

# Dorking Transport Package

(Phase 1)  
Submission to Coast to Capital LEP

**Surrey County Council**  
**December 2014**

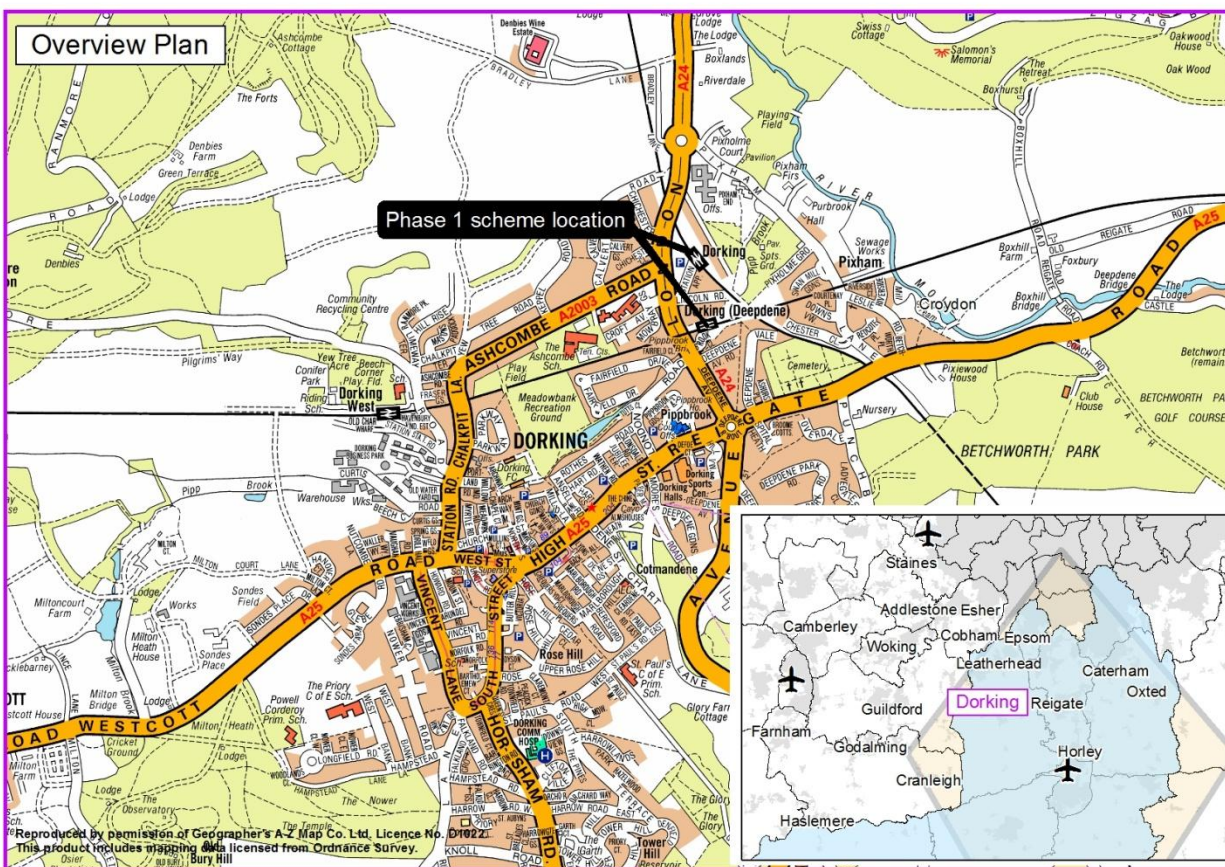




## Coast to Capital Local Transport Body Sustainability and Resilience Schemes Application Form

WHO - Scheme Promoter and Partners			
<b>LTA/ Proposer:</b>	Surrey County Council	<b>Scheme name &amp; [District/ Borough]:</b>	Dorking Transport Package (Phase 1) Mole Valley District
<b>Contact details:</b>	Lyndon Mendes Lyndon.mendes@surreycc.gov.uk	<b>Partners [in joint submissions]:</b>	First Great Western
WHAT & WHERE – Outline description, scope & maps			
<b>Type of scheme: Sustainability package</b>			
<b>Scheme description</b>	The project is a package of sustainable transport centred on Dorking Deepdene station. It will improve access to the station, inter-connectivity between this station and Dorking main station, improve road safety and support modal shift away from the private car.		

## Maps



### HOW MUCH & WHEN – Estimated construction costs and construction timetable

<b>Est. Costs: Phase 1</b>	£800,000			<b>Start and end of construction:</b>		June 2015 – March 2016	
<b>Spend Profile</b>	<b>2015-16:</b> (£ million)  £0.8	<b>2016-17:</b> (£ million)	<b>2017-18</b> (£ million)	<b>2018-19:</b> (£ million)	<b>2019-20:</b> (£ million)	<b>2020-21:</b> (£ million)	
<b>Funding expectations</b> (List sources of funds)	C2C Capital grant funding £600,000 First Great Western            £200,000 (see Annex D First Great Western letter).						

## WHY IT SHOULD BE FUNDED

### Summary of the Key Scheme Benefits

#### Structure of the key scheme benefits

1. Introduction and need for the project (Annex A)
2. Dorking stations phased approach
3. Interchange and Wayfinding (Annex B)
4. Dorking Deepdene and Dorking main stations -walking and cycling improvements
5. Bus and rail information (Annex B)
6. Road safety enhancements (Annex C)
7. Letters of support (Annex D)
8. Linkage to other bids

#### 1.0 Introduction and need for the project

##### 1.1 Overview of Surrey

Surrey is a significant net contributor to the national exchequer and has a key role to play in contributing to the economic recovery. However the county's current transport infrastructure restricts its potential to deliver that contribution, whilst also providing challenges in meeting carbon reduction targets.

Surrey's economy is worth £28 billion Gross Value Added (GVA), larger than Birmingham (£20.18 billion), Leeds (£17.8 billion) and Liverpool (£8.6 billion). Britain is more reliant on the success of the Surrey economy than any other local authority area outside London.<sup>1</sup>

Surrey's strong economy is based, in part, on its superb environment, excellent location and transport links. The county borders London, Heathrow and Gatwick. Many of our residents live within a few minutes walk of the most heavily wooded countryside in England and less than an hour's rail journey into London. One third of the M25 runs through Surrey, as well as large sections of the M3, M23 and A3.

Surrey's economic advantages are starting to cause acute problems for the county. Congestion on Surrey's local roads, trunk roads and motorways is estimated to cost Britain's economy £550 million per annum<sup>2</sup>. The road network is saturated with traffic meaning that a single traffic incident on the M25 can cause substantial congestion, across the county, as drivers seek alternative routes.

Surrey businesses tell us that congestion and unreliable journey times are one of their greatest

<sup>1</sup> Source: Surrey Economic Partnership (2010) Surrey's Local Economic Assessment: Summary

<sup>2</sup> Source: Transport Statistics for Surrey: Movement Monitoring Report 2008/9; Surrey Future: Congestion Programme, 2014. <http://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/congestion-programme>

concerns and could be a reason for relocating out of the county. For some of our international businesses this could mean relocating outside the UK. Congestion and poor access are also major reasons for businesses choosing not to move into Surrey. This is particularly true for retailers as traffic heavy town centres reduce their attraction as shopping destinations.

## **1.2 Challenges with Dorking Rail ‘Gateway’**

This scheme is part of a sustainable transport package in Dorking, Surrey. It is located in the LEP-identified East Surrey M25 corridor, **a linchpin of the Coast to Capital economy** and is within the Gatwick Diamond partnership area.

As well as being the first phase of the Dorking Transport Package, the scheme is both a catalyst to delivering an accessible station at Dorking Deepdene with full customer facilities and a key step in delivering a fully integrated and accessible sustainable transport network in Dorking that provides a real alternative to the private car, enabling sustainable economic growth.

An exercise has been undertaken to identify current barriers to using Dorking Deepdene station and to interchanging between the station and other transport modes. The results of this work has identified a number of improvements that will have a significant impact in improving the attractiveness of travelling to, from and through Dorking by sustainable means.

Dorking Deepdene (approximately **636,500 passengers per annum**)<sup>3</sup> 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**)<sup>4</sup> 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 A)**.

The long term vision for the station is to deliver a fully accessible, secure and manned facility, with a station building including toilets and retail facilities and lifts to both platforms.

Dorking Deepdene is in close proximity to Dorking Main station but a lack of signage and information is a barrier to interchange opportunities. The link between the two stations would also be improved to allow easy interchange between bus/rail and rail/rail, building upon the recently completed enhancement scheme at Dorking Main station.

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<sup>3</sup> ORR. (2013) Station usage data

<sup>4</sup> ORR. (2013) Station usage data

The proposed improvements to the walking and cycle network will improve accessibility between Dorking Deepdene and Dorking main railway stations located on separate railway lines, with different destinations.

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 and the Reading to Redhill/Gatwick line via Dorking Deepdene. 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**.

### 1.3 Surrey car ownership

Car ownership is high in Surrey, arguably a symptom of a successful economy. Around 86% of households have access to a car, with more than 45% having access to two or more cars (more than half as much again compared to the national position). This means there is a high level of congestion in certain locations. Providing people with wider travel choices can benefit the economy by enabling everyone to reach their destinations more easily and reliably.

### 1.4 Project aims

The aims of the scheme (phase 1) are to improve the accessibility of the Dorking Deepdene station, the attractiveness of travelling by rail and the ease of making door to door journeys by sustainable means. These in turn would deliver;

- modal shift away from the private car,
- reduce congestion and carbon emissions
- improve public health through an increase in active travel.
- Increased social inclusion by opening up new journey opportunities for certain people
- improve safety and security and reduce fear of crime
- an increase in the attractiveness of Dorking town centre as a destination through improved connectivity and the delivery of a better gateway for the town.

These aims will be delivered through a package of measures that have been broadly categorised under five headings; **Station enhancements, Interchange and Wayfinding, Walking and cycling improvements, Bus and Rail information and Road Safety enhancements**.

### 2.0 Dorking stations phased approach

The improvements required at Dorking Deepdene station and the linkage with Dorking main station is fairly complex, therefore it is necessary to approach the scheme in incremental phases.

There is also the opportunity from a nearby development which will potentially contribute towards

additional access improvements at Dorking Deepdene. Federated House is currently an office building directly to the north of the station, but is allocated for housing in the Mole Valley District Council (MVDC) Dorking Town Area Action Plan<sup>5</sup>. There is also a supporting policy which states “The Council is keen to see the provision of disabled access to the Deepdene railway station and will investigate the scope for the redevelopment of the Federated House site to contribute to the achievement of this objective.”

Our proposed phased approach, subject to detailed feasibility and funding availability, is as follows:

**Phase 1** (subject of this bid) – replacement of waiting shelters, removal of vegetation, and installation of acoustic and privacy screening, lighting improvements, installation of CCTV and improvements to the stairs, new cycle facilities, installation of a new Ticket Vending Machine at the North entrance to the station;

**Phase 2** - installation of lifts to each platform and changes to the two access paths and stairs to provide DDA compliant access to the station, exploration of new walking route between the two stations (potentially to be funded by redevelopment of Federation House); and

**Phase 3** - delivery of station building with full customer facilities, gatelines and subway to make the station secure. The entrance path to the westbound platform would be closed and all access would be through the new station building on the northern side.

### **3.0 Interchange and Wayfinding**

The proposals will deliver a significant enhancement in the quality of interchange between Dorking Deepdene and the bus/rail interchange at Dorking main station as well as onwards travel information provided at Dorking Deepdene. This will be achieved by improved connectivity between the two stations with signage, wayfinding and widened footway/cycle way facilities.

At Dorking main and Dorking Deepdene stations, interchange between the north/south ‘Mole Valley’ rail line and the east/west ‘North Downs’ line already provides time and cost benefits to rail passengers when compared to the alternative routing of many journeys into/out of London.

However, the perceived poor quality of the walking and cycling route between the stations and the present lack of facilities and inaccessibility of Dorking Deepdene discourages additional passengers from attempting the interchange option.

### **3.1 Dorking Main Station**

Rail and bus interchange facilities at Dorking Main station were significantly improved in the spring of 2014 through a joint project between Surrey County Council (SCC) and Southern. The measures proposed to improve the links to Dorking Deepdene will build upon this success and lock-in the benefits of this work. Further, the proposals will provide improved access to local bus services, building upon SCC’s work to develop ‘quality bus corridors’ across the county, whilst also aimed at

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<sup>5</sup> Dorking Area Action Plan (Adopted 2012)



making public transport an attractive and viable alternative to the private car. The interchange at Dorking Main Station is served by a number of bus services, including the 465 (Dorking – Leatherhead – Kingston) and 32 (Guildford – Dorking – Redhill), the latter of which is included as a quality bus corridor serving Redhill in the SCC bid for C2C LEP funding for the Greater Redhill Sustainable Transport Package (**see Annex B**).

#### **4.0 Dorking Deepdene and Dorking main stations - walking and cycling improvements**

There is already a poor off road cycle route linking Dorking Deepdene station and Dorking Town Centre, with a toucan located directly outside of Dorking Deepdene Station. However, it is proposed to deliver a road table on the unclassified London Road at its junction with A24 London Road providing pedestrian and cyclist priority over the side road towards the town centre.

Improved wayfinding information will be provided at the station providing onward journey information, walking routes to the town centre and Dorking Main station and local cycling infrastructure.

There is currently a wide shared cycle/pedestrian footway from outside of Dorking Deepdene station to the junction with Lincoln Road/Station Approach. However, at peak times this footway can become very congested with pedestrians and cyclists travelling both ways to make the rail/rail connection. It is therefore proposed to ‘swap’ the on-road cycle lane and local parking, placing the cycle lane adjacent to the footway, but creating an off road route, encouraging cyclists travelling from Dorking Main to Deepdene (and visa versa) to use this facility and free up capacity on the footway, whilst still be afforded protection from the dual carriageway traffic.

At the junction of Lincoln Road and Station Approach, a road table is required to improve pedestrian crossing facilities and to provide pedestrian and cyclist priority over the junction of Lincoln Road. In order to continue the shared facility all the way to Dorking main station, it is necessary to widen the footway by a metre along Station Approach.

Ashcombe school (1,600 students) is located close to Dorking stations and a number of students currently use these stations, with potentially more in the future.

#### **5.0 Bus and rail information**

Clear directional bus stop signing will be provided from the station exit. To include onward travel information posters at Dorking Deepdene station, including detail and mapping of all local bus stop locations with destinations, including Dorking main station forecourt interchange stops and Dorking High Street stops. Inclusion and promotion of TravelSmart journey planning website and other services provided by Traveline, with details of smartphone access to live bus information (RTPI) via QR and NFC codes for local bus stops.

Bus stop improvements along A24, includes local bus stops A, B and E. Passengers will benefit from access improvements and improved passenger waiting infrastructure at bus stops, realtime passenger information, enhanced stop specific printed bus and travel information, and high quality bus shelters. Additional quality bus corridor improvements will be provided as required at each stop.

Bus stops A and E on the A24 are also proposed as the rail replacement services stops, with additional information needs for passengers using these stops. Electronic real-time media information displays at these stops would be used to provide rail replacement service announcements alongside live local bus information.

Good quality cycle route and parking facilities at/near key bus stops may be provided at certain locations, to increase the catchment area for quality bus corridors.

### **5.1 Real Time Information media screen**

A Real-time information media screen in St Martins Walk shopping centre will be provided for display of live bus information for Dorking High street stops and services, alongside live departure information for Dorking rail services via the NRES data feed. Realtime media screens have been installed at other off street locations across Surrey for example in Woking town centre, displaying a mix of bus, rail and other relevant travel information to assist passengers using public transport.

### **6.0 Road safety enhancements**

The A24 close to Dorking Deepdene is a busy dual carriageway, although there is a toucan crossing outside of this station to the north near Dorking main station this road presents a significant barrier to pedestrian movement.

A plan indicating pedestrian and cycle casualties near Dorking Deepdene and main stations has been shown in **Annex C**.

Pedestrian safety measures are required to address issues concerning the shared cycle path on the western side of the A24 running past the bus shelter. The bus stop infrastructure and accessibility improvements will also address this, but should be considered as part of a pedestrian safety element to the station accessibility scheme.

Additionally there is also a need for pedestrian facilities at the traffic signal junction with A2003 Ashcombe Road. Pedestrians are crossing here and entering the Dorking main station car park via gaps in the chain link fence near to this junction.

### **7.0 Letters of support**

A letter of support from First Great Western confirming their £200,000 match funding contribution has been included with this submission (**see Annex D**). Mole Valley District Council has assisted with the development of this bid and they have also submitted a letter of support, together with Sustrans, who are the leading UK charity enabling people to travel by foot, bike or public transport.

As this was a late bid, it has not been possible to obtain further letters of support, but the objectives are fully in line with the Surrey Rail strategy which has been developed in consultation with key stakeholders. Letters of support obtained so far have been included in Annex D.

## **8.0 Linkage to other bids**

The Greater Redhill Sustainable Transport Package has also been submitted to the C2C LEP (15 December 2014), which has linkage with this bid, in that people using this station can then use the planned facilities included within the Greater Redhill area, which is accessible by using the rail services from Dorking Deepdene. Reigate/Redhill lies a short distance to the east on the North Downs Line.

There is also potential future bid to the C2C LEP for Leatherhead, which is the next medium size town on the railway line north of Dorking main station.

The county council is also planning on submitting a business case to the EM3 LEP in September 2015 for the Guildford Sustainable Transport Package. Guildford is the next medium size town to the west on the North Downs Line.

Towns mentioned above in other business case bids are shown in the Surrey Rail Network plan **Annex A**.

In addition the A24 Network Resilience bid has also been submitted which covers part of this area.

<p align="center"><b>Outline business case of key criteria</b>  <b>[maximum score = 5 per criteria]</b></p>	
	<p><b>A: Expected economic benefits [<i>transport and scheme related</i>]:</b></p> <p><b>A1:</b> Value for money, including BCR (if known) or similar measure.  <b>A2:</b> Expected impact on journey times, reliability and resilience  <b>A3:</b> Encouraging sustainable travel  <b>A4:</b> Expected impact on road safety casualties  <b>A5:</b> Valuing public realm  <b>A6:</b> Other transport benefits</p>
	<p>[Scheme Score = 4 ]</p> <p><b>A1 Value for money</b></p> <p>The Dorking Transport Package (phase 1) is focused on Dorking Deepdene railway station and its connectivity with Dorking main station. The estimated cost of this scheme is less than £1 million and therefore a BCR has not been undertaken.</p> <p>However, it is anticipated that the improved accessibility of the station and connectivity with Dorking main station and local bus services, coupled with proposed adjacent residential developments will provide significant increased patronage to this station, and assist in leveraging of private investment for future phase of improvements at this station.</p> <p>ORR data from 2013 indicates that Dorking Deepdene has approximately 636,500 and Dorking main has approximately 1,346,700 passengers per annum<sup>6</sup>.</p> <p><b>A2 Expected impact on journey times:</b></p> <p>The scheme will substantially increase the attractiveness of completing door to door journey by sustainable means to and from, as well as interchanging at, Dorking.</p> <p>This may reduce car usage and encourage active travel, providing journey time reliability throughout the journey from origin to destination.</p> <p>Bus and rail travel will be made easier through improved passenger information, including better coordination of information through mobile phone apps.</p>

<sup>6</sup> ORR. (2013) Station usage data

### **A3 Encouraging sustainable travel**

The proposed improvements at Dorking Deepdene are a first step towards, and a catalyst for delivering, the longer term vision of a high quality, fully accessible station with a full range of customer facilities. The first phase will improve the perception of quality, security and accessibility of the station, encouraging additional journeys to be made by rail and attracting new users to the railway.

The proposals will also improve the aesthetic appearance of Dorking Deepdene which currently makes a poor contribution to the urban environment.

A scheme to improve facilities at Dorking Main station was delivered through strong partnership working between SCC and Southern, which has improved the station and interchange facilities, including bus/rail and cycle/walk/rail. This complements the proposed scheme for Dorking Deepdene station through the range of interchange and accessibility improvements already in operation at Dorking Main station.

The wider package of sustainable transport measures proposed will improve interchange opportunities and links to Dorking Main Station. These schemes will provide a range of bus, cycle and walking opportunities and improvements for passengers using the rail station and for onward travel to/from Dorking town centre, alongside improved interchange for passengers travelling between Dorking Deepdene and Dorking main rail station.

The project will deliver an increase in journeys undertaken by active travel, encouraging passengers to access the station by walking and cycling and use sustainable modes for their door to door journey, rather than the private car.

### **A4 Expected impact on road safety casualties**

The A24 has a poor road safety record in the vicinity of Dorking Deepdene station<sup>7</sup> and the proposed measures will both provide safer pedestrian and cycle access, linking Dorking Deepdene station with both the town centre and Dorking Main station, which will contribute to a reduction in the number of road casualties and their associated cost to the Surrey and national economy.

### **A5 Valuing public realm**

Whilst Dorking Deepdene is a key station on the North Downs line (Reading via

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<sup>7</sup> Surrey County Council casualty records

Guildford to Redhill/Gatwick Airport), it currently offers a poor customer proposition, being accessed only by steps and lacking what passengers now expect to be the norm, such as CCTV, good waiting facilities and cycle storage facilities.

The proposed improvements included in phase 1 will enhance the accessibility and attractiveness of the environment for passengers.

#### **A6 Other transport benefits**

The proposed improvements to the walking and cycle network will improve accessibility between Dorking Deepdene and Dorking main railway stations which, being on separate railway lines, and with different destinations, will open up new destination opportunities.

In addition, the project will provide improved accessibility from Dorking Deepdene railway station and Dorking town centre.

The phase 1 scheme will also provide accessibility improvements from Dorking Deepdene railway station to Dorking main bus/rail interchange for onward connection with local bus services.

	<p><b>B: Expected economic benefits [<i>economic growth</i>]:</b></p> <p><b>B1:</b> Retention of existing jobs or creation of new jobs  <b>B2:</b> Unlocking or improving access to new dwellings  <b>B3:</b> Encouragement of new businesses, or protection of existing businesses.  <b>B4:</b> Other economic benefits</p>
	<p>[Scheme Score = 4]</p> <p><b>B1: Retention of existing jobs or creation of new jobs</b></p> <p>The Mole Valley Core Strategy<sup>8</sup> provides an overview of the retail offer in the district. Dorking is the largest town in the district, offering in excess of 200 shops and 110 other premises housing restaurants and other services, amounting to 23,000 square metres retail floorspace.</p> <p>Leatherhead has around 150 shops and other retail services, totalling approximately 20,700 square metres of floorspace.</p> <p><b>Employment Growth</b></p> <p>The Mole Valley Employment Land Review 2013 provides a snapshot description of the local economy in Mole Valley. In summary:</p> <ul style="list-style-type: none"> <li>• There are approximately 4,700 VAT registered companies in Mole Valley, employing around 44,700 people.</li> <li>• There are 490,000 square metres of commercial employment floorspace (i.e. B1-B8 Use Classes) of which 274,000 square metre is office floorspace<sup>9</sup>.</li> <li>• At December 2012, about 9% of the office stock was vacant which is comparable to the national rate.</li> </ul> <p>Vacant floorspace totalled 32,000 square metres of office floorspace; and there was planning permission for a further 42,900 square metres of business floorspace<sup>10</sup>.</p> <p>The Core Strategy states that “land for economic development will be provided by the reuse of employment land, encouraging employment in town, district</p>

<sup>8</sup> Mole Valley Core Strategy (adopted October 2009)

<sup>9</sup> MVDC Employment Lane Review paras. 5.9 and 5.30

<sup>10</sup> MVDC Employment Land Review para. 5.14

	<p>and local centres and by having regard to the needs of the rural economy and rural diversification”<sup>11</sup>.</p> <p>The Local Economy and Employment Land Review (2013) found that there was sufficient office, industrial and warehouse floorspace with planning permission and vacant premises to meet the growth in local labour supply and an element of demand led employment growth to 2026<sup>12</sup>.</p> <p>Based upon the projected growth and increases in employment, the project will reduce congestion in and around Dorking which will have a direct positive impact on the economic vitality of the area, reducing journey times for all travellers and improving connectivity between businesses.</p> <p><b>B2: Unlocking or improving access to new dwellings</b></p> <p>The 2011 Census shows the population of Mole Valley is 85,400. The District’s population is growing and ageing. Between 2013 and 2021 its population is projected to increase by 6.8% to 92,600. Over the same period, the elderly population (65+) is projected to increase by 14% to 21,800<sup>13</sup>.</p> <p>The Mole Valley Core Strategy states that “priority will be given to locating new residential development within the defined built-up areas of Leatherhead, <b>Dorking</b> (including North Holmwood), Ashted, Bookham and Fetcham”<sup>14</sup>. <b>One key site is adjacent to Dorking Deepdene station.</b></p> <p>It indicates that provision will be made for at least 3,760 net additional dwellings between 2006 and 2026. This equates to 188 net additional homes a year. In the years 2006-13, a total of 1,720 new dwellings were completed<sup>23</sup>. This leaves a housing target for 2013-2026 of 2,040, or 156 dwellings per annum.</p> <p>Census data from 2011 reveals where people living in Mole Valley commute to for work. The top destination for commutes starting in Mole Valley is Mole Valley itself.</p> <p>Horsham lies to the south of the Surrey boundary within West Sussex and it is planning to develop up to <b>4,500 homes</b> by 2031 on the northern side of the town at Broadbridge Heath Quadrant, which also include businesses and retail and at North Horsham with a build rate of around 500 homes per year<sup>15</sup>.</p>
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<sup>11</sup> Mole Valley Core Strategy (2009, 6.3.9)

<sup>12</sup> MVDC Employment Land Review 2013 Chapter 7

<sup>13</sup> MVDC Housing & Traveller Sites Plan Consultation Document January 2014; para 1.16.

<sup>14</sup> Policy CS2 Housing provision and location, Mole Valley District Core Strategy (2009)

<sup>15</sup> Horsham District Council Planning Framework (August 2014)



Many of these new homes and businesses should be able to access the rail services on the 'Mole Valley Line' at Warnham which calls at Dorking main station. 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 and the Reading to Redhill/Gatwick line via Dorking Deepdene. 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.

**B3: Encouragement of new businesses, or protection of existing businesses.**

The project is the first phase in developing Dorking Deepdene into an adequate and more attractive 'Gateway' for the town, which will encourage more sustainable journeys to Dorking and boost the economy of the town centre.

The scheme will unlock journey opportunities for existing businesses and potential new businesses in a wide area by encouraging people to use Dorking as a 'gateway' with an improved interchange facility, creating easier access to jobs for individuals and access to the talent pool for businesses, across the Heart of the Gatwick Diamond and the East Surrey M25 Strategic Transport Corridor.

Sites for new businesses have been covered in B1 above.

**B4: Other economic benefits**

The Core Strategy presents a goal for transport as: "to manage down traffic growth and encourage more sustainable transport choices by improving travel options and accessibility"<sup>16</sup>.

Regarding infrastructure provision, the Core Strategy seeks to: "ensure the efficient use of existing infrastructure, a reduction in demand on infrastructure by promoting behavioural change and ensuring the delivery of additional capacity by extending or providing new infrastructure."<sup>17</sup>

The project is fully aligned with these objectives and will make a significant contribution to encouraging sustainable transport choices.

In addition, the proposal will increase accessibility to employment opportunities to residents and to the Talent pool for Surrey businesses. Further, the project will also improve road safety along the A24, which will

<sup>16</sup> Mole Valley Core Strategy (2009, 2.44)

<sup>17</sup> Mole Valley Core Strategy (2009, 2.61)

	<p>reduce the number of accidents and the associated cost to the Surrey economy.</p> <p>Improvements to sustainable transport have been shown to increase economic activity, providing a boost to economic activity by increasing demand for shops and services<sup>18</sup>, thereby creating provision for jobs to fulfil this demand.</p> <p><b>Gateway to the Surrey Hills and local leisure attractions</b></p> <p>Dorking Deepdene station is also a <b>gateway to the Surrey Hills</b>, and area of outstanding natural beauty and nearby is the well known beauty spot of Box Hill.</p> <p>One of the largest vineyards in the country is located close to Dorking stations at Denbies, which is a large visitor attraction (approx. 300,000 visitors per year) and open all year round.</p> <p>The annual London-Surrey cycle event passes Dorking stations using the Olympic road race route, which attracts a large number of visitors.</p> <p>The improvements to the station will enable easier access and improved waiting facilities for leisure visitors to the area, who could use Dorking town centre for shopping/restaurants and accommodation.</p>
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<sup>18</sup><http://www.livingstreets.org.uk/professionals/making-the-case-for-investment-in-the-walking-environment> (Page 38)

	<p style="text-align: center;"><b>C Social Distributional Impact:</b></p> <p><b>C1:</b> Expected regeneration &amp; deprivation impact  <b>C2:</b> Expected impact on severance, physical activity, accessibility</p>
	<p>[Scheme Score = 4]</p> <p><b>C1: Expected regeneration &amp; deprivation impact</b></p> <p>The scheme will deliver significant enhancements to Dorking Deepdene station and provide a much improved Gateway to the town from the North Downs line. This will also have the impact of making Dorking more attractive as a destination, increasing the number of visitors and improving the economy of the town centre.</p> <p>The 2007 Indices of Multiple Deprivation indicate that Mole Valley is the 339th least deprived local authority area in the UK out of a total of 354 local authorities. The District is the 4th least deprived in Surrey. However, when measured against the indices there are parts of the District, including and in particular <b>North Holmwood (part of Dorking)</b>, and a part of North Leatherhead, which experience relative levels of deprivation in comparison to other parts of Surrey<sup>19</sup>.</p> <p>It is therefore essential to improve access to transport connectivity to enable access to employment and education opportunities.</p> <p><b>C2: Expected impact on severance, physical activity, accessibility</b></p> <p>The location of Dorking Deepdene gives it a feel of being severed from the town centre by the A24 and from Dorking Main station by the poor walking and cycling route and lack of signage. The scheme will provide a significant improvement to both of these links through new signage and wayfinding information, measures to improve pedestrian and road safety and the provision of a segregated cycle path and improved footway between the two stations. In addition, improvements to the bus stops on the A24 close to the station will provide significantly improved interchange, again reducing the perception of severance.</p> <p>The perceived lack of security of Dorking Deepdene is currently a barrier for many, with the platforms and stairwells feeling isolated and remote from the A24, particularly at night and in the winter months. Improved lighting,</p>

<sup>19</sup> Mole Valley Core Strategy adopted October 2009

	<p>vegetation clearance and the installation of CCTV will significantly improve the perception of security at the station. This is significance for the more vulnerable and isolated members of society for whom security is a significant barrier, and therefore by addressing this issue new journey opportunities can be created, helping to address social exclusion.</p> <p>The North Downs line suffers from physical severance in Dorking as the access to the platforms at Dorking Deepdene is by steep steps which are not accessible by those with limited mobility or people with pushchairs or heavy luggage. Whilst this project will not overcome this barrier, it is the first phase and catalyst to delivering the longer term vision of a fully accessible secure station.</p> <p>General access to Dorking Deepdene is currently constrained and the installation of additional cycle parking and the provision of a pedestrian only link between Deepdene and the bus/rail interchange at Dorking Main station will significantly increase the accessibility of the station.</p> <p>The scheme can promote physical activity through encouraging people to make door-to-door journeys by sustainable means rather than the private car and can deliver an increase in those walking and cycling for part of their journey. Providing improved cycling facilities at Dorking Deepdene will also encourage existing passengers to access the station by cycle, rather than be dropped off by car.</p>
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	<p style="text-align: center;"><b>D Environmental impact:</b></p> <p><b>D1</b> Expected impact on carbon emissions  <b>D2</b> Expected impact on air quality  <b>D3</b> Expected impact on noise/natural and urban environment</p>
	<p><b>[Scheme Score = 3 ]</b></p> <p><b>D1 Expected impact on carbon emissions and D2 Expected impact on air quality</b></p> <p>The scheme can deliver modal shift away from the private car to sustainable means both for door to door journeys and for those accessing the station. This may have a reduction in carbon emissions and improvement in air quality.</p> <p>Delivering modal shift away from the private car will also reduce congestion. Cars are at their most polluting when idling and therefore this will further reduce carbon emissions and improve air quality.</p> <p>The proposed improvements to the walking and cycle network will improve accessibility between Dorking Deepdene and Dorking main railway stations which, being on separate railway lines, and with different destinations, will open up new destination opportunities, which are probably travelled currently by car.</p> <p><b>D3 Expected impact on noise/natural and urban environment</b></p> <p>The scheme should reduce noise pollution as journeys currently made by private car will be made by active travel and on existing bus services. In addition, acoustic and privacy screening will be installed, to further reduce the impact of the station on the environment.</p> <p>The scheme will also improve the appearance of and attractiveness of Dorking Deepdene, which will make a more positive contribution to the urban environment around Dorking.</p> <p>The project will provide good quality sustainable transport alternatives to the car, through walking, cycling, public transport (bus / rail). This will allow people living, working or visiting the area more choice through these interventions, providing access to the local natural environment, using quality infrastructure, along safe and convenient corridors, providing comfort, and seamless travel between modes.</p>

	<p>The project is expected to <b>encourage more people to walk, cycle and using public transport more of the time.</b></p>
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	<p style="text-align: center;"><b>E Contribution to the Strategic Economic Plan</b></p> <p><b>E1</b> How does the scheme contribute to the objectives and priorities of the SEP.  <b>E2</b> The five transport objectives  <b>E3</b> Contribution to other objectives  <b>E4</b> Track record on deliverability</p>
	<p><b>[Scheme Score = 4 ]</b></p> <p><b>E1 How does the scheme contribute to the objectives and priorities of the SEP</b>  The scheme is directly aligned with the aims and objectives of the LEP's Strategic Economic Plan. Dorking is recognised as being part of the most economically dynamic area in C2C, known as the <b>East Surrey M25 Corridor</b> and considered a lynchpin of the LEP area.</p> <p>The SEP prioritises enabling investment in growth locations and opportunity areas<sup>20</sup>; Dorking has been identified by C2C as a '<b>latent location</b><sup>21</sup>', currently under-performing against its potential due to political, economic, social, physical, technological or marketing factor barriers. The C2C LEP has aims to improve, boost, promote and invest in these areas. Investing in this scheme is consistent with this aspiration.</p> <p>The SEP also prioritises investing in infrastructure to help develop sustainable communities and <b>invest in strategic infrastructure</b> to unlock growth. This scheme supports this priority by investing in an important piece of rail infrastructure, strategically located on the <b>North Downs Line</b>, providing sustainable access to Gatwick Airport and serving the <b>Gatwick Diamond</b> and wider LEP area.</p> <p><b>E2 The five transport objectives<sup>22</sup></b>  The scheme will help deliver the five transport objectives (primarily quality and connectivity) of the SEP in the following ways:</p> <p><b>a) Connectivity: "Can I get where I want to go?"</b>  Part of a wider sustainable transport package, the scheme will improve the connectivity of Dorking Deepdene station both to Dorking (main) station and to Dorking town. Addressing the perceived poor quality of the facilities at the station and those accessing it, will improve the connectivity of the station.</p>

<sup>20</sup> C2C Strategic Economic Plan March 2014, p.24

<sup>21</sup> C2C Draft Strategic Economic Plan December 2013, p.34

<sup>22</sup> C2C Strategic Economic Plan March 2014, p.81

	<p>Providing new cycle facilities will help connect the station to the wider sustainable transport network in the area.</p> <p><b>b) Reliability: “Will I arrive when I expect?”</b>  Delivered in isolation, Phase 1 of the Dorking package will have a limited impact on the reliability of journeys. However, as the package is progressed, it offers the opportunity for more reliable journeys to and from the station, making it an increasingly attractive travel option.</p> <p><b>c) Capacity: “Will I get a seat, a parking space, a clear road?”</b>  The scheme will improve the provision of waiting areas at the station, and provide additional capacity for cycle parking.</p> <p><b>d) Quality: “Will my journey be healthy, safe, clean, sustainable and enjoyable?”</b>  The scheme will contribute significantly to this transport objective for the LEP. The provision of new waiting shelters, the removal of vegetation and installation of lighting improvements, CCTV and improvements to the stairs will all help make the user experience more enjoyable. CCTV, lighting and new waiting facilities will help make travellers feel safer.</p> <p>In addition the improved connectivity between Dorking Deepdene and Dorking main stations and interconnecting bus services will provide a safe route using sustainable transport.</p> <p><b>e) Resilience: “Will transport be there when I need it – 24/7?”</b>  The station will be a better and more attractive place to travel through during wet conditions and evenings in particular. Where some users may be deterred from using the train when it is dark, cold, raining, they will benefit from a pleasant waiting environment, to feel safe and secure.</p> <p><b>E3 Contribution to other objectives</b></p> <p>Accessibility problems due to the level difference between the road and the platforms at Dorking Deepdene station are identified in the <a href="#">Mole Valley Local Transport Strategy and Forward Programme</a>. Dorking Deepdene currently serves approximately 636,497 rail users per annum<sup>23</sup> With the proposed electrification of the North Downs Line<sup>24</sup>, there is the potential for greater passenger numbers to other stations including Gatwick, potentially with</p>
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<sup>23</sup> Source: ORR (2013) Station usage data (passenger entry, exit and interchange data)

<sup>24</sup> Arup Surrey Rail Strategy Report Final 12 Sept 2013, available here:  
[http://www.surreycc.gov.uk/\\_\\_data/assets/pdf\\_file/0011/684119/Surrey-Rail-Strategy-Report-web.pdf](http://www.surreycc.gov.uk/__data/assets/pdf_file/0011/684119/Surrey-Rail-Strategy-Report-web.pdf)



luggage.

The **Dorking Town Area Action Plan** states that the local council, Mole Valley District Council, is keen to see the provision of disabled access to Deepdene station<sup>25</sup>.

The [Surrey Rail Strategy](#) identifies that access improvements to stations across Surrey are required to ensure better interconnectivity between rail and other modes.

A Local Cycling Plan is currently being developed for Mole Valley, as part of the [Surrey Cycling Strategy](#), which was adopted by the county council in March 2014.

**Surrey Cycle Strategy (adopted March 2014);**

The Surrey Cycling Strategy forms part of the Surrey Transport Plan. It covers cycling as a means of transport – i.e. for journeys to work and school, and business and shopping trips. It also covers cycling for leisure and as a sport. The strategy sets out our aim for cycling in Surrey for the period to 2026 and our approach to achieving the aim.

**Local Bus Strategy (adopted April 2011):**

Surrey County Council, as the local transport authority, has an important role in the delivery of local bus services. The county council subsidises socially necessary services where they cannot be provided commercially, which amounts to around a third of the bus services operating in Surrey. Surrey County Council is also responsible for the highways on which the buses run, the traffic signals, junctions and bus lanes that can expedite their movement, as well as bus stop infrastructure, information and passenger waiting facilities that can make a big difference to a passenger's travel experience.

**E4 Surrey County Council - Track record on deliverability**

Surrey County Council has a significant and very successful track record in delivering complex transport, environment and highway projects with partners, see below:

**Street Lighting PFI** – Surrey Highways was the first highways authority to achieve the PFI Milestones to replace its 80,000 street lighting stock. Since go-live in March 2010, SCC via its partner Skanska has replaced over 30,000 columns, which included working with local districts to install special design columns in Conservation Areas, all within the original budget and programme

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<sup>25</sup> Dorking Town Area Action Plan, p.37

	<p>agreed in 2009. They are within budget and 7 months ahead of programme.</p> <p><b>Cycle Woking (2009 to 2011)</b> – following DfT Grant, SCC worked with local cycle community to significantly improve access to sustainable forms of transport. The project has so far delivered significant success by improving cycling usage and gained popular support with local cycle forums, and has been delivered to time and programme.</p> <p><b>Walton Bridge</b> – In 2009, following an exhaustive planning and consultation process, SCC was awarded a £40m DfT grant to design and build a river crossing over the Thames. The infrastructure is hugely complex endeavour involving large supply chain; road re-design; moving main oil pipeline &amp; BT cables feeding Heathrow airport, and re-work to embankment and landscaping. The project is fully on programme, and is being delivered under-budget due to tight cost and ongoing value engineering.</p> <p><b>Local Sustainable Transport Fund (LSTF)</b> – in July 2011 SCC were awarded £3.93m for the Key Component and in June 2012 awarded £14.304m for the large bid and with local contribution funding, will be delivering just over £25m of improvements to local transport (bus, walking, cycling travel information, planning and marketing) in the Woking, Guildford and Redhill/Reigate areas by March 2015.</p> <p><b>DfT Local Pinch Point Fund</b> – in May 2013 SCC were awarded £2.837m for the Redhill Balanced Network, with £1.265m of local contribution funding also provided to support this project, delivering a series of junction improvements around Redhill town centre together with walking and cycling to tackle congestion, improve journey time and reliability and unlock development sites, resulting in economic regeneration and greater employment. This project started in September 2013 and is due for completion in March 2015.</p>
<p><b>Local Indicators:</b></p> <p>Local indicators and circumstances that help to explain the need for the scheme.</p>	<p><b>Not scored.</b></p>
<p><b>SCORE SUMMARY</b></p>	
<p>Total score: (out of 25)</p>	<p>19</p>
<p>Local priority: (Ranking in order of schemes submitted by the same promoter in this round).</p>	<p>1. Greater Redhill Sustainable Transport Package</p> <p>2. Dorking Transport Package (phase1)</p>

## Scoring criteria

Scores	Expected Economic benefits (transport and scheme related)	Expected Economic benefits (economic growth)	Socio-distributional Impact	Environmental Impact	Strategic Economic Plan
<b>Score: 5</b> <b>[Green]</b>	Expected BCR of 2+ (if known)  Significant beneficial impact on transport indicators.	Support for delivery of new jobs, housing & employment floor space in area clearly expected.	Significant positive benefits expected, such as supporting regeneration, improving accessibility, reducing severance and/or promoting physical activity.	Likely to lead to a reduction in carbon emissions and have limited impact on the natural environment and/or air quality and noise standards.	Clear linkage to one or more SEP policies and priorities
<b>Score:3</b> <b>[Amber]</b>	Expected BCR of 1.5 to 2 (if known)  Some, but limited beneficial impact on transport indicators.	Expected to support retention of existing jobs & help deliver some housing.	Some socio-distributional and well-being impacts expected.	Limited or neutral impact on carbon emissions, natural environment and/or air quality shown.	Some linkage to SEP policies and priorities.
<b>Score 1:</b> <b>[Red]</b>	Expected BCR of under 1.5 (if known)  Very limited or negative impact on transport indicators.	Very limited linkage with delivery of employment and/or housing expected.	Very limited or negative impact on distributional and well-being impacts expected.	Likely to have a negative impact on carbon emissions, local air quality and/or the natural environment.	Weak link to the SEP.

### Local Indicators

1. Employment - residence base (2012; Annual Population Survey, Nomis)
2. Employment Rate (2012; Annual Population Survey, Nomis)
3. Number of jobs - workplace base (2011, Business Register and Employment Survey, Nomis)
4. Business survival rates (1 year) (2011, Business Demography, ONS)
5. Number of businesses per 10,000 working age population (2012, ONS)
6. Business births per 10,000 working age population (2011, Business demography; 2011; and Annual Population Survey, ONS)
7. JobSeekers Allowance claimant count - % of economically active population (April 2013, Nomis)

### Transport Effects

1. % of working age population (aged 16-74) in employment using walking or cycling as main mode to get to work (2011 Census)
2. % of working age population (aged 16-74) in employment using bus, train, underground, tram or metro as main mode to get to work (2011 Census)
3. Congestion – indicator being developed based on either average delay on links (Trafficmaster data) or million vehicle km on principal roads

### **Regeneration Impact**

1. Amount of planned new housing up to common future end year (LDF documentation – various)
2. Amount of planned new commercial floorspace (sq m) up to common future end year (LDF documentation – various)
3. Amount of planned new retail floorspace (sq m) up to common future end year (LDF documentation – various)
4. Index of Multiple Deprivation (IMD) - number of LSOAs in Borough or District within the top 20% most deprived nationally (2010)
5. Index of Multiple Deprivation (IMD - average score for District (2010)



## Annex A – Surrey Rail Network





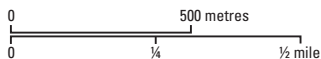
## Annex B – Bus stops in Dorking

# Dorking

Bus services at least once  
per hour, five days a week,  
all year round

Other bus services.....

Route terminus .....\*



For full details of services see timetable information. For clarity,  
occasional variations to certain routes are not shown on this map.  
Last updated 13/06/14

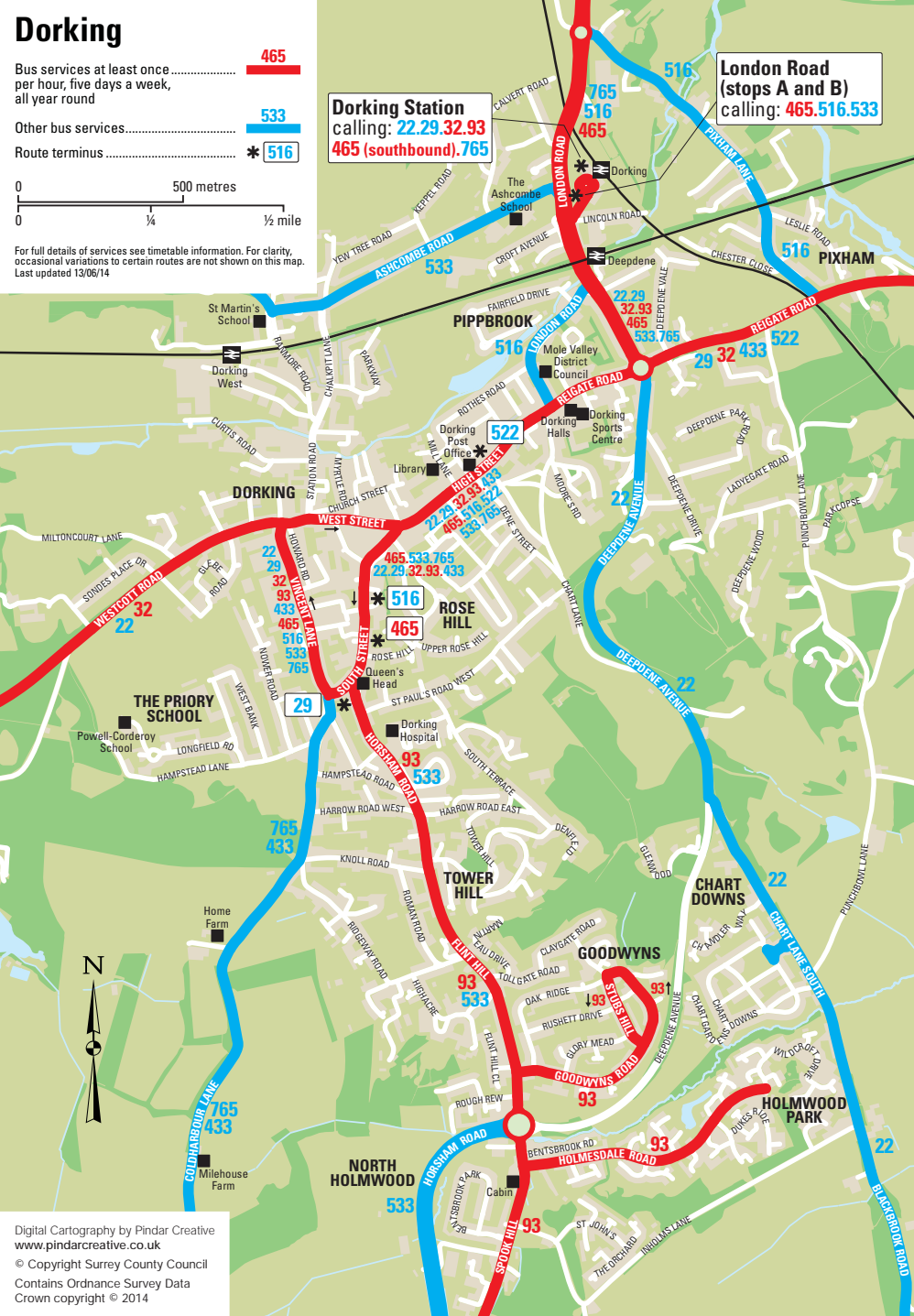
465

533

\* 516

**Dorking Station**  
calling: **22.29.32.93**  
**465 (southbound).765**

**London Road**  
(stops A and B)  
calling: **465.516.533**







## **Annex C – Accidents on A24 around Dorking Deepdene station**



Key	
	Site
Car Occupant	
	Fatal
	Serious
	Slight
Motorcyclist	
	Fatal
	Serious
	Slight
Cyclist	
	Fatal
	Serious
	Slight
Pedestrian	
	Fatal
	Serious
	Slight
Other	
	Fatal
	Serious
	Slight



## Annex D – Letters of support



Lyndon Mendes  
Transport Policy Manager  
Surrey County Council  
Penrhyn Rd,  
Kingston upon Thames  
KT1 2DN

11 December 2014

Strictly Confidential – Subject to FG/FGW Approvals

Dear Lyndon,

### **DORKING PACKAGE PHASE 1**

First Great Western is pleased to write in support of Surrey County Council's bid to the Coast 2 Capital LEP for sustainability funding for facility and access improvements at and in the vicinity of Dorking Deepdene Station.

We wholeheartedly support the longer term vision of providing a fully accessible and secure station, with a manned ticket office. This, along with the provision of customer toilets, CCTV, a ticket office and potentially a small retail outlet would transform the customer offering and provide a fit for purpose facility that is justified by the current and potential use of the station.

The measures proposed in the current bid are a critical first step in achieving the longer term goal and improvements to the station and improvements to interchange and onward journey facilities will both encourage our current passengers to use rail more frequently and attract new users to our service. In addition, the project will encourage our passengers to access the station by bus, walking and cycling and to interchange with the Southern services operated from Dorking Main station.

We are pleased to confirm that First Great Western has allocated £200k towards the cost of the project, making up the requisite 25% of the total cost. This funding allocation is subject to formal approval by the Department for Transport (DfT), whose authority has been sought, and agreement on detailed terms on the delivery of the works.

We look forward to working in partnership with Surrey County Council and Mole Valley District Council to jointly bring forward significant improvements at Dorking Deepdene in the short and longer term.

Please note that this letter does not constitute a formal offer by FirstGroup, First Great Western or affiliated companies. Delivery of the works will need to be the subject of detailed agreements by FGW with Surrey County Council and with Network Rail. The form of these agreements will be subject to the requisite FGW Board approvals.

Best wishes,



Matthew Golton  
**Bid Director**

12 December 2014

To Whom It May Concern,

**Surrey County Council's Bid for the Dorking Deepdene Station improvements scheme.**

Mole Valley District Council (MVDC) are delighted to offer support for the bid towards the Dorking Deepdene Station improvements scheme being submitted by Surrey County Council.

MVDC have been keen to improve access to Deepdene Station for a number of years. The Dorking Town Area Action Plan (adopted 2012) sets out MVDC's aspirations to improve access to the station. Policy DT9 allocates Federated House (adjacent to Deepdene Station) for residential development and the supporting text states:

*"The Council is keen to see the provision of disabled access to the Deepdene railway station and will investigate the scope for the redevelopment of the Federated House site to contribute to the achievement of this objective."*

MVDC understand that the Federated House site is currently being marketed and the current occupiers of the building are scheduled to vacate the site in March 2015. The development of the Federated House site could therefore link with the proposed access improvements at Dorking Deepdene Station.

Further to this the scheme proposes wider improvements to the station and improved links between Dorking Deepdene and Dorking Main stations, as well as improved access to Dorking town centre. These could bring significant benefits to the town.

If the bid is successful we confirm that we will work with Surrey County Council and other partnership bodies as necessary to deliver the improvements identified in the Dorking Deepdene Station improvements scheme.

Yours Sincerely

Jack Straw

Planning and Housing Policy Manager

BY EMAIL

Paul Fishwick  
Transport Policy Team  
Surrey County Council  
County Hall  
Penrhyn Road  
Kingston-upon-Thames KT1 2DN

12 December 2014

Dear Paul

**Surrey County Council's bid for 'Dorking Transport Package' project**

Sustrans is delighted to lend our support for the County Council's bid for the proposed transport intervention in Dorking. We have reviewed the scheme outline proposals and endorse the aims and scope. We are particularly pleased to see the significant improvements to Dorking Deepdene station, which will be a major benefit for local people.

We also welcome the proposed improvements to connections for walking and cycling between the Deepdene and Main stations, which is currently of poor quality.

Sustrans is the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day. Our work makes it possible for people to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. We are the charity behind the National Cycle Network, which celebrates its 20<sup>th</sup> anniversary in 2015.

Yours sincerely,



Simon Pratt  
Regional Director, South East

# ***Transport for Surrey***

Transport for Surrey  
c/o Surrey Connects  
Surrey Technology Centre  
Surrey Research Park  
Guildford GU2 7YG

27 November 2014

Dear Sirs

**Surrey County Council in partnership with First Great Western - bid for  
Dorking Transport Package (phase 1)**

I am writing to you in my capacity as Chairman of Transport for Surrey.

*Transport for Surrey* are delighted to lend support for the bid, for the proposed transport intervention package of sustainable transport centred on Dorking Deepdene station. The improved success to the station, inter-connectivity between the station and the Dorking main station will improve road safety and support modal shift away from the private car,

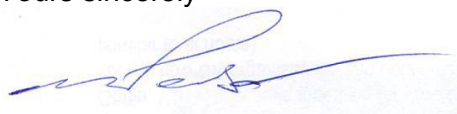
I have reviewed the scheme outline proposals and endorse the aims and scope.

We confirm our intention to work with Surrey County Council and First Great Western and other Partnership bodies as appropriate, to support the successful delivery of the proposed scheme.

*Transport for Surrey* aims to provide a cohesive communications and consultation channel on Surrey's transport system. It does this by:

- having a remit that covers all mode options of sustainable transport
- providing a better service to Surrey residents and businesses
- improving coordination and partnership working
- communicating the economic benefits of transport solutions
- making the best use of resources by reducing waste and duplication of effort forming a strong view for Surrey in response to external consultations
- trialling innovative ways of tackling problems of congestion, accessibility, safety and damage to the environment using both transport and non-transport solutions.

Yours sincerely



Mark Pearson  
**Chairman**  
**Transport for Surrey**