Annex 2- Summary Key Points & Concepts from draft New Surrey Transport Plan

Updating the Surrey Transport plan (LTP4)

1. In updating the draft Surrey Transport Plan, the opportunity is being taken to reflect on whether some existing transport policies, programmes and measures are still relevant and if they still contribute to delivering the Council's strategic priorities illustrated in Figure 1 below which are directly linked to delivering the economic and Greener futures climate change strategies.

Figure 1: Alignment of draft Surrey Transport Plan outcome objectives with SCC organisational strategic priorities

2. A Delivery Programme is being developed to accompany the plan based on the potential measures identified through four Impact Strategies to deliver net zero carbon by 2050 or earlier. The following paragraphs summarise the process to update the plan with a flow chart summarising the process set out below in Figure 2.
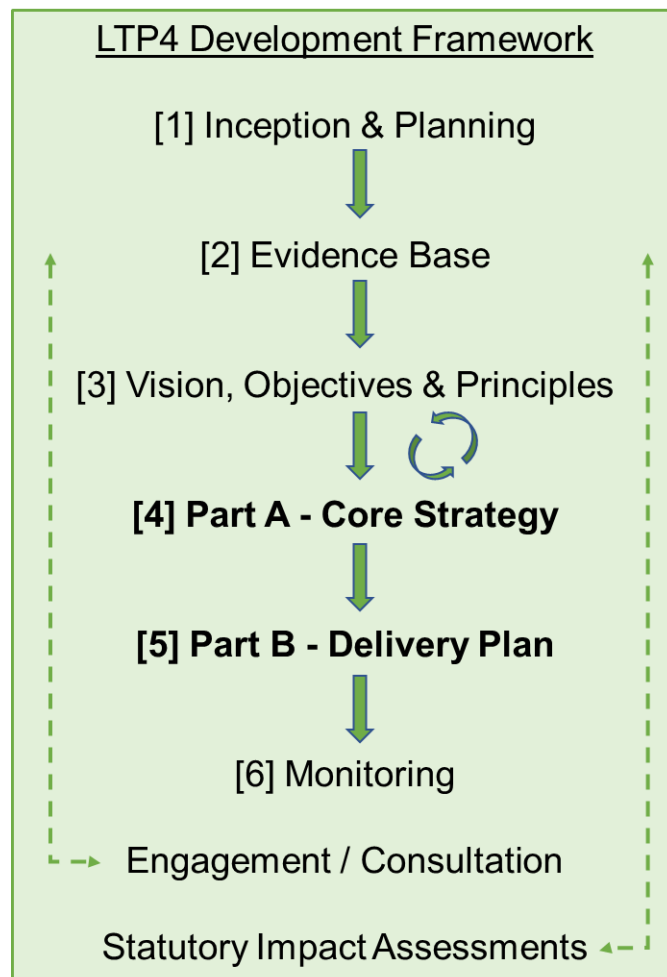

**Figure 2: Surrey Transport Plan Development Framework**

3. The draft Surrey Transport Plan has been developed based on an extensive evidence base, compiled by reviewing relevant policies and data sources, This evidence base identifies key priorities and opportunities to define the "key drivers for change" in the planning and delivery of both transport services and infrastructure, identifying the challenges such as Climate Change, that the Council needs to address head on over the next ten years and beyond.

4. A review of policies provided the context and framework for the draft plan. The review focused on local, sub-national and national policies that will influence the shape and direction of the plan across four broad policy areas of:

   - Environment, Climate Change and Net Zero Carbon
   - Transport and Infrastructure
   - Economy, Planning and Place-Making
   - Health, Society and Communities

5. An executive summary of the policy review has been produced and is attached to this report (Appendix A to Annex 1). It provides a high-level summary of the review of the policies relating to each of these four categories mentioned above to draw out key themes to provide the framework and context for the plan's Vision, Objectives, and Core Principles, in addition to how these will be applied to the development and delivery of the plan.

Vision, Objectives & Core Principles

6. The draft plan's vision sets out the primary goal to be achieved over the lifespan of the plan's delivery programme. This has been determined in line with the direction of relevant national and local policy, including the Council's own 2030 Community Vision and Organisational Strategy.

7. The following vision statement has been developed and shared with key external partners to align / share common strategic objectives. The vision states:

   "A future-ready transport system that allows Surrey to lead the UK in achieving a low-carbon, economically prosperous, healthy and inclusive county with excellent quality of life for all residents, whilst seeking to enhance the built and natural environments."

8. Four outcome objectives have been developed to help guide the draft plan in pursuit of delivering the vision and the outcomes that could be achieved over the course of its implementation. The primary driver, or motivation, behind each of the four

outcome objectives is shown below in Figure 3.
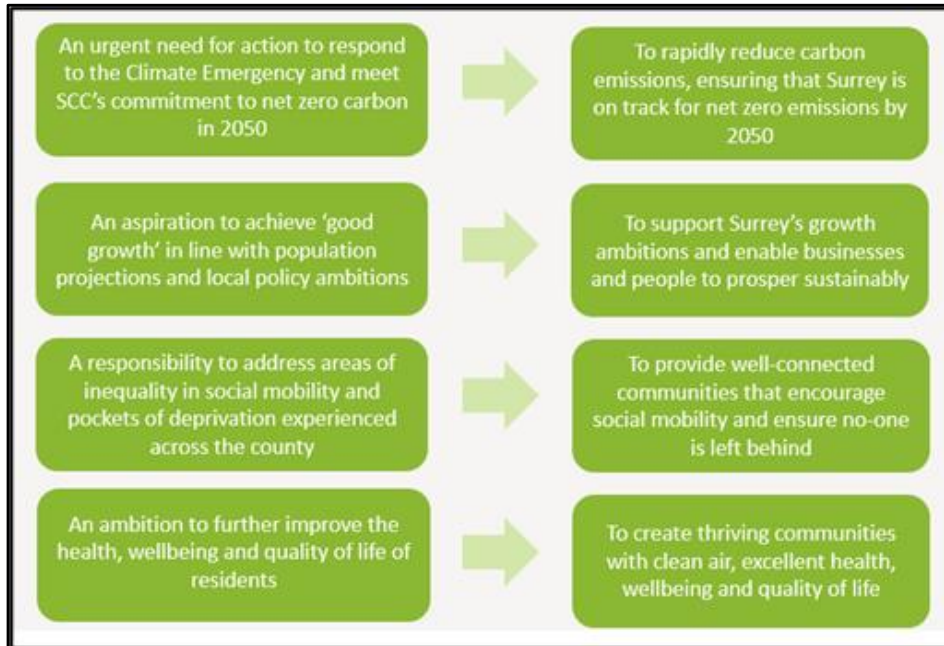
Figure 3 –Rationale for the Transport Plan's 4 primary objectives

9. The focus on achieving net zero carbon by 2050 as well as the other objectives, the scope for the draft transport plan is wider and further reaching than previous more traditional transport plans. For instance, given the strategic action and planning to decarbonise the transportation sector, whilst necessary, will not be enough to meet the challenging net zero agenda that has been set out on a national and regional level.

10. The main role of transport is to provide access to opportunities and activities such as working, shopping, and socialising. The draft plan aims to improve Surrey's transport system to improve accessibility and meet other objectives, but also recognises that accessibility can also be improved, through better:

- **place making:** Bringing activities and opportunities closer to people through land use planning; and
- **digital connectivity:** Broadband and mobile connections to allow online accessibility and access to services.

11. The draft plan considers measures to improve accessibility in all these ways, accounting for rapid development in technologies and the opportunities that they provide. A combination of these factors described in the Triple Access System provides a more complete picture of accessibility, and therefore of where improvements can be made to achieve the outcome objectives towards net zero carbon as set out in Figure 4 below.

12. The Triple Access System is a 2016 Academic paper on providing "Guidance for transport planning and policymaking in the face of an uncertain future" by Glen Lyons Professor of Future Mobility at UWE Bristol and Cody Davidson, which recognises that

today's society and its future are significantly defined by our land use, transport and telecommunications systems that are the enablers of economic and social activities.
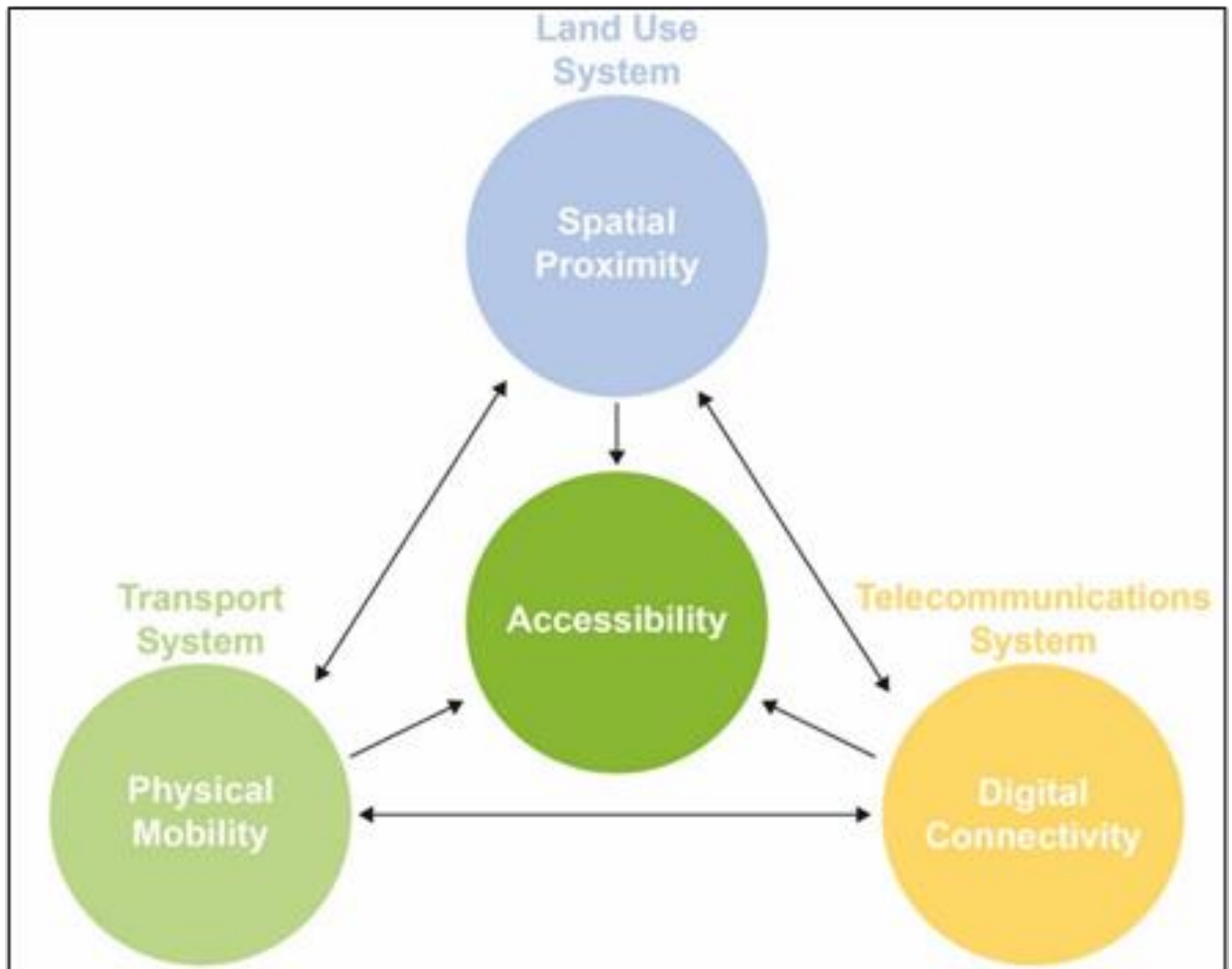
**Figure 4 - Triple Access System (Glenn Lyons & Cody Davidson, 2016)**

13. This is a new and bold approach for a Transport Plan. Delivering high quality digital connectivity can provide significant potential in terms of avoiding physical access to activities and replacing it with digital connections, such as virtual work meetings or online doctor's appointments or training by reducing the need to access transport networks. Spatial Proximity can be improved by reimaging land-use by redeveloping existing towns and villages to provide attractive local neighbourhoods, often termed '20-minute neighbourhoods' which are planned so that people can meet most of their needs locally, within a 20-minute walk or cycle ride. Or ensure that any new developments are planned to be more self-contained. A greater number and wider range of local services and opportunities could be provided locally than are currently typically available, including retail, education, healthcare, jobs, and local work hubs (providing high quality remote access to work further afield). This will provide accessibility through the place-making route (Figure 4)

14. The new plan provides an opportunity to develop and enhance new, cleaner, greener ways of working and travelling. To achieve this ambition, the Council will work to clearly defined principles that reflect the "Avoid-Shift-Improve" methodology. This methodology is set out in more detail below:

- **Avoiding or reducing:** the need to travel, and distance travelled by improving the efficiency of the land use and transport systems.
- **Shifting:** to lower energy consumption travel, and more efficient modes: public transport, walking and cycling and
- **Improving:** the energy efficiency of modes, operational efficiency of networks, and reducing vehicle emissions using technology.

15. The delivery of the new LTP vision, objectives and outcomes is through nine new broader based priority policy areas that replace the narrower policy areas in the current LTP i.e. the congestion strategy. These have been proposed to deliver the carbon reduction necessary to enable a Greener Future in terms of the main categories of Avoid – Shift - Improve as shown in Figure 5 below.

1) Planning for place (Avoid)

2) Digital connectivity (Avoid)

3) Active travel (Shift)

4) Public/shared transport (Shift)

5) Demand management for cars (Pay as you go charging and parking management) (Shift)

6) Demand management for goods vehicles (delivery management) (Shift)

7) Efficient network management (Improve)

8) Promoting zero emission vehicles (Improve)

9) Supporting behaviour change (All)
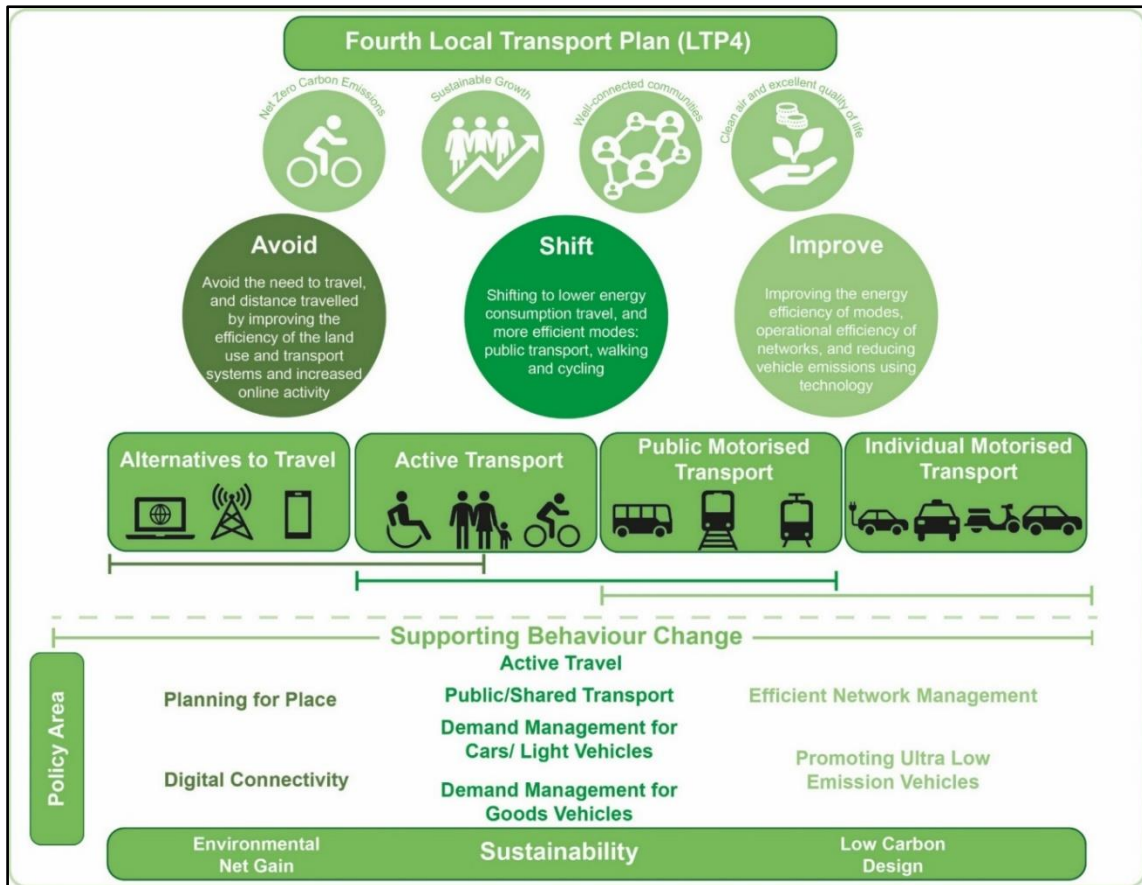
Figure 5: Transport Plan Framework

17. Key to delivering on these new policy areas will be a new proposed sustainable travel and place\street hierarchy for guiding policy decisions by the Council in its capacity as a local highway authority. This hierarchy aims to support the delivery of transport infrastructure and public realm improvements to support the economic regeneration that the Council is working with other partners to deliver following the significant effects of the global pandemic, which has seen a fundamental shift in the way that residents and businesses interact with the places in which they live and work.

18. Figure 6 illustrates the proposed new Sustainable Travel Hierarchy which provides a decision-making framework to prioritise active travel (e.g., walking and cycling) measures to increase levels of walking, cycling, e-bike use and potentially the use of scooters and e-scooters (dependent on on-going trials) across Surrey.
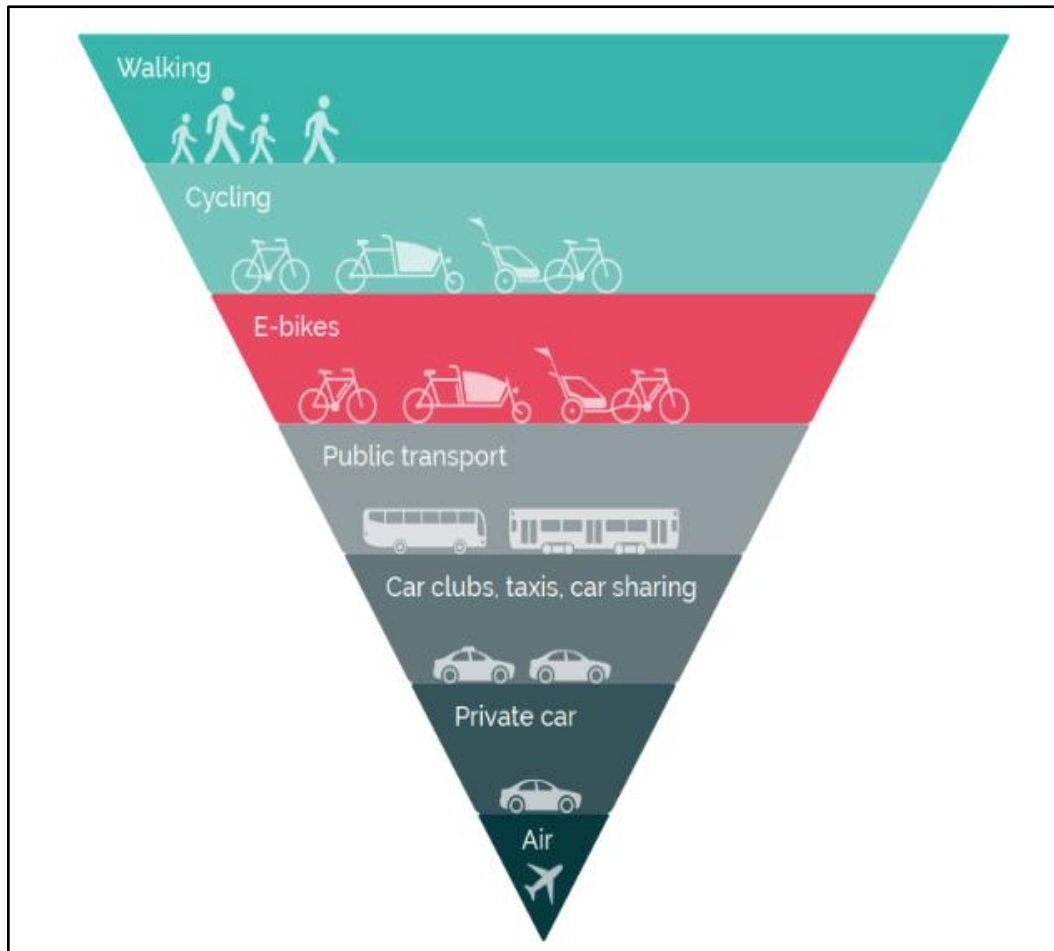
Figure 6: Proposed Sustainable Travel Hierarchy

19. Figure 7 shows the proposed streets and place hierarchy framework based on Transport for London's (TfL's) Street Family concept. The Council will develop its own framework for describing its family of streets, by allocating streets to categories based on the relative importance of place (reflecting local activity and active modes) and movement (reflecting motorised vehicle movement). The framework will need to balance the diverse needs of Surrey's strategic highways and local streets in terms of accessibility whilst providing reliable journey times that supports the contrasting functions and priorities in differing locations, reflecting the distinctive characteristics of places, towns, and villages within Surrey.

20. The Street family framework will be developed to support Surrey's different functions and priorities for each location and linked to the Place Ambition Strategy so that it can be explained to and understood by local communities and stakeholders. The framework will enable the Council, it key partners and stakeholders to:

    1)   Identify user needs in different circumstances and set priorities/make trade-offs.

    2)   Reflect changing functions and aspirations as particular streets change.

3)   Identify the types of tools that may be appropriate locally.

4)   Balance place-specific needs with the overall function of the network.

5)   Understand the need for intervention at a strategic level.

21. This new framework is intended to mediate between the different demands on Surrey's roads, and to clarify the balance between different functions and users for different type of streets. The street-type is then linked to a set of service standards and a toolkit of potential measures, namely the right solution in the right place.
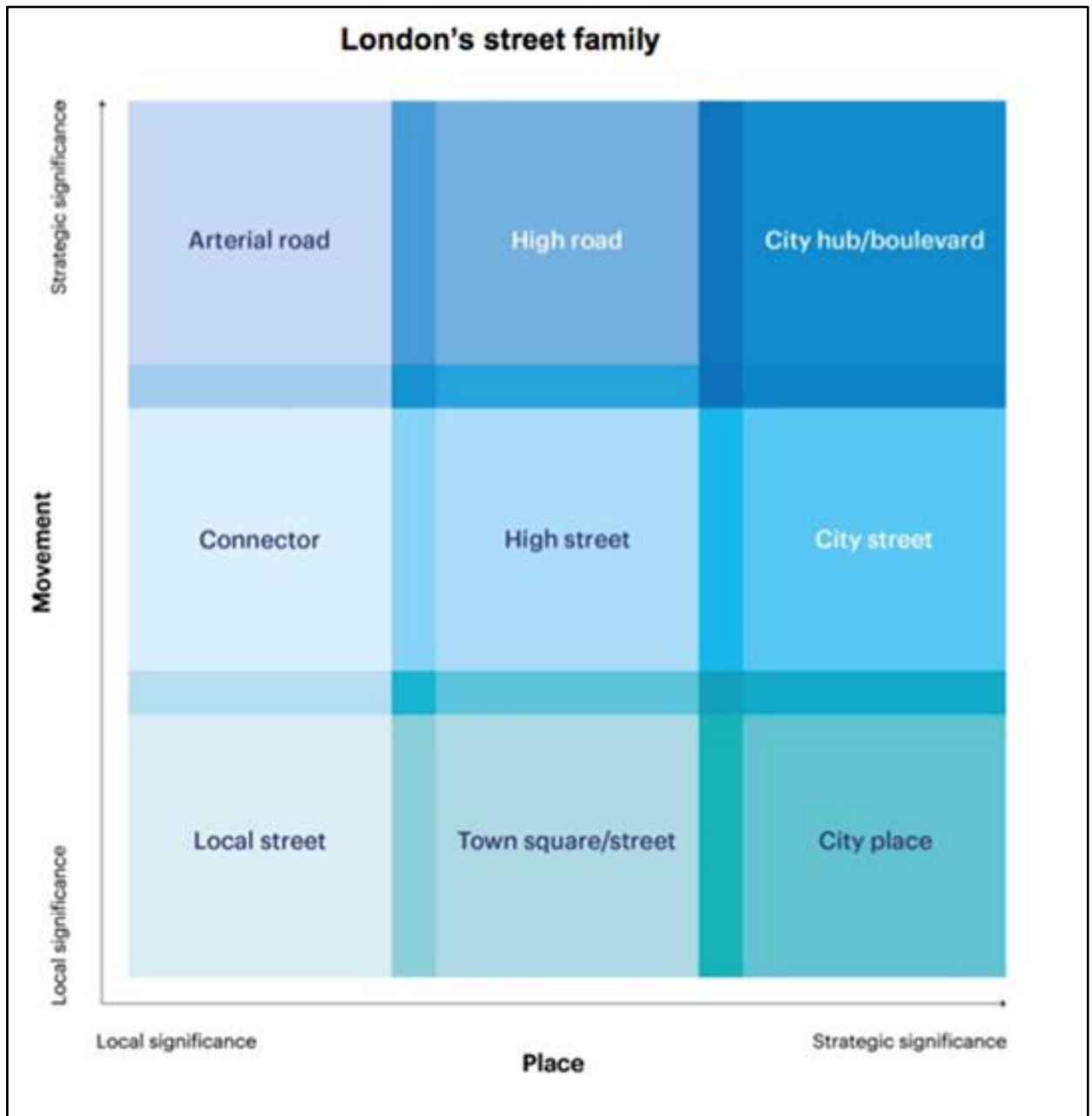
London's street family

Figure 7: London's Street Family Framework