

SURREY COUNTY COUNCIL**CABINET****DATE: 31 MAY 2022**

REPORT OF CABINET MEMBER: MATT FURNISS – CABINET MEMBER FOR TRANSPORT & INFRASTRUCTURE

LEAD OFFICER: KATIE STEWART – EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT, AND INFRASTRUCTURE

SUBJECT: THE SURREY TRANSPORT PLAN (FOURTH EDITION) – ADOPTION

ORGANISATION STRATEGY PRIORITY AREA: GROWING A SUSTAINABLE ECONOMY SO EVERYONE CAN BENEFIT, ENABLING A GREENER FUTURE, EMPOWERING COMMUNITIES AND TACKLING HEALTH INEQUALITY

Purpose of the Report:

The purpose of this report is to inform Cabinet on the outcomes of the statutory public consultation process and subsequent additional engagement to support the new Surrey Transport Plan, to be referred to as the fourth Local Transport Plan (LTP4). To seek approval to adopt and publish the plan, and to retain the Member Reference Group to steer further development of the Plan and refine policies to help deliver the plan. The final decision on the Local Transport Plan 4 is to be made by Council in accordance with the authority's legislation.

The Transport Plan sets out the Council's transformational and ambitious roadmap to deliver the required carbon reduction targets set out in the Climate Change Delivery Plan, for the transport sector, whilst supporting the county's communities and economy to thrive and ensure no one is left behind. The Transport Plan is therefore a significant contributor to the Council's contribution to the delivery of the county's net zero carbon target by 2050.

Recommendations:

It is recommended that Cabinet:

1. Notes the efforts that have gone into extending the engagement with communities and partners over the new Surrey Transport Plan including analysis and feedback received from the statutory public consultation and subsequent additional targeted engagement.
2. Notes how delivering the Surrey Transport Plan associated policies, strategies and measures will support the Climate Change Delivery Plan.
3. Notes the capital investment required to deliver the plan as set out in the 2022/23 budget and beyond in line with the Medium-Term Financial Plan.
4. Recommends the approval of the Surrey Transport Plan, to County Council on 12 July 2022 including launch of new related Surrey website pages on the 13 July 2022.
5. Recommends to Council that authority be delegated to the Executive Director, for Environment, Transport & Infrastructure, in discussion with the Cabinet Member for Transport & Infrastructure for any final changes that may be necessary to allow publication of the plan on 13 July 2022 and any key changes thereafter to comply with new government policy.

6. Thanks the Members of the Greener Futures Reference Group for their work in developing the Plan thus far.

Reason for Recommendations:

The recommendations will enable the new Surrey Transport Plan (LTP4) to be adopted thereby enabling new policies and measures to develop and deliver safe, cleaner, greener ways of travelling and accessing services and opportunities in the future. This will help to deliver significant reduction in carbon emissions from the transport sector to deliver net zero carbon by 2050, as set out in the Climate Change Strategy agreed by Cabinet in May 2020, and the Climate Change Delivery Programme agreed by Cabinet in October 2021.

The Plan provides a step change in how transport services and its infrastructure are planned, delivered, maintained, and used. This will need the Council, partner organisations, businesses, and all of Surrey's residents to work together to make changes in when, where, and how they choose to travel, including the adoption of digital opportunities.

The plan sets out a framework to develop these new policies, strategies, and measures to establish and embed active and sustainable travel behaviours and promote the uptake of technology such as electric and hydrogen powered vehicles, to meet the challenge of achieving the county's target of net zero carbon by 2050. The plan also supports the importance of ensuring that our transport policies and networks enable a prosperous economy and healthier, better, connected communities, ensuring that no one is left behind.

Executive Summary:

Background

1. As the Local Transport Authority, the Council has a statutory duty under the Transport Act 2000, as amended by the Local Transport Act 2008, to produce a Local Transport Plan (LTP) and to keep that plan under review. A LTP contains the objectives, policies and measures intended to improve transport in an area, contributing to wider social, economic, and environmental benefits. The current Surrey Transport Plan Local Transport Plan 3 (LTP3) was produced in 2011.
2. The current LTP3 is 'out of date' as it does not reflect current best practice, is not aligned with current policy, including the county's Climate Change Strategy, and does not fully reflect the four strategic priorities articulated through the 2030 Community Vision.
3. Critically, the current LTP3 was focused on enabling the predominance of the private car and the policies and strategies contained within it does not enable the Council to embrace the opportunities for a paradigm shift in travel behaviors brought about by the global COVID-19 pandemic, which has seen a fundamental shift in the way that people and businesses interact with the places in which they live and work.
4. For these reasons, the Transport Plan has been updated to establish a new, bolder, and fundamentally different kind of Transport Plan from those that which the county has previously adopted which is fully aligned to the council's four strategic priority objectives and focused on reducing carbon emissions from transport.

Strategic Context

5. Higher than national average car ownership and daily traffic flows in Surrey contributes 41% of Surrey's carbon emissions, and of those transport emissions, it is estimated that 68% is from private cars and taxis. These levels of transport emissions cannot continue if we are to meet our carbon targets.
6. The (LTP4) sets out an ambitious travel hierarchy to encourage more residents & businesses to leave their cars at home and choose to walk, cycle, take public transport or convert to zero emission vehicles. This will help to reduce harmful emissions that contribute to global warming and affect the health of people & wildlife in Surrey.
7. The Council's commitment to a Greener Future and organisational net zero carbon emissions is covered by the Council's approved Climate Change Strategy and Delivery Programme. The Transport Plan allows the Council to plan, deliver and maintain transport services across the county to deliver against net zero carbon.
8. The Plan includes measures to address poor air quality and associated respiratory illnesses, by rebalancing local streets for people rather than vehicles, to reduce unnecessary car journeys and provide communities and residents with new and improved public, shared and active travel alternatives. Allowing residents to benefit from cleaner air, improved quality of life, and more opportunities to improve their physical and mental wellbeing, through walking or cycling to access greener, cleaner, places.
9. The Plan will enable transport to support the economic regeneration that the Council is working with other partners to deliver following the significant effects of the global pandemic. The Plan is fully aligned with and critical to the delivery of the Council's four strategic priorities for the next five years and beyond. It will allow the Council to rethink transport across Surrey and look to meet future challenges, whilst enhancing Surrey's local environment, economy, and quality of life for residents.

Updating the Surrey Transport Plan (LTP4)

10. The new Surrey Transport Plan has been developed based on an extensive evidence base, compiled by reviewing relevant policies and data sources, and the consultation draft version has been amended to take account of any relevant or insightful feedback received from the statutory consultation process.

Delivery Programme

11. A delivery programme is being developed to identify a clear pathway to achieve the four main outcome objectives, but many of the measures proposed in the plan are contained within the Surrey Infrastructure Plan Categories 1, 2, 3 (pipeline), and 4 (transport schemes delivered by other partners). Some measures will also be delivered under the Greener Futures Communities Agenda through the Climate Change Delivery Plan: To empower individuals, businesses, and communities to reduce emissions in their own homes, communities and workplaces and support the creation of local and sustainable options to travel, work and buy goods and services sustainably.

12. Schemes identified in Phases 1 and 2 of the Surrey Infrastructure Plan, as approved by Cabinet, will contribute to reducing carbon from transport for the short, medium, and longer term. Pipelines schemes identified from the Surrey Infrastructure Plan will be prioritised on those schemes that contribute the most to reducing carbon emissions.
13. The current capital programme includes some schemes and sustainable transport measures that clearly support outcome objectives such as the county-wide roll out of electric vehicle charging points and a development of programme of Local Cycling & Walking Implementation Plans (LCWIPs) for each borough and district, which are already underway using funding from the feasibility budget.
14. The new Behaviour Change programme includes the (Better Points) sustainable travel rewards app, personal travel planner (Mobilityways), cycle journey planner (cyclestreets) and campaigns to support active travel by promoting active travel benefits for residents and businesses.
15. In addition, the Council is working with partners in response to the Government's new National Bus Strategy, *Buses Back Better*, despite the recent and hugely disappointing decision from Government not to fund the Council's Bus Service Improvement Plan (BSIP) now, significant funding is being invested by the Council to improve public transport. There will be future opportunities to use the BSIP to bid for Government funding through an Enhanced Partnership being developed with bus operators in Surrey.
16. As appropriate, the emerging delivery programmes will link to other relevant wider strategic programmes such as the Digital Infrastructure Strategy and the Health and Wellbeing Strategy.

Governance and Monitoring

17. Strong Governance will be vital to achieve the level of reductions in carbon emissions from transport. The Greener Futures Board comprised of Leaders representing businesses, residents, public sector, and climate experts will oversee progress of the transport elements within the Climate Change Delivery Plan. Recommendations made by the Board will be considered when decisions are made through Surrey's local authorities governance processes. A network of partners will be fostered to enable them to provide feedback on the progress of action across Surrey and build momentum to support delivery, including transport services and infrastructure delivered by the Transport Plan.
18. Progress against Surrey's Climate Change Strategy will be reported on an annual basis which ensures that the Delivery Plan supports the level of change needed to achieve the 2030 and 2050 net-zero carbon targets.

Consultation:

19. The draft Transport Plan received Cabinet approval in June 2021 to undertake formal consultation, which is a statutory obligation as defined under the Local Transport Act 2008.
20. The Statutory Consultation was open from 1pm on Monday 5 July until midnight on Sunday 31 October 2021, using the Commonplace digital platform, an interactive website to allow respondents to provide their comments and suggestions on the

measures proposed in the plan. The nature of commonplace allowed respondents to focus in on the area of the plan they were most interested in.

21. The Statutory consultation contacted over 250 stakeholders and partners including County Members, Borough and Districts Councils, Parish and Town Councils, Government Departments such as Department of Transport, Transport for the South East, Coast to Capital & EM3 LEPs, transport operators, businesses organisations, disability organisations, walking and cycling groups, transport user groups, environmental bodies, adjoining authorities, community groups, health providers, rural interest groups, the police, utility companies, ETI staff and others who have previously registered an interest in the Surrey Transport Plan.
22. The Transport Plan is part of the wider Greener Futures engagement strategy and the communications plan included various forms of social media to publicise the consultation including:
 - 11-week weekly social media campaign July – October reached 1.4 million people.
 - 5 day boosted social media posts during last week of consultation – reached an additional 23,000 people and 2,500 people clicked on links.
 - 2 x press releases issued to all Surrey media and trade press.
 - Article in SCC'S Resident newsletter and dedicated website article.
 - Also featured in SCC Climate Change newsletter.
 - Communications toolkit shared with all District and Borough Council and Partner comms contacts for sharing on their channels.
 - Surrey Matters article was the 4th most read in the October issue.
23. The plan was socialised through comprehensive engagement with stakeholders and partners (including Boroughs and Districts) as well as residents and through two community led stakeholder workshops with East Surrey's People's Assembly and Surrey's Climate Change Commission which attracted around 150 participants. Wider public engagement was gained from a greener futures newsletter, meetings, speaking events and presence at wider events such as the Empowering Communities Roadshow and Farnham Sustainability Festival and at the COP26 Green Zone event in Farnham, broadcast live to the Summit in Glasgow.

Initial Analysis

24. Overall, the commonplace site received 8,355 visitors and 1,437 contributions. There was a total of 549 confirmed respondents across the Commonplace survey. Given the wide-ranging issues included with the Transport Plan the commonplace platform allowed respondents to focus in on the area of the report they were most interested in, and therefore each section has a varied response rate ranging from 80 to 346 It is therefore important to acknowledge that some areas of feedback are more representative than others.
25. During the period that the commonplace page was live the Council also received emails from statutory consultees and paper copies as requested by residents. These responses have been included in the computer-aided thematic analysis. All forms from this engagement were self-selecting, and therefore findings from these elements should be understood as indicative of residents' views rather than representative of all residents.

26. Comprehensive analysis of the responses and feedback received from the consultation is contained in **Annex 1 - Surrey Transport Plan Consultation Report** attached to this report.
27. In summary, most respondents lived in Surrey and were car drivers. Of those who gave their demographic details, two groups were underrepresented: females and younger people. Respondents were more likely to be male, with 42% of respondents identifying as such compared to 28% female. Many respondents (59%) were 45 and older. This is above the general demographics for Surrey where 46% of the population are above 45. Any conclusions from the initial consultation are based on the views of an older male demographic, due to the smaller sample sizes of younger people and females, so not representative.
28. Active travel and public transport measures were generally well supported and although many respondents understood the need to change travel habits there was more resistance when they felt their own personal behaviour was being targeted.
29. The response rate was disappointing despite widespread communication and engagement. The feedback suggests that some respondents found navigating the plan to difficult to understand. Benchmarking against other Local Authorities indicated others had also received similar response rates.
30. Given the disparity in representatives from key socio and demographic groups, the Cabinet Member for Transport & Infrastructure requested additional targeted engagement with those under-represented groups to ensure a more representative view from communities across Surrey on the Transport Plan.

Additional Engagement

31. Temple Consultancy were commissioned to better understand those resident views which were not captured in the original consultation, with a particular focus on more hard-to-reach groups such as younger people, women, and people with disabilities.
32. Given the relaxation in lockdown rules, a multi-method approach was used to increase geographic coverage across the county and to gain feedback from underrepresented groups, many of whom are digitally disconnected, it was important to not rely fully on a single online survey. Therefore, a range of research methods were used throughout the engagement programme. Methods included, an online survey (756 respondents), market stalls (215 respondents), further education events (71 respondents), stakeholder interviews (42), postal surveys (58 returned) and neighbourhood games. The in-person market stalls and further education events also included interactive voting exercises (620 participants), along with children's play-models of high and low carbon high streets.
33. In addition, the Council sponsored the Farnham Campus of the University of Creative Arts Student Art Competition to discuss "How will people live, work & travel 10 years from now that is sustainable?" To provide a different and innovative approach to capturing views on the subject and for younger people to interact and express their views on climate change and other issues contained within the Transport Plan.

Additional Engagement Analysis

34. The original aim of undertaking a wider consultation exercise has been achieved. A total of 1,762 people took part, many from a wider geographic and more representative demographic background than was represented in the original online

exercise. Many were also new to engaging with the Council and others have requested feedback and/or ongoing involvement.

35. Comprehensive analysis of the responses and feedback received from the consultation is contained in **Annex 2 - Surrey LTP4 Additional Engagement Report** attached to this report.

Key Findings

- i. The majority (82%) of respondents identified as being either “very worried” or “worried” about climate change. About one third of respondents consider themselves “very worried”.
- ii. Overall, the research indicates strong support for the proposed transport hierarchy. Just over 80% of respondents agreed or agreed somewhat with the hierarchy, while fewer than one in ten disagreed. Responses varied between age & gender.
- iii. Across Surrey, support for the hierarchy was high, with the least supportive local authority, Tandridge, still showing 73% of participants agreeing or agreeing somewhat. The highest level of support was in Surrey Heath at 92%. The online survey revealed that the most common reason for not supporting the transport hierarchy was poor quality or expensive public transport.
- iv. Although over two thirds of all age cohorts agreed or agreed somewhat with the hierarchy, there is some variation in the level of support across age groups. Younger people (18 to 29) are particularly supportive, with over 90% of participants supporting the hierarchy. The least supportive cohort was the 45 to 59-year-old group, with only 69% of participants supporting it.
- v. The effectiveness of actions in reducing carbon were contrasted in participant comments regarding the current practicality of undertaking lower carbon journeys. For example, participants expressed safety concerns around cycling and cost barriers to public transport.
- vi. Participants’ top three choices in terms of whether action was possible either sometimes or often were:
 - a) To shop, eat, etc. locally.
 - b) Collect deliveries from local hubs; and
 - c) Replace driving by walking.
- vii. Conversely, participants’ bottom three choices were:
 - a) Work more from home.
 - b) Share cars; and
 - c) Replace driving by cycling.
- viii. Public Transport & Active Travel measures were well supported as alternatives to the car for short trips. With walking favoured over cycling as the preferred alternative.
- ix. Young people responses to the survey and art competition highlighted real concerns around Climate Change, Transport, Living & Mental Health issues.
- x. Views differed between digital surveys and more socially interactive methods of engagement, especially across the different age ranges & gender.

Engagement Summary

36. In total, over 2,300 separate participants have responded to the consultation, with additional records of informal engagement through the common place platform, Greener Futures engagement and associated comments at the market stalls and further education and social media comments.

37. The additional engagement provided a wider geographic and more representative demographic background than was represented in the original online exercise. Many were also new to engaging with the Council and others have requested feedback and/or ongoing involvement.
38. The research results show, as expected, that views on the LTP4 vary by age, gender, and location. People's personal circumstances also greatly affect their views and should be considered in the development and implementation of any strategy.
39. The innovative research reveals high levels of support for tackling climate change across the wide range of participants. There is also support for the transport hierarchy but with a range of caveats and issues raised. The additional engagement has demonstrated the general public's awareness that reducing carbon will require a mix of both popular and unpopular policies, although inevitably there is a tendency to favour the former. There is an insistence that car use can only be reduced after public transport, walking, and cycling provisions are improved. If the community is going to accept any change in travel patterns, messaging should focus on improvements to public transport, walking and cycling infrastructure rather than emphasising reductions in car use.
40. The consultation also highlighted that many people do not have a clear understanding of either the current transport situation in Surrey, such as the volume of short journeys, or the reality and facts around climate change. Similarly, participants frequently misunderstood the role and capabilities of national and local government bodies, often overestimating their influence.
41. Participant support was particularly strong for improving bus provision as a feasible alternative to cars for some journeys. However, the bus system is inaccessible for some due to personal circumstances, the incompatibility of geography and service networks, and cost. Understanding the needs of potential customers, not assuming "one size fits all", and accepting that only a proportion of the community will ever shift behaviour were clear themes.
42. The lack of effective infrastructure for walking, cycling, public transport, and use of EVs was a consistent message, as was concern about safety across all modes.
43. Another common theme was of the need for collaboration across the public sector with the private sector, the voluntary sector, residents, and other stakeholders. There was a clearly expressed view that resolving climate change and changing travel patterns requires a multi-faceted as well as multi-organisational approach. Links to planning, health, education, and providers of transport services were all raised.
44. The consultation itself has raised awareness of the LTP4 and the rationale for tackling climate change. It has started an important dialogue on the key issues raised in the plan, as well as providing a substantial level of support for its proposed actions. There is a clear desire amongst participants for dialogue around these various themes to continue.

Risk Management and Implications:

45. There is a risk to the Council in not having a relevant, coherent, and up-to-date Surrey Transport Plan. Firstly, there is a statutory requirement to have a local Plan. Secondly, without an up-to-date plan, the Council would not be able to attract investment from Central Government and other third-party funding sources to secure investment for our transport priorities. Thirdly, not being able to compete with other

local authorities for development and investment would limit economic growth potential. This might negatively impact resident's future quality of life, Surrey's economic performance and our ability to fully achieve the 2030 Surrey Vision and Net Zero carbon by 2050 or earlier.

46. The Council also needs to be able to articulate and positively influence Government in transport services, infrastructure and how it is delivered, this is set out in the Bus Back Better strategy. Lacking a clear vision and absence of agreed priorities in sustainable transport within the Delivery Programme would negatively impact the Council's ability to engage with and inform the debate on transport policy, which is critical given the need to meet net zero carbon targets, and boost recovery from the impacts of the global pandemic.
47. There are risks around the ambitions set out in the Surrey Transport Plan and the Climate Change Delivery Plan, approved by Cabinet 26 October 2021, which cannot be fully realised without a significant and sustained increase in funding and key policy changes at national level, including introducing planning policies consistent with net-zero targets and policies which make low carbon transport cheaper for consumers. Surrey will continue to highlight this through a strong lobbying strategy together with key partners and stakeholders.
48. There is also a risk that target emission reductions may not be fully achieved due to the number, scale, and complexity of actions to be delivered over the next 5 to 10 years. Many actions are reliant on residents, businesses and others making low carbon transport choices. These risks are being addressed in part by increasing the resource we must enable effective behaviour change, scrutiny from the Greener Futures Reference Group, and regular monitoring of the transport related items set out in the Climate Change Delivery Plan via the Greener Futures Board. In addition, we will continue to lobby the Government to make the national policy changes that are necessary to ensure residents are able to make sustainable travel choices.
49. Climate science already suggests that we need to make cuts in the order of over 40% by the end of the Climate Change Delivery Plan period to avoid an average global temperature rise of 1.5 degrees and that global warming is happening at a faster rate than originally thought. There is a further risk that new scientific evidence suggests even greater urgency is required.

Financial and Value for Money Implications:

50. Delivering the Surrey Transport Plan will involve significant financial investment which will continue beyond the current Medium-Term Financial Strategy (MTFS) period towards 2032. The objectives of the Surrey Transport Plan are reflected in the recently approved capital programme, which includes investment through the Surrey Infrastructure Plan (£116m), cycling and walking improvements (£12m), electric vehicle charging infrastructure (£5m) and local improvement schemes.
51. The capital programme also includes support for the introduction of ultra-low and zero emission buses (£49m) supported by other measures such as bus priority, a higher quality passenger waiting environment, better passenger information and service enhancements. Packaged together, these will help build patronage back to pre-covid levels and beyond as part of our Bus Service Improvement Plan (BSIP), recently submitted to the Department of Transport, as approved by Cabinet 26 October 2021. Despite Government's decision not to fund the Surrey's Bus Service Improvement Plan now, the Council's own significant investment, the work planned to

be developed through the Enhanced Partnership and the opportunity to bid for future Government funding means the Council is well positioned to deliver a range of public transport enhancements that support the aims and objectives of the Surrey Transport Plan.

52. Other potential funding opportunities will continue to be explored including government grants, working with key partners, linkages with the Greener Futures Finance Strategy and exploring income generation to secure the necessary investment to achieve zero carbon for the transport sector. In addition to the recently approved Transformation funding for complementary delivery programmes such as the Behaviour Change programme to support residents and businesses to adopt more sustainable travel habits.

Section 151 Officer Commentary:

53. Although significant progress has been made to improve the Council's financial position, the medium-term financial outlook beyond 2022/23 remains uncertain. With no clarity on central government funding in the medium term, our working assumption is that financial resources will continue to be constrained, as they have been for most of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority to ensure stable provision of services in the medium term.
54. The Council's Medium Term Financial Strategy supports the delivery of the Surrey Transport Plan through the approved capital programme and other budgets. The Council will also need to continue working with public and private sector partners to secure the necessary investment required to achieve these objectives. As such the Section 151 Officer supports the recommendations.

Legal Implications – Monitoring Officer:

55. There are no legal implications raised in the report at this stage which proposes a recommendation to approve and adopt the Transport Plan in accordance with the statutory process.
56. The Surrey Transport Plan continues to be a statutory requirement of the Transport Act 2000 as amended by the Local Transport Act 2008. To fulfil its legal obligations, the County Council must produce a Local Transport Plan which must be implemented, kept under review, and altered if considered appropriate to do so.

Equalities and Diversity:

57. Equal access to places and services using Surrey's transport infrastructure networks and services is a critical enabler of the Council's service objectives around supporting residents and staff with different protected characteristics.
58. Once funding is known and a delivery programme is confirmed, where required, Equality Impact Assessments (EIAs) will be completed for specific elements of the Surrey Transport Plan and any potential negative impact addressed or mitigated. The EIA will be updated focusing on the specific actions and interventions in the delivery programme. This will then focus on local impacts on people with protected characteristics.

Other Implications:

59. The potential implications for the following council priorities and policy areas have been considered. Where the impact is potentially significant a summary of the issues is set out in detail below.

Area assessed:	Direct Implications:
Corporate Parenting/Looked After Children	No significant implications arising from this report at this stage.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report at this stage.
Environmental sustainability	See below.
Compliance against net-zero emissions target and future climate compatibility/resilience	See below
Public Health	See below.

Environmental Sustainability Implications:

60. The Statutory consultation material enabled consultees to respond on the Environmental Sustainability Assessment (ESA) which was included in the Integrated Sustainability Appraisal (ISA). The ISA aimed to ensure early integration of sustainability considerations into the development of the new Surrey Transport Plan. Ensuring that any potential significant effects arising from the new plan are identified, assessed, mitigation and communicated to plan-makers.

61. The ISA includes the following:

- Strategic Environmental Assessment (SEA),
- Health Impact Assessment (HIA),
- Community Safety Assessment (CSA) and
- Equality Impact Assessment (EqIA).
- Habitats Regulation Assessment (HRA)

62. A compatibility test was produced to ensure that the draft vision and objectives of the plan is as closely aligned with the Integrated Sustainability Appraisal (ISA) objectives the test helps to identify potential synergies and inconsistencies, as well as assisting in refining the elements of the LTP4 and identifying alternatives.

63. The test concluded that no areas of potential conflict have been identified in any of the examined elements of the plan, though it should be noted that the nature of the plan may result in development of transport infrastructure. This type of development will have clear implications for the spatial and environmental context in which it takes place, and the plan needs to clarify how potential impacts can be addressed, across the full range of sustainability (economy, environment, and society). This clarity should be provided as part of further development of the plan and its Delivery Programme as appropriate.

64. There will be range of positive sustainability outcomes arising from the schemes and measures brought forward by the Council and partners in delivering the Council's Climate Change Strategy and new Surrey Transport Plan. In terms of the need to travel, this will focus on the principles of avoid and or reducing the need to travel, shifting journeys to alternative modes and improve the energy efficiency of vehicles

and transport networks. The requirements for an Environmental Sustainability Appraisal will be considered as each scheme or intervention is developed.

Compliance Against Net-Zero Emissions Target And Future Climate Compatibility/Resilience:

64. The Plan sets out the Council's transformational and ambitious roadmap to deliver the required carbon reduction targets set out in the Climate Change Delivery Plan, for the transport sector, whilst supporting the county's communities and economy to thrive. The Plan is therefore a significant contributor to the Council's contribution to the delivery of the county's net zero carbon target of 2050. As the delivery programme develops and subsequent decisions on targeted investment, calculations on carbon reductions achieved through measures or schemes will be made to contribute towards the organisation's net-zero ambitions.

Public Health Implications:

65. There will be range of positive public health outcomes arising from the schemes and interventions brought forward by the Council and partners in delivering the new Transport Plan. This will include carbon reduction, cleaner air, promoting active travel measures, improving digital connectivity to access key services. The public health implications will be considered as each scheme or measures is developed.

66. The Planning for Place policy area sets out a new framework that supports the Councils Health & Wellbeing Strategy to encourage a shift towards a wider range of transport options that can help support a healthier and more environmentally sustainable transport for system for Surrey to rebalance health inequalities and improve mental health. Given the current draft status of the new transport plan there are no direct public health implications because of this report.

What Happens Next:

67. Following agreement of the recommendations, the actions below will be undertaken:

- The Surrey Transport Plan will be presented to County Council on 12 July 2022 to seek the adoption of the Transport Plan and approve the publication of the plan on the county council's website from 13 July 2022.
- Approval for any final changes necessary to allow publication of the plan on 13 July 2022 will be delegated to the Executive Director, for Environment, Transport & Infrastructure, in discussion with the Cabinet Member for Transport & Infrastructure.

Report Author:

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Consulted:

Community, Environment and Highways Select Committee considered the New Surrey Transport Plan for Surrey on 25 June 2021

Greener Futures Reference Group considered the New Surrey Transport Plan for Surrey on:

- 6 August 2021

- 15 November 2021
- 11 April 2022

A range of key stakeholders, including residents, Surrey's borough and district councils, key business stakeholders, Coast to Capital and Enterprise M3 Local Enterprise Partnerships, neighbouring councils, and relevant transport bodies including Transport for the South East and Highways England, Health Service Providers, Network Rail, Southwestern Railways, SUSTRANS.

Annexes:

Annex 1 - Surrey Transport Plan Consultation Report

Annex 2 - Additional Engagement Report

Sources/background papers:

Cabinet Paper 26 October 2021 Surrey's Greener Futures Climate Change Delivery Plan (CCDP)

Cabinet Paper 26 October 2021 National Bus Strategy – Bus Back Better - A Bus Service Improvement Plan for Surrey (BSIP)

Cabinet Paper 26 October 2021 Surrey Infrastructure Plan – Phase 1 Schemes

Cabinet Paper 29 June 2021 - The Surrey Transport Plan (Fourth Edition)

Digital Infrastructure Strategy (2021) [Digital Infrastructure Strategy 2021 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/digital-infrastructure-strategy-2021)

Surrey Infrastructure Plan (2021) [Surrey Infrastructure Prioritisation 2020 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/surrey-infrastructure-prioritisation-2020)

Climate Change Strategy (2020) [Climate Change Strategy 2020 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/climate-change-strategy-2020)

Health & Well-being Strategy (2020) [Surrey Health and Wellbeing Strategy 2020 \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/surrey-health-and-wellbeing-strategy-2020)

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