

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Improved pedestrian and cycle access to Winchester Rail Station

Contact name: Paula Edwards

Tel: 01962 826988

Email: Paula.edwards@hants.gov.uk

1. The decision:

- 1.1. That the Director notes and supports the South West Trains and Network Rail scheme to provide a footway along the service road leading from Andover Road to the recently decked station car park, as set out in this paper.
- 1.2. That up to £92,600 of Hampshire Sustainable Travel Towns Local Sustainable Transport Fund (HSTT LSTF) held by Hampshire County Council be released to South West Trains and Network Rail to support the provision of this scheme

2. Reason(s) for the decision:

- 2.1. The allocation of the HSTT LSTF will form a financial contribution to enable the construction of a footway alongside the service road leading to the downside station car park, which will be delivered by South West Trains and Network Rail on third party land.

3. Other options considered and rejected:

- 3.1 Two other options were considered for this location, the first being to 'do nothing'. At present pedestrians walk along the service road belonging to Hunts Foods which provides access to the recently decked downside station car park. This route is not lit and has no pedestrian facilities. It is however particularly popular with pedestrians and cyclists as it presents a short cut to the station avoiding the very busy City Road traffic signal junction. Requests for improvements to this link have long been requested by Winchester District Strategic Partnership Walking sub-group, Winchester Walking Strategy Group, the Winchester Town Forum, Winchester Action on Climate Change and local County and District Members. Therefore doing nothing was not considered an option.
- 3.2 The second option was the creation of a 1.2m wide footway alongside the service road. However there is a significant embankment between the service road and Andover Road which runs to the back of the Tesco petrol

station. To widen the road to provide a 1.2m wide footway would have required significant retaining structures to support the footway and fencing which would have pushed the scheme over budget. Timescales were not conducive to the additional work required in the design of these structures, given the necessity to spend LSTF monies by the end of March 2015, and maintenance of such structures on third party land would also have presented difficulties. This was therefore not considered to be an option.

4. Conflicts of interest:

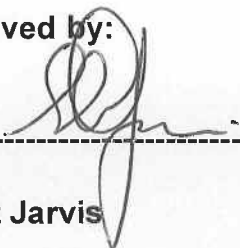
4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

5.1. None.

6. Supporting Information:

6.1. None.

Approved by:	Date:
 -----	<u>20th October 2014</u>
Stuart Jarvis	
Director of Economy, Transport and Environment	

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Decision Report

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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 £92,600 of Hampshire Sustainable Travel Towns Local Sustainable Transport Fund (HSTT LSTF) to South West Trains and Network Rail, to provide a footway along the service road leading from Andover Road to the recently decked downside station car park.

1.2. 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. Winchester City and Hampshire County Council have for some time been corresponding with local interest and pressure groups regarding the existing access to the downside station car park from Andover Road. The road is owned by Hunts Food but also provides a vehicular access into the station car park. Currently the road has no street lighting and there appear to be no formal rights agreed between South West Trains (SWT), Network Rail (NR) and the landowner for vehicular access over this third party land.

2.2. The service road provides not only access into the downside car park for vehicles, but also a short cut to the station for pedestrians and cyclists travelling south along Andover Road, enabling them to cut through the car park into the station instead of having travel further and negotiate the City Road traffic signal junction

2.3. The recent decking of the car park by SWT and NR to provide additional spaces within this car park, which was constructed under permitted development so there was no opportunity to impose planning conditions upon

it, has escalated the calls for improvements to be carried out to this informal route given the increase in traffic that will be created. The County and City Councils have been liaising with SWT and NR over this project, which, whilst providing an important pedestrian and cycle link between Andover Road and the station, does not utilise either highway or City Council owned land. It was therefore agreed with NR and SWT that the County Council would provide funding from the HSTT LSTF budget for these works, which would be designed and implemented by SWT as part of the car park decking works utilising the same contractor. However, NR has sought to formalise the agreement between themselves and the landowner regarding access and this legal agreement has taken longer to produce than was anticipated.

- 2.4. The car parking decking was substantially complete by Easter this year, however there are still works outstanding linked to the provision of a marked cycle and pedestrian route through the car park which will be delivered at the same time as the access road works.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	19	20.5	HSTT LSTF	92.6
	Client Fee	1	1.1		
	Supervision	1.6	1.7		
	Construction	68	73.5		
	Land	3	3.2		
	Total	<u>92.6</u>	<u>100</u>	Total	<u>92.6</u>

The scheme is taking place on third party land and Network Rail have arranged for the legal agreement, easement and land registry which needs to be completed between Hunts Food and Network Rail (the land will remain third party). SWT will be implementing the scheme with the above funding, which will deliver one of the Hampshire Sustainable Towns Local Sustainable Transport Fund priorities.

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0	0.000%
	Capital Charges (Depreciation and notional interest charges)	0	0.000%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	October 2014	January 2015	February 2015	February 2016

5. Scheme Details

The scheme comprises

- 5.1. The provision of tactile paving and dropped kerbs across the entrance to the access road serving both Hunts Food as well as 4 retail units; Brewers, Majestic, HSS Hire Shop and Pets Corner
- 5.2. The provision of a 1.2m wide footway around the bend of the access road into the Hunts Foods service road.
- 5.3. The provision of a 900mm wide footway along a length of approximately 90m leading to the decked car park.
- 5.4. The replacement of damaged kerbs along this length where appropriate
- 5.5. The provision of illuminated bollards along the length of the footway
- 5.6. Provision of approximately 30m of new retaining wall
- 5.7. Alteration to the alignment of the existing timber fence and chain link fencing to allow for construction of the footway
- 5.8. Provision of tactile paving and dropped kerbs at southern end of the footway to tie into the access to the car park.

6. Departures from Standards

- 6.1. The scheme is not being constructed on Highway land therefore HCC standards do not apply. However standard details have been provided to SWT for assistance in producing their design.

7. Community Engagement

- 7.1. Requests for improvements to this link have long been requested by Winchester District Strategic Partnership Walking sub-group, Winchester Walking Strategy Group, the Winchester Town Forum, Winchester Action on Climate Change and local County and District Members. Councillors Porter and Tod are fully supportive of the scheme.

8. Statutory Procedures

8.1. None

9. Land Requirements

9.1. All land issues are third party and are being dealt with by Network Rail and SWT as delivery agents. The land will not be transferred into highway ownership and will remain in third party ownership with maintenance liabilities falling to Network Rail and SWT.

10. Maintenance Implications

10.1. None

11. Recommendation(s)

11.1. That the Director notes and supports the South West Trains and Network Rail scheme to provide a footway along the service road leading from Andover Road to the recently decked station car park, as set out in this paper.

11.2. That up to £92,600 of Hampshire Sustainable Travel Towns Local Sustainable Transport Fund (HSTT LSTF) held by Hampshire County Council be released to South West Trains and Network Rail to support the provision of this scheme

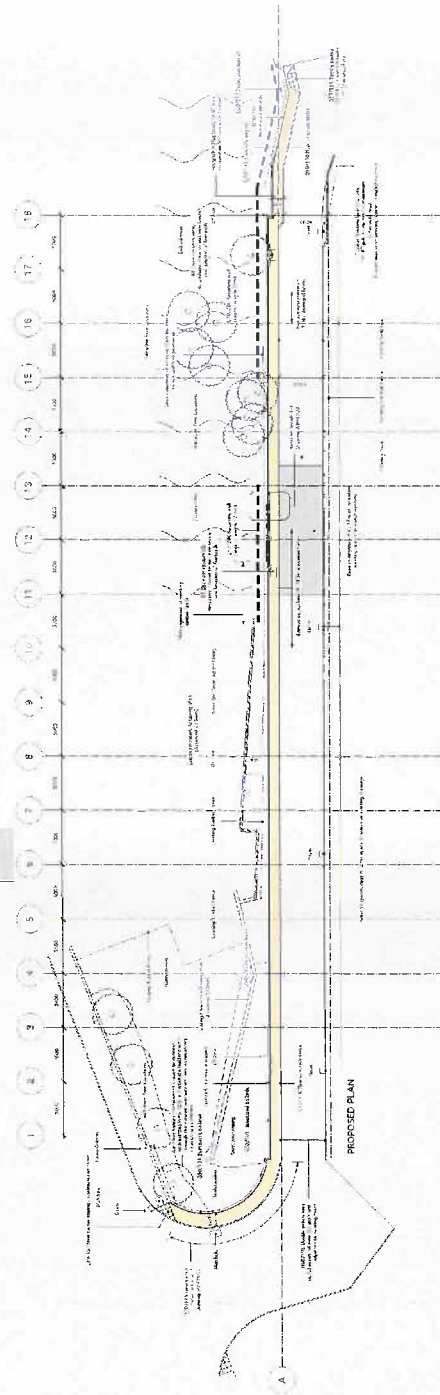
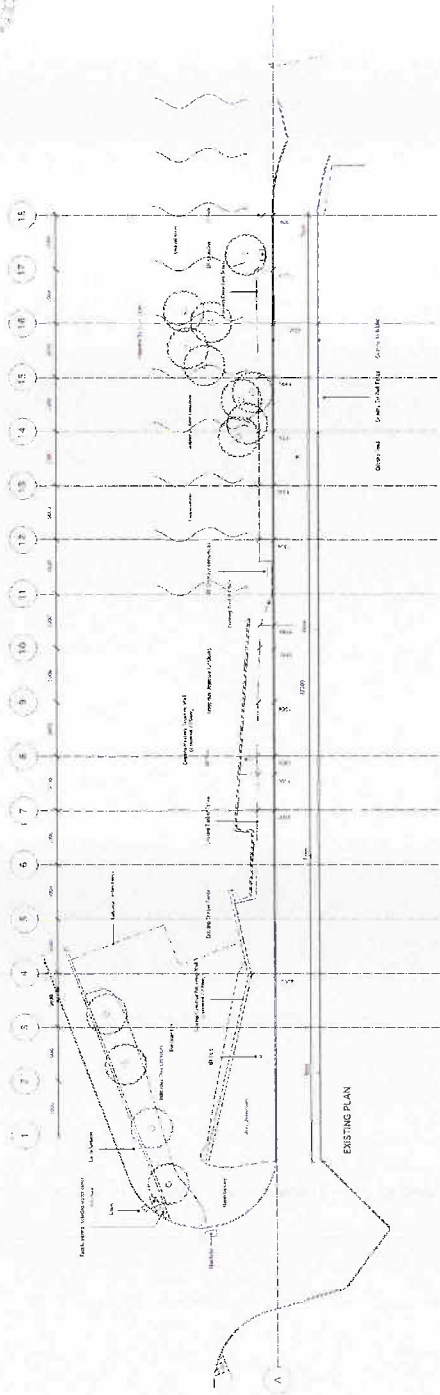
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11	2023-14	Fence issue
A	12/01/14	Issued for comment
rev	date	description
TENDER DRAWING		
project title		
Wexminster Car Park Extension		
drawing title		
Existing and Proposed Layout		
drawing no.	WINFP 001	rev. T1
scale	1:200	date 12/01/14
The South Western Railway		

LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire,
to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable
development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this
scheme will contribute.

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):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u>	<u>Reference</u>	<u>Date</u>
Direct links to specific legislation or Government Directives:		
<u>Title</u>	<u>Date</u>	

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

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 website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Medium
Disability	Medium
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Medium
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Winchester

The impacts that have been identified affect age, disability and pregnancy and maternity categories. The impact for all of these is medium and is positive. The scheme aims to improve access by providing a segregated footway where there is currently no separate provision for pedestrians. The footway will also be illuminated. This will therefore make for a safer pedestrian route for all but particularly for those with mobility problems such as older people and pushchair and wheelchair users.

2. **Impact on Crime and Disorder:** None

3. **Climate Change:**

The proposed improvements will improve safety for pedestrians in particular those walking to and from the railway station and schools. This will improve the attractiveness of walking through the removal of a potential barrier to walking, thereby reducing the number of journeys made by car.