

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (GUILDFORD)****DATE: 19 JUNE 2013****LEAD OFFICER: IAIN REEVE, ASSISTANT DIRECTOR, ECONOMY, TRANSPORT AND PLANNING****SUBJECT: THE SURREY RAIL STRATEGY****DIVISION: SURREY-WIDE****SUMMARY OF ISSUE:**

Surrey needs world class rail infrastructure to encourage sustainable economic growth and to ensure that Surrey remains globally competitive. We also know that Surrey residents suffer from overcrowding and a relatively poor rail service in some areas.

The Surrey Rail Strategy has particular relevance to Guildford. Access to Guildford is a specific topic covered in the draft. Overcrowding on services from Guildford has been highlighted as a particular issue and some of the recommended options would have positive implications for the town, particularly Crossrail 2 and improved connectivity on the North Downs Line

The objective for the strategy is to identify proposals for strategic investment that the county council could either deliver itself, or work with others to deliver, including lobbying for central Government support. The active support of Guildford Members would help to ensure that the strategy is implemented.

**RECOMMENDATIONS:****The Local Committee (Guildford) is asked to:**

- (i) Comment on the draft Surrey Rail Strategy
- (ii) Consider a response to the Transport for London and Network Rail consultation on Crossrail 2.

**REASONS FOR RECOMMENDATIONS:**

Consultation with Guildford Members will ensure that the final version of the strategy is robust and comprehensive. The support and involvement of Members will make it more likely that the strategy will be implemented.

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

- 1.1 The Surrey Rail Strategy is ultimately a means to ensure that Surrey has the infrastructure needed to drive economic growth and remain competitive. It has particular relevance to Guildford because Guildford is a key economic hub with good rail links to London. Nearly eight million entries and exits were recorded at Guildford station in 2011/12 (Surrey's busiest station) with over 70% of Guildford rail commuters travelling to London.
- 1.2 Consultants (Ove Arup & Partners Ltd) were appointed in November 2012 to undertake a Surrey Rail Strategy (the strategy), as part of the Surrey Future initiative.
- 1.3 The strategy provides a framework through which the county council and partners can:
  - Develop future rail policy, service and infrastructure initiatives
  - Respond to consultations e.g. rail franchises and aviation reviews
  - Lobby to influence national rail policy and planning
  - Support wider council growth initiatives.
- 1.4 It also provides a opportunity to review Surrey's position on rail services. It replaces the outdated Rail Services Strategy in Local Transport Plan 1 (2001/02 – 2005/06) and will be part of the Surrey Transport Plan (LTP3).

## **2. ANALYSIS:**

- 2.1 At the start of the study the key issues affecting rail in Surrey were identified. The issues are outlined in a detailed Issues Paper and summarised in the strategy document.
- 2.2 The most significant issue for Guildford is overcrowding. Guildford is Surrey's busiest station and a key hub on the Portsmouth Direct Line, (a branch of the South West Main Line), and North Downs Line.
- 2.3 Access to Guildford, as one of the county's main economic centres, was highlighted as a key issue during stakeholder consultation. Access between Guildford and Alton/ Farnham was identified as an issue and an improved service was viewed as a means to relieve congestion on A3 and A31 corridors (a problem identified in the Surrey Future Congestion Programme).
- 2.4 Poor access to employment centres, such as Surrey Research Park, was also highlighted by stakeholders.
- 2.5 Guildford benefits from a frequent, fast service to London relative to several other areas in the county, but stakeholders highlighted poor services to other destinations, including Gatwick and Heathrow airports.

## **3. OPTIONS:**

- 3.1 Some of the options identified in the strategy have particular relevance for Guildford.

- 3.2 Options were identified for service and/ or infrastructure improvements that could address the identified issues. These underwent a rigorous assessment process to arrive at a short list of preferred options. Some options were ruled out during the assessment process, for example, reinstatement of the Guildford-Cranleigh link. All the options are outlined in a detailed Options Paper.
- 3.3 Three priority options have been identified because they have the potential to have a major impact in Surrey. These are Crossrail 2, the North Downs Line and access to airports.
- 3.4 Crossrail 2 has the potential to bring significant benefits to Guildford. The exact nature of the scheme is currently being consulted on with respondents being asked to choose between two preferred routes – a regional and a metro route.
- 3.5 The regional route has the potential to provide a significant capacity increase on the South West Main Line, by around 40% at peak times. This will enable up to nine additional trains an hour into London Waterloo and provide interchange opportunities at Wimbledon, easing overcrowding for Surrey commuters. This will bring benefits to commuters in Guildford and boost the local economy because there are likely to be more frequent and faster services made available to London
- 3.6 Annex 2 provides more information on Crossrail 2. The committee is asked to consider responding to the Transport for London and Network Rail consultation to ensure that the regional route is selected as the preferred option.
- 3.7 Plans for new stations in Guildford have been re-examined during the assessment process and the draft strategy recommends that the business case for new stations at Park Barn and Merrow (timing dependent on development) be confirmed.
- 3.8 Worplesdon Park-and-Ride has also been identified as an option to improve access to Guildford from the surrounding area. This was raised during stakeholder consultation and not developed in any detail.
- 3.9 There are further actions relevant to Guildford in the short, medium and long term action plans at the end of the strategy document. These include:
- a. Support committed train lengthening schemes on the South West Main Line (short term)
  - b. Commence strong lobbying for the Crossrail 2 regional scheme, working closely with Transport for London and other partners (short term)
  - c. Confirm the business case for Guildford local access schemes, including 2 trains per hour Alton-Guildford, Worplesdon Park and Ride and new stations at Park Barn and Merrow.
  - d. Work with Network Rail to support the effective use of committed funding to deliver capacity improvements at London Waterloo (medium term)

3.10 None of the options can be achieved by Surrey County Council alone. Surrey County Council will need to work with partners including Surrey boroughs and districts but most obviously the rail industry, to implement the strategy.

**4. CONSULTATION:**

- 4.1 The strategy is subject to a 14 week public consultation that will close on 28 June.
- 4.2 The consultation has included extensive engagement with the rail industry, Surrey districts and boroughs, neighbouring transport authorities, Local Enterprise Partnerships, parish councils, residents associations, business groups and other interested parties.

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

5.1 Elements of the strategy might require funding as they are developed.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 An Equalities Impact Assessment has been drafted and will be further informed by consultation responses. It is expected that the strategy will have positive impacts on groups of people with the following protected characteristics:

- Age
- Disability
- Pregnancy/ maternity.

No negative impacts on groups with protected characteristics are expected.

**7. LOCALISM:**

7.1 The strategy includes options which will impact communities across Surrey. Actions will typically have benefits for communities over a wide area.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	Some marginal benefits are expected.
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	No significant implications arising from this report

8.1 Sustainability implications

Improvements to railway infrastructure and/ or services should encourage modal shift from vehicles. This could have a positive impact on carbon emissions and climate change.

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

9.1 The committee is asked to comment on the draft Surrey Rail Strategy and consider a response to the Crossrail 2 consultation.

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

10.1 The public consultation on the strategy closes on 28 June. Comments will be reflected in a final version of the strategy which will be discussed by Surrey County Council's Environment and Transport Select Committee and approved by Surrey County Council's Cabinet. It will also be approved by the Surrey Future Steering Board.

10.2 A delivery plan will be developed which will set out how partners will implement the strategy.

10.3 The strategy and delivery plan will ultimately become part of the Surrey Local Transport Plan (LTP3)

---

### **Contact Officer:**

Iain Reeve, Assistant Director, Economy, Transport and Planning, 020 8541 9375

### **Consulted:**

The draft strategy has been subject to a 14 week public consultation. This consultation has included Surrey districts and boroughs, neighbouring transport authorities, Local Enterprise Partnerships, the rail industry, parish councils, residents associations, business groups and other bodies.

### **Annexes:**

Annex 1: The draft Surrey Rail Strategy (Executive Summary)

Annex 2: Crossrail 2 briefing note.

### **Sources/background papers:**

- Surrey Local Transport Plan (LTP3)
  - The draft Surrey Rail Strategy
-

This page is intentionally left blank