

Local Transport Plan 4: Suggested consultation response

The consultation on LTP4 poses a number of set questions under a number of headings with only a limited number allowing for a 'free text' response. Responses to many of the questions are limited to drop down/ranking options. Where this is the case, the reasoning behind the suggested response is provided in italics. This text will not be submitted as part of the Council's response.

It is suggested that the LTP4 [consultation webpages](#) are read alongside the suggested response to provide context to the questions. A link to the relevant consultation page is provided in the title for each section.

Our Vision and Objectives

- 1) How do you feel about the level of ambition within our Vision statement? (scale of one to five with five being the most ambitious)

5: The Plan represents a significant step change in the County's transport strategy being wider ranging and more ambitious than previous transport plans. The vision conveys this ambition.

- 2) Please prioritise the Plan's objectives, 1 being the most important and 4 being the least:

- 1 Rapidly reduce carbon emissions
- 2 Excellent well being and quality of life
- 3 Business and people to prosper sustainably
- 4 Well connected communities

Whilst all the objectives of the plan are important, reducing carbon emissions is paramount given the current climate emergency we face. The 'well connected communities' objective is ranked 4th due to the Borough of Epsom and Ewell being relatively compact and well connected in comparison to some of the more rural Surrey authorities.

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

Very effectively

Somewhat effectively

Not at all effectively

I don't know

- 4) Is there anything further you would like to add or would like to see included in the draft Plan's vision and objectives?

The Council welcomes the wider scope of LTP4 and the vision is supported. It is ambitious, reflecting the need for the County, along with

the Boroughs and Districts, to be progressive in terms of delivering a transport system that is fit for the future.

The objectives are supported; they underpin the vision and will collectively help in its delivery. They also align with many of the Borough Council's own priorities.

Delivery of the vision and objectives will only be achieved through partnership working, acknowledgement of major challenges and how these will be addressed.

Our Principles and Policy Areas

- 5) How do you feel about the Avoid-Shift-Improve principles? (scale of one to five with five being the most ambitious)

4: The principles are ambitious and are supported. However, it is considered that multiple principles could be applied to each policy area. For example, 'planning for place' has only the 'avoid' principle assigned to it (i.e. reducing the number and length of trips etc...) but could also align with 'shift' (shifting travel to more sustainable modes...) in terms of new development providing superior opportunities for cycling and walking.

- 6) 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?

Very effective

Somewhat effective

Not at all effective

I don't know

The principles are supported and considered to be effective. However, it is recognised that many of the measures aligning with these principles may be challenging to deliver given the wide variety of influencing factors and competing needs.

Measures to avoid or reduce journeys

- 7) Do you think our ideas to reduce or avoid journeys are ambitious enough to achieve our net zero carbon objective? (scale of one to five with five being the most ambitious)

4: Given the scale of the challenge and the ability of the County Council to influence a reduction in journeys, the ideas are ambitious. Some of the measures suggested will be easier to achieve than others.

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

Very effective

Somewhat effective

Not at all effective

I don't know

Land use planning is influenced by a multitude of factors and therefore the measures may be limited in their effectiveness. However, in principle, the measures are supported.

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

Very effective

Somewhat effective

Not at all effective

I don't know

Given the recent significant shift to the use of online services that has resulted from the pandemic, this measure would help to reduce or avoid journeys.

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

Very effective

Somewhat effective

Not at all effective

I don't know

Changes in behaviour can be encouraged through providing information and viable alternatives to more polluting methods of transport.

- 11) Please rank the measures described below in order of how likely they would be to encourage you to reduce or avoid some journeys by car in the future (1 being the most likely)

- 1 Established 20-minute neighbourhoods
- 2 New developments designed to promote sustainable travel options
- 3 Streets defined by the family guide
- 4 Extensive rollout of fibre broadband and 5G mobile coverage
- 5 Raised awareness and provision of online opportunities and services
- 6 Expanded behaviour change information and incentives

Providing facilities and services within easy reach by foot/bike would be most likely to reduce the need to travel. The pandemic has shown that local facilities are valued and should continue to be used and protected where possible.

12) Can you think of a suitable place, area or town where a 20-minute neighbourhood could be introduced?

The Borough of Epsom & Ewell contains a number of excellent opportunities for creating 20-minute neighbourhoods. Epsom Town Centre, Stoneleigh Parade and Ewell Village already provide a range of facilities and services which help meet our residents' day to day needs. Designating such areas as 20-minute neighbourhoods could help maintain and enhance the valued facilities/services, while helping to improve accessibility both within and to the neighbourhoods.

13) 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)

- 1 Implementing walking and cycling schemes that are forecast to be well used
- 2 Making public realm improvements (e.g. parklets, pedestrian priority)
- 3 Making land use changes to increase the range of activities available
- 4 Establishing mobility hubs
- 5 Introducing 20mph zones and traffic management as a default

14) 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?

National planning policies will have an impact on the ability to manage some of the changes suggested. For example, recent alterations to permitted development rights have resulted in a reduced ability for local authorities to manage land use change. This may threaten, particularly in the short term, the types of facilities/services available within neighbourhoods.

It should be made clear that reducing or avoiding the need to travel only applies to modes of transport which generate carbon emissions or create congestion. Journeys made on foot or by bike should be actively encouraged.

It should be recognised that this principle will be more difficult to adhere to in rural areas.

[Measures to shift more journeys to sustainable forms of travel](#)

15) How do you feel about the idea of a sustainable travel hierarchy to support more journeys to be undertaken by foot or bicycle? (scale of one to five with five being the most ambitious)

4: The sustainable travel hierarchy prioritises greener forms of travel above others, which is supported in principle.

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

Very effective

Somewhat effective

Not at all effective

I don't know

Improving walking and cycling routes would help encourage more journeys by foot/bike, although it should be recognised that some journeys will need to be carried out by other modes of transport.

17) Which, if any, of the following are currently barriers to you walking or cycling more for some local journeys?

Footpaths too close to traffic - yes

Insufficient signage - yes

Lack of safe secure cycle parking - yes

Poorly maintained cycle/footpaths - yes

No facilities at destinations - No

Fast traffic unsafe for cycling - yes

Cycleways that aren't joined up - yes

Poor air quality – yes

The majority of these options are considered to be barriers to walking or cycling for some local areas. The Plan E town centre signage improvements are a good example of recent improvements to wayfinding.

18) 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?

Very effective

Somewhat effective

Not at all effective

I don't know

Any measures which improve the reliability and accessibility of public /shared transport will help encourage the use of public/shared transport.

19) 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 accessibility and safety
- 2 Improved journey time reliability
- 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 (e.g. an app)

All these measures are considered to be important, although improving accessibility, safety and journey times are a priority.

20) 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

Somewhat effective

Not at all effective

I don't know

The Demand Management for Cars measures are likely to be the most controversial in the Plan. While many other measures offer a 'carrot' approach these are likely to be viewed as the 'stick' and prove unpopular. However, the use of such measures is likely to be very effective in reducing car use subject to there being appropriate alternative modes of transport.

21) 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?

Very effective

Somewhat effective

Not at all effective

I don't know

Collectively these methods are likely to have an impact.

22) 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

Somewhat effective

Not at all effective
I don't know

Behaviour change is likely to be influenced by a number of factors, but the measures suggested will help to raise awareness.

23) 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?

A combination of measures will be needed to encourage more journeys to be made by sustainable forms of travel. Providing convenient, reliable and accessible public/shared transport options will help make their use more desirable and working with transport providers will be essential. However, it is recognised that measures such as those suggested in the Demand Management for Cars Measures will accelerate the pace of change. These measures are likely to be more challenging to implement and their impact/consequences will need to be carefully explored and fully understood. Close working with the Boroughs and Districts will be essential as different areas are likely to have different needs/challenges and will require bespoke approaches. For example, Epsom & Ewell's position adjacent to Greater London is likely to present public/shared transport opportunities which can be realised through collaborating with neighbouring Greater London authorities.

Measures to improve journeys

24) 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?

Very effective
Somewhat effective
Not at all effective
I don't know

Collectively these methods are likely to have an impact.

25) Please rank these measures by how effective they would be in managing the road network more efficiently (1 being the most effective)

- 1 Data driven network management
- 2 A 'Vision Zero' approach to road safety
- 3 Network maintenance
- 4 More enforcement
- 5 Futureproofing our network for new technology
- 6 Targeted capacity improvements

26) 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?

Very effective

Somewhat effective

Not at all effective

I don't know

Given the government's target 2030 target to end the sale of petrol and diesel vehicles measures which support the shift to ZEV will be likely to be effective.

27) 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?

The Borough of Epsom and Ewell is an area of high car ownership, with many households owning more than one car. The introduction of an EV car club within the Borough could potentially reduce the levels of private ownership. Reducing multiple car ownership should be a priority and could be achieved through providing genuine alternatives to private car use for those occasional journeys such as using a car club. Once such alternatives become more familiar, their use is likely to increase further. Alternatives to car ownership need to be cost effective, convenient and easy to use/understand (a potential barrier when encouraging the use of car clubs).

28) 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?

Very effective

Somewhat effective

Not at all effective

I don't know

Encouraging behaviour change through schemes such as car clubs is likely to have an impact.

29) 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?

Given the increasing popularity of private transport services such as Uber, the provision of more demand responsive services could be explored, which may bridge the gap between buses (fixed routes & timetable) and private cabs (complete flexibility). Examples could include hail and ride minibuses services, which are managed via an app, which have been trialled in London authorities.

Impact Strategies

30) How do you feel about the 4 impact strategies ability to meet our objectives to reduce carbon towards net zero by 2050? (scale of one to five with five being the most ambitious)

4: The impact strategies are ambitious and collectively are likely to deliver significant carbon reductions. It is difficult to assess the level of carbon reduction that will be achieved so progress will need to be closely monitored.

31) Please pick your top three measures from Impact Strategy 1 that you think will be most successful in reducing carbon emissions

- 1 **Travel more on foot and by bike**
- 2 **Travel more by public or shared transport**
- 3 **Use more digital services**
- 4 Receive e-cargo or EV deliveries
- 5 More vehicles are smaller and electric vehicles
- 6 Traffic flows more smoothly

Many of the car journeys within Epsom & Ewell are for relatively short journeys. If more of these journeys could be made by walking or cycling then carbon reduction and improvements to air quality will be achieved.

32) Please pick your top three 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 **Access is easy using non car modes and amenities available within walking/cycling infrastructure**
- 2 **Businesses benefit from excellent digital connections which support advanced online working**
- 3 **EVs and access to EV car clubs provide operating cost saving compared to petrol and diesel vehicles**
- 4 Centres with local services, green spaces and low traffic streets
- 5 Businesses have access to a wider range of employees and customers as it is easier to reach their sites
- 6 Many employees are healthier due to increased walking and cycling activity
- 7 Business and delivery journey times are more reliable as the network flows more smoothly
- 8 New transport connections have opened up new land for housing and economic development.

All these measures will help support Surrey's growth ambitions, although the ability to access local facilities easily on foot/bike and the

ability to work effectively from home and avoid the need to travel are considered most beneficial to the Borough.

33) 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 Residents have access to more services and opportunities online at low or no cost
- 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 Integrated public transport services serve residents and open up further services and opportunities

Again, all these measures are likely to have a positive impact and are difficult to rank. However, online access to service and opportunities can help social mobility, while ensuring services are accessible to all provides equal opportunities.

34) 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 to local centres on foot and bike and rebalanced traffic calmed roads**
- 2 **Noise levels and visual and other disruption have also reduced with reduced traffic levels**
- 3 **Access to leisure opportunities and green space has improved with improved options for travelling on foot, by bike or by public or shared transport**
- 4 Physical and mental health has improved in the community due to improved air quality, greater access to leisure opportunities and increased walking and cycling activity
- 5 Use digital services and opportunities more
- 6 Travel more by public or shared transport accessed by mobility hubs and using MaaS app
- 7 Traffic flows more smoothly
- 8 Receive deliveries that arrive by e-cargo bike or electric van for their last leg
- 9 An increasing number of vehicles are smaller electric vehicles

Again, all these measures will have an impact and are difficult to rank. Given the compact nature of the Borough with its local centres and public open spaces, measures which reduce the impact of traffic and encourage walking and cycling are considered to be particularly positive.

35) Is there anything further you would like to add or would like to see included in the draft Plan's Impact Strategies

It is considered that the impact strategies are all interlinked with many of the measures delivering benefits for each of the objectives. As such, it is a difficult exercise to rank the measures. However different areas of the County are likely to have differing challenges/opportunities and while LTP4 provides the overarching strategy, the delivery plan should identify more bespoke measures for each area. It is suggested that the Boroughs/Districts have input into the delivery plan prior to its formal adoption.

Integrated Sustainability Appraisal

36) How do you feel about the Integrated Sustainability Appraisal (ISA) and Habitats Regulations Assessment (HRA)? (scale of one to five with five being the most ambitious)

Note: An HRA tests if a plan could significantly harm a European Site that is protected by the Habitats Regulations. There are no protected European Sites within the Borough.

5: The ISA and HRA process appears to have been thorough and find that the draft LTP4 performs well against the sustainability objectives. Those elements of draft LTP4 which have been identified as having potentially likely significant effects will be considered at the stage 2 'appropriate assessment' of the plan.

37) Do you have any comments on the ISA?

None

38) Do you have any comments on the HRA?

None