

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)



DATE: 9 September 2015

LEAD OFFICER: Paul Fishwick, Programme Manager (LTS & Major schemes),
Transport Policy

SUBJECT: Dorking Transport Package (Phase 1) – public engagement
analysis

DIVISION: Dorking Hills

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| <u>SUMMARY OF ISSUES:</u> |
| This paper is to brief members on the Dorking Transport Package (Phase 1) project that was the subject of a consultation for six weeks between 19 June and 31 July 2015. |
| <u>RECOMMENDATIONS:</u> |
| <p>The Local Committee (Mole Valley) is asked to agree :</p> <ul style="list-style-type: none"> (i) To note the results of the high level analysis of the public engagement (Annex 1). (ii) That the outline project as set out in Annex 5 for ‘on highway’ improvements is approved and progresses to detailed design. (iii) To note that the Local Committee will be updated on a regular basis during the life of the project. (iv) To the advertisement of a legal notice and traffic order for the introduction of a road table at the junction of Lincoln Road with Station Approach (Annex 6). (v) That if objections are received to advertisement of the legal notices and traffic orders, the Area Team Manager is authorised to try to resolve them in consultation with the chairman, vice chairman, divisional members and project manager, and decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification |
| <u>REASONS FOR RECOMMENDATIONS:</u> |
| To ensure that the Local Committee is kept informed of the scheme development, the Local Committee is asked to note the results of the analysis of the public engagement event on the Dorking Sustainable Transport Package (Phase 1) proposals, included in Annex 1, together with supporting information of Annex 2 the exhibition panels and Annex 3 the questionnaire. |

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 A Business Case submission was made to the C2C LEP on 15 December 2014 in partnership with Mole Valley District Council and First Great Western.
- 1.3 The project has been awarded £600,000 of Grant Funding (subject to a consultation) from the C2C LEP (75%) with £200,000 (25%) coming from Train Operating Company First Great Western.
- 1.4 The Local Committee agreed on the 17 June 2015 (minute 8/15 refers) that officers undertake a public engagement event for this project.

2. ANALYSIS:

Dorking Transport Package (Phase 1) – public engagement headline summary

- 2.1 The Dorking Transport Package (Phase 1) was the subject of a 6-week public engagement between 19 June and 31 July 2015.
- 2.2 An exhibition was held on Friday 26 June and Saturday 27 June 2015 at the Lincoln Arms Station Approach.
- 2.3 Annex 1 provides a more detailed report on the public engagement event but the headline findings have been set out below.
- 2.4 The event was advertised repeatedly via social media channels, including Facebook and Twitter using the county council's Surrey Matters platforms. Advertising banners on the Surrey homepage were posted at regular intervals that directed users to the web pages, and the project was also advertised on the District Council web site.
- 2.5 Posters and leaflets were displayed at Dorking Library, Dorking Leisure Centre, the Esso Garage on the A24, in Dorking Main and Dorking Deepdene stations Lincoln Arms and in the district council offices.
- 2.6 Approximately 350 leaflets were distributed to commuters entering/exiting Dorking Main and Dorking Deepdene stations during the AM peak travel period on Wednesday 25 June.
- 2.7 The Divisional Member for Dorking Hills arranged to deliver **2,500** leaflets within her division.
- 2.8 The dedicated county council webpage for this project received **908** views during the 6 week engagement period.
- 2.9 In addition to this, some special briefing sessions were set up with interested groups including Dorking Town Centre Forum, Dorking Access Forum and Mole Valley Cycle Forum.

- 2.10 The two-day exhibition at the Lincoln Arms welcomed **65** visitors and **130** questionnaires responses were received, 80% online and 20% handwritten.
- 2.11 These responses have been analysed and are provided in more detail in Annex 1.
- 2.12 The responses to the questionnaire have been compared with recent similar Major schemes and STP public engagement events and these are indicated in Annex 4.
- 2.13 Overall there were no elements of the proposals 'on highway' (or on station) where respondents provided a majority disagreement. In the majority of cases the percentage that disagreed with the proposal was in single figures.
- 2.14 The Local Committee is asked to approve the 'on highway' proposals as indicated in Annex 5, to enable the project to progress to detailed design.
- 2.15 First Great Western will approve their 'on station' scheme proposals separately.
- 2.16 Some residents were concerned about the extent of the vegetation removal at Dorking Deepdene station and have raised a petition that is the subject of a separate paper at this meeting.
- 2.17 Paul Fishwick (Programme Manager LTS and Major Schemes) and Tom Pierpoint (First Great Western) met with the lead petitioner on Thursday 20 August, and the outcome of this meeting has been included within the separate report relating to the petition.
- 2.18 The County Council recently carried out a cycle monitoring survey and attached as Annex 7 are the draft results for the county and Mole Valley District. Please note that these are draft figures from a forthcoming report that will be published at a later date.
- 2.19 However, the feedback indicates that the proposed having cycle paths separate from traffic is a key factor in getting people to start cycling again, and this forms part of the proposals here.

Lincoln Road – proposed road table

- 2.20 The project includes installing a road table at the junction of Lincoln Road with Station Approach (Annex 6). This will require the advertisement of a traffic order Notice and the Local Committee are asked to agree to the advertisement to allow the legal process to commence.

3. OPTIONS:

- 3.1 The main focus of the 'on highway' section 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.

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- 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 was always the intention of the County Council to carry out a public engagement event during the summer over a 6-week period.
- 4.2 The exhibition on Friday 26 and Saturday 26 June at the Lincoln Arms was open between 12 noon and 7pm on the Friday and 10am and 4pm on the Saturday.
- 4.3 Officers from the County Council and First Great Western were available to answer questions regarding the proposals.
- 4.4 A specific public web page was created for this project that gave details of the exhibition and the questionnaire. It should be noted that what was on display at the exhibition was also available on the web site.
- 4.5 Notification of the public engagement event was also sent to various interested groups through the Local Transport Plan stakeholder engagement consultee schedule.
- 4.6 The proposed road table in Lincoln Road will be the subject of a separate statutory consultation as part of the legal order process.

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's) 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.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
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| 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.

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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 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.
- 9.2 The County Council in partnership with First Great Western have carried out a public engagement for 6-weeks between the 19 June and 31 July, with a generally positive outcome from the responses received, and the Local Committee are asked to note the consultation report (Annex 1) and approve the 'on highway' works as indicated in Annex 5 to progress to detailed design.
- 9.3 A road table is proposed for Lincoln Road. This will require a traffic order and the committee are asked to agree to the advertisement of the legal notice.

10. WHAT HAPPENS NEXT:

- 10.1 First Great Western will commence detailed design of the 'on station' improvements and plan to carry out the improvements during the December 2015 to March 2016 period, taking into account the feedback from the engagement event
- 10.2 The County Council will develop the 'on highway' designs during the 'winter period' with works planned to take place during the spring and summer of 2016, taking into account the feedback from the engagement event.
- 10.3 The proposed traffic order for the road table will be advertised during the autumn 2015.
- 10.4 The County Council will enter into legal agreements with the C2C LEP and First Great Western over this project.

Contact Officer: Paul Fishwick

www.surreycc.gov.uk/molevalley

Job title Project Manager, Transport Policy
Contact number 03456 009 009

Consulted

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

Annexes:

Annex 1 – Public Engagement Analysis
Annex 2 – Exhibition Panels
Annex 3 – Questionnaire
Annex 4 – Public engagement comparison
Annex 5 – ‘On highway’ proposals
Annex 6 – Lincoln Road proposed road table location
Annex 7 – Cycle monitoring survey (draft extract)

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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