

Surrey County Local Travel Plan (LTP4)

Draft Points from Surrey Climate Commission Transport Group

A. Good approach but stronger ambition needed.

1. Good overall framework. LTP4 principles based around Avoid - Shift - Improve is supported.

2. Economy-wide shift implied and supported. The evidence base references economic strategies, community and health plans. This recognises the need for transport to shift alongside the whole economy. A zero-carbon economy will mean different ways of living with different transport needs.

3. Stronger climate ambition for transport needed. The target of 60% reduction in transport carbon emissions by 2035 is lower than the overall target of 80%, yet transport contributes 46% of all carbon emissions and Surrey County Council has the most influence over transport. The reduction target for carbon emissions from transport should be at least 80%.

B. Clear vision for zero carbon transport

4. Local zero carbon plans. The strategy should set out a vision for zero carbon transport at a local level in Surrey, reflecting the varied geographical challenges. Such a vision should quantify the amount of Avoid, Shift and Improve needed to get to the target in each case. The time has come to spread the widespread micro mobility of London into the local transport plans of areas such as Surrey.

5. Set out the scale of outputs required from the policies. This could include the required level of reduction in vehicle kilometres, increase in cycling and walking levels for shorter journeys, workplace parking levies, the scale of reallocation of road space and subsidised public transport fares. This will allow the level of funding requirement (from government and/or government policies/regulations) to be clearly set out.

6. Best practice review. Best practice, both in the UK and further afield should be reviewed to accompany the policy analysis.

C. Making sure it happens

7. Citizens' Assembly on Transport in Surrey. Public support is crucial for the required changes in travel behaviour, highway capacity and investment, but the proposed "awareness campaigns" will be insufficient. A Citizen's Assembly on Transport in Surrey is proposed, with a representative group of citizens deliberating and making recommendations.

8. Two competing visions for UK transport - needs a change of government policy. There is a real risk that local transport decarbonisation could be held back by transport infrastructure growth nationally including investment in highways (as set out in the Highways England plans for £14bn enhancements), and airport expansion (notably Gatwick and Heathrow). The level of surface transport infrastructure investment to support Gatwick or Heathrow expansion would divert funding away from decarbonisation across Surrey.

9. Links to National, Surrey and Borough/District local planning. Proposals such as 20-minute neighbourhoods and shift from car dependency to public and active transport will require links to local plans and district/borough planning across Surrey. These links are absent from the plan. Local planning policies should be reviewed to make sure that they are focused on placemaking such that natural space, local leisure, amenities, community areas, and active travel infrastructure networks are restructured to reduce the need to leave our local areas so often. Expanding an airport (national planning) or building on green belt (local planning) would induce more car dependency, undermining this plan.

10. From policy to action. The strategy's approach and overall mix of policies is supported but implementation is unclear. A clear 'dashboard' is needed such that progress in each key area/place can be tracked to link the policies in the plan to the outcomes, including progress towards 'Avoid', 'Shift' and 'Improve' in different areas, and to meet air pollution and climate targets. The level of funding needed for each area should be clearly identified and include new staffing posts at Surrey County Council.