

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member – Environment and Transport |
| Date: | 6 September 2011 |
| Title: | Accessibility Improvements to Andover Railway Station |
| Reference: | 3230 |
| 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 allocation and release of £320,000 of developer funding towards accessibility improvements at Andover railway station.
- 1.2. The Andover Town Access Plan identified the need for improvements to access and customer facilities at Andover railway station (north side). As a result, a partnership scheme is proposed to facilitate a number of accessibility improvements to create access from the north side of the station. These works will facilitate a subsequent stage of the project which is for Network Rail to provide additional car parking.
- 1.3. This paper is divided into the following sections to provide the decision maker with all relevant information:
 - (i) Background;
 - (ii) Aims and objectives;
 - (iii) Scheme details;
 - (iv) Other options considered and rejected;
 - (v) Finance;
 - (vi) Risks; and
 - (vii) Future phases of work.

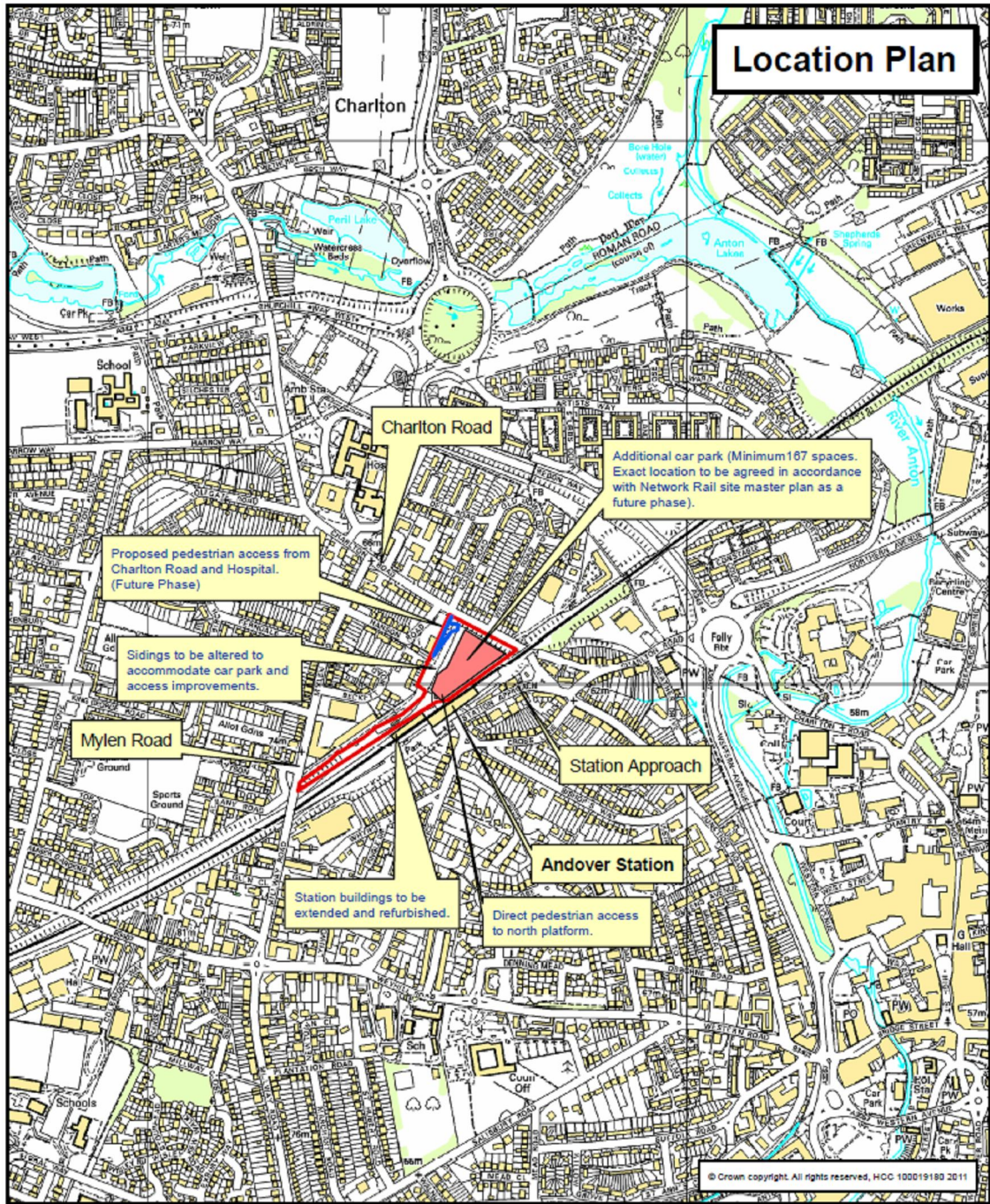
2. Background

- 2.1 As part of the development of the Andover Town Access Plan in 2008/09 the need for improvements to enhance access to, and facilities at, the railway station was identified as a key local aspiration through a series of community street audits and consultation based workshops.

- 2.2 The main problems identified were the limited drop off and parking facilities at the railway station, poor access routes for pedestrians and cyclists and the total absence of highway or pedestrian access from the north of the railway line. The existing car park on the south side of the station is regularly fully occupied and the demand for additional parking was raised through the consultation exercise on the TAP. Potential rail passengers have no alternative parking provision nearby, the closest alternative car park in Andover town centre is around 15 minutes walk to the station.
- 2.3 The adopted TAP (April 2009) highlights the requirement for two distinct schemes to help address these problems ¹. The first scheme is due to be implemented by South West Trains imminently through the National Stations Improvement programme (NSIP). This includes a number of elements which together provide transportation and accessibility benefits.
- 2.4 The first part of this scheme has involved the enhancement of the listed station building to make it Disability Discrimination Act (DDA) compliant. Following on, measures to improve vehicular access into the existing car park and short term parking spaces will be improved to assist dropping off near the front of the station. The scheme also makes provision for the enhancement of the public realm outside the station, including new and enlarged paved forecourt, planting, seating, fencing and lighting. It will also incorporate installation of an off-road cycle route from Mylen Road through the station car park linking with existing on-road routes which link the station with the town centre. The route is detailed in the Test Valley Cycle Strategy 2009 ². New secure cycle storage facilities for 60 bikes are to be included on the platform.
- 2.5 The second scheme, the focus of this report, is for a pedestrian access to the London bound 'island platform' in the form of a ramp. It is also proposed that the waiting and information facilities on the platform itself will be upgraded as part of the National Stations Improvement Programme in association with South West Trains and the Department for Transport.
- 2.6 The location and scheme details are illustrated in the following plan.

¹ [http://www.testvalley.gov.uk/pdf/Andover%20Town%20Access%20Plan%20SPD%20\(adopted\).pdf](http://www.testvalley.gov.uk/pdf/Andover%20Town%20Access%20Plan%20SPD%20(adopted).pdf)

² <http://www.testvalley.gov.uk/pdf/LDF%20cycle%20strategy%20and%20network.pdf>



TITLE: 'Andover Railway Station Accessibility Improvements'.



DIRECTOR OF TRANSPORT,
ECONOMY AND ENVIRONMENT

Scale: 1:10,000

FS 21845

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Hampshire
County Council

ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT

Drawn by: Map Services (MP)

3. Aims and Objectives

Aims

- 3.1. By unlocking the pedestrian access to the northern platform and improving the quality of facilities it will fulfil the aim to provide greater opportunities for the local population to access the station and its rail services.
- 3.2. It will also open up the opportunity to provide additional car parking serving the station as a subsequent phase of work to be led and implemented by Network Rail in line with its emerging Station Master Plan.

Objectives

- 3.3. As part of the general aim to improve accessibility, there is a wider future objective to provide car parking on the north side of the railway station. This will greatly promote the use of the station for longer distance commuting journeys, particularly to London, where services leave from the island platform.
- 3.4. The works outlined in this report complement the longer term aim and proposal of providing car parking.

4. Scheme details

- 4.1. There are two key elements to the scheme.
- 4.2. The first element is to provide a pedestrian access to the northbound platform of the railway station. This will be achieved by the removal of a section of railway sidings that are no longer required for freight purposes. A section of hard standing will be provided across the area formerly taken up by the sidings to provide an at-grade pedestrian route towards the platform. A pedestrian ramp between the hardstanding and the platform (DDA compliant) will be constructed.
- 4.3. The second element is the construction of improvements to the waiting and information facilities on the northbound 'island platform'. This refurbishment will provide improved toilets and waiting facilities in addition to a ticket machine. Passengers will be able to purchase a ticket, newspaper and hot drink without needing to walk through the underpass to the main station building on the south side of the railway line.
- 4.4. Each element of the scheme will be procured and managed by Network Rail and South West trains respectively.

5. Other options considered and rejected

- 5.1. Various options to provide direct access to the platform from the land on the north side of the station have been considered.

- 5.2. Prior to the proposal to alter the sidings, the favoured initial option under consideration was the re-opening of the old tunnel which was backfilled in the 1920s. However due to the significant costs, the alternative to alter the sidings would provide a better and more cost effective solution.
- 5.3. The provision of additional parking spaces in the existing car park on the south side of the station was considered. This would potentially take the form of a decked level to the existing car park, however this solution was rejected as it was not economically viable.
- 5.4. To do nothing was rejected. It would not seem sensible to be inactive on pursuing accessibility improvements given the other partners' willingness to proceed with the development of a station master plan.

6. Finance

- 6.1. The two elements to this project will be jointly funded through various funding streams. It is proposed that Hampshire County Council's contribution will come from developers contributions obtained through the recent development at the Andover Airfield. This reflects priorities identified by Members for utilisation of the funding.
- 6.2. Test Valley Borough Council's Planning Advisory Panel has approved the commitment of funds towards this project via a special meeting (including County Council members) which allocated developers funds from the Andover Airfield redevelopment in line with its Section 106 agreement and circular 05/05.
- 6.3. £320,000 of Section 106 funding is sought for the project. This is broken down into the following:

- £170,000 is proposed as a fixed contribution to Network Rail to part fund the alterations to the railway sidings.

Network Rail has agreed to fund any outstanding costs that may arise through detailed design.

- £150,000 is proposed to present a match fund to an enhancement to the passenger facilities on the north platform.

This is subject to a successful bid from South West Trains to the National Stations Improvement Programme managed by the Department for Transport. If the bid is unsuccessful this element would not proceed.

7. Risks

- 7.1 There is a risk associated with the possibility that Network Rail does not manage to put in place the proposed car park as part of a planned future phase of work.
- 7.2 To mitigate against this risk, both Councils will seek an appropriate legal agreement with respective legal services to be entered into with Network Rail to provide a financial safeguarding against this event. These could be reflected in any conditions attached by the Director, in accordance with the proposed recommendation.
- 7.3 It is envisaged that the agreement will guarantee the provision of a minimum 150 space car park over an agreed time frame or the contribution of part or all of the £170,000 (for the facilitation work/sidings removal) to be returned.
- 7.4 Appropriate legal advice will be sought to engage in such an agreement or contract to provide for this.

8. Future phases of work

- 8.1 The above works would be complemented in the future by the creation of a car park on the north side of the station which will be fully funded, at an estimated cost of at least £900,000, and implemented by Network Rail.
- 8.2 Access to the car park will be provided from Mylen Road and the private access road serving the station site. This would unlock a strategic access from the north of the town for commuters wanting to access London bound train services by car.
- 8.3 It is likely that Network Rail would seek to use part of the site for residential development (planning permission dependent) and has expressed willingness to provide a pedestrian ramped access from Charlton Road to the railway station site in conjunction with the development. This would open up a large residential catchment area with easy access to the railway station and also help facilitate train travel to the hospital located off Charlton Road by providing a convenient walking route through the railway site. The principle of residential development has been accepted by Test Valley Borough Council.
- 8.4 This could be delivered as a second phase to the project, possibly through a planning agreement with the redevelopment of the area not required for car parking. This will be negotiated by Test Valley Borough Council at the appropriate time when Network Rail submits a planning application.

9. Recommendations

- 9.1 That a contribution of £170,000 be confirmed for payment to Network Rail towards the implementation of a pedestrian access and ramp to the island platform at the north side of Andover railway station.
- 9.2 That a contribution of £150,000 be confirmed for payment to South West Trains towards the implementation of improvements to the waiting facilities and information services on the island platform at Andover railway station.
- 9.3 That authority be delegated to the Director of Economy, Transport and Environment, in consultation with the Executive Member, to make detailed arrangements for the contributions at the appropriate time, with conditions attached if necessary.

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

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| 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 All users, and potential users, of the transport network in Andover have been considered in the development of this scheme. Those with mobility impairment will be able to access the railway station island platform through the DDA compliant ramp. Likewise, those wishing to travel by sustainable modes such as walking, cycling and public transport will be benefited by the access and the enclosed cycle storage provision on the adjacent platform.

2. Impact on Crime and Disorder:

- 2.1. It is likely the existing CCTV coverage on the island platform will be adapted to pan and zoom on the new car park facilities. This would assist in personal security and safety and could help prevent any incidences of crime and disorder.

3. Climate Change:

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

The proposed improvements to access and car parking at the railway station could have a positive impact on carbon emissions by removing longer distance car trips from the highway network.

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

In the future, if direct pedestrian access is provided from Charlton Road, a large catchment area is opened up and journeys can be easily made to the station on foot or by cycle. This would also provide convenient access by train to the hospital.