

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	2 April 2013
Title:	Adoption of Station Travel Plans at Aldershot, Andover and Basingstoke
Reference:	4701
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 Plans (STPs) for Andover, Aldershot and Basingstoke to be adopted by Hampshire County Council.

1.2. This paper seeks to provide:

- contextual information as to why these STPs have been developed and what they aim to achieve; and
- information on how the STPs 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. The STP for Farnborough was adopted on 24 July 2012 with the Fleet STP adopted on 6 November 2012.

2.3. The STPs for these three stations will contribute to all three of the main objectives of the HSTT project. They 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 physical activity into their daily travel routines.

2.4 Over and above this, the STPs for the three stations should:

- 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 the STPs 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 content of the three STPs has been informed by:

- a number of existing County Council policy documents including the Hampshire Local Transport Plan and relevant Transport Statements and Town Access Plans;
- Survey data, with surveys carried out at the three stations in October 2012;
- The views of local stakeholders expressed at stakeholder workshops, held in Aldershot and Basingstoke in November 2012 and in Andover in January 2013.

2.7 The STP process has entailed:

- Conducting station access surveys of station users (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 three stations;
- the arrangement, facilitation and chairing of steering group meetings at the three stations. The steering group comprised of Network Rail, South-West Trains, the relevant District or Borough Council (Test Valley,

Basingstoke and Deane or Rushmoor), the main bus operator (Stagecoach) and the County Council;

- the arrangement, facilitation and chairing of a key stakeholder meeting in each of the three towns. The key stakeholders were selected by adapting the consultation lists developed for the relevant Town Access Plans;
 - the authoring and editing of draft station travel plans including detailed action plan lists; and
 - 'after' station access surveys (which will be carried out in 2014).
- 2.8 The Station Travel Plans for Basingstoke and Aldershot can be seen at [Basingstoke Railway Station Travel Plan Jan 2013](#) and [Aldershot Railway Station Travel Plan Jan 2013](#). All three documents proposed for adoption will shortly be available to view on the Hampshire County Council website.

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. Each 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 STP action plans show which schemes are set to receive funding from the LSTF project, the TAP, or the Local Transport Plan Capital Programme. The action plans make it clear 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.
- 3.3. 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. Consultation

- 4.1 The development of the three STPs 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 relevant District Statements and Town Access Plans (TAPs). The TAPs were adopted following a process of comprehensive Member and public engagement, including with the County Councillors on the TAP steering groups. This reduced the need to consult widely on the measures proposed in the STP action plans.
- 4.2 The County Members with electoral wards in the vicinity of the relevant stations have been sent copies of the draft Station Travel Plans and the

comments received have been taken into account in the final version. The Members are aware that the STPs have been developed in accordance with the TAPs that they were involved with. Further consultation with County Councillors will take place prior to the implementation of the more significant Station Travel Plan actions.

4.3 Copies of the STPs have also been made available in the Members' Rooms.

5 The Use of the Document and Future Direction

5.1 Whilst the LSTF has a fixed end date of March 2015, the steering groups took the decision that the STP action plans 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 STPs, with the action plan being updated as and when required, following the agreement of the steering groups. 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 various District Statements.

6 Recommendations

6.1 That the Station Travel Plans for Aldershot, Andover and Basingstoke be adopted by Hampshire County Council and that they be used to guide the delivery of County Council transport projects in and around these stations.

6.2 That the Director of Economy, Transport and Environment be given delegated authority, in consultation with the Executive Member for Environment and Transport, to approve the carrying out of any minor works undertaken to support the station travel plans

6.3 That the Director of Economy, Transport and Environment be given delegated authority, in consultation with the Executive Member for Environment and Transport, to periodically amend the adopted plans so that they can be kept up to date with changes and progress as agreed by the three respective station travel plan steering groups.

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 Andover, Aldershot and Basingstoke Station Travel Plans. An assessment of the impacts in this service area can be found at [EQIA](#)
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2 Impact on Crime and Disorder:

- 2.1 Schemes at the stations and on access routes to them 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 STPs seek to improve accessibility to the rail stations 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 stations 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 STPs support 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.