴³ https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/163346/180307-Surrey-Infrastructure-Study-2017.pdf

The updated Surrey Infrastructure Study indicates that taking into consideration the potential funding identified, a gap in infrastructure funding of £2.47 billion still remains between now and 2031. The study demonstrates that current anticipated developer contributions, Central Government grants and other sources of income are not sufficient to support the scale of growth anticipated in Surrey in the period to 2031.

ONS population forecasts for Surrey over the same 15 year period are 34% higher than the study forecasts. The estimated costs associated with the infrastructure to support population growth could therefore be increased considerably if a growth level nearer the ONS forecast was realised.

The Study provides a number of recommendations to take forward including developing an investment framework and strategy for infrastructure delivery in Surrey to support planned growth, joint work between the 12 Surrey local authorities to bid for funding through the Local Enterprise Partnerships and developing an infrastructure evidence based to 2050.

Safer Roads Partnership Road Safety Strategy 2019-2021⁴⁴. Surrey Police, the Police and Crime Commissioner for Surrey, Surrey County Council (including Surrey Fire and Rescue Service) and Highways England have committed to renew the Drive SMART Partnership.

The primary aim of the Surrey Safer Roads Partnership Drive SMART is "Making People Safer on Surrey's Roads". The objectives are to work together to:

- Reduce the number of road casualties, especially fatal and serious injuries
- Tackle collision clusters and high-risk routes
- Identify and support vulnerable road users to reduce their risk
- Encourage safer and considerate road user behaviour.

Priorities are:

- Behaviours: Speeding, mobile phone & distraction, drink and drug driving
- Travel Modes: Cyclists, motorbikes and pedestrians
- Demographics: Children (0-15), young motorists (17-24) and older motorists (over 65).

Economy, Planning and Place-Making

The Surrey Local Authorities and their strategic partners have agreed to work together to ensure that Surrey continues to play a full part in the economic success of the country over the 30 years, as a key driver of growth, innovation and skills in the national economy, and an excellent place where people can live, work and learn. To do this Surrey will be taking an ambitious approach to facilitate delivery of 'good growth'

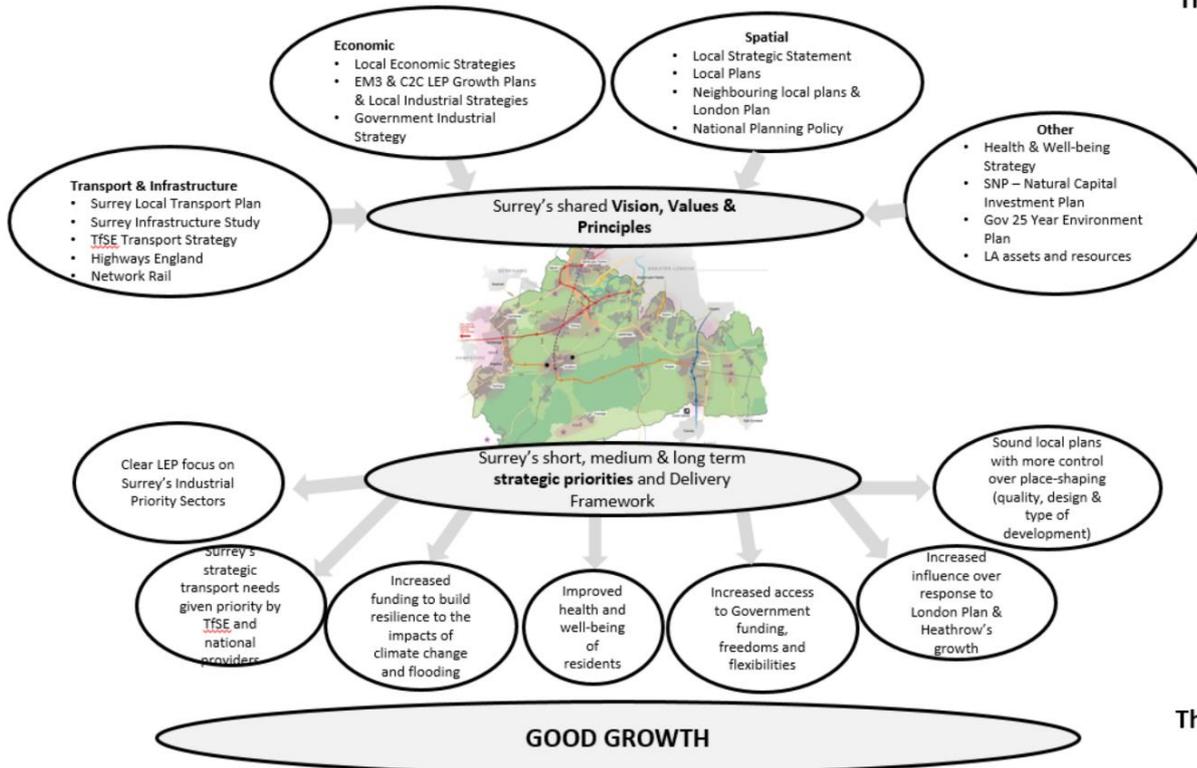
The role of **Surrey's 2050 Place Ambition, 2019⁴⁵** is to help deliver this over the next 10, 20, 30 years. It is an agreed growth strategy for Surrey which sets out three long term strategic priorities and eight identified Strategic Opportunity Areas, which will be shaped and delivered within the context of Surrey's shared growth vision, principles and values.

The Place Ambition helps underpin the ambition in the local plans developed and implemented by boroughs and districts across Surrey and align these with infrastructure priorities of the County Council and those of other strategic infrastructure providers, for example in areas such as transport, education and utilities.

⁴⁴ https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/208931/SurreyDriveSMARTRoadSafetyStrategyver5.pdf

⁴⁵ https://www.surreycc.gov.uk/_data/assets/pdf_file/0004/201874/Surrey-Place-Ambition-Version-1-July-2019.pdf

The inputs....



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The vision is for a county of well-functioning and connected places, with healthy communities and a high quality of life. Surrey recognises its important role in the wider South East economy and will build on its strengths while retaining the qualities which give the county its distinctive character. Through collaborative working, local authorities and partner agencies will seek positive and innovative solutions to shared challenges to meet the need for new homes, secure greater economic prosperity and infrastructure improvements and to maintain and enhance the natural and built environment.

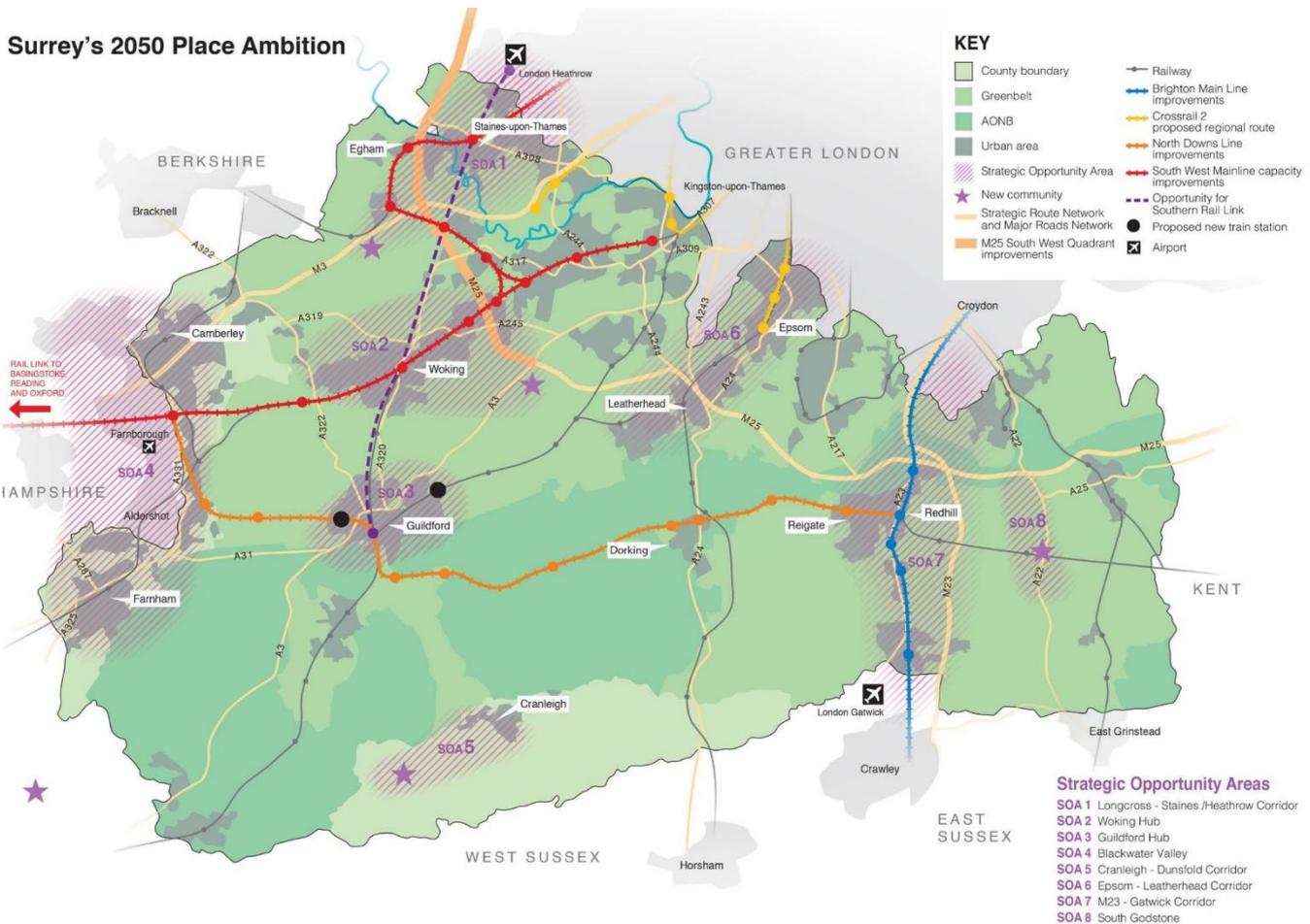
The Place Ambition identifies that Good Growth for Surrey:

- Is proportionate and sustainable, focusing on the places where people both live and work.
- Supports overall improvements to the health and well-being of our residents
- Is supported by the necessary infrastructure investment - including green infrastructure.
- Delivers high quality design in our buildings and public realm.
- Increases resilience and flexibility in the local economy.
- Builds resilience to the impacts of climate change and flooding.
- Is planned and delivered at a local level while recognising that this will inevitably extend at times across administrative boundaries.

There are three Strategic Priorities as set out below, with the aim that Surrey will be a place that is resilient and responsive to future changes and external impacts, with a flexible approach to development which delivers high quality places, healthy people and a strong economic offer.

- Strategic Priority 1: Improve connectivity both within Surrey and between strategically important hubs
- Strategic Priority 2: Enhance the place offer of Surrey's towns
- Strategic Priority 3: Maximise the potential of our strategic economic assets.

The third priority focuses strategic interventions in eight Strategic Opportunity Areas (SOAs) that have been identified as areas that can support the priority industrial sectors and improvements to connectivity both within Surrey and between other strategically important economic areas. The investment strategy will be as much about addressing existing deficiencies in these areas as it will be about opening up new opportunities to support long term prosperity. The eight Strategic Opportunity Areas are shown below:



SCC working with the Surrey Future Steering Board, are co-developing an **Surrey Economic Development Strategy (EDS) 2020**⁴⁶. The EDS Interim Report outlines the status of the project within the context of the current Coronavirus (COVID-19) pandemic. A strategic decision has been made to delay reporting, allowing time to reflect the economic implications of the global pandemic. This includes incorporating emergency economic and community stimulus measures, developed through the Surrey Recovery Co-ordination Group, within the action plan. The EDS will then form a key document in setting out how SCC will support economic recovery, and most importantly, set out the framework and recommended actions to ensure that recovery is on a good growth trajectory.

Surrey's EDS is about Good Growth that is inclusive, increasing prosperity for all and not leaving areas behind. It is therefore clear that an approach which simply aims for increased economic output is not one that will fulfil good growth and resilience ambitions. For Surrey, as an already prosperous, densely-populated and constrained (in terms of developable land) area, this means both pro-active management of existing assets to drive productivity, as well embedding the principles of Good Growth within the strategic planning framework for new development. The EDS therefore needs to support 'Good Growth' as defined in the Surrey Place Ambition 2050.

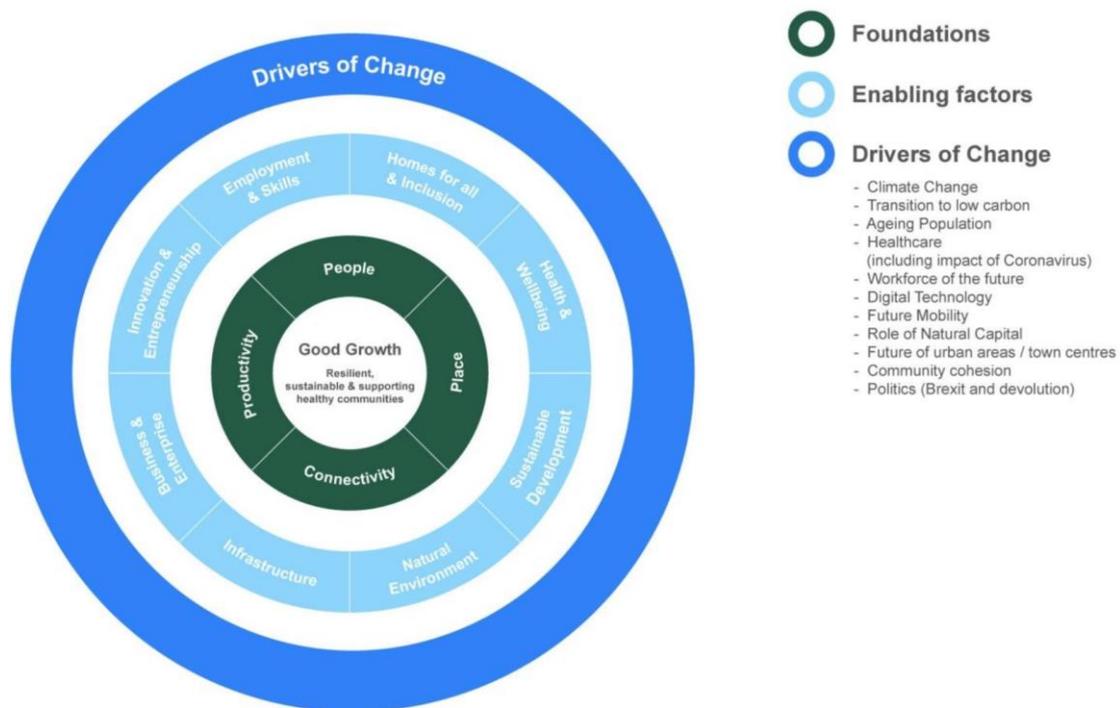
⁴⁶ <https://www.surreycc.gov.uk/land-planning-and-development/development/economic-development/surrey-economic-development-strategy-2020>

Good Growth for Surrey is cited as growth that is resilient, sustainable and supports healthy communities. It is:

- Productivity-driven;
- Place-based;
- People-centred; and
- Connectivity-focused.

Although the EDS work has been paused, the framework for the strategy is well developed, as shown below.

Figure 2: EDS Framework



The Action Plan to support the foundations as above leading to good growth will be centred around eight enabling factors, looking at short, medium and long-term priorities across each. The Action Plan continues to evolve in the light of COVID-19, with short-term actions focussed on economic recovery.

Figure 3: Action Plan (factors enabling good growth)



Health, Society and Communities

The Community Vision for Surrey by 2030, 2018⁴⁷ is that by 2030 Surrey will be a uniquely special place where everyone has a great start to life, people live healthy and fulfilling lives, are enabled to achieve their full potential and contribute to their community, and no one is left behind.

Surrey's ambitions for people are:

- Children and young people are safe and feel safe and confident.
- Everyone benefits from education, skills and employment opportunities that help them succeed in life.
- Everyone lives healthy, active and fulfilling lives, and makes good choices about their wellbeing.
- Everyone gets the health and social care support and information they need at the right time and place.
- Communities are welcoming and supportive, especially of those most in need, and people feel able to contribute to community life.
- We want our county's economy to be strong, vibrant and successful and Surrey to be a great place to live, work and learn. A place that capitalises on its location and natural assets, and where communities feel supported and people are able to support each other.

Surrey's ambitions for place are:

- Residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities.
- Journeys across the county are easier, more predictable and safer.
- Everyone has a place they can call home, with appropriate housing for all.
- Businesses in Surrey thrive.
- Well-connected communities, with effective infrastructure, that grow sustainably.

In 2019, the Surrey Health and Wellbeing Board published a 10 year **Surrey Health and Wellbeing Strategy, 2019⁴⁸**. Based on evidence from the Surrey Joint Strategic Needs Assessment and the views of Surrey residents, the strategy sets out how different partners across Surrey can work together with local communities to tackle the wider determinants of health and improve wellbeing. Delivering the strategy will play a crucial part in achieving the 'Community Vision for Surrey in 2030'.

The strategy sets out Surrey's priorities for improving health and wellbeing across the population and with targets for the next 10 years. It identifies specific groups of people who suffer higher health inequalities and who may therefore need more help.

The Strategy represents collaborative working to address the root causes of poor health and wellbeing, address inequality of life expectancy and improve quality of life.

It is focused around three key priorities:

- Priority one: Helping people in Surrey to lead a healthy life
- Priority two: Supporting the mental health and emotional wellbeing of people in Surrey
- Priority three: Supporting people to fulfil their potential.

⁴⁷ <https://www.surreycc.gov.uk/council-and-democracy/finance-and-performance/our-performance/our-organisation-strategy/community-vision-for-surrey-in-2030>

⁴⁸ https://www.healthysurrey.org.uk/_data/assets/pdf_file/0007/197530/Surrey-Health-and-Wellbeing-Strategy-Feb-2020.pdf

To avoid any groups of the population being left behind, Surrey will focus on tackling these priorities across the entire population, as well as within four specific target groups of people which are often overlooked or most at risk.

Interventions focus on prevention in its earliest form, and on providing the right ‘place’ for the population to thrive and reach their full potential. This includes individual lifestyle factors, but also considers built environments and how they impact on health. This priority area for the Strategy is prevention, and about supporting people to become healthy and proactive and take ownership of their health.

Building on the recommendations of Surrey’s Joint Strategic Needs Assessment, **Surrey’s Physical Activity strategy, 2015 – 2020**⁴⁹ provides guidance to strategic leads, policymakers, commissioners and providers on the key approaches and priority groups requiring focus to improve activity levels in Surrey.

By enabling more residents of all ages to meet the Chief Medical Officers’ physical activity guidelines, the vision is that by 2020 Surrey will be the most active county in England.

By 2020 we will achieve:

-  20,000 more adults being active for 150 minutes per week
-  20,000 less adults not being active for at least 30 minutes per week
-  20,000 more adults playing sport once per week
-  20,000 more children and young people in regular sport activities/events

A number of other KPIs will be developed as part of our detailed action planning work.

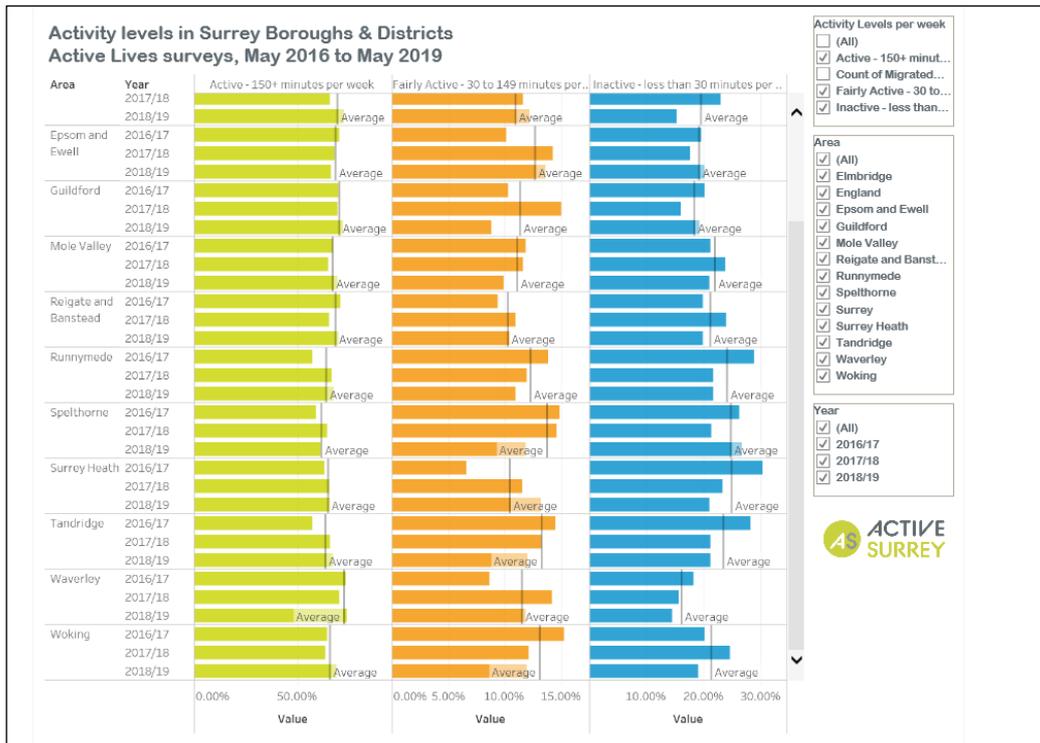
The Strategy notes that in Surrey there are a large number of people who would benefit from being more physically active and there are many opportunities in daily life to be active. The challenge is to bring them together so that, throughout their lives, people can all Start Moving, Move Every Day and Stay Moving.

The Strategy has two further aims which relate directly to active travel:

- Ensure facilities meet sporting, physical activity and active travel needs.
- Promote the benefits of activity, including active travel, to workplaces (especially sedentary workers).

The 2015-20 Surrey Physical Activity Strategy set the ambition for Surrey to be the most active county in England and reduce inactivity by 1% every year. The latest statistics show that the Strategy is on course to achieve these objectives. Partnership working has contributed to Surrey being consistently placed in the top 10 most active counties in England in the Active Lives Survey results from Sport England. The figure below provides a recent summary of the local results by borough from the last three years.

⁴⁹ http://www.activesurrey.com/activesurrey/uploads/About_us/Surreys_Physical_Activity_Strategy_2015-20.pdf



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However, there are still too many residents not exercising enough to benefit their health. This has huge implications, not only for them, but also for local schools, employers, health services and hospitals. There is still more work to be done to help people find their way to live longer, happier lives.

By 2030 the Surrey Health & Wellbeing Strategy will help to deliver the Community Vision for Surrey. Getting more people more active, more often is a key part of both the Surrey Community Vision and the Surrey Health & Wellbeing Strategy. During 2020 there will be a series of discussions to find ways of overcoming participation barriers for priority groups. These will form the basis of consultation on a new, even more ambitious Surrey Physical Activity Strategy for the next decade.

Surrey County Council's (SCC's) **Organisation Strategy 2020-2025**⁵⁰ is the Council's response to, and contribution towards, the Community Vision for Surrey in 2030.

SCC share in the long-term vision for Surrey and will work alongside residents and partners to realise it. This is SCC's plan for how, over the next four years, the Council will work towards achieving the outcomes in the vision and focus on making a difference to residents' lives. The Organisation Strategy also looks to support and contribute to the Surrey Health & Wellbeing Strategy to reduce health inequalities and improve quality of life.

Priority deliverables have been set against each of the outcomes in the Community Vision for Surrey in 2030, centred on the themes of People, Place and Organisation. SCC will be held to account for their contribution to the Vision. SCC have also set out strategic principles and themes that are important, which will drive the focus and approach over the next five years.

SCC's focus for the next five years - strategic principles:

- Focus on ensuring no one is left behind
- Take a fresh approach to working in partnership
- Support people to help themselves and each other

⁵⁰ <https://www.surreycc.gov.uk/council-and-democracy/finance-and-performance/our-performance/our-organisation-strategy/communications-and-engagement-strategy-2014-19>

- Involve and engage residents earlier and more often in designing and delivering services and responding to challenges.

Ambitions from the Community Vision particularly pertinent to the LTP4 and the Organisation Strategy response to these are noted below.

Community Vision ambition: Residents live in clean, safe and green communities where people and organisations embrace their environmental responsibilities:

- Organisation Strategy response: Lead Surrey's response to the 'climate emergency', including improving local air quality, and achieve carbon neutrality as soon as possible. SCC will also work with residents and partners to reduce carbon emissions from all sources in the county and reducing our own carbon footprint further through rationalisation of our operational and non-operational estates and supporting agile ways of working across our workforce.

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Community Vision ambition: Journeys across the county are easier, more predictable and safer:

- Organisation Strategy response: Encourage our workforce, partners and residents to use low-carbon, environmentally sustainable means of transport, and actively support our residents and business to switch to low and ultralow emission vehicles, including company vehicle fleets and bus services
- Maintain Surrey's highway network and work with third party utility companies who work on Surrey's roads to minimise disruption to residents
- Engage with key stakeholders to encourage greater use of, and investment in, sustainable transport so that people may travel to / within the county more safely, quickly, easily and efficiently, no matter how they choose to travel
- Collaborate with public transport providers, district and borough councils, highways enforcement, Surrey Police and the voluntary, community and faith sector to help support those who are physically and financially unable to provide their own transport.

SCC will also work internally to develop and perform in line with supporting the Community Vision across: financial management, culture, people, digital innovations, data and insights, customer experience, commissioning, property and governance.

OUR FOCUS FOR THE NEXT 5 YEARS 2020 - 2025

We are changing and improving what the Council does and how it delivers services to reflect the ways in which our residents and communities now live their lives. We are now a year into our transformation to become a leading council. We are ambitious about our future and here we outline where our focus lies in the years ahead.

Tackling inequality

Working with residents in every area of Surrey to identify and address causes of inequality, especially in life expectancy for everyone.



Supporting independence

Helping residents help themselves and each other within their community.



More joined up health and social care

Integrating health and council services so they're more effective, efficient and seamless for residents.



Creating a greener future

Tackling the causes of climate change and become a carbon-neutral county as soon as possible.



Embracing Surrey's diversity

Recognising the benefits of a diverse workforce and population to ensure Surrey is a place full of opportunity.



Partnership

Working with residents, businesses, partners and communities to collectively meet challenges and grasp opportunities.



Supporting the local economy

Investing in the infrastructure Surrey needs to build a strong and resilient economy.



Digital revolution

Making the most of new technology to innovate and improve services, and the way we work, to help Surrey and residents thrive.



OUR VALUES: we care about -



our residents



being excellent



being open



working together



respecting others

THE PRINCIPLES GUIDING OUR WORK:

- 1** Focus on ensuring no one is left behind
- 2** Take a fresh approach to working in partnership
- 3** Support people to help themselves and each other
- 4** Involve and engage residents earlier and more often in designing and delivering services, and responding to challenges

Summary

The key themes taken from Surrey’s local policies are summarised below.

Table 4-1 Summary of Local Policies and Key Themes

Local Policy	Key Themes
<p>Surrey’s Climate Change Strategy, 2019</p>	<p>Establishes SCC’s carbon baseline, carbon pathway and required reductions to achieve 2050 net zero.</p> <p>Avoid, Shift, Improve Strategic Priorities: reducing journeys, shifting to an increased use of public and active transport modes, and developing zero emission vehicle options</p> <p>60% emissions reduction in the Transport sector by 2035 against BAU as a minimum.</p> <p>Improving local air quality for improved health and wellbeing of residents.</p>
<p>Draft Surrey Waste Local Plan, 2020</p>	<p>Sustainable waste management</p> <p>Minimise adverse impacts of minerals and waste related development on local communities and the environment</p> <p>Support the Community Vision and resident wellbeing</p>
<p>Surrey Minerals Plan Core Strategy Development Plan Document 2011</p>	<p>Environmentally responsible exploitation of minerals</p> <p>Reduce any negative impact on communities</p> <p>Consideration of impacts from the transportation of minerals, increased use of rail in place of road</p>
<p>Surrey Transport Plan (LTP3) 2011-2026, Updated 2017</p>	<p>Vision: To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life</p> <p>Based on this vision there are four objectives for the Surrey Transport Plan.</p> <ul style="list-style-type: none"> • Effective transport: To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements. • Reliable transport: To improve the journey time reliability of travel in Surrey. • Safe transport: To improve road safety and the security of the travelling public in Surrey. • Sustainable transport: To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices. <p>Increasing population is placing more pressure on the transport, and particularly road, network</p> <p>Huge demand for transport, exacerbating congestion hotspots</p> <p>Partnership working and shared responsibility is key to achieving vision and objectives</p>
<p>Surrey Infrastructure Study, 2017 Update</p>	<p>Sustainable growth needs to be supported by infrastructure</p> <p>Supporting infrastructure is essential for well-functioning, well-connected places and healthy communities</p> <p>A significant infrastructure funding gap needs to be filled to support the scale of growth anticipated in Surrey in the period to 2031</p> <p>Partnership and cross-boundary working is essential</p>

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<p>Safer Roads Partnership Road Safety Strategy 2019-2021</p>	<p>Primary aim is "Making People Safer on Surrey's Roads". The objectives are to work together to:</p> <ul style="list-style-type: none"> • Reduce the number of road casualties, especially fatal and serious injuries • Tackle collision clusters and high-risk routes • Identify and support vulnerable road users to reduce their risk • Encourage safer and considerate road user behaviour
<p>Surrey's 2050 Place Ambition, 2019</p>	<p>Ambitious place-based development to facilitate Good Growth Well-functioning and connected places, with healthy communities and a high quality of life. Maximise Surrey's strategic location as one of the most connected places both nationally and internationally in the United Kingdom</p>
<p>Surrey Economic Development Strategy 2020, Interim Report</p>	<p>Strategy delayed allowing inclusion of economic impacts of COVID-19 Framework and recommended actions to ensure that recovery is on a good growth trajectory Good Growth for Surrey that is resilient, sustainable and supports healthy communities:</p> <ul style="list-style-type: none"> • Productivity-driven • Place-based • People-centred • Connectivity-focused <p>Aligned to Place Ambition and LEP's Industrial Strategies Partnership working is key Action Plan centred around eight enabling factors, looking at short, medium and long-term priorities across each. The Action Plan continues to evolve in the light of COVID-19, with short-term actions focussed on economic recovery.</p>
<p>Community Vision for Surrey by 2030</p>	<p>High quality of life, health and wellbeing of residents Focus on the economy, environment, health, communities and quality of life Clean, safe and green communities, where people and organisations embrace their environmental responsibilities. Journeys across the county are easier, more predictable and safer Well-connected communities, with effective infrastructure, that grow sustainably Drivers for change include high car ownership, high car commuting levels and congestion</p>
<p>Surrey Health and Wellbeing Strategy, 2019</p>	<p>To help achieve the Community Vision for 2030 Different partners across Surrey working together with local communities to tackle the wider determinants of health and improve wellbeing Collaborative working to address the root causes of poor health and wellbeing, address inequality of life expectancy and improve quality of life. Partnership and cross-boundary working is essential</p> <ul style="list-style-type: none"> • Priority one: Helping people in Surrey to lead a healthy life • Priority two: Supporting the mental health and emotional wellbeing of people in Surrey • Priority three: Supporting people to fulfil their potential <p>Prevention in its earliest form, and on providing the right 'place' for the population to thrive and reach their full potential</p>

<p>Surrey's Physical Activity strategy, 2015 – 2020</p>	<p>Vision is that by 2020 Surrey will be the most active county in England</p> <p>Reduce inactivity by 1% every year.</p> <p>Start Moving, Move Every Day and Stay Moving</p> <p>Active travel is a key part of the strategy</p> <p>Partnership working and shared responsibility is key</p> <p>Reducing activity and health inequalities, making Surrey a more prosperous and healthier place to live.</p>
<p>Surrey County Council Organisation Strategy 2020-2025</p>	<p>SCC's contribution to achieve the 2030 Community Vision</p> <p>Partnership working is key, everyone is responsible for achieving the Vision</p> <p>Supports the Surrey Health & Wellbeing Strategy</p> <p>Strategic principles and themes that are important, which will drive the focus and approach over the next five years:</p> <ul style="list-style-type: none"> • Focus on ensuring no one is left behind • Take a fresh approach to working in partnership • Support people to help themselves and each other • Involve and engage residents earlier and more often in designing and delivering services and responding to challenges.

5. Local Transport Plan 3 Gap Analysis

Introduction

An exercise has been undertaken to ascertain the extent to which the existing LTP3 policies and strategies (as summarised in the LTP3 Surrey Transport Plan Strategy Summary Report, 2017⁵¹ and strategies added from 2017-2020) are supportive of the current national, sub-national and local policies reviewed in this report. Potential conflicts were also identified.

Findings

The gap analysis found that the LTP3 and many associated strategies are outdated and need to be updated to reflect revisions to policies and developments in technology. In particular, there is a clear need for a shift away from the current LTP3 core document and supporting strategies, if SCC is to achieve its Climate Change Strategy target of 60% emissions reduction in the Transport sector by 2035 against BAU as a minimum and carbon net zero by 2050, along with the Community Vision for 2030.

A real step change in approach is required to meet these challenging aspirations and LTP4 will need to be focussed on successfully achieving these. This is likely to mean some difficult decisions in terms of potential interventions and SCC will need to cultivate political buy in and support for these. The Vision and objectives of LTP4 must emphasise the focus on reducing carbon as per SCC's Climate Emergency Declaration and Climate Change Strategy, along with reflect the 2030 Community Vision and Health & Wellbeing Strategy, particularly with the themes of active travel and connecting communities.

The LTP4 also needs to include reference to COVID-19 and the impact this has had across all journey types and modes across Surrey in the short-term, and the longer-term impacts due to the anticipated impacts to the UK economy. The LTP4 is being developed at a time of considerable uncertainty, which presents both challenges and opportunities in the short-medium term, however, it is important not to lose sight of the ultimate outcomes that SCC want the LTP4 to deliver. Getting the economy back on track will be a key priority and there is a need to establish a 'new normal' which connects people with jobs and opportunities safely.

In addition to the changes in framework and content, the LTP4 will also be different in presentation, with a much more accessible and user-friendly format, with limited text and maximum use of infographics. The supporting strategies will also be greatly reduced and potentially become theme based, possibly related back to the LTP4 Core Principles being developed. In summary, the LTP3 review will inform LTP4, but not guide it, i.e. LTP4 will be a ground-up new document, not an evolution of LTP3.

The details of the gaps and updates identified are provided below. The strategic fit of existing LTP3 components with current policy is summarised in Table 5-1.

LTP3 Strategies Summary

Air Quality Strategy: Now replaced by the Low Emission Transport Strategy.

Asset Management Strategy, 2018: Now considered to be complementary to the LTP and therefore not included in this review.

Climate Change Strategy: Now replaced by the standalone Climate Change Strategy, 2019 as reviewed in the local policy section.

Congestion Strategy 2014: Somewhat outdated, focus on better management of the network and journey time reliability. Should be replaced using the Avoid, Shift, Improve methodology to support the Climate Change Strategy targets and Community Vision.

⁵¹ https://www.surreycc.gov.uk/_data/assets/pdf_file/0003/109758/STP-Strategy-Summary-Jan17.pdf

Cycling Strategy, 2014: Update required to reflect Climate Change Strategy, Community Vision and Health & Wellbeing Strategy. Potential to also combine into an Active Travel themed strategy. Include reference to Emergency Active Travel Fund measures and infrastructure too. Planned new routes must also take into consideration the carbon required in their construction, as per the whole lifecycle carbon approach.

Electric Vehicle Strategy, 2018: Needs to be reviewed and updated in line with Surrey's Climate Change Emergency Declaration and the Climate Change Strategy targets.

Freight Strategy, 2011: Somewhat outdated, needs to be reviewed in line with improvements and developments in technology and future modes, updated national policy and Climate Change Strategy targets.

Low Emissions Transport Strategy, 2018: Needs to be reviewed and updated in line with Surrey's Climate Change Emergency Declaration and the Climate Change Strategy targets

Parking Strategy, 2020: Although recently updated this policy will need to be reviewed in order to support achievement of carbon net zero by 2050. Consideration will need to be given to reallocation of parking for other modes such as cycle parking and also integration with electric vehicle charging infrastructure. Parking charges may also need to be reviewed to achieve the reduction in journeys and modal shift required to meet the Climate Change Strategy aspirations and targets.

Passenger Transport Part 1 – Local Bus, 2014: Requires updating and revision to align with Climate Change Strategy targets and aspirations for carbon net zero, this will need to reflect SCC's commitments for all council-owned vehicles, including SCC-owned bus fleet, to be zero carbon by 2030 or sooner.

Passenger Transport Part 2 – Information, 2014: Requires updating and revision to align with Climate Change Strategy targets and aspirations for carbon net zero, this will need to reflect SCC's commitments for all council-owned vehicles, including SCC-owned bus fleet, to be zero carbon by 2030 or sooner. Developments in technology and information services should also be reflected.

Rail Strategy, 2013 (Position Statement 2016): Currently being reviewed. The new strategy will need to reflect the vision and objectives of LTP4, which will be aligned to the Community Vision, Climate Change Strategy, Health & Wellbeing Strategy and Surrey's Place Ambition. Current strategy has a focus on economic prosperity and global competitiveness.

Rights of Way Improvement Plan, 2014: Potential recommendation that this sits separately to the LTP4, as a complementary strategy, rather than an integral part of the LTP4 delivery. Or alternatively is incorporated into an Active Travel themed strategy.

Travel Planning Strategy, 2011: Somewhat outdated. Requires review/rewrite under theme-based strategy, potentially Travel Demand Management and Active Travel. Needs to incorporate advances in technology, Mobility as a Service and reflect the Avoid, Shift, Improve methodology. Lacks innovation or aspiration needed for LTP4 and associated targets currently.

Table 5-1 LTP3 Policies and Strategies Strategic Fit

Key Themes LTP3 Policies	Carbon Net Zero	Improving air quality	Low-carbon emission transport system	Future Modes & Technology	Good Growth	Avoid, Shift, Improve	Economic Prosperity	Promoting Sustainable Transport	Prioritising Active Travel	Improving Health & Wellbeing	Enhancing quality of life	Well Connected Communities
LTP3 Core Document (Vision & Objectives)	●	●	●●		●	●	●●	●●	●	●●	●●	●
Congestion Strategy		●			●	●	●●	●	●			
Cycling Strategy	●●	●●	●●●			●●	●	●●●	●●●	●●	●	●
Electric Vehicle Strategy	●●	●●●	●●●	●●●		●●	●●	●●		●●	●●	●
Freight Strategy		●					●●				●	
Low Emissions Transport Strategy	●●	●●●	●●●	●●		●●	●●	●●	●●	●●	●●	●●
Parking Strategy	●	●	●	●	●	●	●●	●●	●		●	●
Passenger Transport Strategy Part 1 Local Bus	●		●	●		●	●	●●●			●	●●
Passenger Transport Strategy Part 2 Information	●		●	●		●●	●	●●●			●	●●
Rail Strategy	●	●	●●		●	●●	●●●	●●●			●	●●
Rights of Way Improvement Plan	●	●	●●●			●●	●	●●●	●●●	●●●	●●	●●●
Travel Planning Strategy	●	●●	●●			●●	●	●●●	●●●	●●	●●	●●

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Key	OOO Strong Alignment	OO Slight Alignment	O Weak Alignment	- No Alignment
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6. Summary / Next Steps

LTP4 Development

The policy review has demonstrated strong key themes and policy areas for the LTP4 to focus on. These include:

- Setting a clear transport carbon pathway towards carbon net zero by 2050 (ideally accelerated if possible) and to achieve Surrey's transport commitments in the Climate Change Strategy
- Providing the transport roadmap to help achieve:
 - Surrey's Community Vision by 2030
 - Surrey's Health & Wellbeing Strategy
- Aligning to Surrey's Place Ambition and the recognition that more effective land use planning is essential to achieving the shift in transport trends required for 2050 carbon net zero.
- Using the Avoid, Shift, Improve framework for interventions and examining ways to apply this across transport throughout Surrey.
- Referencing COVID-19 and the challenges and opportunities this brings for the LTP4 period.

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Setting the LTP4 Vision

This policy review has identified a number of key considerations in developing the LTP4 vision and objectives have key themes. These are:

- Surrey is unique/unique location;
- well-connected, healthy communities;
- excellent quality of life;
- no-one left behind;
- healthy/active travel;
- net zero carbon and decarbonising transport
- improving air quality;
- good/sustainable growth;
- place-based development; and
- "Avoid, Shift, Improve."

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