

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	4 November 2014
Title:	Fleet Railway Station Forecourt
Reference:	6171
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 up to £300,000 of developer contributions to South West Trains, towards accessibility improvements to the forecourt at Fleet Railway Station.

1.2. The Fleet Town Access Plan identified the provision of 'improved facilities and access to Fleet Rail Station' as one of its 'Access Objectives'. Improving accessibility to the Railway Station was also recognised in two policies of the FTAP:

- Policy 5: Improve the rail station and access to the station
- Policy 6: Improve provision for the mobility and visually impaired

1.3. This paper seeks to:

- Set out the background to the project
- Provide outline of the scheme
- Provide details on the finance arrangements

2. Background

2.1. As part of the development of the Fleet Town Access Plan (FTAP) the need for improvements to enhance access to and from, and facilities at, Fleet Railway Station was identified as a key aspiration.

2.2. Parking provision is good and has recently been substantially expanded by the provision of decked parking. The increased parking provision has also

led to increased vehicle movements within the station curtilage which has exacerbated an existing problem. The station also serves a wide catchment area so improvements will benefit more than just the residents and those employed in Fleet.

2.3. Research supporting the station travel plan found that some rail users drive to the station due to the lack of cycling and/or pedestrian facilities. A detailed passenger survey was carried out in November 2008. The consultation feedback from the surveys identified a number of difficulties associated with the railway station operation, which can be summarised as follows:

- Pedestrians find it difficult to access the station because at peak times the Fleet Road is congested and difficult to cross. The station forecourt on the south side also causes problems, as there is limited pedestrian and cycle provision.
- Cyclists are experiencing difficulties entering the station and there is potential to improve routes to the station. More specifically, cyclists travelling from central Fleet use an on-road cycle route that stops just south of Elvetham Road, where cyclists are encouraged to travel off-road to the station via cycle/pedestrian refuge. The route terminates at the highway/railway forecourt boundary.
- Cycle storage is near to capacity. There are 78 Sheffield stands which equates to 156 spaces and the survey identified in excess of 130 cycles.
- There is a need to improve the station forecourt. It currently has a shared use taxi and bus zone. Bus services 71, 72 and 73 currently call at the train station and there is one enclosed bus shelter which is in poor condition, is not covered by CCTV, and has no lighting. There are also no raised bus kerbs at the location of the stop and taxis often block the bus stop.
- Large buses are not able to access the station when approaching from the north, which causes difficulty when there are rail replacement services (regular services use smaller vehicles). This may become more of an issue as new services are introduced serving new residential areas.

3. Scheme Outline

- 3.1. South West Trains (SWT) is proposing redeveloping the Station Forecourt at Fleet to provide accessibility improvements for all users. Hampshire County Council has been working with SWT and Hart District Council to provide advice on the design and road safety aspect of the proposals.
- 3.2. The works will look to deliver changes to the forecourt layout to better manage buses, taxis, cyclists, pedestrians and cars. The recent decking of the station car park has increased the parking available on site but internal access issues need to be addressed to remove potential conflicts between all users.
- 3.3. These works include revisions to bus/taxi access arrangements together with improved bus / taxi waiting facilities and crossing points and cycle parking provision. All the work is within the curtilage of the Railway Station and as such all off the Highway.
- 3.4. The forecourt works could also be complemented by additional works to be carried out on the Highway by Hampshire County Council that would improve pedestrian and cycle access to and from Fleet Station from the surrounding area (another FTAP scheme). This work is currently seeking funding through a bid to the Enterprise M3 LEP Sustainable Transport Fund for 2015/16.
- 3.5. The draft plan showing possible improvement to the station forecourt are shown in appendix 1

4. Finance

- 4.1. A £300,000 contribution to the scheme has been sought by South West Trains. Hart District Council's Cabinet approved this allocation.
- 4.2. Funding from the Queen Elizabeth Barracks (QEB) development has previously been earmarked by Hart District Council towards this work. The exact amount has yet to be agreed by the steering group managing the QEB contributions, but a maximum figure of £300,000 has been discussed. Hart District Council has confirmed that the £300,000 will be made available from developer contributions; this will include a sum from the QEB but will not be exclusively funded from that one development. The decision is therefore not dependant upon the QEB Steering group's decision regarding the level of their allocation.
- 4.3. The total cost of the improvements planned for Fleet Railway Station by Network Rail is in the region of £6.5million which included the recent decking of the car park.
- 4.4. The developer contributions identified come from the land at Queen Elizabeth II Barracks in Church Crookham and other developer contributions in the local area held by Hart District Council. The use of the QEB

contribution is identified as 'towards measures in accordance with Fleet Town Access Plan'.

- 4.5. The contributions from the QEB development are managed by a steering group set up by Hart District Council. This group consists of local and county members as well as Hart District Council officers.
- 4.6. South West Trains have entered into an agreement with Hampshire County Council so that funding of this nature can be awarded for works taking place on their land that only they have the ability to deliver. This therefore negates the need to go through the tendering process.

5. Other key issues

- 5.1. As all the work is off the Highway there are no additional maintenance liability issues to consider.

6. Recommendations

- 6.1. That the Executive Member for Economy, Transport and Environment notes and supports the South West Trains scheme to improve the forecourt of Fleet Railway Station.
- 6.2. That up to £300,000 of developer contributions held by Hampshire County Council be released to South West Trains to support the re-development of the Fleet Railway Station Forecourt accessibility works.

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. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- (a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- (b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- (c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

The contribution from Hampshire County Council towards the scheme being delivered by South West Trains will have minimal impact on any of the groups listed under the 'Statutory Considerations' as it only equates to a very small percentage of the overall scheme (£6.5million total scheme with £300,000 from the County Council). The full scheme being delivered by SWT will have a positive impact on all groups in terms of providing better and more accessible services.

2. Impact on Crime and Disorder:

2.1. It is considered that the decision will have no impact on crime and disorder

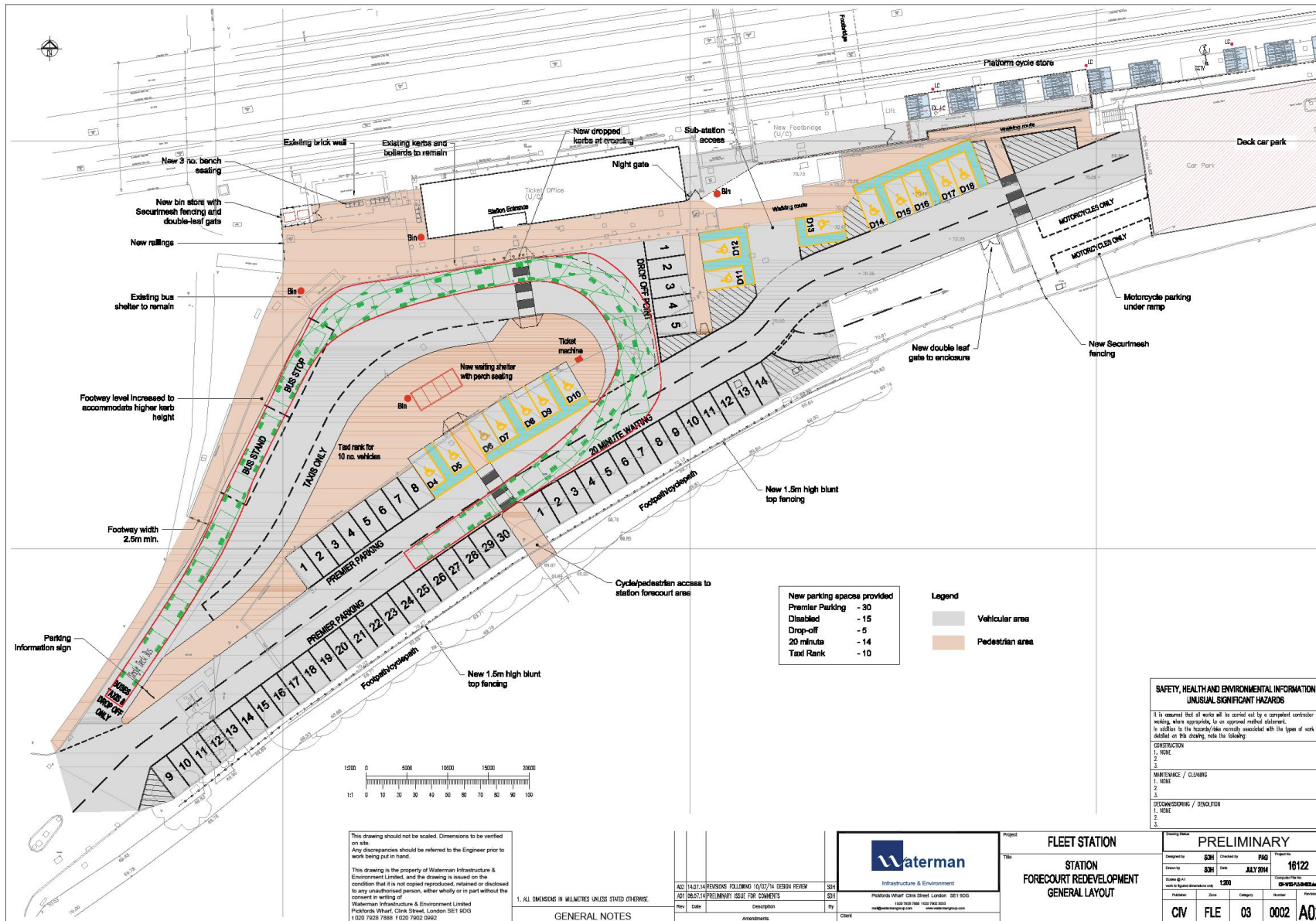
3. Climate Change:

3.1. How will what is being proposed impact on our carbon footprint / energy consumption?

Improved bus, cycle and pedestrian facilities at the station will encourage more use of sustainable modes of travel and help to reduce overall energy consumption.

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

The proposals seek to optimise the operational efficiency of the transport networks by providing improved facilities that will therefore help to reduce future carbon generation and build in resilience to longer term impacts.



New parking spaces provided

Premier Parking	- 30
Disabled	- 15
Drop-off	- 5
20 minute	- 14
Taxi Rank	- 10

Legend

	Vehicular area
	Pedestrian area

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION UNUSUAL SIGNIFICANT HAZARDS

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement, in addition to the measures/controls normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION
1. NONE
2. NONE
3. NONE

MAINTENANCE / CLEARING
1. NONE
2. NONE
3. NONE

DECOMMISSIONING / DEMOLITION
1. NONE
2. NONE
3. NONE

This drawing should not be scaled. Dimensions to be verified on site. Any discrepancies should be referred to the Engineer prior to work being put in hand.

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GENERAL NOTES

Rev	Date	Description	By	Check
A02	14/07/14	PRELIMINARY FOLLOWING 10/07/14 DESIGN REVIEW	SPJ	SPJ
A01	06/07/14	PRELIMINARY ISSUE FOR COMMENTS	SPJ	SPJ

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Project: **FLEET STATION**
Title: **STATION FORECOURT REDEVELOPMENT GENERAL LAYOUT**

Drawing Status		PRELIMINARY	
Designed by	SPJ	Created by	PAG
Checked by	SPJ	Date	JULY 2014
Revision No	1300	Revision Date	06/07/2014
Author	SPJ	Category	03
Number	0002	Revision	A02

A1:01:01, A1:01:02, A1:01:03, A1:01:04, A1:01:05, A1:01:06, A1:01:07, A1:01:08, A1:01:09, A1:01:10, A1:01:11, A1:01:12, A1:01:13, A1:01:14, A1:01:15, A1:01:16, A1:01:17, A1:01:18, A1:01:19, A1:01:20, A1:01:21, A1:01:22, A1:01:23, A1:01:24, A1:01:25, A1:01:26, A1:01:27, A1:01:28, A1:01:29, A1:01:30, A1:01:31, A1:01:32, A1:01:33, A1:01:34, A1:01:35, A1:01:36, A1:01:37, A1:01:38, A1:01:39, A1:01:40, A1:01:41, A1:01:42, A1:01:43, A1:01:44, A1:01:45, A1:01:46, A1:01:47, A1:01:48, A1:01:49, A1:01:50, A1:01:51, A1:01:52, A1:01:53, A1:01:54, A1:01:55, A1:01:56, A1:01:57, A1:01:58, A1:01:59, A1:01:60, A1:01:61, A1:01:62, A1:01:63, A1:01:64, A1:01:65, A1:01:66, A1:01:67, A1:01:68, A1:01:69, A1:01:70, A1:01:71, A1:01:72, A1:01:73, A1:01:74, A1:01:75, A1:01:76, A1:01:77, A1:01:78, A1:01:79, A1:01:80, A1:01:81, A1:01:82, A1:01:83, A1:01:84, A1:01:85, A1:01:86, A1:01:87, A1:01:88, A1:01:89, A1:01:90, A1:01:91, A1:01:92, A1:01:93, A1:01:94, A1:01:95, A1:01:96, A1:01:97, A1:01:98, A1:01:99, A1:01:100