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

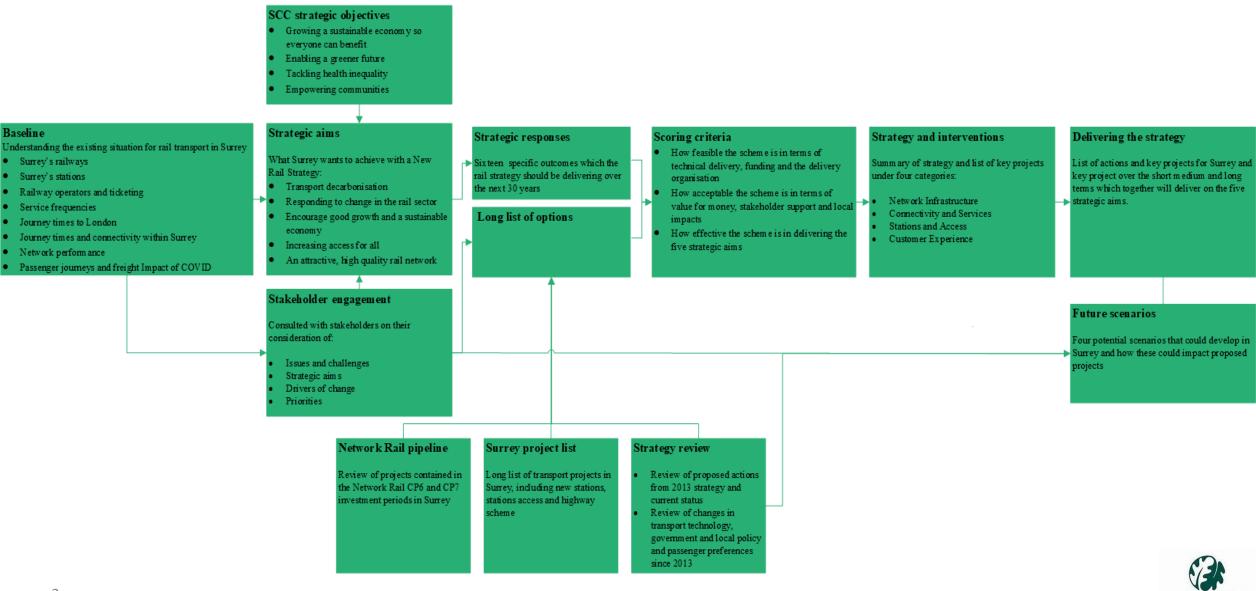
Approved by Cabinet

Surrey County Council - Agenda for Cabinet on Tuesday, 30 March 2021, 2.00 pm (surreycc.gov.uk)





Work Flow

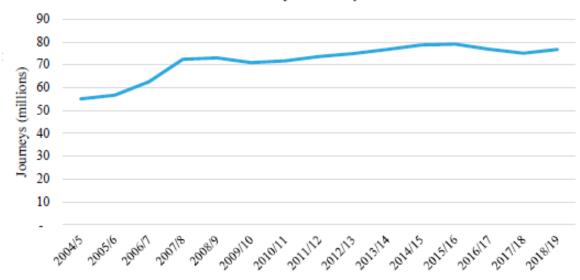




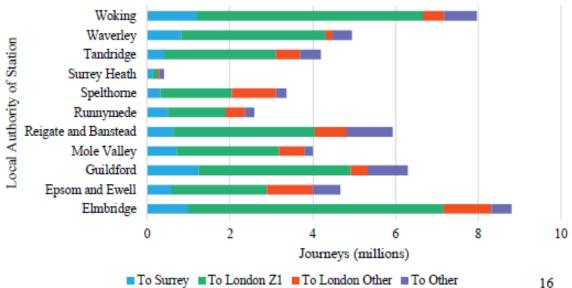
Baseline

- 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

Total rail demand from Surrey Stations



Destination of Passengers Boarding at Surrey Stations





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
 - 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

Achieve transport decarbonisation

Surrey County Council Climate Emergency Declaration

Surrey's Climate Change action

Network Rail - Traction Decarbonisation Network Strategy

Department for Transport -Decarbonising Transport: Setting the Challenge

Responding to change in the rail

Monitoring of government proposals and policy

Williams Rail Review evidence papers

Passengers First

Connecting People: a Strategic Vision for Rail

Encourage good growth & a sustainable economy

Surrey Council -Surrey's 2050 Place Ambition

Transport for the South East - Transport Strategy for the South East

Surrey Economic Future

Increasing access for

Network Rail Accessibility Strategy

Surrey County Council -Surrey's 2050 Place Ambition

Station accessibility research

Baseline study

Specific source document

An attractive, highquality rail network

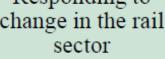
Journey time and frequency and reliability research

Department for Transport - Connecting people: a strategic vision for rail









Network Rail - Putting

Department for Transport -









Strategic aims and responses

Developing strategic responses

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

Achieve transport decarbonisation

Modal shift to public transport

Decarbonising rail operations

Decarbonising access to stations

Responding to change in the rail Sector

Support a local recovery

Increased accountability of the railway

Adapt to changing trends

Encourage good growth & a sustainable economy

Connectivity to external drivers of growth

Contribute to high value, productive and sustainable economic growth

Connecting new communities to jobs and opportunities

Integration into other networks

Increasing access for all

Ensure stations and trains are accessible to all

A ticketing structure that works for all

Enable access to the network by diverse modes

An attractive, highquality rail network

A reliable network

A high-capacity network

Improved journey times and frequencies











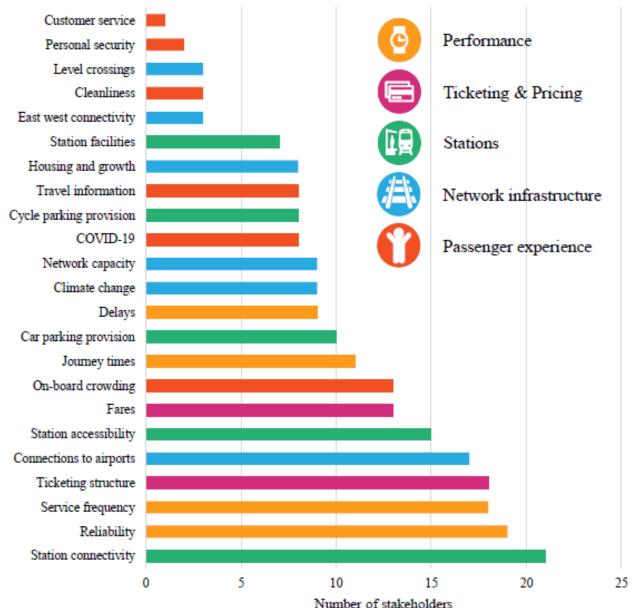


Engagement & Grouping Interventions

- Boroughs and Districts
- Neighbouring councils
- Parish and RAS
- Strategic Partners
 - Network Rail
 - TfSE
 - HSR
 - HSPG
 - o HAL
 - o 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: Merrow 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 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



Strategy development

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

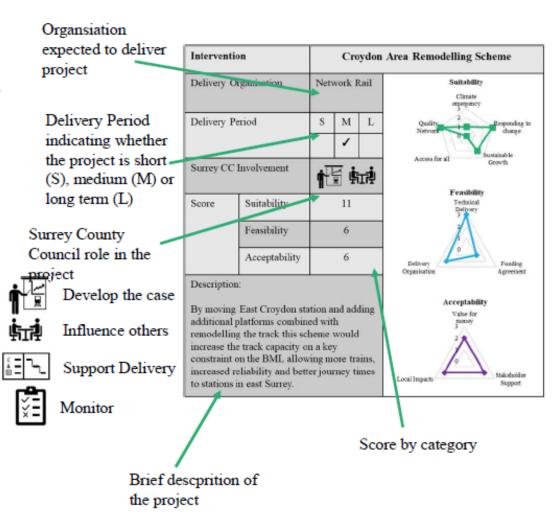
Acceptability (/9)

- 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 agist each subcriteria



Network Infrastructure

Intervention			North Downs Line electrification				
Delivery Organisation			work I	Rail	Suitability Climate		
Delivery Period		s ✓	M ✓	L	Quality Network Personal Responding to Change)	
Surrey Cou Involvemen				Access for all Sustainable Growth Feasibility			
Score	Suitability	8			Technical Delivery		
	Feasibility		5		2		
	Acceptability		6		Delivery Funding Organisation Agreement		
Description	1:				Acceptability		
Electrifying the North Downs Line between Wokingham and Ash and Shalford and Reigate, to provide greater capacity, improve journey times and reduce carbon emissions.					Value for money 3		
					Local Impacts Stakeholde Support	r	

Connectivity & Services

Intervention	Southern Rail Access to Heathrow: Region Rail Option					
Delivery Organisation			/ Netv / G/HS		Suitability Climate emergency 3	
Delivery Pe	eriod	S	M	L	Quality 1 Responding to change in the rail sector	
				1	Sustainable	
Surrey Cou Involvemen	i ini			Access for all Growth Feasibility		
Score	Suitability	10			Technical Delivery 3	
,	Feasibility	4			2	
	Acceptability	5			Delivery Funding Organisation Agreement	
Description:					Acceptability	
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.					Value for money 3 2 1 Local Impacts Stakeholder Support	



Stations & Access

Intervention			Longcross station improvments				
Delivery Or	SCC/Mole Valley/ Network Rail			Suitability Climate emergency 3			
Delivery Pe	s ✓	M ✓	L	Quality Network Responding to change in the rail sector Access for all Sustainable			
-	Surrey County Council Involvement			7	Feasibility		
Score	Suitability	7			Technical Delivery		
	Feasibility	5					
	Acceptability	6			Delivery Funding Organisation Agreement		
Description	ı:				Acceptability		
Upgraded rail station and enhanced rail service to support the development of the proposed Longcross Garden Village, including improved station facilities and access provision.					Value for money 3 2 1 1 0 Stakeholder Support		
					67		

Passenger Experience

Intervention			Comprehensive smart ticketing for commuter				
Delivery O	Network Rail			Suitability Climate emergency			
Delivery Period		s ✓	M	L	Quality Network 2 Responding to change in the rail sector		
-	Surrey County Council Involvement			l	Access for all Sustainable Growth		
Score	Suitability	12			Feasibility Technical Delivery		
	Feasibility		4		2		
Acceptability 7			Delivery Funding Organisation Agreement				
Description	ı:						
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.					Acceptability Value for money 2 1 0 Local Impacts Stakeholder Support		



Delivering Our Strategic Aims



A How we achieve transport decarbonisation



How we respond to change in the rail sector



How we encourage good growth and sustainable economy



 $(\mathbf{\dot{ au}})$ How we increase access for all



How we deliver an attractive, high-quality rail network

Action plan



Time frame	Key projects
Short & Medium term	 Rail operations reform Ticketing reform in the south east Improve monitoring of passenger demand trends in Surrey

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 futher 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 reorganisations of the railway