

# A New Rail Strategy for Surrey: SCRP AGM July 2021

- What we did

Updated the existing Surrey Rail Strategy of 2013 helping us to realise Surrey's 2030 Community Vision and 2050 Place Ambition, linked to LTP4 and the Surrey Infrastructure Study

- Why

Previous strategy was dated

Part of our work to take journeys off the road, reduce congestion, LTP4 (avoid, shift, improve)

Rail is important to Surrey businesses and residents

Plan for the future

Define our priorities to lobby Government

Strategically position SCC to work effectively with the rail industry

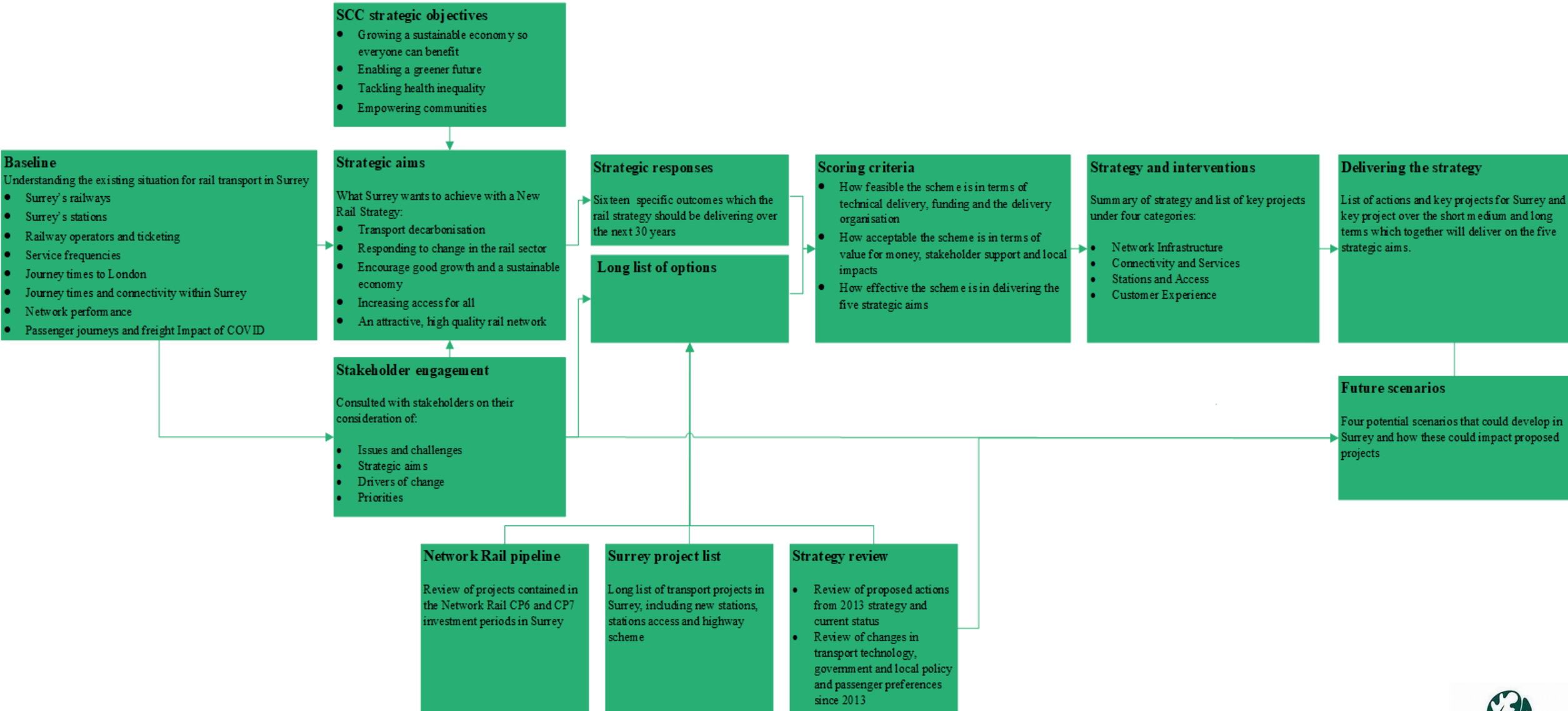
- Key milestone

Approved by Cabinet

[Surrey County Council - Agenda for Cabinet on Tuesday, 30 March 2021, 2.00 pm \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/agenda-for-cabinet-on-tuesday-30-march-2021-2-00-pm)

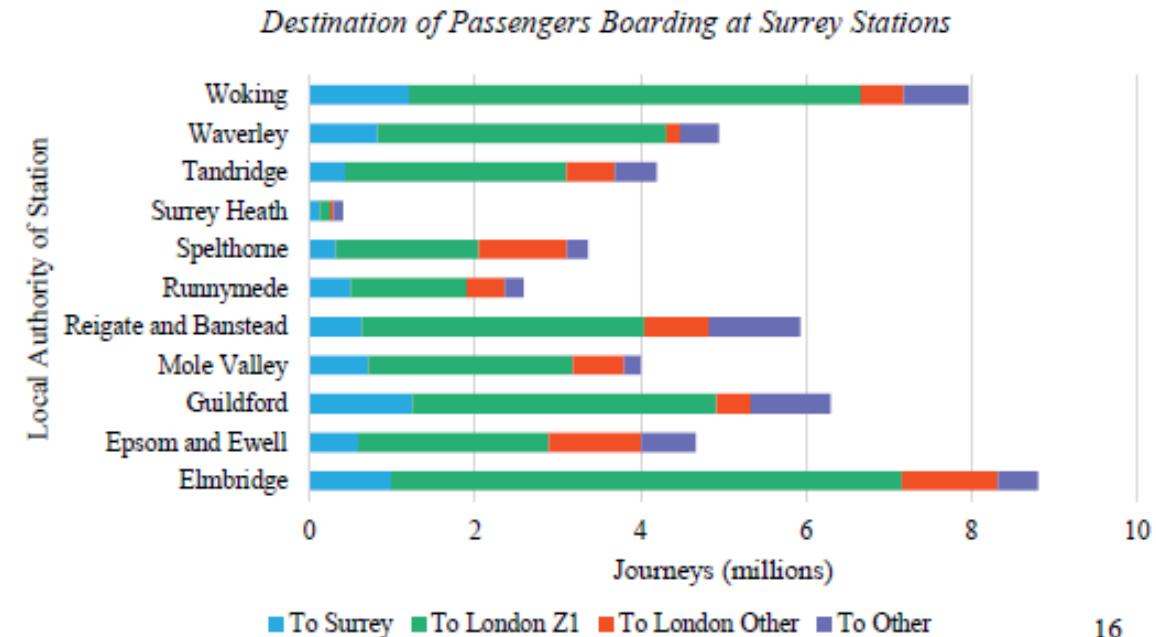
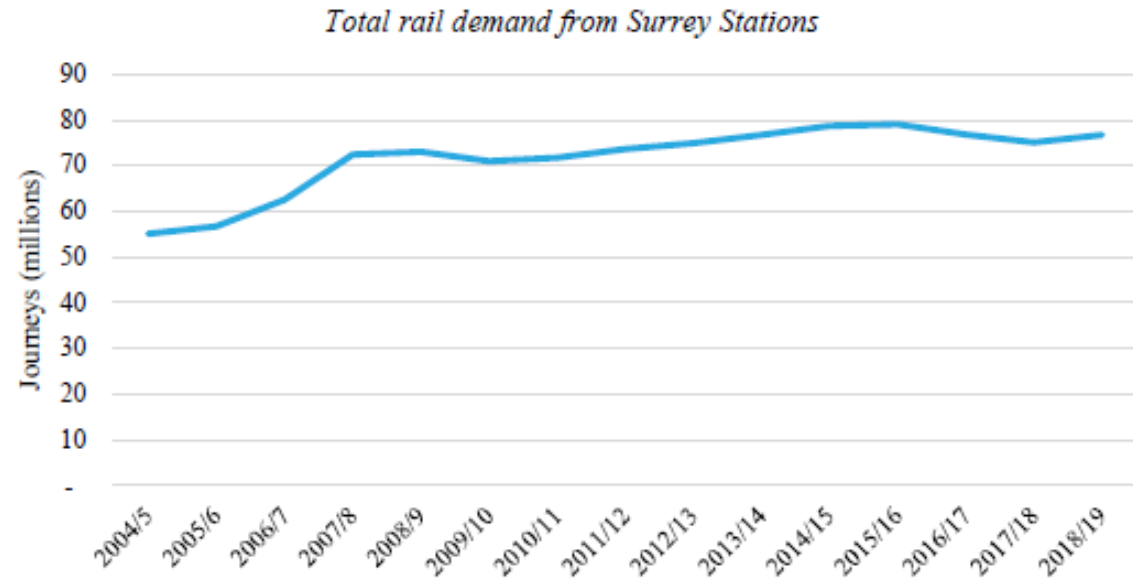


# Work Flow



# Baseline

- Data on flows and station usage
- Operators
- Ticketing and types
- Service frequencies
- Journey times and connectivity within Surrey
- Journey times to London
- Network Performance
- Passenger journeys and freight
- Internal attractors
- Impact of Covid19



## Changes Since 2013

- Carbon zero declaration
- Changing patterns of demand
- Government rail policy
- Devolution agenda
- Emerging technology
- Proposed housing growth
- Economic and place making policy:
  - Supporting the innovation economy
  - Whole place approach
  - Greener economy
  - Balanced inclusive economy

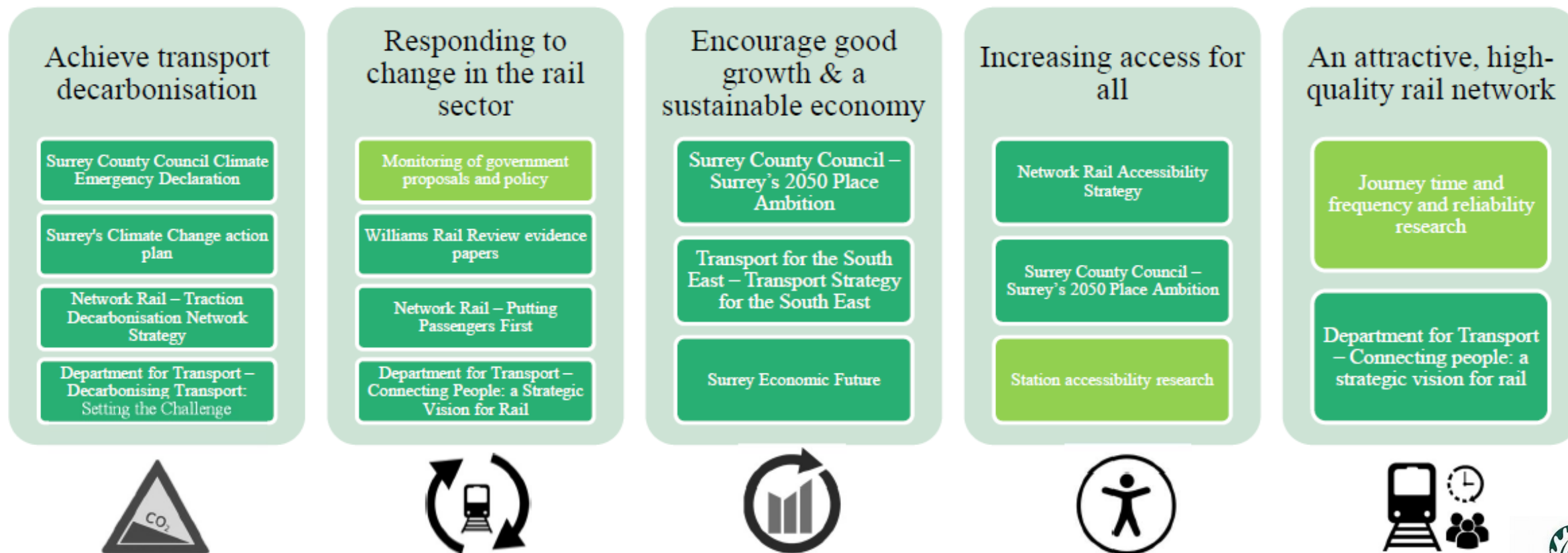
## Scenario Planning

- Hosing growth and populations
- Local and regional job growth
- Consumer preference on sustainability
- Commuter and leisure trip rates
- Central government priorities
- TfSE scenario development:
  1. The London Hub
  2. Digital Future
  3. Route to Growth
  4. Sustainable Future
  - ☐ Central Scenario: Sustainable Route to Growth

## Strategic aims and responses

### Developing strategic aims

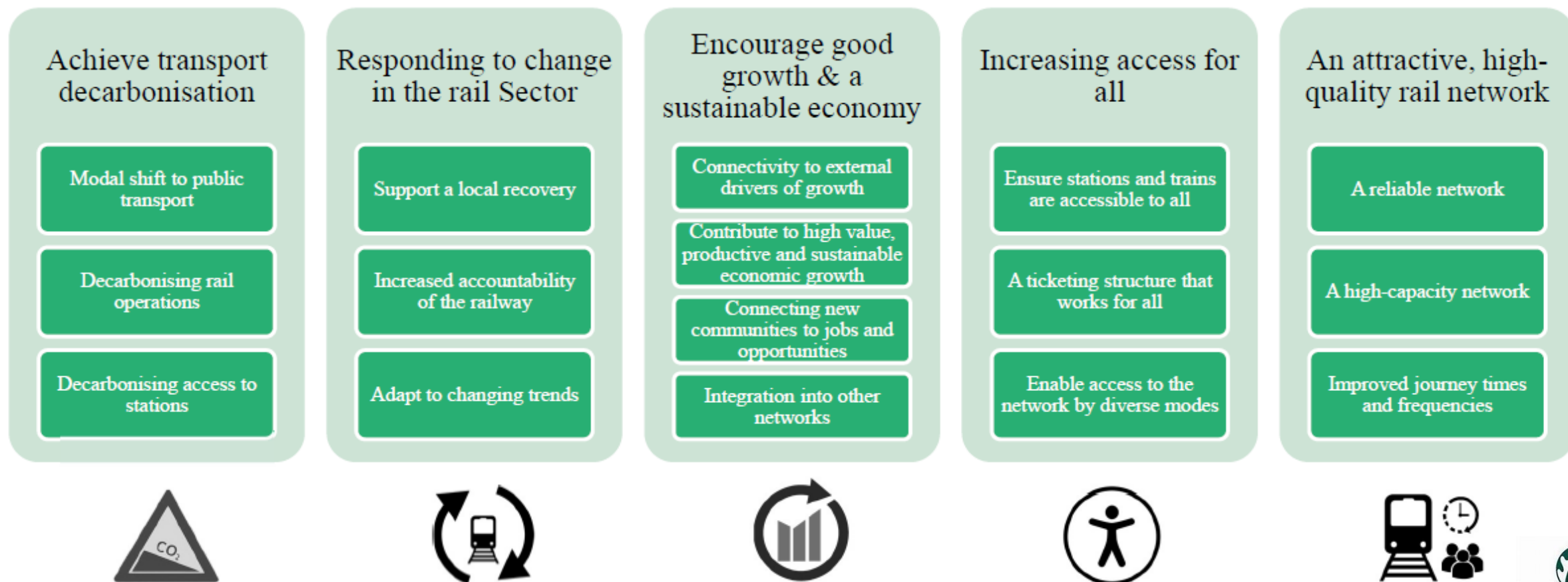
*We used the following sources to develop the strategic aims – based on plans for the GB rail network and specific policies and outcomes Surrey County Council is looking to achieve*



## Strategic aims and responses

### Developing strategic responses

*These are specific objectives we seek to achieve and will be used to assess interventions*

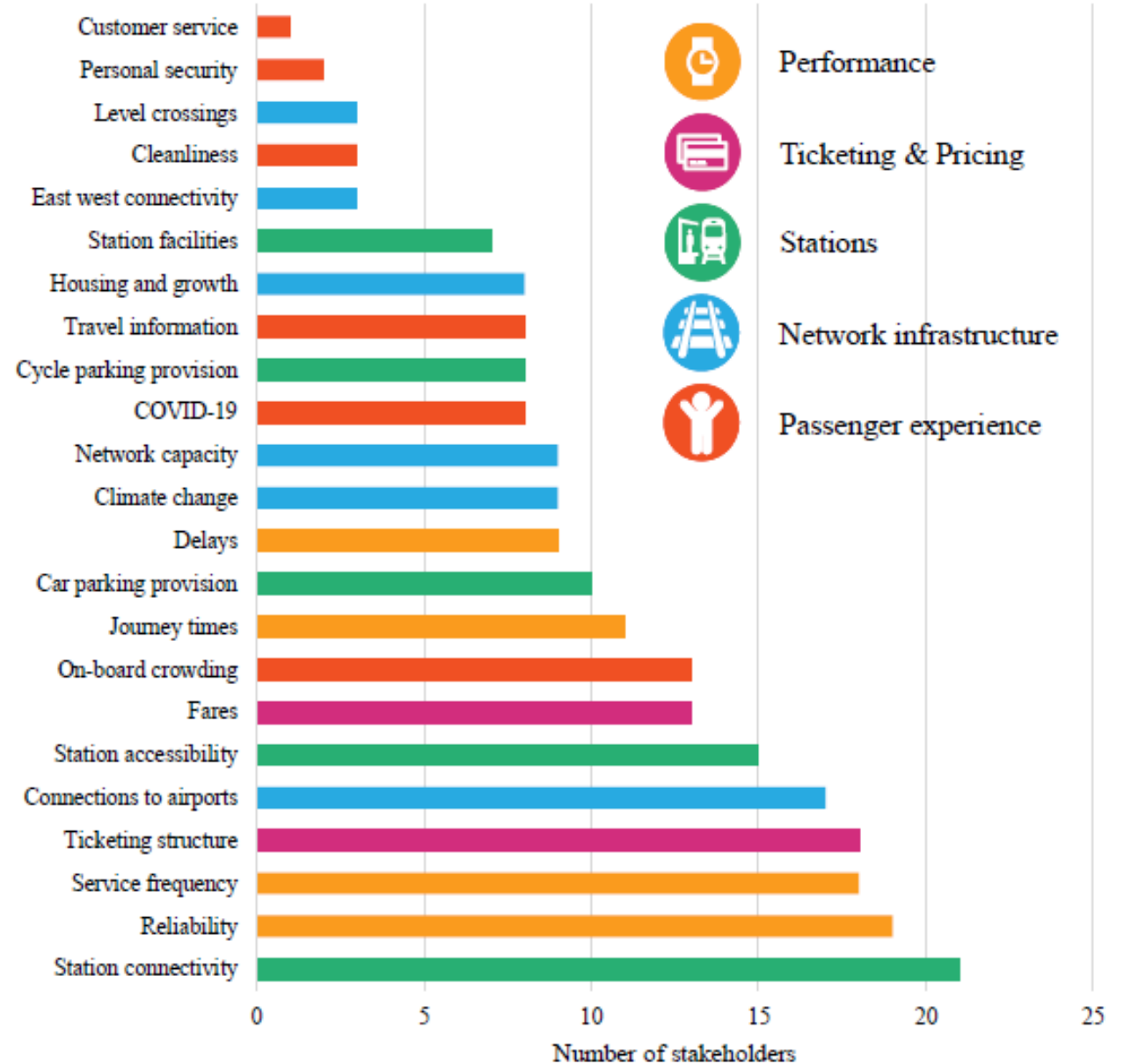




# Engagement & Grouping Interventions

- Boroughs and Districts
- Neighbouring councils
- Parish and RAS
- Strategic Partners
  - Network Rail
  - TfSE
  - HSR
  - HSPG
  - HAL
  - GAL
- Rail user groups
- C2C LEP
- EM3 LEP
- Business organisations
- Disability organisations

## Issues and challenges



## Strategy development

### Categorising interventions

*The four categories highlight the main areas of intervention and policy in the rail network –  
Project scheme list developed in consultation with Surrey existing scheme list, Network Rail plans and consultation with Districts and Boroughs*

	Network infrastructure	Connectivity and services	Stations and access	Passenger experience
Description	Upgrades to existing infrastructure which increase capacity and improve reliability.	New infrastructure or new services operating on existing lines.	Interventions and policies which improve the accessibility of the railway and the stations on the network.	Changes which impact how the railway is operated to encourage better services and the how journeys are paid for.
Core scheme List	Croydon Area Remodelling Scheme Redhill to Tonbridge line Weather Resilience Oxted Line Electrification New Platform 3 at Reigate Station and level crossing performance SWML digital signalling North Downs Line electrification Guildford Platform Capacity Scheme Woking Rail Capacity Improvements	North Downs Line service improvements Increased frequency Redhill to Tonbridge line Gatwick/Kent connection Southern Rail Access to Heathrow: Waterloo Link via Staines Southern Rail Access to Heathrow: Regional Rail	New Rail Station: Meroo New Rail Station: Park Barn Dorking Deepdene Lift Access Godstone Station Redevelopment Longcross Station Redevelopment Stoneleigh station step-free access Ash Vale station step-free access Guildford Station Upgrade Esher station step-free access Walton station step-free access Stoneleigh station step-free access Staines active travel enhancement Woking active travel enhancement West Byfleet active travel enhancement	Zonal Ticketing Structure journeys within the south east with fare capping Adoption of ‘Delivering fares for All’ Integration of bus and rail ticketing Comprehensive smart ticketing



## Scoring the interventions

In order to develop a list of supported schemes a scoring system was used with a range from 0-3 against 3 subcategories for feasibility and acceptability. Suitability was scored against each the strategic aims with the same 0-3 scoring range. A minimum score of 4 was required for feasibility and acceptability to be included in the strategy as a core scheme in the strategy and each scheme had to be achieving at least 3 for one strategic aim.

### Feasibility (/9)

- Technical Delivery
- Funding Agreement
- Delivery Organisation

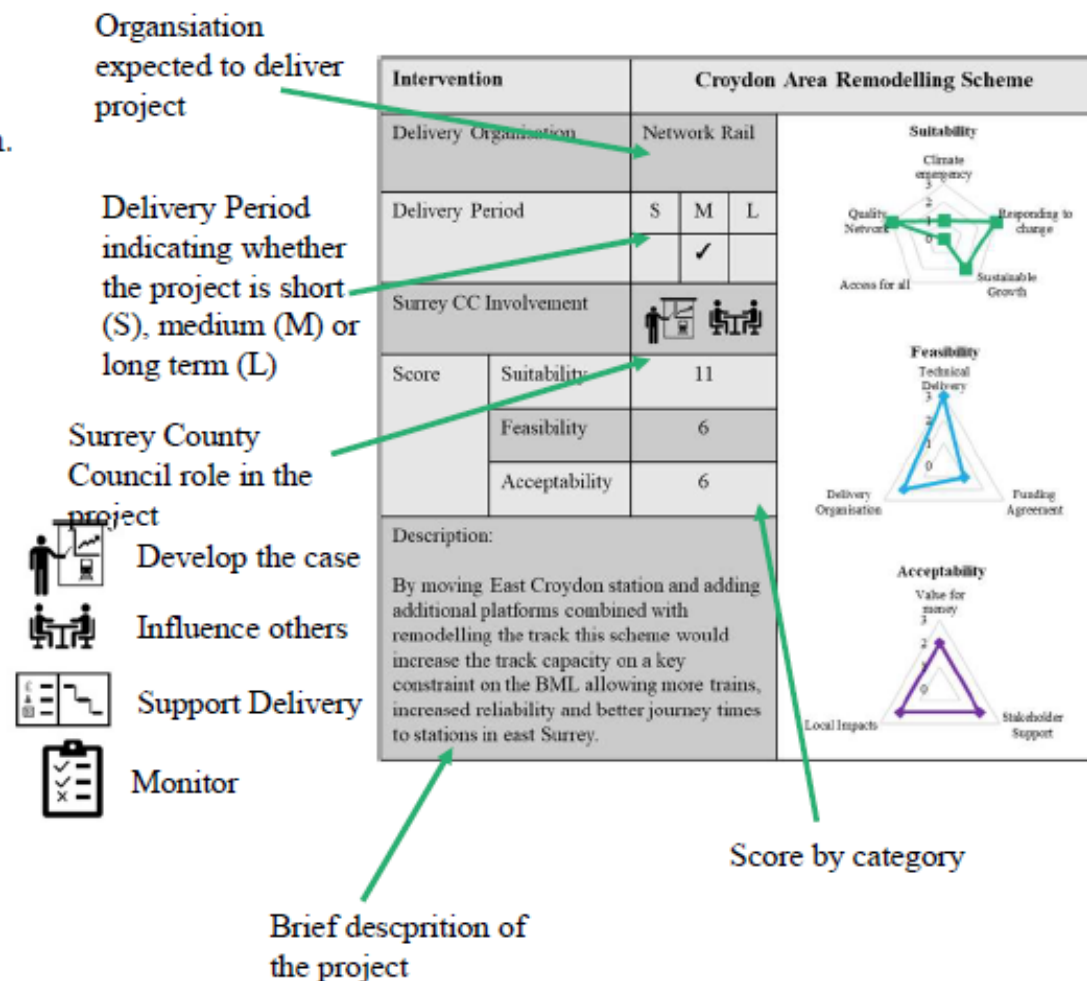
### Acceptability (/9)

- Value for money
- Stakeholder support
- Local Impacts

### Suitability (/15)

- Achieve transport decarbonisation
- Responding to change in the rail sector
- Encourage good growth & a sustainable economy
- Increasing access for all
- An attractive, high-quality rail network

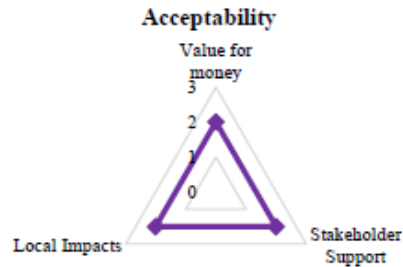
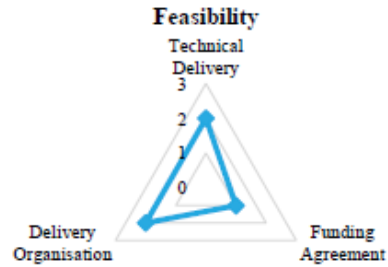
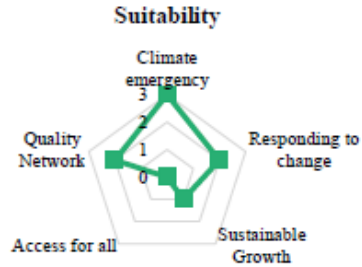
The following chapters include a interventions summary



Radar charts showing the score against each sub-criteria

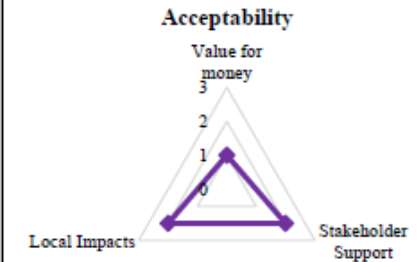
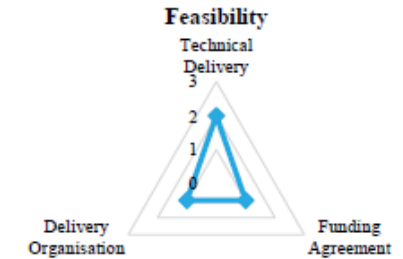
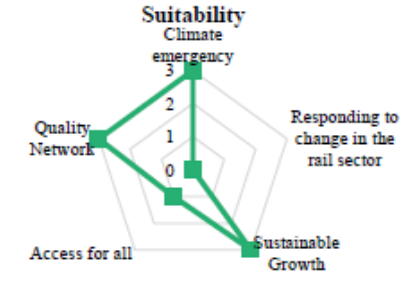
# Network Infrastructure

Intervention		North Downs Line electrification		
Delivery Organisation		Network Rail		
Delivery Period		S	M	L
		✓	✓	
Surrey County Council Involvement				
Score	Suitability	8		
	Feasibility	5		
	Acceptability	6		
<b>Description:</b> Electrifying the North Downs Line between Wokingham and Ash and Shalford and Reigate, to provide greater capacity, improve journey times and reduce carbon emissions.				



# Connectivity & Services

Intervention		Southern Rail Access to Heathrow: Regional Rail Option		
Delivery Organisation		DfT / Network Rail / HSPG/HSR		
Delivery Period		S	M	L
				✓
Surrey County Council Involvement				
Score	Suitability	10		
	Feasibility	4		
	Acceptability	5		
<b>Description:</b> Direct rail connection to Heathrow Airport from Surrey, connecting Woking and Guildford to stations on the Chertsey Branch line, the Thames Valley and Old Oak common for HS2 – transforming connectivity and journey times within the South East.				



# Stations & Access

Intervention		Longcross station improvements		
Delivery Organisation		SCC/Mole Valley/ Network Rail		
Delivery Period		S	M	L
		✓	✓	
Surrey County Council Involvement				
Score	Suitability	7		
	Feasibility	5		
	Acceptability	6		
<p>Description:</p> <p>Upgraded rail station and enhanced rail service to support the development of the proposed Longcross Garden Village, including improved station facilities and access provision.</p>				

**Suitability**

**Feasibility**

**Acceptability**

# Passenger Experience






Intervention		Comprehensive smart ticketing for commuters		
Delivery Organisation		Network Rail		
Delivery Period		S	M	L
		✓		
Surrey County Council Involvement				
Score	Suitability	12		
	Feasibility	4		
	Acceptability	7		
<p>Description:</p> <p>Cross mode, cross operators, standardised smart ticketing and payment services which offers commuters seamless end-to-end travel across the network – improving convenience and attractiveness.</p>				

**Suitability**

**Feasibility**

**Acceptability**

# Delivering Our Strategic Aims

-  How we achieve transport decarbonisation
-  How we respond to change in the rail sector
-  How we encourage good growth and sustainable economy
-  How we increase access for all
-  How we deliver an attractive, high-quality rail network

## Action plan



Time frame	Key projects
Short & Medium term	<ul style="list-style-type: none"> <li>• Rail operations reform</li> <li>• Ticketing reform in the south east</li> <li>• Improve monitoring of passenger demand trends in Surrey</li> </ul>

## Responses



### Strategic Response 1 – Ensure stations and trains are accessible to all

- Ensure committed step-free access schemes are delivered by 2024
- Establish viability and options for further step free access projects such as Ash Vale and Esher and support further schemes through application.
- Agree a target on delivering full step free access to more stations in Surrey

### Strategic Response 2 – A ticketing structure that works for all

- Promote a new fares structure which provides greater fairness and supports changing commuter patterns and greater local use of the railway

### Strategic Response 3 – Enable access to the network by diverse modes

- Include access to railway network as core component of assessing active schemes and link to at station infrastructure improvements
- Work with government to include greater local control of stations in the re-organisations of the railway