

Surrey Rail Strategy Position Statement 2016



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Introduction

The Surrey Rail Strategy was published in September 2013 and is available online at: <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy>.

The Rail Strategy forms part of the Surrey Transport Plan, which is the policy tool for developing transport programmes in Surrey. The Strategy provides a framework for development of the rail network in Surrey, that Surrey County Council (SCC) and partners can promote.

This Position Statement, produced in April 2016, provides a progress update on the priorities and actions identified in the original report, covering activities that have occurred since publication and identifying the further actions required to continue delivery of the Strategy.

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Why do we need a Rail Strategy?

Surrey's economy generates £37 billion annually for the national economy, and is reliant on rail services. About 131,000 people (19% of the working population) commute to London each day.

Network Rail anticipates 40% growth in passengers on the Main Line to Waterloo by 2043, and notes that even before growth is considered approximately 20% additional capacity is required to deal with existing overcrowding on these services (standing is commonplace from Woking and beyond).

Stakeholder consultation and research and analysis undertaken for the Rail Strategy highlighted capacity and adequacy issues with the rail network in Surrey.

The Rail Strategy is needed to identify potential interventions that SCC and partners can either develop directly or can support third parties to develop to ensure that rail in Surrey supports development objectives for the County.

Rail Development Objectives

The Rail Strategy provides a framework through which SCC can:

- develop future rail policy, service and infrastructure initiatives;
- respond to consultations (e.g. rail franchises);
- lobby to influence national rail policy and planning; and
- support wider Council growth initiatives.

The four rail development objectives for Surrey identified in the Rail Strategy are:

Development Objectives for Rail in Surrey

1) Global Competitiveness

Provide access to travel opportunities on the national rail network and international airports (Heathrow and Gatwick)

Contribute to the quality of life in Surrey by providing travel choices and good connections to a range of destinations

2) Economic Growth

Help to deliver economic priorities for the County, in particular the creation of new jobs, through improved rail access to local employment centres

Improve rail service for commuting into Surrey, and commuting out to central and outer London, and the Thames Valley, particularly Reading

3) Environment

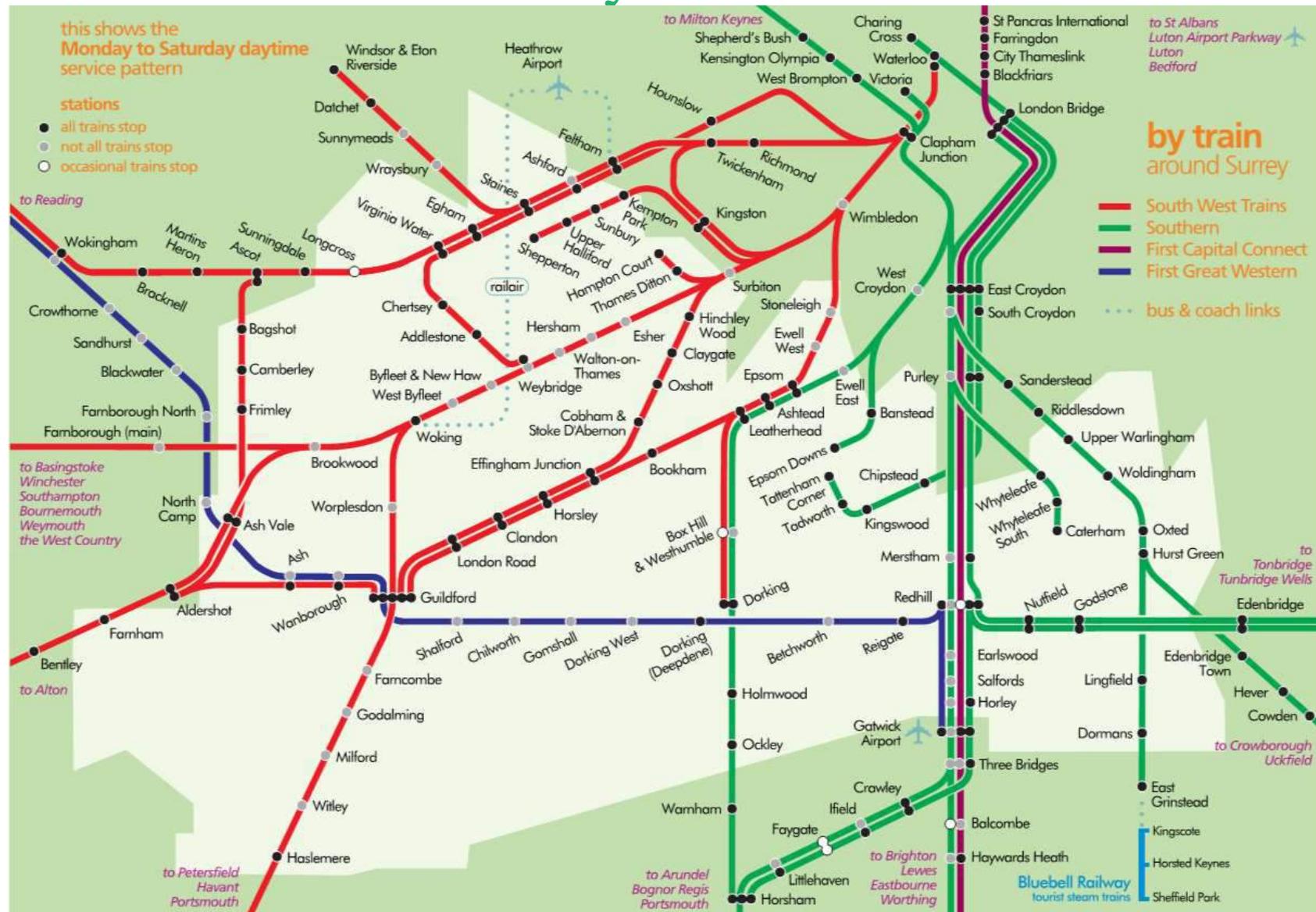
Increase the attractiveness of public transport through improved accessibility and ease of travel to reduce reliance on car travel and its associated impacts (congestion, pollution, safety)

4) Population Growth

Accommodate the effects of projected population growth through:

- improved rail connections to local centres for access to local goods and services
- providing an alternative to car travel on the congested road network

Rail Network in Surrey



Rail Strategy Priorities

In the Rail Strategy, a number of actions were identified covering many different options. To focus activity and resources, priority actions were identified which are closely aligned with the Surrey rail development objectives and which have the potential to have a major impact on rail in Surrey, in the short, medium or long term.

The **priority options** are:

- **Capacity on the South West Main Line** – supporting short to medium term schemes to increase capacity through train lengthening and additional services. In the longer term, supporting development of the Crossrail 2 project to address the capacity gap;
- **Local orbital rail services** – supporting improvements to the North Downs Line in the short-medium term and developing the potential to create a really strong orbital link through Surrey in the medium-long term;
- **Access to airports** – developing options in the short and longer terms to improve access to Heathrow and Gatwick airports and lobby for their continued development.

Delivering the Priorities

In the next few sections we examine the progress that has been made in delivering the priorities, detailing actions completed by the rail industry and development actions taken by Surrey County Council.

A number of developments make this examination timely:

- After challenges with the delivery of Network Rail's Enhancement programme for Control Period 5 (CP5) up to 2019, the Hendy Review has prioritised enhancements for delivery in CP5, with some deferred to beyond 2019;
- Network Rail's changed status since September 2015;
- Completion of the Route Study programme in Surrey;
- The unexpected competition for the next South Western franchise;
- Input into planning for Control Period 6 (2019-2024);
- Funding for further development of Crossrail 2.

South West Main Line

South West Main Line – Short Term

Post-Hendy, Network Rail expects to deliver the following improvement outputs in Control Period 5 (2014-2019)*:

- The provision of 10 car suburban services;
- The provision of additional peak Windsor line services into the former Waterloo International Station;
- The use of Waterloo International Station as a high frequency station operating as part of the main Waterloo Station;
- Easing passenger congestion at Vauxhall and Surbiton stations.

Since publication of the Rail Strategy, SCC has been more actively engaged with Network Rail supporting the development and implementation of the above schemes.

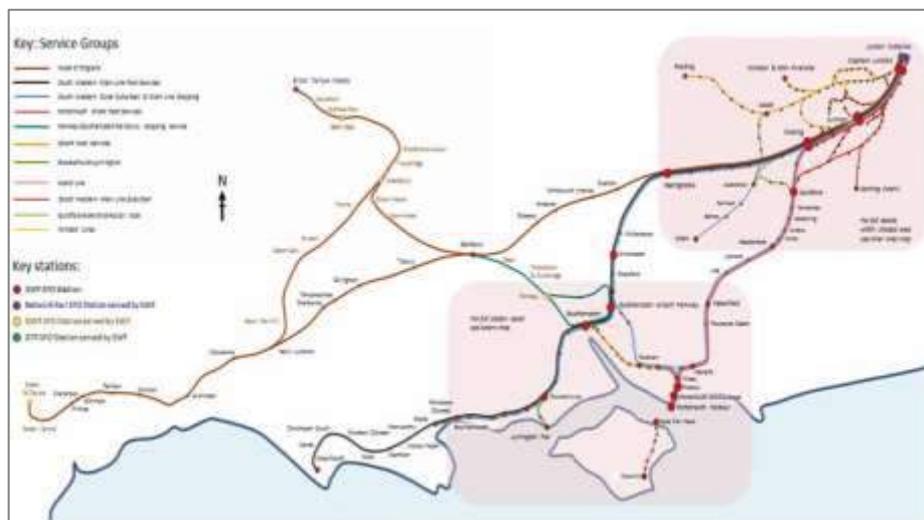
* The Wessex route was not significantly affected by the Hendy Review with only selected station capacity work being deferred into CP6 (2019-2024). Sources: Network Rail Wessex Route Study (<https://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/>), Hendy Review (<http://www.networkrail.co.uk/Hendy-review/>).

South West Main Line – Medium Term

The Department for Transport (DfT) is currently running a competition to select a new operator for the South Western franchise from June 2017, for 7-9 years. There are two bidders: Stagecoach South West and First South Western Trains.

SCC is actively engaging with the bidders to secure rail improvements for Surrey, using the Rail Strategy to inform these discussions.

Bidder responses are due in August 2016 and contract award expected February 2017.



Source: DfT South Western Franchise (<https://www.gov.uk/government/consultations/south-western-rail-franchise>).

South West Main Line – Long Term

According to the Hendy Review, Network Rail expects to deliver the following improvement schemes in Control Period 6 (2019-2024):

- Station capacity works on the suburban lines out of Waterloo, such as Clapham Jn and Wimbledon (to improve passenger flow);
- Queenstown Road new platform and associated track alterations (which will enable additional peak long-distance services);
- Woking flyover and additional platform 6 (which increases capacity on the SWML and enhances operational performance);
- Guildford station capacity improvements (possibly CP7?).

It is important for SCC to support these improvements and ensure they get committed in CP6. They remove constraints that enable increased capacity on the South West Main Line which can be further unlocked through Crossrail 2 in the longer term.

Sources: Network Rail Wessex Route Study (<https://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/>), Hendy Review (<http://www.networkrail.co.uk/Hendy-review/>).

South West Main Line – Crossrail 2

In the Rail Strategy, the Crossrail 2 scheme was identified as having the potential to address the long term forecast capacity gap on the main line and to provide wider benefits for Surrey in terms of greatly improved access to major employment centres in London. It would also help to maintain Surrey's global competitiveness by providing better connections to HS1 and HS2.

Since publication of the Strategy, the Crossrail 2 project has been developed by Transport for London (TfL) and Network Rail. A non-statutory consultation was held from October 2015 to January 2016.

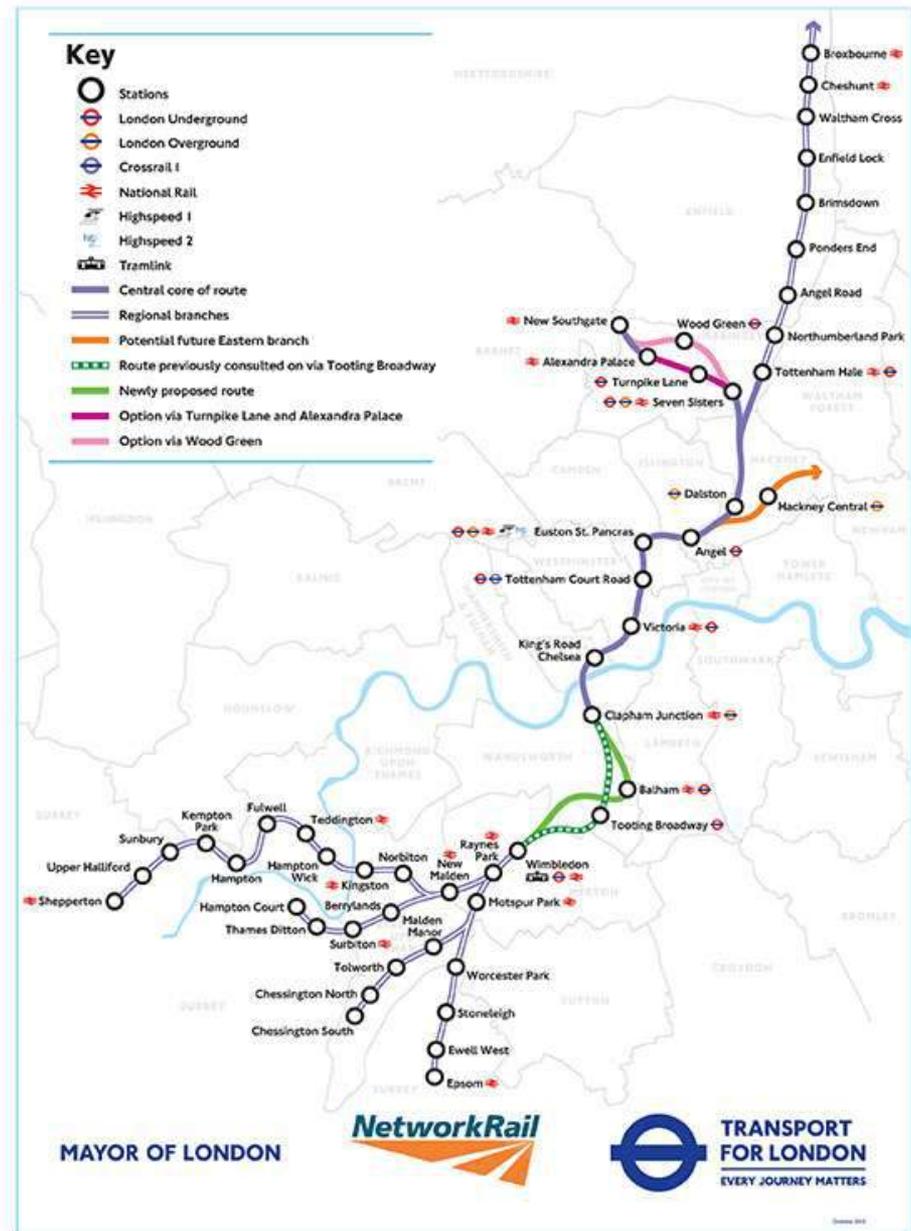
The Government has identified Crossrail 2 as a priority and provided £80m in the March 2016 budget to develop the project. This comes after the National Infrastructure Commission endorsed the scheme and called for it to be fully developed now, so it can secure powers by 2019 and open in the early 2030s.

SCC has been proactive in supporting Crossrail 2, by commissioning a study to determine Surrey's requirements and using this to inform its response to the TfL consultation.

Source: Crossrail 2 (<http://crossrail2.co.uk/>).

South West Main Line – Crossrail 2

The proposed Crossrail 2 scheme (as of the Autumn 2015 consultation) is shown here:



Source: Crossrail 2 (<http://crossrail2.co.uk/>).

South West Main Line – SCC Crossrail 2 Study

The SCC Crossrail 2 study concluded that SCC and its stakeholders should strongly support the project. Its specific recommendations included:

Crossrail 2 Services

- Support the current proposals for Crossrail 2 services to Hampton Court and Epsom;
- Request further investigation into: 1) an extended service beyond Epsom to Dorking, and 2) a service along the SWML to Woking;
- Seek stakeholder support for the case for a Crossrail 2 connection to Shepperton.

Released Capacity on the South West Main Line

- Support the case for providing additional station calls for semi-fast trains at Walton-on-Thames and Byfleet and New Haw;
- Support the case for providing additional calls for fast trains at Woking and Guildford;
- Support the case for providing additional fast services starting at Alton/Farnham and Haslemere.

Source: SCC Crossrail 2 study (unpublished).

South West Main Line – SCC Crossrail 2 Study

SCC has since met with the Crossrail 2 project team to discuss the study recommendations.

The Crossrail 2 team is addressing the recommendations and actively reviewing service options to Dorking and services to Woking (and intermediate stations on the South West Main Line, such as Walton-on-Thames and Byfleet and New Haw).



South West Main Line – Digital Railway

Network Rail has identified the need for improved signalling systems in future to complement any infrastructure interventions. This may comprise some of the following:

- **European Train Control System (ETCS)** - a new signalling control and train protection system.
- **Automatic Train Operation (ATO)** - an operational safety enhancement device used to help automate operations of trains.
- **European Rail Traffic Management System (ERTMS)** - A system for managing train movements using ETCS to signal trains and GSMR to communicate with trains.

The Digital Railway programme* has shown a value for money case for accelerating digital modernisation alongside a package of conventional measures on the South West Main Line, which would potentially deliver significant reliability and capacity benefits.

The DfT indicates it is likely that there will be some deployment of ERTMS during the next South Western franchise (2017-2024/6).

* A rail industry programme led by Network Rail to develop the digital capability of the railway, particularly modernisation of signalling and train control.

Sources: Network Rail Wessex Route Study (<https://www.networkrail.co.uk/long-term-planning-process/wessex-route-study/>), Digital Railway Framework Outline Business Case (<http://digitalrailway.co.uk/resources/>), DfT South Western Franchise Competition Prospectus (<https://www.gov.uk/government/publications/south-western-franchise-competition-prospectus>).

South West Main Line – Further Actions

The following further actions are identified for this priority:

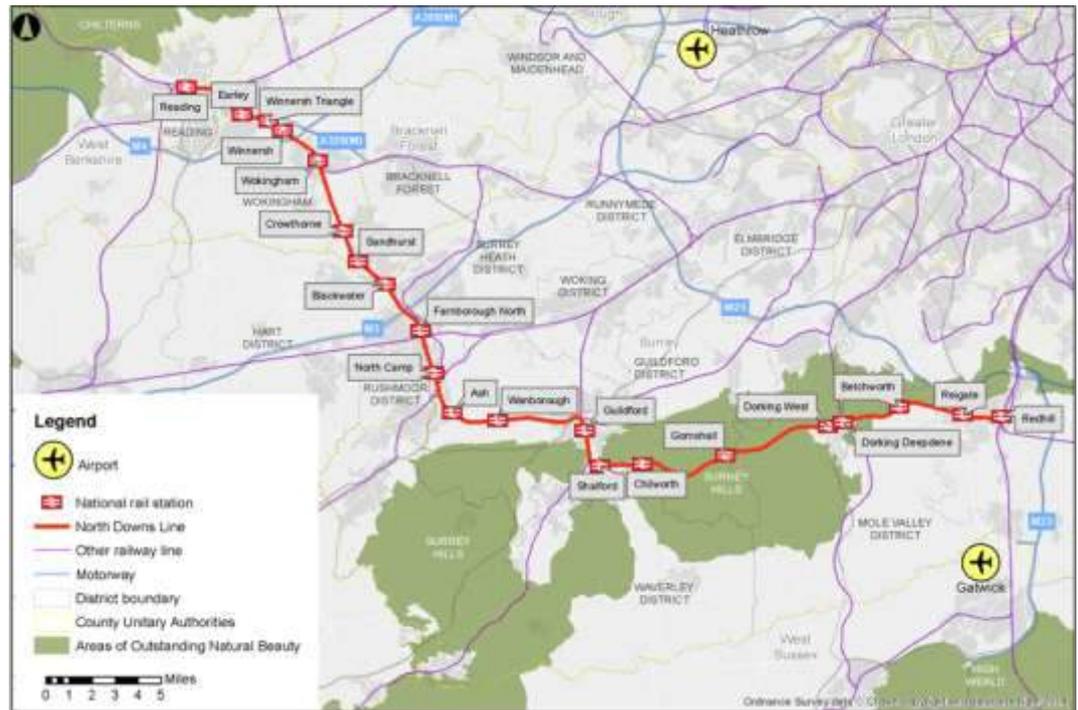
- **SCC will continue to engage with the rail industry to support delivery of CP5 improvement schemes on the South West Main Line;**
- **SCC will continue to engage with the DfT and bidders for the South Western franchise to secure improvements for Surrey;**
- **SCC will actively support the proposed improvements to the SWML for CP6 to encourage their inclusion in CP6 plans and to ensure that benefits to Surrey are maximised, including commitments listed in the Digital Railway programme;**
- **SCC will continue to engage with and support the Crossrail 2 project and ensure that benefits to Surrey are maximised.**

Local Orbital Rail Services

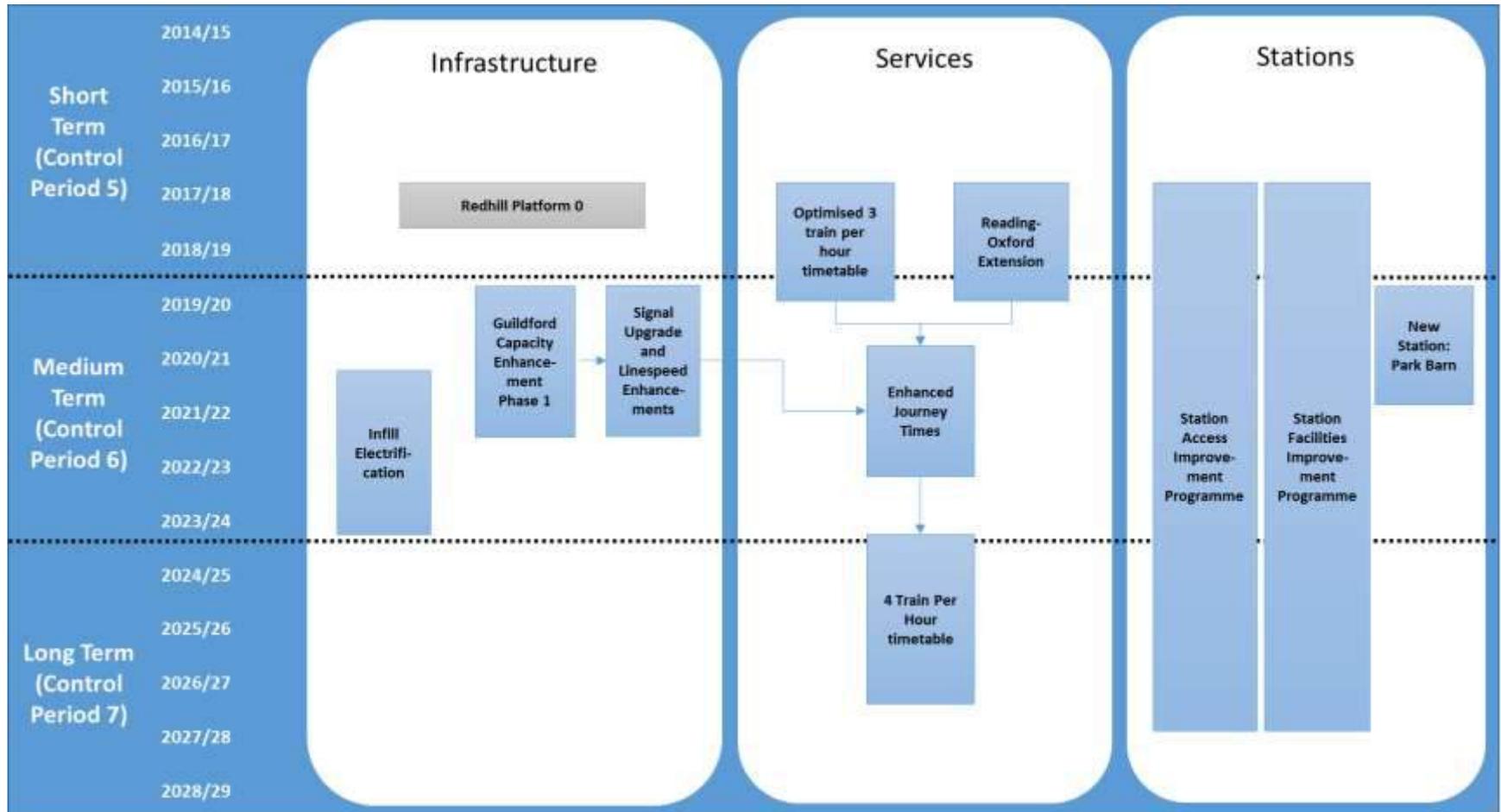
Local Orbital Rail Services

The Rail Strategy identified the potential to create a really strong orbital rail link through Surrey on the North Downs Line, anchored by Gatwick Airport at one end and Reading at the other (for the future employment opportunities in Reading and wider connections, such as the planned Western Connection to Heathrow). The major Surrey towns of Redhill and Guildford are also served along this line.

In the short term, it was recommended that improvements to the North Downs Line are made to address capacity issues.



Local Orbital Rail Services – NDL Strategy



Local Orbital Rail Services – Short Term

In March 2015, the Government extended the Great Western franchise to 2019 through a direct award agreement. This agreement includes the following commitments for the North Downs Line:

- Increasing the frequency of trains on the line to improve services to key destinations such as Gatwick – by operating a second semi-fast hourly service between Reading and Gatwick;
- Working on a feasibility study on the potential application of Independently Powered Electric Multiple Units (IPEMUs – battery-powered trains that are capable of running on non-electrified as well as electrified lines) over the route;
- Delivering improvements to Dorking Deepdene station, including new shelters and CCTV.

Source: Great Western franchise direct award agreement 2015-2019

(<http://www.rctcbc.gov.uk/EN/Resident/ParkingRoadsandTravel/Travel/Relateddocuments/FGWFranchiseUpdateBrochure.pdf>).

Local Orbital Rail Services – NDL Study

SCC has been proactive in developing the potential of the NDL, by commissioning a study on improvements to the line. The SCC NDL study concluded that SCC and its stakeholders should develop the NDL to support the growth of the region. Its specific short, medium and long term recommendations included:

Short Term Recommendations (2014-2019)

- Support delivery of a second semi-fast hourly service between Reading and Gatwick from May 2017 (to make two semi-fast and one stopping service in total)*, which could be implemented following the completion of the planned increase in platform capacity at Redhill (Platform 0).
- Ensure that sufficient quality and capacity of rolling stock is provided on NDL services with targeted 4-car train lengthening on fast services.
- Work with the rail industry to consider extensions of NDL services beyond Reading to Oxford.

* As per the Great Western franchise direct award agreement 2015-2019. Source: SCC North Downs Line study (2015 - https://www.surreycc.gov.uk/_data/assets/pdf_file/0008/73844/North-Downs-Line-Assessment-Report-FINAL-120615.pdf).

Local Orbital Rail Services – NDL Study

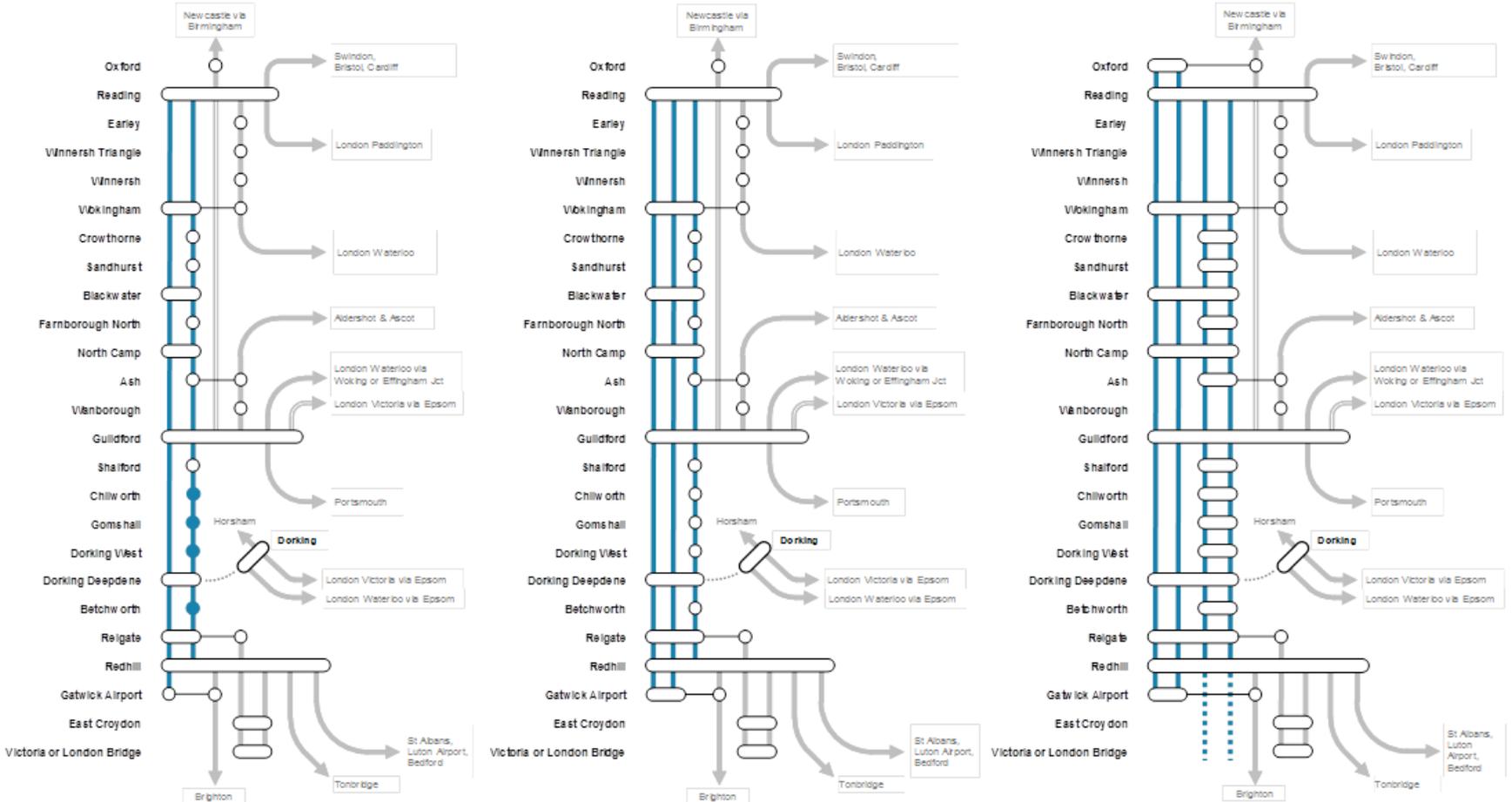
Medium Term Recommendations (2019-2024)

- Push for a targeted programme of line speed enhancements and signalling upgrade on NDL.
- Develop a programme of station investment to improve access to and facilities at stations along NDL. Lengthen platforms to a minimum of 4-car capacity at Sandhurst and Gomshall.
- Lobby the rail industry to prioritise the NDL for (overhead AC) electrification and work with stakeholders to push for the Guildford station capacity enhancement scheme during CP6 (Network Rail Wessex Route Study has these schemes in CP7).

Long Term Recommendations (beyond 2024)

- Develop a frequent, all-day 4 train per hour timetable with faster journey times to fulfil the potential of the North Downs Line (consistent with Wessex Route Study).

Local Orbital Rail Services – NDL Services



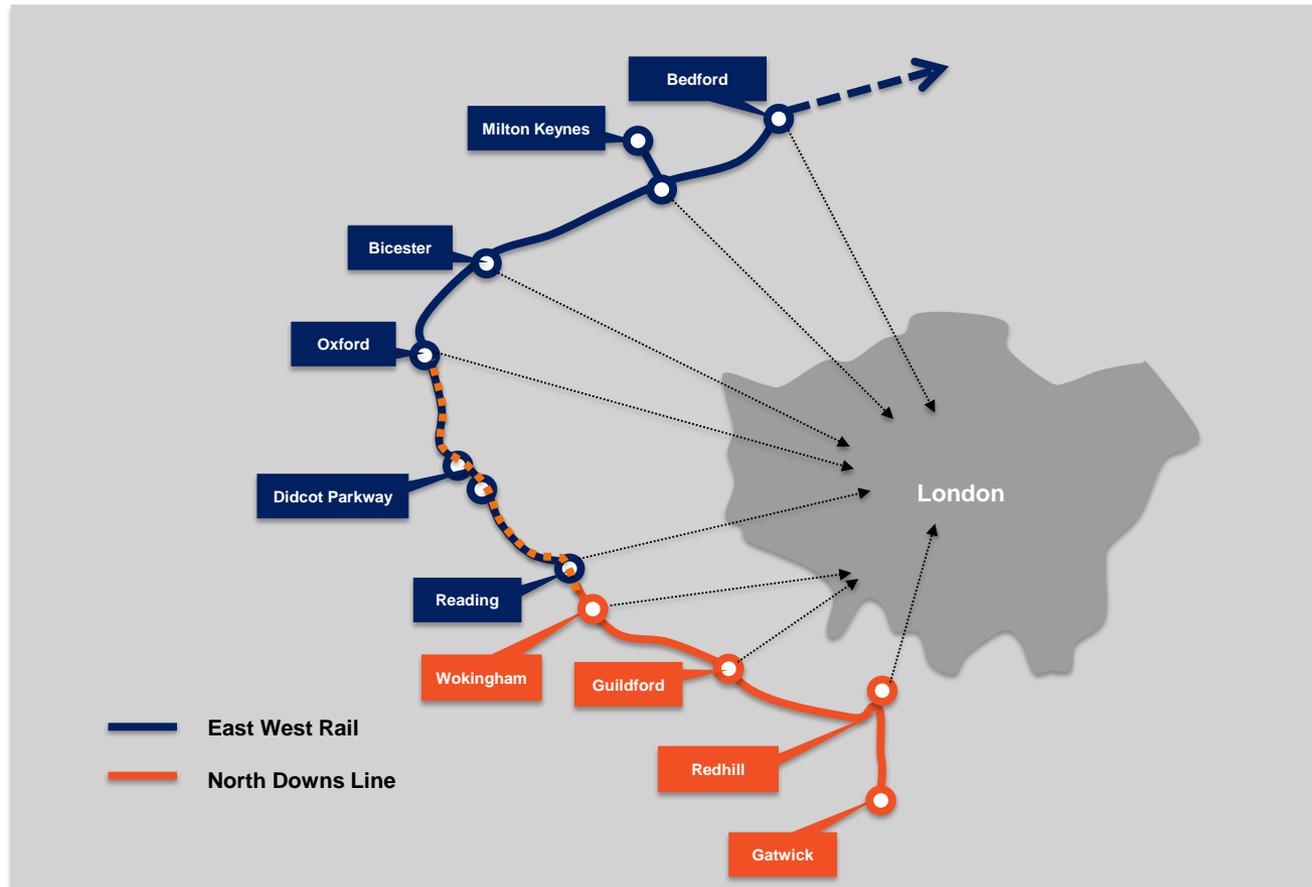
Current timetable

3 trains per hour option

4 trains per hour option

Local Orbital Rail Services – NDL Forum

A North Downs Line Stakeholder Forum was convened for the SCC study. It was recommended that this Forum be retained as a ‘consortium’ for the future promotion of the NDL to develop the recommendations of the study.



Local Orbital Rail Services – Further Actions

The following further actions are identified for this priority:

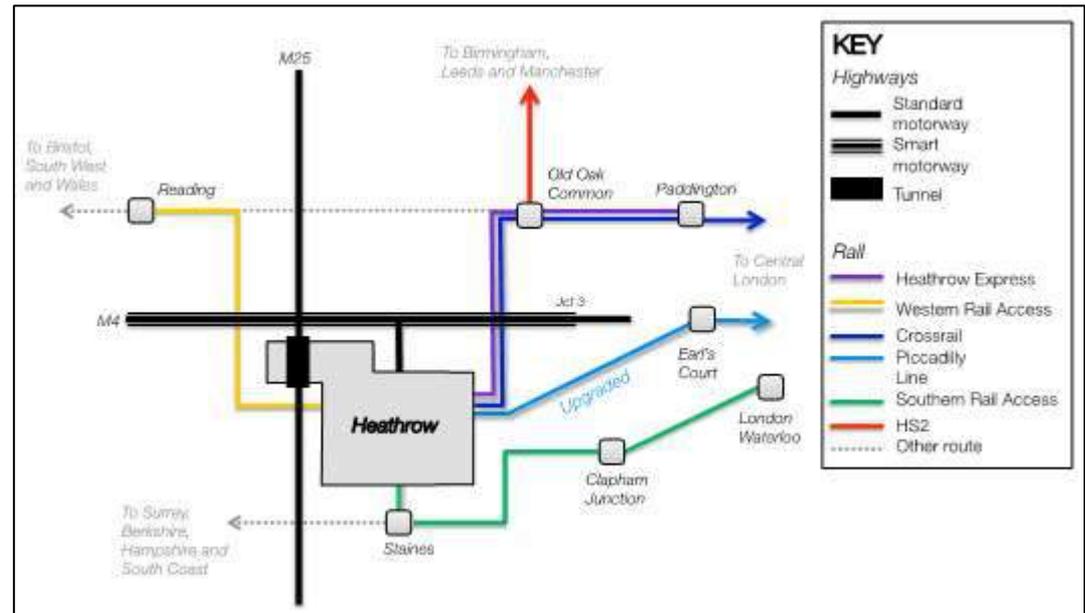
- **SCC will continue to engage with the rail industry to support delivery of CP5 improvement schemes on the North Downs Line;**
- **SCC will continue to work with stakeholders including GWR and LEPs to push for further improvements on the North Downs Line in CP6, with possible electrification (noting that Network Rail is planning for this later, in CP7);**
- **SCC will re-convene the North Downs Line stakeholder forum to secure wide support for the improvements to this line.**

Access to Airports

Access to Airports – Airports Commission

The Airports Commission concluded in July 2015 that the proposal for a new Northwest Runway at Heathrow Airport, in combination with a significant package of measures to address its environmental and community impacts presents the strongest case for airport expansion. No decision has yet been taken by the Government on the location of a Second Runway.

The package of measures includes a Southern Rail Access link, which will connect the airport to London Waterloo station and a number of other areas, including Surrey, which are currently poorly linked to the airport by public transport. This is indicated in the diagram as ‘Other Route’.



Source: Airports Commission Final Report (July 2015 - https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/440316/airports-commission-final-report.pdf)

Access to Airports – SCC Study

The issue of access to airports will be heavily influenced by the final decision by the Government on airport capacity but it is important that Surrey lobbies strongly for the continued development of both Heathrow and Gatwick, because of their contribution to Surrey's global competitiveness, economic prosperity, and employment opportunities.

Airport growth and expansion will have an impact on surrounding areas. SCC has been proactive by examining surface access to airports from Surrey.

Access to Airports – SCC Study

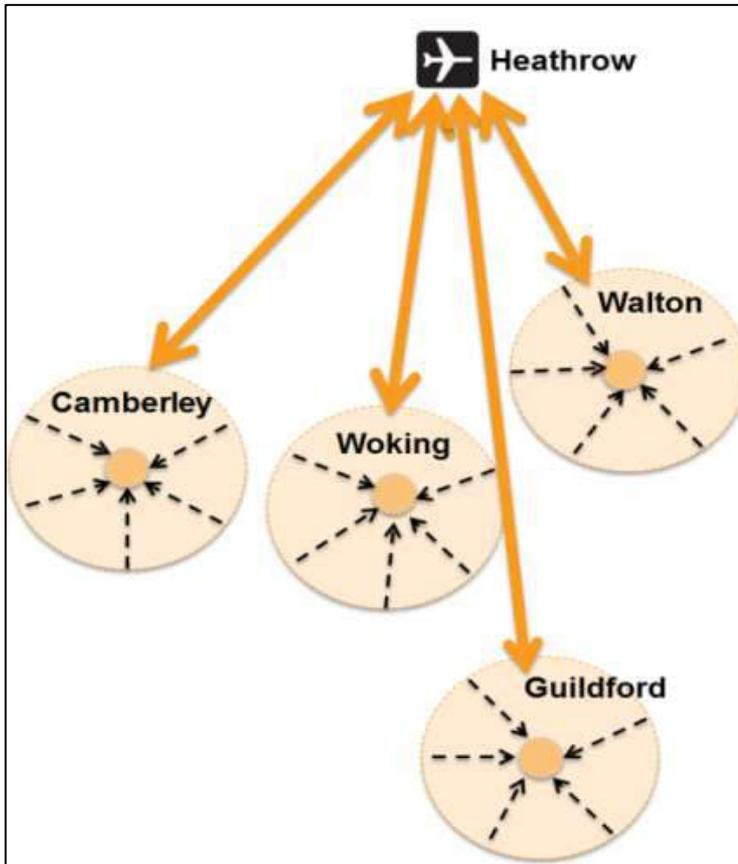
The SCC Access to Airports study (completed in 2013) concluded that SCC and its partners should harness local support to deliver a successful surface access strategy for Surrey that delivers the development objectives for the County. Its priority recommendations were:

- **Developing bus and coach surface access solutions** with additional Express Bus services to Heathrow and Gatwick Airports, with the development of a hub-and-spoke network to provide the framework for additional services, complemented by a network of demand-responsive services (see diagrams on following page);
- Engaging with the rail industry to ensure that **improvements to the North Downs Rail Line** are optimised for surface access to Gatwick Airport;
- Promoting a future direct **rail access solution to Heathrow Airport** from Surrey;
- Promoting airport access by public transport through **strong marketing and awareness campaigns**.

Source: SCC Surface Access to Airports Study (2013 - <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/airports>)

Access to Airports – SCC Study

Airport Hub and Spoke Service for Heathrow



Demand-Responsive Bus Service Areas in Surrey



Access to Airports – Rail Access to Heathrow

In the Airport Commission's Interim Report (2013), it recommended that the Government should work with Network Rail to undertake a detailed study to find the best option for enhancing rail access into Heathrow from the south. Network Rail completed the study in December 2015, which covers the potential market, train service and infrastructure options for a rail connection to Heathrow Airport from the south.

The Network Rail study concluded that the highest value-for-money southern rail access link concept would be achieved with a semi-fast London Waterloo–Heathrow service and Surrey/Hampshire services from Guildford and either Basingstoke or Weybridge, although there would be trade-offs with existing Surrey train service patterns to achieve this.

The study recommended further scheme development, should a promoter be willing to fund the scheme.

Source: Network Rail Southern Access to Heathrow Feasibility Study (2015 - <http://www.networkrail.co.uk/Southern-Rail-Access-to-Heathrow-Feasibility-Study.pdf>)

Access to Airports – Rail Access to Heathrow

SCC has since commissioned a study to review the proposals for southern rail access to Heathrow Airport from Surrey and advise on the preferred option(s) that it should be supporting and the costs, benefits, issues and opportunities arising from these options.

The outcomes of this study will be used by SCC to engage with key stakeholders such as the Department for Transport, Network Rail, Heathrow Airport, local businesses and borough and district councils to secure the best outcome for Surrey in terms of connectivity to Heathrow Airport.

The study is expected to complete by September 2016.



Access to Airports – Rail Access to Heathrow

The following further actions are identified for this priority:

- **SCC will continue to develop improvements to surface access to Heathrow and Gatwick airports;**
- **SCC will lobby Government to ensure a decision is made as soon as possible with regards to airport capacity in the south-east of England;**
- **SCC will complete its study into southern rail access to Heathrow Airport to ensure that benefits to Surrey are maximised from this scheme and the impacts of any additional runway capacity at Heathrow are mitigated.**

Other Actions

Other Actions

Two other actions were identified in the Surrey Rail Strategy as listed below. An update on these actions is provided in the following pages.

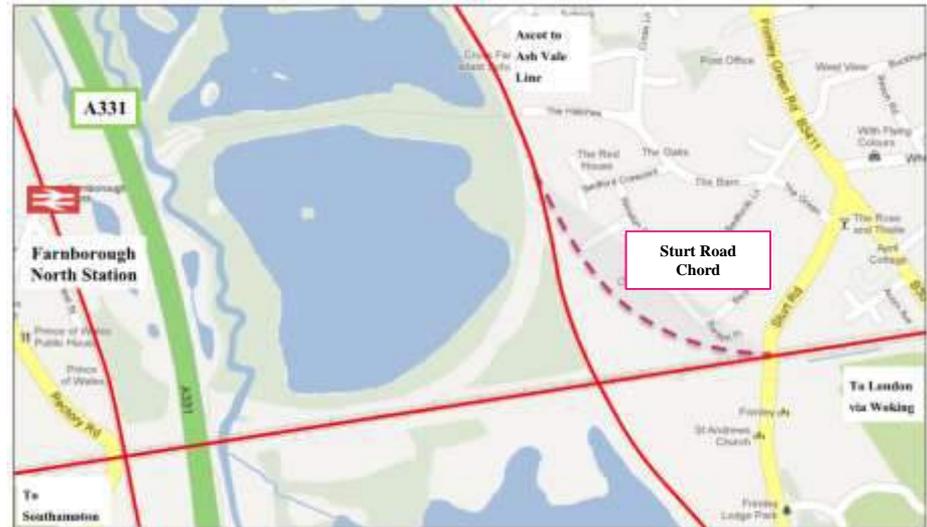
- Promote the Sturt Road Chord scheme as an effective use of future additional capacity on the SWML to address the issue of poor connections to London from Camberley, Bagshot and Frimley;
- Work with Network Rail to develop further Brighton Main Line capacity improvements.

Camberley Rail Study

The Rail Strategy identified access to London from Camberley, Bagshot and Frimley as an issue for rail in Surrey, with longer journey times and less frequent direct services than other similar sized towns.

The re-instatement of the Sturt Lane chord, which connects the Frimley Line to the South West Main Line (see plan), was identified as a longer term option which potentially addresses this issue.

SCC commissioned a study to understand the costs and benefits of providing a direct connection onto the SWML from Camberley to London Waterloo, which offers the greatest potential journey time savings and best connectivity in the longer term.



Other Actions - Camberley

The SCC study concluded that there is no viable solution that provides a direct connection onto the SWML from Camberley to London Waterloo, even in the longer term, without significant levels of development in the area to improve the business case.

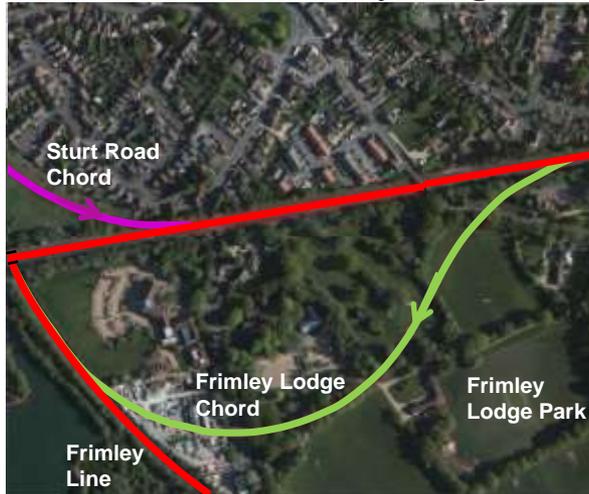
Two preferred options were assessed in the study with capital costs of £57m and £12m respectively (see diagrams on next page).

For both options the estimated benefit:cost ratio (BCR) did not achieve the desired value of 2.0 (DfT's economic appraisal guidance defines a scheme with benefits of above 2.0 having high value for money).

Further analysis was completed to identify the number of additional passengers that would be required to make a positive business case. The estimate was in the order of two million additional passengers per year. This equates to significant new development within Surrey Heath to generate sufficient new rail passenger demand.

Other Actions - Camberley

Sturt Road and Frimley Lodge Chords



Benefit:Cost Ratio
(BCR) = 0.23

Ash Vale Chord



Benefit:Cost Ratio
(BCR) = 0.24

Source: SCC Camberley Rail
Assessment Study, unpublished.



Other Actions - Camberley

The following further actions are identified for this priority:

- **SCC will work with local stakeholders to pursue short term operational solutions (i.e. changes to service patterns) through the new South Western rail franchise. These might include improved connections via Ascot, Aldershot or Ash Vale, as recommended in the Surrey Rail Strategy.**
- **SCC will only pursue longer term options if supported by a strategy of major growth in the Frimley Line area.**

Other Actions – Brighton Main Line

Network Rail expects to deliver the following improvement schemes in Control Period 5 (2014-2019)*:

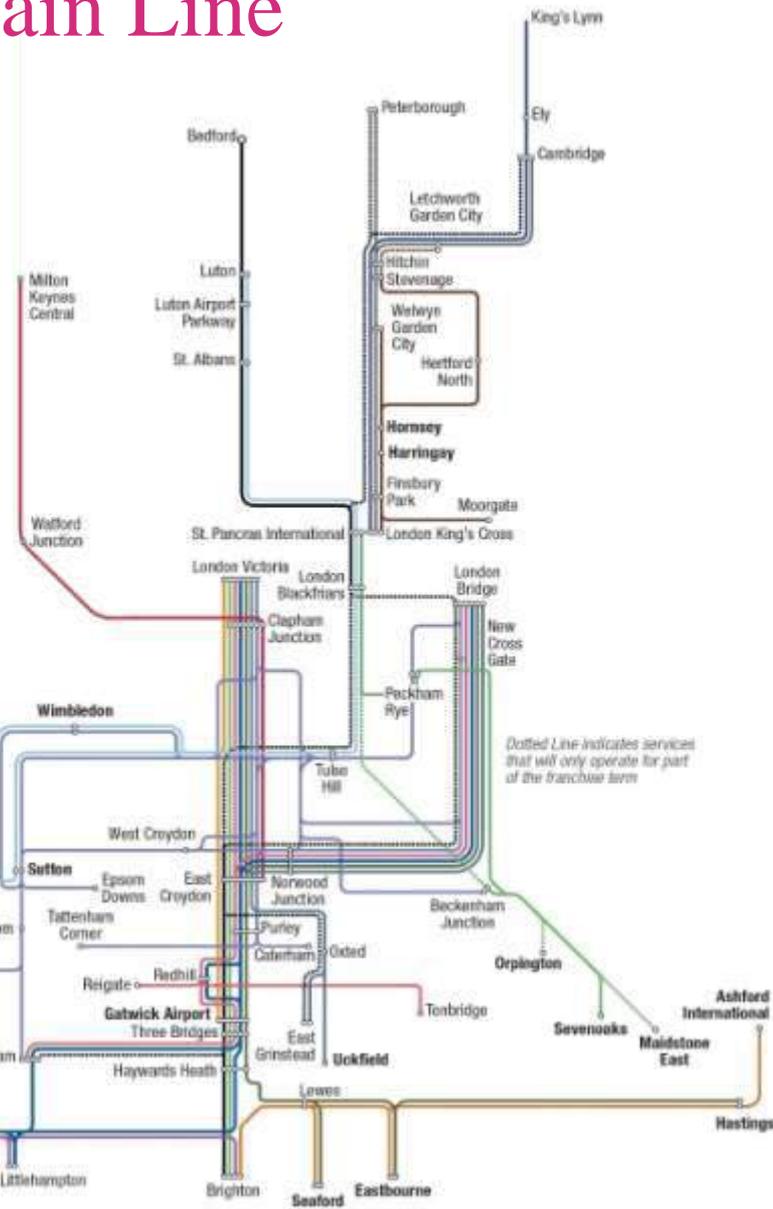
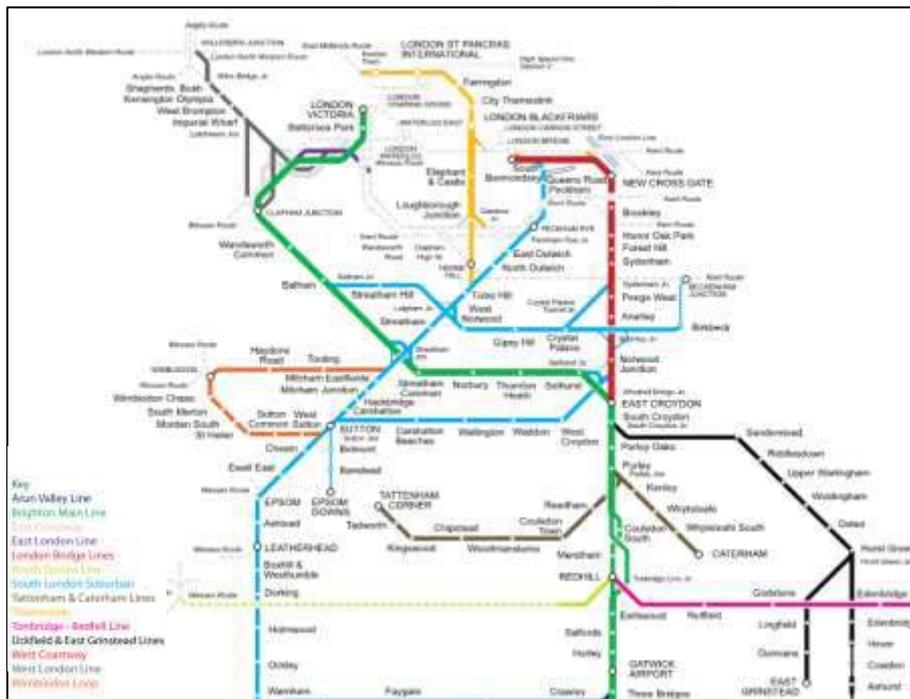
- Increase in capacity on the main line to London Bridge with peak Thameslink services lengthened and main line Thameslink services re-routed via London Bridge on completion of works there, delivering an improved frequency of service between the BML and London Bridge peak and off-peak;
- Wider range of direct cross-London services for destinations north of the river and greater capacity on the Thameslink core between London Bridge and Kings Cross St Pancras;
- London Bridge: a new station and new concourse designed to cater for long-term growth in passenger numbers;

Cont'd...

* The South East route was not significantly affected by the Hendy Review with only the Victoria Station decongestion scheme, retail units at Victoria Station and increasing space for passenger circulation being deferred into CP6 (2019-2024).

Source: Hendy Review (<http://www.networkrail.co.uk/Hendy-review/>).

Other Actions – Brighton Main Line



Source: <http://maps.dft.gov.uk/tsgn/index.html#>

Other Actions – Brighton Main Line (BML)

Cont'd...

- Uckfield line and Croydon: an approximate 50% increase in peak capacity on Uckfield to London Bridge services relieving crowding not just on the branch itself but also at East Croydon – the infrastructure works to deliver this will now be delivered early in 2016.

Since publication of the Rail Strategy, SCC has been more actively engaged with Network Rail supporting the development and implementation of the above schemes.

Other Actions – Brighton Main Line

Network Rail expects to deliver the following improvement schemes in the longer term:

Control Period 6 (2019-2024)

- Reigate 12-car capability (providing additional capacity and allowing Reigate to retain direct London Bridge services);
- Windmill Bridge and Croydon area remodelling (unblocking a major bottleneck and significantly increasing capacity and improving performance);
- Victoria Station decongestion scheme.

Control Period 7 (2024-2029)

- Other BML upgrade works to improve performance and potentially provide more capacity.

It is important for SCC to support these improvements to ensure their inclusion in plans for CP6/7 as they enable improved performance and increased capacity.

Additional Topics for Consideration

Additional Topics for Consideration

The following items were not included in the Rail Strategy but have been identified as important topics for consideration and will be developed by SCC and partners:

Development around Rail Stations

With significant housing pressure in Surrey and limited land available for development, opportunities will be sought to create conditions for sustainable development around rail stations, in line with the Government's April 2016 announcement on a new agreement between Network Rail and the Homes and Communities Agency which will see them working with local councils to trailblaze development opportunities across England's railway stations for housing and businesses. This will be particularly linked to the development of the Crossrail 2 scheme in Surrey.



Source:

<https://www.gov.uk/government/news/regeneration-of-stations-set-to-deliver-thousands-of-new-properties-and-jobs>

Additional Topics for Consideration

Devolution

- In September 2015 Surrey joined forces with West Sussex and East Sussex (the ‘Three Southern Counties’ - 3SC) for a bid to government to transfer more powers and decision-making to the region. This included a clearer strategy for rail in the region, greater influence over franchise commissioning and operation, and a co-operation agreement with Network Rail and the Department for Transport on the planning of investment. It also suggests increasing the value of disposals by strengthened arrangements for the effective and faster release of public sector land, which could include railway land offering strong connectivity to support housing delivery.

The Cities and Local Government Act 2016 has created the potential for real transport devolution by enabling the establishment of sub-national transport bodies with associated devolution of powers.

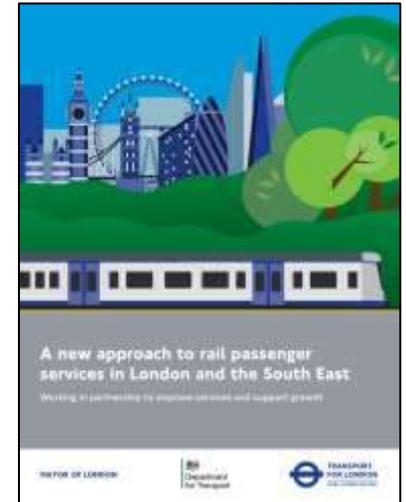


Source: <http://www.surreycc.gov.uk/your-council/how-the-council-works/our-performance/devolution>

Additional Topics for Consideration

Devolution (cont'd)

- In January 2016 the DfT and TfL proposed to establish a partnership that will provide joined-up strategic direction for the specification and management of rail passenger services across London and the South East. This includes the transfer of responsibility from the DfT to TfL for inner suburban rail services that operate mostly or wholly within Greater London, as current franchises fall due for renewal. It states that a guiding principle is that train paths used by outer-London services would be unaffected by the London Suburban Metro and options to increase their capacity will be explored too. The South Western franchise tender documents includes a requirement to provide for devolved services



- Surrey will work with TfL and other industry partners and stakeholders to develop proposals for devolution of inner London rail services support its rail strategy objectives and to ensure that devolution does not impact on the level of rail service in Surrey.

Source: <https://www.gov.uk/government/consultations/rail-passenger-services-in-london-and-the-south-east-a-new-approach>

Additional Topics for Consideration

Shaw Report - a Government report published in March 2016 to advise on the longer term future shape and financing of Network Rail

THE SHAW REPORT
Objectives

<p>"The governance and control of Network Rail is disconnected from local stakeholders, with local authorities and LEAs, for example, finding it impossible to determine local planning priorities for rail." National Express</p>	<p>"...since any inefficiency or fines are funded by taxpayers, there is no tangible financial penalty for cost overrun" SNC Rail</p>
<p>"Network Rail needs to... provide a greater strategic focus on the North given the volume of passengers we carry and the level of investment" Northern Rail</p>	<p>Local focus The railway needs to deliver safely and innovatively increased capacity from rail infrastructure. The Shaw Report recommendations will establish greater local responsiveness, bringing accountability closer to customers and local groups.</p>
<p>"Great Britain's railway has seen a doubling in passenger numbers and significant growth in freight since privatisation. Our railways are today among the safest in Europe" GRR</p>	<p>Financial discipline The Shaw Report recommendations will improve financial discipline in the system, reducing the bill made on the public finances, and making better use of taxpayers' money.</p>
<p>"We advocate focussing Network Rail's incentives on delivering the type of railway that passengers want" Transport Focus</p>	<p>Stewardship of national asset The Shaw Report recommendations will protect the safety and integrity of the national railway infrastructure, while ensuring the network is meeting the needs of passengers and freight shippers.</p>
<p>"The large structure of Network Rail and the over centralisation leads to an inefficient and unwieldy central bureaucracy which absolves individuals of their ability to make, and be held accountable for their decisions" online respondent</p>	<p>Skilled workforce The railway needs the right people with the right skills to deliver growth and safety. The Shaw Report recommendations will improve training and establish a culture that attracts and retains a skilled workforce.</p>
<p>"Since the central freight team was formed in Network Rail real and tangible benefits and improvements to freight services are being delivered through more collaborative working" Rail Delivery Group</p>	<p>"Network Rail has an ongoing skills shortage. It is overreliant on contractors to deliver enhancements, and fragmentation and short-termism has led to a shortage of skills and a loss of industry knowledge" RMT</p>

THE SHAW REPORT
Recommendations

- Place the needs of passengers and freight shippers at the heart of rail infrastructure management
- Focus on the customer through deeper route devolution, supported by independent regulation
- Create a route for the North
- Clarify the government's role in the railway and Network Rail
- Plan the railway based on customer, passenger and freight needs
- Explore new ways of paying for growth in passengers and freight on the railway
- Develop industry-wide plans to develop skills and improve diversity

Source: <https://www.gov.uk/government/publications/shaw-report-final-report-and-recommendations>

Additional Topics for Consideration

Shaw Report (cont'd)

Implications for Surrey:

- More devolution in Network Rail is likely with the Routes becoming more autonomous and having more flexibility in activities including planning.
- New funding mechanisms will be sought – opportunities to participate in rail investment.
- Government is being encouraged to develop a longer term plan for the rail industry.

Government will respond later in the year.

Additional Topics for Consideration

Access to Stations

The Rail Strategy recommended that Surrey County Council leads the development of a station access programme in the short-medium term to improve access to stations, focused on the key stations where there are higher volumes of passengers or known issues.

With the Government recently releasing its Cycling and Walking Investment Strategy in April 2016, this fits with current policy, and can be linked to the development of areas around rail stations.



Source: <https://www.gov.uk/government/consultations/draft-cycling-and-walking-investment-strategy>



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