

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (MOLE VALLEY)****DATE:** 17 June 2015**LEAD OFFICER:** Paul Fishwick, Project Manager, Transport Policy**SUBJECT:** Dorking Transport Package (Phase 1)**DIVISION:** Dorking Hills**SUMMARY OF ISSUES:**

This paper is to brief members on the Dorking Transport Package (Phase 1) project that was the subject of a business case submission to the C2C LEP as a Sustainable Transport Package in partnership with First Great Western, the Train Operating Company for Dorking Deepdene railway station.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to agree :**

- (i) To note the project content.
- (ii) To agree that the project be the subject of consultation between 19 June and 31 July 2015.
- (iii) That the Area Highways Manager in consultation with the Chairman, Vice Chairman, Local Divisional member and Project Manager (Transport Policy) view and agree the consultation material.
- (iv) The feedback from the consultation is reported to a later meeting of this committee.

**REASONS FOR RECOMMENDATIONS:**

To ensure that the Local Committee is kept informed, the Local Committee is asked to note the progress made so far with the Dorking Transport Package (Phase 1).

It is a requirement of the C2C LEP to carry out a public consultation as a condition of the grant funding award. However, this is a process of engagement that the county council would carry out as part of the project development.

The timing for June/July is to enable the local contribution being provided by First Great Western to be spent before its available 'end' date (30 September 2015).

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 The Dorking Transport Package was included within the Local Transport Strategy and Forward Programme for Mole Valley that was approved by the Local Committee on 10 September 2014 (minute 27/14 refers).
- 1.2 Successful Business cases require a minimum of 25% local contribution funding and the LEP would contribute a maximum of 75% Local Growth Funding.
- 1.3 On the 19 November 2014, Train Operator First Great Western approached the C2C LEP with a proposal to carry out improvement works at Dorking Deepdene railway station and had £200,000 available that would enable an £800,000 project to be submitted to the LEP. Whilst the C2C LEP liked the proposal coming from a Train Operating Company, they required Surrey County Council to submit the Business Case.
- 1.4 Normally Business Cases are developed over a long period of time, allowing engagement with members, however to enable this business case to be submitted within an extremely short period, officers had to work very quickly to develop the business case.
- 1.5 First Great Western prepared wording for their proposals on the 5 December and officers at Surrey County Council prepared a business case for submission to the C2C LEP by 12 December 2014, liaising with Mole Valley officers.
- 1.6 The Local Committee should be aware that the 'on highways' proposals of the project are at an early stage of development and therefore not all the detail is currently available.

## **2. ANALYSIS:**

### **Dorking Transport package (Phase 1)**

- 2.1 The business case that was submitted for this project proposed £475,000 of 'on station' improvements and £325,000 for 'on highway' sustainable transport improvements between Dorking Deepdene station and Dorking Main station and two bus stops located on the A24 near Dorking Deepdene station A and E.
- 2.2 The 'on station' improvements (see Annex A) do not require approvals from the county council as the area of land is not under the county council's control. However, the requirements of the C2C LEP Capital funding do require the 'on station' works to be the subject of a public consultation, which is planned at the same time as the 'on highway' proposals (19 June to 31 July).
- 2.3 First Great Western also have aspirations for future phases of 'on station' works as indicated in Annex B.
- 2.4 The 'on highway' improvements are a package of measures to assist people gaining access between both railway stations, as well as the bus interchange

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located at Dorking Main station, together with assisting with onward travel from bus stops A and E as indicated on the plan Annex C. Annex D lists the schedule of “on highway” works which are estimated to cost £325,000.

- 2.5 Further sustainable transport improvements in the area could be introduced when the opportunity arises to bid for future funding, as indicated in the Forward Programme of the Mole Valley Local Transport Strategy (September 2014).
- 2.6 First Great Western would look to deliver the £475,000 of ‘on station’ improvements during the autumn/winter 2015/16 with completion by 31 March 2016.
- 2.7 The county council would look to deliver the £325,000 ‘on highway’ improvements during the spring/summer of 2016. However, Dorking Main railway station is operated by Southern and the county council will be working with both Train Operating Companies in the delivery of this project.
- 2.8 For the ‘on station’ works at Dorking Deepdene, this is the first phase of a three phase project which will see more substantial improvements at this station. Two further phases of improvements including the replacement of the stepped access and a station kiosk will be brought forward when funds are available.
- 2.9 The first phase of this project consists of fairly straightforward improvements that do not involve major engineering works and will not compromise delivery of phases 2 and 3 and the longer term strategy of the station.

### **3. OPTIONS:**

- 3.1 The main focus of the bid was improving walking and cycling connectivity on the highway between the two railway stations, Dorking Deepdene and Dorking Main and improving onward travel at the bus stops A and E located either side of Dorking Deepdene station on the A24, with improvements to the facilities and information.
- 3.2 The two stations are close together and there is only one direct route via the highway between the stations, and there are only two key bus stops on the A24 (A and E) either side of Dorking Deepdene station. Therefore, route options are limited.
- 3.3 However, options on the treatment of the route between the two stations and bus stops A and E will be considered during the design process.
- 3.4 Southern Rail have been successful in being awarded funding for improved and expanded cycle parking facilities and the county council are working with Southern on access options to the new facility.

#### **4. CONSULTATIONS:**

- 4.1 Although the C2C LEP has carried out a consultation earlier this year, it is the intention of the County Council to carry out a consultation during June/July for 6 weeks (19 June to 31 July).
- 4.2 The consultation will be online, with leaflets available at locations within Dorking where hard copy questionnaires will be available.
- 4.3 It is also planned to hold an exhibition on Friday 26 June (12 noon to 7pm) and on Saturday 27 June (10am to 4pm) at the Lincoln Arms, Station Approach located between the two railway stations.
- 4.4 It is anticipated that the feedback from the consultation will be presented to the Local Committee at the 9 September 2015 meeting.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The detailed business case for the scheme has been submitted which included a value for money section.
- 5.2 The estimated cost for this project is £800,000 with First Great Western providing the local contribution of £200,000.
- 5.3 The local contribution funding is now in place for these projects and the county council is working in partnership with First Great Western to deliver these improvements.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is the objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment (EqIA) will be carried out for each Major / Sustainable Transport scheme.

#### **7. LOCALISM:**

- 7.1 The headline benefits arising from the Dorking Transport Package (phase 1) are as follows:
- The project is a package of sustainable transport measures centred on Dorking Deepdene station. It will improve access to the station, interconnectivity between this station and Dorking main station, improve road safety and support modal shift away from the private car and improved connectivity from business areas to railway stations.
  - Dorking Deepdene (serving approximately **636,500 passengers per annum**) is a key station on the North Downs line (Reading via Guildford to Redhill/Gatwick Airport), but currently offers a poor customer proposition, being accessed only by steps, creating major difficulties for

certain people, and lacking what passengers now expect to be the norm, such as CCTV and good cycle and waiting facilities.

- The Dorking Transport package (phase 1) scheme is seen as a **‘gateway’** to facilitate interconnectivity between two key rail lines, the Horsham to London via Dorking main station (approximately **1,346,700 passengers per annum**) and the Reading to Redhill/Gatwick line via Dorking Deepdene station. This scheme will provide a seamless rail to rail connection between the two stations in a similar way to changing platforms at a large station, and with different destinations, will open up new destination opportunities (**see Annex E**).

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	The proposed ‘on station’ improvements for lighting and the CCTV system should improve safety and reduce the fear of crime.
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	Set out below.

### 8.1 Sustainability and Public Health implications

Increased walking and cycling, where it replaces motorised forms of transport such as the car, will improve air quality and reduce carbon emission levels, which is a key objective of the Surrey LTP. Passenger transport and modal shift from the car to buses/rail are a further key objective of the Surrey LTP.

Transport is responsible for one third of carbon emission in Surrey. Surrey’s Local Transport Plan has a target to reduce carbon emissions from (non-motorway) transport by 10% (absolute emissions) by 2020, increasing to 25% reduction by 2035 from 2007 baseline of 2,114k tonnes.

Increased walking and cycling has a positive impact on the health of a person. The NHS identifies cycling as an activity which provides significant health benefits. The emerging Surrey Health and Well-being Strategy has identified obesity as one of the priority public health challenges.

The whole project including the improved walking and cycling facilities will be marketed to residents and businesses and cycle training is available through Surrey County Council to those less confident of cycling to encourage take up and to maximise the benefits of the new infrastructure.

It could be that increased levels of walking and cycling to and around the town centre will have a positive effect on the local retail economy as some recent studies suggesting that pedestrians and cyclists actually spend more on a trip into a town than a motorist.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The proposed 'on highway' improvements have been the subject of pre-feasibility work and initial design work will now take place.
- 9.2 The Business case for this project has been approved by the C2C LEP and the bid has been the subject of independent scrutiny by the LEP's consultants.
- 9.3 The County Council in partnership with First Great Western intend to carry out a consultation between 19 June and 31 July (6 weeks), and the Local Committee is requested to approve the arrangements for this engagement to take place.
- 9.4 The Local Committee is being asked to agree to the Area Highways Manager in consultation with the Chairman, Vice Chairman, Local Divisional member and Project Manager (Transport Policy) view and agree to the consultation material.
- 9.5 The Local Committee is also asked to Note the progress made so far with the Dorking Transport Package (phase 1) and a further report on this topic will be presented to a future meeting of this committee (September 2015).

## **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the approval of the Mole Valley Local Committee, a public consultation will be carried out for a 6 week period (19 June to 31 July), and the feedback from the consultation will be presented to the Local Committee at the scheduled 9 September meeting.

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**Contact Officer:** Paul Fishwick  
Job title Project Manager, Transport Policy  
Contact number 03456 009 009

### **Consulted**

Surrey County Council officers: Lyndon Mendes, David Stempfner, Caroline Tuttle, Zena Curry, David Ligertwood, Marc Woodall  
First Great Western representative; Tom Pierpoint  
Mole Valley Council officer: Jack Straw

### **Annexes:**

Annex A – Proposed improvements schedule (on station)  
Annex B – First Great Western proposed future phases 2 and 3 (on station)  
Annex C – Proposed improvements overview plan (on highway)  
Annex D – Proposed improvements schedule (on highway)  
Annex E – Surrey Rail network

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**Sources/background papers:**

Business case submission to C2C LEP 15 December 2014

C2C LEP Independent scrutiny Feb/March 2015

C2C LEP Meeting 25 March 2015

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