

Surrey Transport Plan

Strategy Summary

January 2017



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Surrey Transport Plan, 2011-2026

Introduction

January 2017

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1 Introduction to the STP Strategy Summary

- 1.1 This section provides a summary of the [Surrey Transport Plan](#) strategies.
- 1.2 The purpose of each strategy is to set out clearly the most effective, value for money and customer-focused measures, interventions and policy tools that will best tackle problems and achieve objectives. The strategies will be used to inform the development of implementation programmes for delivery of schemes on the ground.
- 1.3 There is a flexible customer-focused web-based approach to the development and review of [strategies](#). The following components have been produced:
 - Air Quality
 - Climate Change
 - Congestion
 - Cycling
 - Freight
 - Parking
 - Passenger Transport (Local Bus and Information)
 - Rights of Way Improvement Plan
 - Travel Planning
 - Rail
- 1.4 This Strategy Summary section is updated to incorporate other strategies as they are developed. Future strategies could include community transport, passenger transport interchanges, taxis, accessibility, asset management, road safety and walking.
- 1.5 Going forward, each strategy is likely to be reviewed every three to five years as part of a rolling programme. Strategies look forward to 2026.

2 Surrey Transport Plan Strategies

2.1 The following is a summary of the Surrey Transport Plan strategies.

Air Quality

- 2.2 Air quality is key to the health of humans and ecosystems. Road traffic is one of the major contributors to air pollution in Surrey. Air pollution is the presence of contaminant or pollutant substances in the air at a concentration that interferes with human health or welfare, or produces other harmful environmental effects.
- 2.3 Surrey's borough and district councils have a statutory duty to identify Air Quality Management Areas (AQMA) where current, and likely future, air quality in their areas is unlikely to meet the Government's national air quality objectives. Twenty four AQMA have been declared in Surrey as of December 2010, distributed between seven of the eleven boroughs and districts. These have been declared in relation to excessive nitrogen dioxide (NO₂), or both nitrogen dioxide and particulate matter (PM₁₀). The main source of both these pollutants in Surrey is road traffic.
- 2.4 There are various factors which, alone or in combination, contribute to air pollution exceedances in specific locations on the road network. Factors can include narrow streets with residential properties close to the kerb, high flows of buses or heavy goods vehicles, congestion, and busy junctions.
- 2.5 Surrey County Council, as the highways authority for the county road network, has a statutory duty to bring forward proposals to help meet the national air quality objectives in declared AQMA.
- 2.6 The proposed aim of the Air Quality Strategy is: To improve air quality in AQMA on the county road network such that Surrey's borough and districts are able to undeclare these areas as soon as possible, with regard to other strategies and funding constraints.
- 2.7 The objectives are:
1. Working with the accountable borough or district council for each designated AQMA, to incorporate physical transport measures in the borough or district council's Infrastructure Delivery Plan, agree options for the enforcement of existing regulations and agree options for supporting smarter travel choices, for future implementation as and when funding becomes available, in order to reduce air pollution from road traffic sources;

2. To provide assistance to the borough and district councils in producing their review and assessment reports, and Action Plan progress reports; and,
3. To consider air quality impacts when identifying and assessing transport measures in Surrey.

2.8 A twin-track preferred strategy approach is proposed:

- A focus on AQMAs through incorporating appropriate physical transport measures in Infrastructure Delivery Plans, enforcing existing regulations for parking and loading, supporting travel choices that are better for air quality and considering air quality issues in planning and other processes and areas of responsibility;
- Countywide air quality improvements delivered through synergies with other Surrey Transport Plan strategies and other county council strategies when and where these tend to restrain traffic growth, reduce vehicle delay, reduce vehicle emissions and improve the provision of travel information to people on the air quality impacts of their travel choices.

2.9 Partnership working with the boroughs and districts, the Highways Agency and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy.

Climate Change

2.10 The climate change strategy of the Surrey Transport Plan sets out our ambition to reduce carbon dioxide (CO₂) emissions from transport in Surrey and to manage risks posed to the transport network arising from climate change. Our aim is to develop a lower carbon transport system that is more resilient to future climate risks and higher energy prices.

2.11 Vehicles are becoming more efficient, but increasing mileage per capita and population growth will offset some of the benefits of technology improvements. Given these factors, it is estimated that the effect of central government and EU policies alone, will result in reduction of around 7% in carbon dioxide emissions in Surrey by 2020. The strategy sets out additional local actions to help reduce emissions further.

2.12 The objectives of the strategy are to:

1. Reduce distance travelled by reducing the need to travel
2. Increase the proportion of travel by sustainable modes such as walking and cycling, maintain public transport patronage and increase vehicle occupancy
3. Switch to lower carbon vehicles, encourage efficient driving and manage traffic flows

4. Reduce energy use of highway infrastructure and transport services
5. Manage the risks posed to transport, by forecasted effects of climate change

2.13 We will focus staff time and funding on options that will give greatest value for money. To inform these decisions we have considered the impact, cost effectiveness and deliverability, with respect to reducing carbon emissions and also the impact on the wider objectives of the Surrey Transport Plan.

2.14 The main activities by the strategy partners are:

- Make sustainable land use planning decisions for new development
- Encourage providers to invest in faster broadband in rural areas
- Develop school and workplace travel plans to promote sustainable choices
- Maximise the benefits from developer contributions to infrastructure
- Expand car clubs for pay-as-you drive hire of lower carbon vehicles
- Enforce legislation for car salesrooms to provide fuel efficiency information to consumers
- Procure lower emissions vehicles within our own fleets
- Support electric vehicle use through provision of charging infrastructure at appropriate parking locations
- Upgrade street lights through a PFI contract
- Use sustainable materials through highway maintenance contract
- Identify in greater detail the potential impacts of climate change through service risk registers and decide appropriate actions to avoid, reduce, share or accept risks

Congestion

2.15 Whilst Surrey's highway network is extremely busy, it does not suffer congestion to the degree that some metropolitan conurbations do. However, due to this busy nature, congestion does occur during the peak periods and at local hotspots, and rapidly arises when either incidents occur or traffic flow is disrupted. At the same time, travel demand is increasing as a result of additional development, both within and outside the county's boundaries. In addition, Surrey has a duty to meet the requirements of the Traffic Management Act (2004) and the Civil Contingencies Act (2004).

2.16 The focus of the strategy is on journey time reliability, which is seen as important for all users. Crucially, it is recognised that improving reliability can have greater economic benefit than minor improvements in average journey times. The ability of the system to recover from major disruptions is also seen as important.

2.17 The objectives of the Congestion Strategy are to:

1. improve the reliability of journeys;
2. reduce delays for all transport modes on key routes and at congestion hotspots;
3. improve the provision of journey planning information for travel in Surrey.

2.18 Surrey's target is to ensure congestion - both delay and journey time reliability - does not deteriorate beyond current levels.

2.19 Given that providing additional capacity is no longer considered to be the best solution except in certain locations and for particular circumstances, a mix of solutions are required involving a wide range of tools. This mix of solutions includes demand management, integrated land use & transport planning, network management, traffic management, freight & goods management and behavioural change.

2.20 The main areas the strategy will focus on are:

- improving the day-to-day proactive management of the network, crucially working in partnership with other organisations, such as the Highways Agency, on both day-to-day operations as well as incident management and winter maintenance;
- improving the way road maintenance and other road works are integrated and managed;
- developing Surrey's travel website to keep people informed and to encourage travel planning;
- improving the enforcement of regulations to keep the network efficient and to enable resulting revenues to be re-invested into the network;
- identifying and implementing developer funded schemes that will mitigate the impacts of additional demand;
- making the most of opportunities arising that will assist in meeting the strategy objectives, including working with local groups and objecting to development proposals that do not mitigate potential impacts satisfactorily.

2.21 Key activities enabling delivery of this strategy include:

- the use of Surrey's Network Management and Information Centre;

- developing Surrey's website giving up-to-date travel information, which can be reached at <http://www.surreycc.gov.uk/travel>
 - the role of Surrey's Traffic Manager.
- 2.22 Long-term success is dependent upon good land-use and transport planning, itself related to working closely and building upon existing partnership relationships with the planning authorities and other organisations. These include, for example, hospitals, major employers and other large trip generators, and developers.
- 2.23 A [Congestion Programme](#) has been developed by Surrey County Council, which lays out an integrated approach to managing congestion: a mixture of network and demand management; promoting alternatives to car travel; and new infrastructure. It provides a strategic programme for managing traffic congestion on Surrey's Road network in support of economic competitiveness and growth.

Freight

- 2.24 Surrey's location on the fringe of London offers its citizens many benefits in terms of access to employment and a pleasant environment to live but Surrey's relative affluence creates a great demand for goods, most of which are brought into the county by road.
- 2.25 The county council acknowledges the part that efficient and effective freight deliveries can play in maintaining Surrey's vibrant economy whilst recognising that the transportation of goods by Heavy Goods Vehicles (hereafter HGVs) can sometimes impact adversely on the environment and residents, both in urban and rural areas.
- 2.26 As the highways authority for the county road network, the county council has some limited powers to regulate HGV movements. However, the focus is on working with the freight industry and other authorities to provide operators with the information they need to plan deliveries as effectively as they can.
- 2.27 The aim of the Freight Strategy is:
- To assist in the effective transportation of goods whilst minimising the impact of large goods vehicles on Surrey's environment and its residents.
- 2.28 The proposed objectives are:
1. To continue to provide up-to-date information to the freight industry to enable more effective, reliable, safe and sustainable deliveries;
 2. To reduce the adverse impact of lorries on congestion, air quality and road safety in urban areas; and,

3. To reduce incidences of lorries diverting along unsuitable lower category roads when not being used for access.

2.29 A twin-track preferred strategy approach is proposed:

- Strategic countywide freight measures which will be delivered as and when funding becomes available; and,
- Local freight measures which will be developed and implemented to address specific freight issues in the county, as and when funding becomes available.

2.30 A toolkit of the preferred measures is presented.

2.31 Partnership working with freight operators and trade bodies, the Highways Agency, borough, district, town and parish councils, neighbouring local authorities and local residents associations and other representative groups will be essential to the delivery of this strategy.

Parking

2.32 Surrey has a high level of car ownership and use, relative to other counties in England, therefore it follows that the car is of huge significance to Surrey's residents. Certain towns in Surrey also suffer from severe congestion, which is an issue that can be influenced by parking provision and regulation. Consequently the management of residential and town centre parking is an important function of the County Council.

2.33 Surrey County Council's responsibilities in respect of parking include on street parking provision, civil parking enforcement, residential parking, Park & Ride in Guildford and parking demand management.

2.34 This strategy is designed to help shape, manage and deliver the county council's vision for parking:

2.35 "Provide parking where appropriate, control parking where necessary"

2.36 The proposed objectives of the Parking Strategy are:

1. Reduce congestion caused by parked vehicles
2. Make best use of the parking space available
3. Enforce parking regulations fairly and efficiently
4. Provide appropriate parking where needed

2.37 To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Management of on street parking – manage on street parking space to ensure optimum use

- Operation of civil parking enforcement – fair and cost effective processes to reduce inappropriate parking
 - Parking provision and policies – new developments to have appropriate levels for their function and location
- 2.38 At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.
- 2.39 Partnership working with boroughs and district councils will be particularly important in this field, given their role in the administration of civil parking enforcement and off street car parks. Boroughs and districts also work with the county council in their capacity as local planning authorities to develop standards for new development, which can affect parking provision and travel choices.

Passenger Transport Part 1 – Local Bus

- 2.40 The local bus network is an integral part of the transport system in Surrey. Buses provide access to schools and colleges for young people, to shopping and leisure facilities at the evenings and weekends and are a vital lifeline for older people who wish to maintain their independence. Buses can also be a more cost effective and environmentally friendly alternative to the car. In Guildford the thriving Park and Ride network helps to relieve congestion on key corridors and removes traffic from the busy town centre.
- 2.41 Surrey County Council, as the local transport authority, has an important role in the delivery of local bus services. The county council subsidises socially necessary services where they cannot be provided commercially, which amounts to around a third of the bus services operating in Surrey. Surrey County Council is also responsible for the highways on which the buses run, the traffic signals, junctions and bus lanes that can expedite their movement, as well as bus stop infrastructure, information and passenger waiting facilities that can make a big difference to a passenger's travel experience.
- 2.42 The proposed aim of the Local Bus Strategy is:
- To deliver and maintain an effective, safe and sustainable bus network in Surrey
- 2.43 The proposed objectives are:
1. To provide reliable and punctual bus services
 2. To maintain a sustainable network of financially-supported bus services

3. To improve the accessibility of bus services for passengers

2.44 Delivery of these objectives will be achieved through the following areas of work:

- Focussing on improvements to bus punctuality and journey time reliability through Bus Punctuality Partnerships
- Restructuring the supported bus service network to deliver better value for money and a better service for passengers
- Continued support for Park & Ride in Guildford
- Coordinating and supporting community transport and demand responsive transport provision in areas where it is more effective and sustainable than regular bus services
- Working with partners to ensure that passenger information and infrastructure is delivered in a cost effective manner

2.45 Partnership working with bus operators, the boroughs and districts, and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy. Maximising use of developer funding will also be a key factor in delivering the stated objectives, particularly in light of current financial constraints across the public sector.

Passenger Transport Part 2 - Information

2.46 Passenger transport information is a key component of an effective local bus and rail network. Information can come in many forms, from real time information on the internet to traditional paper timetables. These various media can all play a role in keeping passengers informed and making bus and train travel accessible to as many people as possible.

2.47 Surrey County Council's responsibilities in respect of passenger transport information include online bus timetables and journey planning information, real time passenger information at bus stops and interchanges, roadside bus stops and timetables, publicity for Park & Ride and selected other services and, through partnership work with rail operators, some real time displays at railway stations. SMS text messaging information is available on selected bus routes within Surrey (with a view to the service being extended in future), managed through a contractor by the county council.

2.48 The proposed aim of the Passenger Transport Information Strategy is:

To ensure that both users and potential new users have access to comprehensive, up to date, and easily accessible journey planning information for passenger transport.

2.49 The proposed objectives are:

1. Promote shift towards sustainable modes of travel

2. Promote equality of opportunity by publicising passenger transport options
3. Improve passenger transport information
4. Improve confidence in passenger transport reliability

2.50 Delivery of these objectives will be achieved through the following strands of work:

- Development of passenger infrastructure and information, with consideration given to more responsibility being taken on by bus operators (overseen by the county council to ensure standards are met)
- Continued development of the Surrey County Council website, including up to date bus timetables and electronic real time passenger information for bus and train users
- Support for Traveline, to ensure that this valuable journey planning resource is supplied with timely and accurate data

2.51 Partnership working with bus and train operators, the boroughs and districts, and with the wider Transport for Surrey Partnership will be essential to the delivery of this strategy. Maximising use of developer funding will also be a key factor in delivering effective passenger transport information, particularly in light of current financial constraints on the county council.

Travel Planning

2.52 Travel Planning has an important role to play in ensuring effective, reliable, safe and sustainable travel behaviour is embedded in the culture of organisations and schools in Surrey. The production of the travel plan is merely the start of the process, and a successful travel plan relies more on the implementation, monitoring and review process than the document itself.

2.53 Travel Planning can be divided into two distinct areas of work; school and workplace. School travel plans place an emphasis on safety and identify engineering, education and enforcement measures that reduce the risk of child casualties whilst at the same time encouraging sustainable modes of travel such as walking and cycling that have long term health benefits for young people. Workplace travel plans are generally implemented as a condition of planning approval for new or extended business premises and are aimed at reducing the proportion of single occupancy car trips to that location by employees.

2.54 In both cases Surrey County Council officers play an important role in the development of travel plans, providing advice and practical guidance as well as monitoring progress towards agreed travel targets.

2.55 The proposed aim of the Travel Planning Strategy is to provide travel-planning measures, interventions and self-help support to schools and workplaces in Surrey to make informed choices about their travel.

2.56 The proposed objectives and how we aim to deliver them are:

School travel planning

1. To make resources and training available to all pupils and students in Surrey, as well as providing direct help to schools and post-16 colleges identified as requiring additional support;
2. To provide additional support to schools those have been identified according to levels of casualties and indices of deprivation (areas of deprivation are linked to increased casualty rates), as well as those establishments with the greatest potential to reduce the number of car journeys to and from schools and colleges.
3. Help individuals gain skills to become independent and more self-reliant.
4. Ensure effective use of self-reliance resources are made available by the Safer Travel Team and partners.

Workplace travel planning

2.57 We will increase the implementation and impact of travel plans by organisations in Surrey, including Surrey County Council, through:

1. Providing advice on setting up travel plans and securing them through planning obligations
2. Providing tools and facilitating promotional activities
3. Providing information and advice on additional organisational led measures
4. Encouraging collaboration between organisations
5. Measuring the success of travel plans

Cycling

2.58 The Surrey Cycling Strategy forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The strategy sets out our aim for cycling in Surrey for the period to 2026 and our approach to achieving the aim.

2.59 In the UK and internationally, cycling is increasingly seen as an integral element of solutions to support economic growth, tackle congestion, improve personal mobility and address health problems associated with obesity and lack of physical activity. We recognise the great potential to

capture these benefits in Surrey. We also recognise the urgent need to tackle an increasing number of cyclist casualties.

2.60 The Surrey Cycling Strategy Consultation closed on the 1st November 2013. The final strategy was published in March 2014.

Rail Strategy

2.61 While the county has a generally comprehensive rail network and a large number of rail stations, many services are at capacity and suffer from peak time overcrowding. According to the [Department for Transport](#), Surrey has some of the most overcrowded train journeys in England and Wales. Not all parts of Surrey are well served by rail. Some towns have no direct connections to London and some rail connections to Heathrow and Gatwick airports are unsatisfactory.

2.62 To ensure that the county has the rail infrastructure needed for sustainable economic growth and to identify proposals for improvements that partners in Surrey can plan and deliver, a rail strategy has been developed.

2.63 The final version of the Surrey Rail Strategy was published in September 2013 following an extensive consultation process. Surrey County Council and partners will be working with the rail industry to implement the strategy and deliver an improved rail service for Surrey residents.

2.64 The Strategy provides a framework through which we can:

- develop future rail policy, service and infrastructure initiatives;
- respond to consultations (e.g. rail franchises, aviation reviews);
- lobby to influence national rail policy and planning; and
- support wider council growth initiatives.

2.65 We have developed a high-level strategic approach to this study. The strategy does not develop detailed options, rather it identifies potential interventions that Surrey County Council and its partners can either develop directly or can support third parties to develop. From our experience we are confident that this approach provides us and our partners with the influential rail strategy that they require.

2.66 The four rail development objectives for Surrey are:

1. Maintain global competitiveness;
2. Drive economic growth;
3. Reduce impacts on the environment, and
4. Accommodate sustainable population growth.

2.67 The objective for the Rail Strategy is to identify proposals for strategic investment that the county council, working with partners, can plan and deliver.

Rights of Way Improvement Plan

2.68 There are 3,444km of rights of way in Surrey and they are an invaluable asset. The revised Rights of Way Improvement Plan (ROWIP) considers the status of the network, the needs of its users, and investigates how the network could be improved to reflect changing patterns of use and the changing requirements placed upon it.

2.69 Five main objectives for improving our rights of way have been identified:

- To improve accessibility to services, facilities and the wider countryside along rights of way
- To improve connectivity of rights of way and to reduce severance
- To improve the quality of the rights of way network
- To increase recreational enjoyment
- To secure coordinated implementation of the Rights of Way Improvement Plan within resources available.

3 Surrey Transport Plan Master Toolkit

- 3.1 Table 1 is a complete list of all the policy tools at the county council's disposal across all of the topic strategy areas. The table also indicates how each tool contributes towards the four Surrey Transport Plan objectives.
- 3.2 The final two columns on the right hand side of Table 1 show the relevant strategies that incorporate individual policy tools. More context and detail for each entry can be found by visiting the Surrey Transport Plan [webpages](#).

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Infrastructure Measures						
Bus stop infrastructure	✓	✓		✓	Local Bus	PT Info
Climate change adaptation planning to identify risks, most effective responses and take action in prioritized areas eg wet spots database	✓	✓	✓	✓	Climate Change	
Cycle parking and storage	✓		✓	✓	Cycling	Air Quality Climate Change Travel Planning
Dropped kerbs	✓		✓		Walking	
Infrastructure to support use of hybrid/electric vehicles	✓			✓	Climate Change	Air Quality
Junction improvements					Cycling	
Low-cost measures to improve bus service punctuality/reliability	✓	✓	✓	✓	Local Bus	
New and/or improved cycle lanes, off-road cycle routes, cycle paths and cycle tracks; contraflow cycling in one way street, advanced stop lines and appropriate cycle route signing	✓	✓	✓	✓	Cycling	Air Quality Climate Change
New and/or improved shared use footway	✓	✓	✓	✓	Cycling	
New and/or improved traffic-free, safe route for walking close to/linking with local communities, businesses and facilities	✓	✓	✓	✓	Rights of Way	Walking
New and/or improved traffic-free, safe route for cycling close/linking with to local communities, businesses and facilities	✓	✓	✓	✓	Rights of Way	Cycling
New and/or improved traffic-free, safe route for equestrian use	✓	✓	✓	✓	Rights of Way	
'Noxer' paving, tree planting and green roofs within schemes				✓	Air Quality	
Park and Ride	✓	✓			Local Bus	Air Quality Parking

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Park and Stride	✓	✓			Walking	
Parking and loading restrictions	✓	✓			Parking	Air Quality
Pedestrian crossing facility			✓		Walking	
Procure lower emissions vehicles for Surrey County Council fleet and incorporate into tenders for contracted works				✓	Climate Change	
Relocation and, where possible, rationalisation of street furniture				✓	Walking	
Removal/installation of traffic signals	✓	✓	✓	✓	Congestion	Air Quality
Safety cameras at speed or red light jumping collision sites			✓		Road Safety	
Safety engineering at collision sites			✓		Road Safety	Freight Walking
Specify use of sustainable materials for highways maintenance and minimise waste to landfill				✓	Asset Management	Climate Change
Tactile paving	✓		✓		Walking	
Town centre access study to improve access for the sensorily and mobility impaired, involving audit by mobility impaired volunteers to identify problems with the built environment and developing priority lists of schemes and work programme	✓		✓	✓	Walking	Accessibility
Transport interchange infrastructure	✓	✓		✓	Local Bus	Air Quality PT Info
“Unsuitable for HGVs” signing	✓	✓	✓		Freight	Congestion
Upgrade streetlights and include dimming management for reduced energy consumption			✓	✓	Asset Management	Climate Change
Management of infrastructure						

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Appropriate speed limit reductions	✓	✓	✓	✓	Road Safety	Cycling
CCTV parking enforcement	✓				Parking	Air Quality
Civil parking enforcement officers	✓				Parking	Air Quality
Collaborative working with the freight industry and other authorities	✓	✓	✓	✓	Freight	Congestion
Community Transport	✓		✓	✓	Local Bus	Accessibility
Construction Logistics Planning		✓	✓	✓	Freight	Congestion
Continuation and development of partnership arrangements between the county council and bus operators	✓	✓	✓	✓	Local Bus	Climate Change
Controlled Parking Zones (CPZs)	✓		✓		Parking	
Coordination of roadworks	✓	✓			Congestion	Air Quality
Curfew parking	✓			✓	Parking	
Demand Responsive Transport	✓	✓	✓		Local Bus	Accessibility
District and borough cycling plans	✓	✓	✓	✓	Cycling	
Developing a preferred lorry route network for satnav applications, including information on driver rest facilities	✓	✓	✓	✓	Freight	Congestion
Discretionary road markings	✓		✓		Parking	
Encouraging commercial bus services, and commercially driven initiatives from bus operators	✓	✓		✓	Local Bus	
Freight delivery and servicing planning	✓	✓		✓	Freight	Congestion Travel Planning
Freight Quality Partnerships	✓	✓	✓	✓	Freight	Air Quality Climate Change

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Integrated Demand Management and traffic management measures	✓	✓	✓	✓	Congestion	Climate Change Cycling
Integrated incident management	✓	✓	✓		Congestion	
Intelligent Transport Systems (ITS)	✓	✓		✓	Congestion	
Joined-up day to day operational management of network	✓	✓			Congestion	
Loading/unloading bay provision	✓	✓	✓		Parking	Freight
Lorry incident reporting system	✓		✓		Freight	
Minimum disabled bay provision	✓		✓		Parking	
Monitor local lorry movements, working with local residents and elected members			✓		Freight	
Parking/loading restrictions	✓	✓	✓		Parking	Congestion
Police enforcement including speed limits	✓	✓	✓	✓	Road Safety	Climate Change Cycling
Positive lorry route signing	✓	✓			Freight	Congestion
Principles for cycling infrastructure design and delivery	✓	✓	✓	✓	Cycling	
Providing supported bus services using prioritisation methodology	✓			✓	Local Bus	Climate Change Accessibility
Rail freight transport	✓	✓	✓	✓	Freight	
River freight transport	✓	✓		✓	Freight	
Road maintenance activities	✓	✓	✓	✓	Asset Management	Cycling

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
School crossing patrols			✓		Road Safety	
School run parking – restrictions			✓		Parking	
Smart card ticketing	✓			✓	Local Bus	Climate Change
Support for the development of coach services	✓			✓	Local Bus	
Urban Traffic Management and Control (UTMC)	✓	✓		✓	Congestion	Climate Change Air Quality
Waivers and suspensions	✓		✓		Parking	
Promotional and Behavioural Measures						
Activities to encourage participation including cycling festivals, bike maintenance and recycling workshops	✓	✓	✓	✓	Cycling	
Carbon based VED behavioural change marketing				✓	Climate Change	
Car clubs	✓			✓	Travel Planning	Accessibility Air Quality Climate Change Parking
Car share database	✓			✓	Travel Planning	Accessibility Air Quality Climate Change Congestion Parking
Community Speed Watch			✓		Road Safety	
Curriculum Project			✓	✓	Travel Planning	

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Cycle training and dedicated funding to support training for children and young people who would not otherwise be able to afford it	✓		✓	✓	Travel Planning	Climate Change Cycling Road Safety
Drive SMART		✓	✓		Road Safety	
Encourage fuel efficient driving through voluntary use of intelligent speed adaptation technology on satnavs			✓	✓	Climate Change	
Encourage internet use to facilitate access to services	✓			✓	Travel Planning	Accessibility Air Quality Climate Change Congestion
Evaluation and behaviour change work through University of Surrey	✓	✓	✓	✓	Travel Planning	
Home working		✓		✓	Travel Planning	Accessibility Air Quality Climate Change Congestion
Media and publicity campaigns (e.g. drink driving, speeding, mobile phones, seatbelt wearing, safer motorcycling, anti-social parking, safe and considerate use of the roads among cyclists and motorists)			✓		Road Safety	Travel Planning, Cycling
Pedestrian training resources	✓		✓	✓	Travel Planning	Walking
Personalised Learning Assessments	✓		✓	✓	Travel Planning	
Primary school education and training			✓	✓	Road Safety	Travel Planning
Promotion of eco-driving			✓	✓	Climate Change	Air Quality
REED (Roadside Education and Enforcement Days)			✓		Road Safety	Travel Planning

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Safe Drive Stay Alive intervention			✓		Road Safety	Travel Planning
Safe Routes to Schools/ Golden Boot Challenge/ Education / work with schools	✓	✓	✓	✓	Travel Planning	Cycling Rights of Way Improvement Plan Road Safety
School Speed Watch			✓		Road Safety	Travel Planning
School, station and workplace travel planning	✓	✓	✓	✓	Travel Planning	Air Quality Accessibility Climate Change Cycling Parking
Secondary school education and training			✓	✓	Road Safety	Travel Planning
Station travel plans	✓	✓	✓	✓	Travel Planning	
Support for setting up of community based workshops providing bicycle maintenance and recycling in the community				✓	Cycling	
Theatre in Education			✓	✓	Road Safety	
Training in cycling design best practice	✓	✓	✓	✓	Cycling	
Travel planning self help resources	✓	✓	✓	✓	Travel Planning	
Travel Smart programme	✓	✓	✓	✓	Cycling	
Walking bus	✓		✓	✓	Travel Planning	Walking
Wheels to Learn	✓		✓		Accessibility	Climate Change

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Work related road safety intervention – policy, risk assessment and internal systems to ensure an organisation's vehicles are adequate, staff properly trained, crashes involving workforce recorded and remedial training implemented as required			✓	✓	Road Safety	
Information Provision						
Advance information on winter maintenance	✓	✓	✓		Asset Management	Congestion
Advisory signage (e.g. turn off engine at level crossings)	✓			✓	Air Quality	Climate Change
Annual cycling events calendar and Code of conduct for cycling event organisers		✓			Cycling	
Continuation and development of electronic real time passenger information	✓	✓		✓	PT Information	Accessibility Local Bus
Continuation and development of passenger transport information on Surrey County Council's website	✓	✓		✓	PT Information	Accessibility Local Bus
Continued support for passenger transport information produced by train/bus/coach operators	✓	✓		✓	PT Information	Local Bus
Cycling information (cycle maps, website, cycling journey planner)	✓	✓	✓	✓	Cycling	
Exploiting future opportunities to disseminate information to lorry drivers and satnav companies (eg. Mobile phone applications, partnership work with Kent County Council at major ports)	✓	✓	✓	✓	Freight	
Framework for approving events on the highway	✓	✓	✓	✓	Cycling	
Include sustainable travel accessibility in decision-making criteria of the Surrey Strategic Partnership's "Estates Review"				✓	Climate Change	Cycling
Off-street parking Variable Message Signs	✓	✓			Parking	
On-street parking Variable Message Signs	✓	✓			Parking	
Planning of major cycling events						
Planning of one-off events	✓	✓			Congestion	
Realtime information on SurreyTravel website	✓	✓			Congestion	Accessibility

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Pricing measures						
Differential parking charges	✓			✓	Parking	Air Quality Climate Change Congestion
Ensuring access issues are fully considered as part of Vehicle Operators License Applications	✓		✓		Freight	
Pay and Display	✓			✓	Parking	Congestion
'Pay by Phone'	✓			✓	Parking	Congestion
Resident parking permit scheme	✓			✓	Parking	Congestion
Road works permit scheme		✓		✓	Asset Management	Congestion
Visitors' parking permits	✓			✓	Parking	Congestion
Other Measures (including Land Use Measures)						
Action plans to address congestion hotspots	✓	✓			Congestion	
Cycle audit process	✓	✓	✓	✓	Cycling	
Encourage boroughs and districts to consider adopting minimum emissions standards or vehicle age restrictions into taxi licensing procedures				✓	Air Quality	Climate Change
Enforcement of fuel vehicle labeling in car showrooms				✓	Climate Change	
Include sustainable travel accessibility in decision-making criteria of the Surrey Strategic Partnership "Estates Review"				✓	Climate Change	
Integrated approach to on/off street parking	✓	✓	✓	✓	Parking	
Parking standards guidance for new developments	✓			✓	Parking	
Surrey Cycling Board and forum	✓	✓	✓	✓	Cycling	

Surrey Transport Plan – Master Toolkit	Contribution to Objectives				Main strategy linked with measure	Other strategies linked with measure
	Eff	Rel	Saf	Sus		
Travel planning input into local engineering schemes funding permitting	✓	✓	✓	✓	Travel Planning	Walking
Working with partners to consider individual topic strategy issues:	(✓)	(✓)	(✓)	(✓)	Air Quality	
• in Local Development Framework process to plan location and type of development and local infrastructure improvements and controls,	(✓)	(✓)	(✓)	(✓)	Climate Change	
• in identification of appropriate developer-funded mitigation schemes,	(✓)	(✓)	(✓)	(✓)	Congestion	
• in providing guidance on parking provision	(✓)	(✓)	(✓)	(✓)	Cycling Freight	

Table 1 - STP Strategy Toolkit