

## **Annex A**

Proposed Countywide ITS Prioritisation Process:

This prioritisation process is a simplification of the prioritisation process used for the Surrey Instructure Plan projects and has been developed in discussion with the Communities, Environment and Highways Select Committee and also with input from the Member Reference Group.

Each County Councillor has the opportunity to nominate 1 ITS project that is of highest priority locally in their division.

The nominated ITS schemes will have a technical assessment to see if each scheme is, in broad terms, affordable and deliverable.

Each nominated scheme has been scored against the following criteria: Congestion, Accessibility, Safety, Environment, Economy, and Affordability & Deliverability. There is a lot of detail behind each of these criteria, including links to LTP 4, Healthy Surrey, Greener Futures, Healthy Streets for Surrey etc. This detail is included in this Annex.

Schemes that score highly in terms of Safety and Affordability & Deliverability, will achieve the highest overall scores. This is to ensure that the schemes that deliver the best outcomes for highway users in terms of improving road safety, and are good value for money, receive a higher score. Also, each scheme will consider if Healthy Streets for Surrey measures could be introduced within each scheme.

The highest scoring scheme for each District or Borough will be progressed (subject to the estimated value not being great than £350,000 ), once eleven schemes have been identified, then the next highest scoring scheme in a rural area (defined as within a Parish Council area) in each District or Borough will be delivered subject to budget availability. In the event that there is not enough funding to prioritise all District and Boroughs, the schemes with the highest score will take precedence. This is to ensure no community is left behind.

The Cabinet Member has the ability to adjust scheme priorities to reflect local needs, levelling up, redressing imbalance impacting on rural communities or other County priorities.

The prioritised scoring has been carried out by Traffic Engineers who have detailed knowledge of each scheme location and have been moderated to ensure a consistent countywide approach.

This moderation ensures that different Traffic Engineers agree with the approach and score for each nominated scheme.

The prioritised schemes form the countywide proposed programme of work in Annex B to be delivered from the 2025/26 Financial Year, once considered for agreement by the Cabinet Member for Highways, Transport and Economic Growth.

Each County Councillor who's nominated schemes is not prioritised in Annex B could decide to either nominate the same scheme again for the following FY or decide to nominate an alternative scheme.

## Scoring Criteria:

### Congestion

Vehicle journey time impact	congestion	-3 to +3	Increased congestion is not necessarily a negative score as could change behaviour towards active travel. Heat map of traffic congestion can be sourced from Google Streetview. Air quality impact of congestion links to the criteria under "Environment".
Improve bus time reliability	congestion		Removal of parking or implementation of bus lanes would be a positive score. Feedback from Passenger Transport team of feedback from Bus Operating Companies on any usual delays on routes/difficulties with timetable reliability
Limit private vehicular traffic growth	congestion		Measures to prevent through traffic in residential areas would be a positive score. Feedback from any traffic surveys or Google Streetview heat map could determine if a residential road is being used as a "rat run" (negative score if road is SPN4a or 4b)
Use technology to aid management of congestion	congestion		Average speed cameras could smooth traffic flows, and would be a positive score in the right location. A camera that would be likely to displace traffic could be a negative score. Links to Average Speed Camera criteria.
Separated cycle facility - to beat congestion	congestion		A separated cycle facility would be the highest positive score. Links to LCWIP, Active Travel, Placemaking, Major, Road Safety, flood alleviation schemes would be a positive score.

### Accessibility

A1	Increase the number of walking trips	accessibility	-3 to +3	Increase the number of walking trips. Improvements to the ease of walking including wider pavements, improved crossing facilities a more positive score. Reductions in pavement width or removal of crossing facilities would be a negative score. Vivacity camera data is available in some limited locations on pedestrian and cycling use.
A2	Increase the number of cycling trips	accessibility		Increase the number of cycling trips. Increase the number of cycles parked at railway stations. Improved cycling and cycle parking facilities, upgrades of crossings to Toucan (where appropriate) would be a positive score. Better Points data can also be used to indicate an increased take up of active travel.
A3	Increase the number of public transport trips	accessibility		Increase the proportion of who can have can travel to hospital by public transport in 20 or 30 minutes. Increase the proportion of 16-19 year olds who have can travel to schools or colleges by public transport in 20 or 30 minutes. Increase bus patronage. Increase the number of all survey respondents who are satisfied with bus services. Increase the number of passengers who are satisfied with bus services. Improve bus punctuality. Increase the satisfaction with travel information. Feedback on this data can be requested from Passenger Transport
A4	Support Equality, Diversity & Inclusion	accessibility		Increase the satisfaction of disabled people with accessibility of town centres, see Surrey Coalition of Disabled People website. Schemes designed to improve access would have a higher score. Ensure access to services and engagement is available for all (consider time, day and date of engagement meetings and opportunities to shape our service and ITS schemes)
A5	Reduce community severance	accessibility		An example of a positive score would be a pedestrian crossing on a busy road that goes through a community residential area, where there are no or limited alternative crossing points.
A6	Encourage links between housing & health-care and other public facilities	accessibility		A scheme that provides additional pedestrian, cycling or public transport facilities to improve access to health or other public service provision would have a higher score. This links with the approach from Transformation initiatives. This can be determined by assessing the ETI interactive map, and facility locations.

## Safety

S1	Reduce KSI	safety	-7 to +7	Reduce the number of people killed or seriously injured (KSI) for all highway users. Data is available on Crashmap and could use data from a relevant Road Safety Working Group meeting. Should use data from preceding 3 years (and mindful of changes during Pandemic).
S2	Reduce Slight Casualties	safety		Reduce the number of slight casualties for all highway users. Data is available on Crashmap and could use data from a relevant Road Safety Working Group meeting. Should use data from preceding 3 years (and mindful of changes during Pandemic).
S3	Reduction in vehicle speeds	safety		A reduction in vehicle speeds would be a positive score, and may need additional engineering measures if the measured average mean speeds do not comply with the Setting Local Speed Limits Policy.
S4	Support Safe Routes to School	safety		Increase the share of school trips by modes other than single passenger in a car
S5	Improve street lighting	safety		Increase the percentage of the population who benefit from better lighting. Increased number of street lights is not necessarily a higher score if the environmental impact outweighs any potential benefits. Consider if the crime rate is higher in that location and if the Police consider that improved street lighting could reduce the amount of crime or the fear of crime.
S6	Reduce the KSI and Slight injuries to pedestrians and cyclists	safety		Specific measure in addition to overall rates, in order to give a higher priority to schemes that could reduce the number of personal injury accidents involving the highest priority, and vulnerable, highway users. Data is available on Crashmap and also through appropriate Road Safety Work Group meetings. Should use data from preceding 3 years (and mindful of changes during Pandemic).

## Environment

E1	Improves Biodiversity	environment	-3 to +3	A scheme that incorporated improved biodiversity through planting an/or environmentally enhancing drainage features would score higher. This includes opportunities to incorporate appropriate species of street tree planting and blue heart wilding of verges.
E2	Opportunity for sustainable travel, buses & EV/non-fossil fuel	environment		Improvements to all forms of sustainable travel including walking, cycling, bus routes, emerging new sustainable technology forms of transport, installation of EV chargers etc would be a positive score.
E3	Encourage shift away from private cars	environment		Making it easier to use sustainable transport of any kind would give a higher score. Increasing uptake of behaviour change approach such as Better Points could increase score.
E4	Reduce traffic emissions to improve air quality	environment		Reduction in emissions in an Air Quality Management Area would have a higher score. Contribute to government target of reduction to net zero by 2050, a scheme to improve walking or cycling facilities would have a positive score
E5	Reduce the impact of HGVs	environment		Consideration should be given to where HGVs may be displaced to and in line with the SPN eg if HGVs are displaced from a residential road to a distributor road with a higher SPN, then the score could be higher. If the scheme promotes access for more sustainable deliveries, such as EV charging points, then the score could be higher.
E6	Infrastructure resilience	environment		Reducing flood risk, impact of other incidents and weather events results in a positive score. Incorporating SUDS approach would give a highest score.

## Economy

EC1	Impact on journeys to education and training	economy	-3 to +3	Co-ordination and links to projects promoted by the Road Safety Team, or other <u>schemes promoting sustainable school travel would have a higher score.</u>
EC2	Impact on journeys to employment/town centres	economy		Co-ordination and links to projects promoted by the Placemaking Economy Team & TDP would have a higher score.
EC3	Impact on distribution routes	economy		Assess the impact of re-routing traffic required for distribution of goods and services. SPN 1 & 2 and some SPN 3 roads are more suitable for this traffic than residential roads. Co-ordination and links to projects promoted by Placemaking Economy Team & links to Freight strategy. Schemes that could displace distribution traffic in to residential areas would have a negative score.
EC4	Visual impact of scheme on Town/Village economic sustainability	economy		Schemes designed to enhance the environment and street scene of a Town or Village are more likely to be economically sustainable. More people are likely to visit, dwell and have a larger economic contribution. This type of scheme would have a higher score. Links with Healthy Streets design guide and Placemaking.

## Affordability & Deliverability

AD1	Project is good value for money and/or has match funding	affordability & deliverability	-10 to +10	A positive score would be given for schemes that have a good some external funding or is a lower cost measure
AD2	Project is deliverable - time/cost/quality	affordability & deliverability		A positive score would be for a project where the cost & quality would not be compromised in order to meet timescales. A scheme is likely to have a negative score if there are land and/or legal issues such as where Common Land is required for a scheme.
AD3	Project has member & community support	affordability & deliverability		No member or community support would be the lowest score, either member or community support would be neutral, member & community support would be positive
AD4	Project is in broad terms technically feasible	affordability & deliverability		Outcome of technical appraisal and/or engineers assessment would determine score
AD5	Project links with other projects in locality	affordability & deliverability		A link with another project would be a positive score

Range -3 to +3	<p>Vehicle Journey Time impact</p> <p>Improve bus time reliability</p> <p>Limit private vehicular traffic growth</p> <p>Use technology to aid management of congestion</p> <p>Separated cycle facility - to beat congestion</p>	Score from -3 to +3 Score	<p><b>Congestion</b></p> <p>Linking to LTP4 Priorities</p>
Range -3 to +3	<p>Increase the number of walking trips</p> <p>Increase the number of cycling trips</p> <p>Increase the number of public transport trips</p> <p>Support Equality, Diversity &amp; Inclusion</p> <p>Reduce community severance</p> <p>Encourage links between housing &amp; health-care and other public facilities</p>	Score from -3 to +3 Score	<p><b>Accessibility</b></p> <p>Links with LTP4/LCwIP/Healthy Surrey</p>
Range -7 to +7	<p>Reduce KSI</p> <p>Reduce slight casualties</p> <p>Reduce vehicle speeds</p> <p>Support safe routes to school</p> <p>Improve street lighting</p> <p>Reduce the KSI and Slight injuries to pedestrians and cyclists</p>	Score from -7 to +7 Score	<p><b>Safety</b></p> <p>Links with Road Safety Team programmes</p>

<p style="text-align: center;"><b>Range -3 to +3</b></p>	<p>Improves biodiversity          Opportunity for sustainable travel -buses &amp; EV/non fossil fuel          Encourage shift away from private cars          Reduce traffic emissions to improve air quality          Reduce HGV impact          Infrastructure resilience</p>	<p style="text-align: center;"><b>Score from -3 to +3</b>          Score</p>	<p style="text-align: center;"><b>Environment</b>          Links with Greener Futures, Build Back Greener &amp; Surrey Infrastructure Plan</p>
<p style="text-align: center;"><b>Range -3 to +3</b></p>	<p>Impact on journeys to education &amp; training          Impact on journeys to employment/town centres          Impact on distribution routes          Visual impact of scheme on Town/Village economic sustainability</p>	<p style="text-align: center;"><b>Score form -3 to +3</b>          Score</p>	<p style="text-align: center;"><b>Economy</b>          Links with SCC Strategic Objectives - no one left behind</p>
<p style="text-align: center;"><b>Range -10 to +10</b></p>	<p>Project is good value for money and/or has match funding          Project is deliverable - time, cost, quality          Project has member &amp; community support          Project is in broad terms technically feasible          Project links with other projects in locality</p>	<p style="text-align: center;"><b>Score from -10 to +10</b>          Score</p>	<p style="text-align: center;"><b>Project Affordability &amp; Deliverability</b></p>



County Councillors were contacted in October 2023

Process for each County Councillor to choose 1 ITS scheme to propose for prioritisation for delivery in

1 ITS scheme proposed by end of March 2024

County Councillor emails [Councillors@surreycc.gov.uk](mailto:Councillors@surreycc.gov.uk) with their preferred ITS scheme on the new Proforma, to put forward, with support from the

Stakeholder Engagement Officer (SEO) can support on simplified engagement with stakeholders and liaises with

Technical Assessments carried out May - August

Each 1 nominated scheme has a Technical Assessment to determine if proposal is, in broad terms, technically

Already identified ITS schemes with some assessing information available.

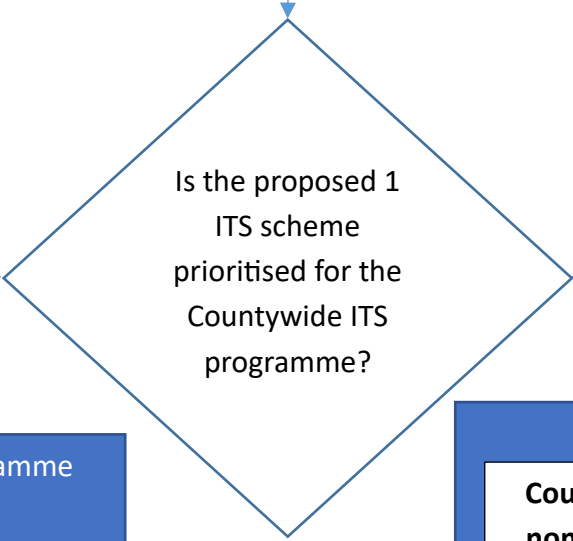
A meeting of County Councillors for each Borough or District area to discuss works programmes and

All nominated schemes are prioritised against the agreed prioritisation process and reviewed by Cabinet Member to

Already identified schemes with a feasibility/scoping study completed

October onwards – schemes progress for delivery from

Newly identified ITS scheme put forward by residents or other stakeholders.



Yes

No

Proposed Countywide ITS Programme from 2025/26  
Based on £3m budget  
Countywide prioritised programme of schemes agreed by the Cabinet Member for Highways, Transport and Economic Growth Transport.  
Programme that is affordable and deliverable and meets the agreed prioritisation criteria with stronger links to policies and strategies including ITDA, Greener Futures and

Option 1  
**County Councillor could decide to nominate the same scheme** again for prioritisation in the next Financial Year.  
County Councillor emails [Councillors@surreycc.gov.uk](mailto:Councillors@surreycc.gov.uk) with their preferred ITS scheme

Option 2  
**County Councillor could decide to nominate a different scheme** for prioritisation in the next Financial Year.  
County Councillor emails

Report Annually to CEH Select

