Surrey County Council   **please reply to:**
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Woodhatch   Stoke Newington
Reigate   London
RH2 8EF   N16 0DX

surreytransportplan@surreycc.gov.uk   roger.blake@railfuture.org.uk

2021-10-24

Dear Sir / Madam,

Draft Surrey Transport Plan 2022-32 – LTP4

Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

Our Vision and Objectives

How do you feel about the level of ambition within our Vision statement?
Moderately positive

Prioritise the Plan's objectives, 1 being the most important to you and 4 being the least.
1. Well-connected communities
2. Business and people to prosper sustainably
3. Excellent well-being and quality of life
4. Rapidly reduce carbon emissions

Thinking about the Vision and Objectives, how effectively do you think they address the challenges and opportunities currently facing Surrey?
Somewhat effectively

Our Principles and Policy Areas

How do you feel about the Avoid - Shift - Improve principles?
Moderately positive

Thinking about the Avoid - Shift - Improve principles, how effective do you think they will be in meeting our objectives to reduce carbon towards net zero by 2050?
Somewhat effective

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<u>Measures to avoid or reduce journeys</u>

Do you think our ideas to reduce or avoid journeys are ambitious enough to achieve our net zero carbon objective?
Moderately

Thinking about the Planning for Place measures listed above, how effective would these be to encourage you to avoid or reduce some journeys?
Somewhat effective

Thinking about the Digital connectivity measures listed above, how effective would these be to encourage you to avoid or reduce some journeys?
Somewhat effective

Thinking about the Behavioural Change measures listed above, how effective would these be to encourage you to avoid or reduce some journeys?
Somewhat effective

Please rank the measures described above in order of how likely they would be to encourage you to reduce or avoid some journeys by car in the future (1 being most likely)
Response offered as an organisation, not individual:
1. New developments designed to promote sustainable travel options
2. Expanded behaviour change information and incentives
3. Established 20-minute neighbourhoods
4. Extensive roll-out of fibre broadband and 5G mobile coverage
5. Raised awareness and provision on online services and opportunities
6. Streets defined by the streets family guide

Can you think of a suitable place, area or town where a 20-minute neighbourhood could be introduced?
No response offered

It may take several years to fully develop 20-minute neighbourhoods. Please rank the 'quick wins' that could be introduced in the short term that you think would most improve your area (1 being the biggest improvement)
Response offered as an organisation, not individual:
1. Making public realm improvements
2. Introducing 20mph zones and traffic management as a default
3. Implementing walking and cycling schemes that are forecast to be well used
4. Establishing mobility hubs
5. Making land use changes to increase the range of activities available

Is there anything further you would like to add or would like to see included in the draft Plan to reduce or avoid the need to travel?
Reducing or avoiding the need to travel *per se* is questionable as a principle; reducing or avoiding the need to travel by unsustainable modes is a legitimate and worthwhile objective.

<u>Measures to shift more journeys to sustainable forms of travel</u>

How do you feel about the idea of a sustainable travel hierarchy to support more journeys to be undertaken by foot or bicycle?
Moderately positive

Draft Surrey Transport Plan 2022-32

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Thinking about the Active Travel measures listed above, how effective would these be in encouraging you to walk or cycle more for local journeys?
Somewhat effective

Which, if any, of the following are currently barriers to you walking or cycling more for some local journeys?
Insufficient signage, Lack of safe secure cycle parking, Poor air quality

Thinking about the Public and Shared Public Transport measures listed above, how effective would these be in encouraging you to use buses, trains and shared transport more for local journeys?
Somewhat effective

Please rank these measures by how effective they would be in encouraging you to use Public and Shared Public Transport more for local journeys (1 being the most effective)
1. Improved journey time reliability
2. Improved accessibility and safety
3. Improved, integrated and simplified services
4. Simplified ticketing and fares
5. Expanded shared transport provision
6. Mobility hubs
7. A Mobility as a Service (MaaS) framework

Thinking about a fairer comparison of travel costs between using a car and sustainable travel options, how effective would the Demand Management for Cars measures listed above be in encouraging you to use your car less in the future for some local journeys?
Very effective

Thinking about the Demand Management for Goods Vehicles measures listed above, how effective would these be in reducing the negative impacts of goods vehicles and encouraging goods vehicles to operate more sustainably?
Somewhat effective

Thinking about the Behaviour Change measures listed above, how effective do you think the Behaviour Change measures will be in supporting a shift towards more journeys by sustainable travel modes?
Very effective

Is there anything further you would like to add or would like to see included in the draft Plan to encourage more journeys by sustainable forms of travel?
~ More and better car parking at stations, including electric charging points, to meet future demand and remove rail users' cars from residential streets
~ More and better cycle parking at stations, including electric charging points, to meet future demand

<u>Measures to improve journeys</u>

Do you think the measures to improve outlined above are ambitious enough to achieve our objective of net-zero carbon emissions by 2050?
For the scale of change required, not just by 2050 but more importantly within the timescale of this Transport Plan, the level of ambition may well prove to be disconcertingly inadequate.

Thinking about the Efficient Network Management measures listed above, how effective do you think these will be in meeting our objectives to reduce carbon towards net zero by 2050?
No response offered

Please rank these measures by how effective they would be in managing the road network more efficiently (1 being the most effective)
No response offered

Thinking about the Promoting Zero Emissions Vehicles measures listed above, how effective do you think these will be in meeting our objectives to reduce carbon towards net zero by 2050?
No response offered

Thinking about EV car clubs and their potential to play a significant role in increasing electric vehicle usage, what do you think the barriers are to reducing individual car ownership in the future and why?
No response offered

Thinking about the Behaviour Change measures listed above, how effective do you think these will be in improving journeys to reduce carbon towards net zero by 2050?
Somewhat effective

Is there anything further you would like to add or would like to see included in the draft Plan to improve the efficiency/sustainability of journeys?
Added focus on journeys which are not all by road, but only partly by road for journeys which are also undertaken by bus and train, so improving journeys to and from bus stops and rail stations for example must be included in measures if improving the sustainability of journeys generally is to improve through significant mode shift to public transport.

Impact Strategies

How do you feel about the 4 impact strategies ability to meet our objectives to reduce carbon towards net zero by 2050?
Moderately positive

Please pick your top 3 measures from Impact Strategy 1 that you think will be most successful in reducing carbon emissions.
1. Travel more by public or shared transport
2. Travel more on foot and by bike
3. Receive e-cargo or EV deliveries

Please pick your top 3 measures from Impact Strategy 2 that you think will be most successful in supporting Surrey's growth ambitions and enable business and people to prosper sustainably.
1. New transport connections have opened up new land for housing and economic development
2. Access is easy using non-car modes and amenities available within walking / cycling distance
3. Business have access to a wider range of employees and customers as it is easier to reach their sites

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Please rank the measures from Impact Strategy 3 important to you to successfully provide well-connected communities that encourage social mobility and ensure no-one is left behind?
1. Integrated public transport services serve residents and open up further services and opportunities
2. The services are accessible to all
3. Local centres provide a wide range of services and can be easily accessed at low cost on foot or by bike
4. Residents have access to more services and opportunities online at low or no cost

Please pick your top 3 measures from Impact Strategy 4 that you think will be most successful in creating thriving communities with clean air, excellent health, wellbeing and quality of life.
1. Travel more by public or shared transport accessed by Mobility Hubs and using a MaaS app
2. Receive deliveries that arrive by e-cargo bike or electric van for their last leg
3. Travel to local centres on foot and bike and rebalanced traffic-calmed roads

Is there anything further you would like to add or would like to see included in the draft Plan's Impact Strategies?
For Impact Strategy 1, set SMART mode share targets for 2032, and interim targets for 2027, in order to quantify the effectiveness of measures to increase use of the sustainable transport modes – walk, cycle, bus, rail (noting that motorised road vehicles are not, in our considered view, sustainable just by having an electric rather than fossil fuel engine as they are still responsible for 'the Oslo Effect' and for congestion, collisions and casualties) – and at the 2027 interim stage to take further measures.

Integrated Sustainability Appraisal

How do you feel about the ISA and HRA?
No response offered

Do you have any comments on the ISA?
No response offered

Do you have any comments on the HRA?
No response offered

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS
Railfuture
Vice-Chair London & South East regional branch
Director for Infrastructure & Networks, national Board