

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member – Environment and Transport
Date:	24 July 2012
Title:	Adoption of Farnborough Station Travel Plan
Reference:	4102
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. The purpose of this paper is to seek approval for the Station Travel Plan (STP) for Farnborough (Main) to be adopted by Hampshire County Council.

1.2. This paper seeks to provide:

- contextual information as to why a STP for Farnborough has been developed and what the STP aims to achieve; and
- information on how the STP will be used, monitored and updated.

2. Contextual information

2.1 On 5 July 2011, the Department for Transport (DfT) announced that the County Council had been successful in securing a grant of £4.076 million from the DfT's Local Sustainable Transport Fund (LSTF) to deliver the 'Hampshire Sustainable Transport Towns' (HSTT) Project. The project runs for three and a half years from July 2011 to 31 March 2015.

2.2 The project seeks to encourage residents and workers in the six towns of Aldershot, Andover, Basingstoke, Farnborough, Fleet and Winchester to make greater use of sustainable travel modes in their everyday journeys. To support this, a range of travel planning and behavioural change measures are being funded by the DfT. This includes STPs for six of the seven rail stations in the six towns. [As Farnborough has two stations the larger (Farnborough Main) will get a STP whilst the smaller (Farnborough North) will not]. Farnborough (Main) is the first STP that has been developed and for which formal adoption is now sought. The intention is to bring a Station Travel Plan for Fleet to a Decision Day for adoption in the autumn of 2012, following a process of local consultation.

2.3 The STP for Farnborough Main station will contribute to all three of the main objectives of the HSTT project. It should help to:

- reduce congestion at peak times on local roads as a result of fewer car trips per household;
- reduce carbon and greenhouse gas emissions, helping to address the contribution of local transport to climate change, and to improve air quality; and
- improve health and general wellbeing as a result of more people building in physical activity into their daily travel routines.

2.4 Over and above this, the STP for Farnborough Main will:

- give the travelling public confidence that the key organisations influencing local rail travel are working together to improve their travel experience; and
- complement a number of the other LSTF projects in the six towns designed to improve the attractiveness of sustainable travel modes. This includes both revenue projects (such as workplace and college travel planning and improved public transport information) and capital infrastructure in and around the station – including new secure cycle parking, and certain pedestrian, cycle and passenger transport improvements.

2.5 Potentially it could also:

- act as an agreed position for the key partners to make investment decisions, encouraging closer working and potentially joint investment decisions; and
- act as useful evidence in discussions over nearby planning applications, potentially facilitating additional developer contributions to the station and its environs.

2.6 The development of the STP for Farnborough has followed a clear and sequential methodology, with the proposals in the action plan being informed by existing local policies, survey data, and views of local stakeholders expressed at a Stakeholder Workshop held in January 2012. The process has entailed:

- Conducting station access surveys of station users in January 2012 (470 survey responses were received, mostly from commuters);
- statistical analysis of the surveys;
- GIS mapping demonstrating the home location of station users and indicating how they all travelled to the station;
- the arrangement, facilitation and chairing of two steering group meetings in Farnborough. The steering group comprised of Network Rail, South-West Trains, Rushmoor Borough Council, the main bus operator (Stagecoach) and the County Council;

- the arrangement, facilitation and chairing of a key stakeholder meeting in Farnborough. The key stakeholders were selected by adapting the lists developed for the relevant Town Access Plan;
- the authoring and editing of a draft station travel plan including detailed action plan lists; and
- 'after' station access surveys (which will be carried out in January 2014).

The full Farnborough Station Travel Plan document that is proposed for adoption can be viewed on the Hampshire County Council website at: <http://www3.hants.gov.uk/2012-farnborough-station-travel-plan.pdf>

3 Finance

- 3.1 As noted previously, the DfT is funding the LSTF project in full, including the preparation of STPs for six stations over the course of the LSTF. Following procurement via the IESE Professional Services Framework, a multi-disciplinary consultancy (Halcrow) was assigned the task of facilitating the development of the six plans.
- 3.2 The development of the Farnborough (Main) STP has benefited considerably from being able to incorporate a number of proposals for access improvements in the vicinity of the station, which were recommended in the Farnborough Town Access Plan (TAP). The Farnborough TAP was adopted in November 2011, following a process of comprehensive Member and public engagement, including with the County Councillors on the TAP steering group. This reduced the need to consult widely on the measures proposed in the STP action plan. The measures identified through the TAP have helped facilitated the delivery of a professional and comprehensive STP for Farnborough (Main) station. The County Members whose electoral wards cover Farnborough were sent copies of the draft Station Travel Plan and the comments received have been taken into account in the final version. The Members were made aware that the STP has been developed in accordance with the TAP that they were involved with.
- 3.3 The STP incorporates an action plan, including a SMART target and a number of proposed actions. Alongside each proposed action is an indication of suggested responsibilities, timescales (short/medium/long), impacts, costs, and whether any sources of funding have been identified. The action plan of the STP shows which schemes are set to receive funding from the LSTF project, the TAP or Local Transport Plan Capital Programme. The action plan shows that that no funding has yet been identified for a number of the proposed measures. These measures will not proceed until a suitable source of funding is identified.
- 3.4 Officer time spent contributing to the development of the STP has been charged to the project and thus covered by the DfT LSTF funding.

4 The Use of the Document and Future Direction

- 4.1 Whilst the LSTF has a fixed end date of March 2015, the steering group took the decision that the STP action plan should also incorporate longer-term measures and proposals that would be delivered after the LSTF project has been completed so that it can support planning, investment and infrastructure decisions in and around the station after 2015. This will involve the ongoing monitoring of progress on the delivery of the measures set out in the STP, with the action plan being updated as and when required, following the agreement of the steering group. It is assumed that this work would fall to officers within the Economy, Transport and Environment Department and would coincide with the assessment of progress on the Farnborough Town Access Plan.

5 Recommendations

- 5.1 That the Station Travel Plan (STP) for Farnborough (Main) be adopted by Hampshire County Council and that it be used to guide the delivery of County Council transport projects in and around the station.
- 5.2 That the Director of Economy, Transport and Environment be given delegated authority, in consultation with the Executive Member, to periodically amend the adopted plan so that it can incorporate any updates agreed by the STP steering group.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The County Council has identified that there are no impacts of a significant nature on groups with protected characteristics arising from the Farnborough (Main) Station Travel Plan. An assessment of the impacts in this service area can be found at [EQIA](#)

2. Impact on Crime and Disorder:

- 2.1. Schemes at the station and on access routes to it that provide enhanced or new lighting or improve CCTV coverage could have a beneficial impact on reducing crime and anti-social behaviour by better coverage of secluded areas. Increasing levels of pedestrian and cycling activity, and public transport patronage, can lead to improved levels of surveillance and thus enhanced personal safety and security.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?

The STP seeks to improve accessibility to the rail station and therefore the attractiveness of travel by train. Many of the proposals relate to the encouragement of more sustainable and lower carbon modes of transport to the station for the travelling public.

- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The STP supports the need to adapt to climate change by looking to promote and support a move towards more sustainable modes of transport and reduce reliance on the private motor car.