

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	South West Trains – Cycle-Rail Projects

Contact name: Paula Edwards

Tel: 01962 826988

Email: Paula.edwards@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the details of the funding contributions being made to South West Trains (SWT) in support of their successful Department for Transport (DfT) Cycle – Rail Fund bid, as set out in this paper.
- 1.2. That the Director gives approval for the transfer of funds associated with the agreed match funding for this project, at a total estimated cost of £60,600, to be funded from county and district held developer contributions and parish council contributions.

2. Reason(s) for the decision:

- 2.1. SWT have been successful in their bid to the DfT for funding to support improvement and enhancement of cycle facilities at railway stations. The bid included support from the County Council and the promise of match funding contributions towards delivering schemes aimed at improving integration between cycle and rail.
- 2.2. This report is seeking permission to release the HCC held funding towards the approved schemes.

3. Other options considered and rejected:

None

4. Conflicts of interest:

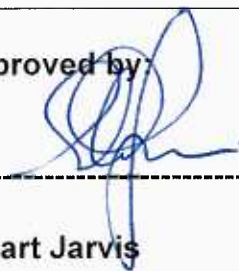
- 4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

5. Dispensation granted by the Head of Paid Service:

- 5.1. None

6. Supporting Information:

6.1. None

Approved by:	Date:
 ----- Stuart Jarvis	<u>2/6/15</u>
Director of Economy, Transport and Environment	

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1. Executive Summary

1.1. The purpose of this paper is to seek approval to release funding held by the County Council, as agreed match funding towards the delivery of projects contained within the successful South West Trains DfT bid for funding to improve and enhance cycle facilities at railway stations in Hampshire.

1.2. Scheme Outline

- Installation of additional and improved cycle shelter facilities at New Milton, Hinton Admiral and Shawford.
- Provision of a new cycle hub to cater for an additional 100 cycle spaces at Winchester Station

1.3. Alternative Options Considered and Rejected

None

1.4. Measures of Success

Increased levels of cycle parking at New Milton, Shawford and Winchester stations and associated increases in levels of cycle usage.

2. Background

2.1. On 7 March 2012 the then Transport Minister Norman Baker, announced funding to improve cycle facilities at railway stations. £7million was allocated to the Cycle Rail Working Group to improve integration between cycle and rail at stations. The schemes would be delivered by the Train Operating Companies.

2.2. This fund was enhanced by a further £7.5m funding announced on 30 January 2013. This allowed the Cycle Rail Working Group to continue the

good work in overseeing implementation of cycle-rail improvement schemes to meet public demand for more and better cycle parking at stations.

- 2.3. The main objective of the fund was to reduce carbon emissions and boost economic growth. In addition one of the secondary objectives was that the fund had to attract high levels of funding from other sources and bids required a minimum of 10% third party funding. To this end HCC were approached by SWT with a view to identifying possible match funding opportunities.
- 2.4. An additional scheme is being carried out at Fareham Station, where a new cycle hub is to be constructed for an additional 125 cycle spaces. The covered cycle facility includes basic cycle maintenance facilities such as a pump and cycle maintenance stand as well as information on cycle, bus and rail departures. HCC are to contribute £100,000 towards these works, however this work will be included within the major improvement scheme to be carried out at the A27 Gudge Heath / Station Roundabout and is covered in the approvals process for those works. This does not, therefore, form part of this report.

3. Finance

Although the schemes are to be delivered by SWT third party funding associated with the bid is to be collated by HCC so funding will pass through HCC accounts. HCC will contribute £30,000 of Developer Contributions and will be collecting and transferring £20,600 from WCC (£20,300 Winchester Developer Contribution and £300 Shawford Parish Council contribution) and £10,000 of NFDC Developer Contributions. All ownership and maintenance will be the responsibility of SWT and as such there are no revenue maintenance or capital charge implications for HCC.

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	May 2015		March 2016	

5. Scheme Details

- 5.1. The works at New Milton, Hinton Admiral and Shawford consist of the installation of additional and improved cycle parking facilities.
- 5.2. The works at Winchester station consist of the building of a new cycle hub to cater for an additional 100 cycle spaces. A new access route off Station Hill

will also be built as a result, which will improve access to the upside Winchester Station for cyclists, pedestrians and buses.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The bid has been put together by SWT. No community engagement has been undertaken by HCC.

8. Statutory Procedures

8.1. None

9. Land Requirements

9.1. None

10. Maintenance Implications

10.1. None. All works take place on SWT land and all maintenance liabilities lie with them; it is a requirement of the funding award that the cycle facilities must be maintained and remain in good working order for at least 10 years from the point of completion.

11. Recommendation(s)

11.1. That the Director approves the details of the funding contributions being made to South West Trains (SWT) in support of their successful Department for Transport (DfT) Cycle – Rail Fund bid, as set out in this paper.

11.2. That the Director gives approval for the transfer of funds associated with the agreed match funding for this project, at a total estimated cost of £60,600, to be funded from county and district held developer contributions and parish council contributions.

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:	no
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	Low
Disability	Low
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Low
Other policy considerations	
Poverty	
Rurality	
Other factors	
Geographical impact	Winchester District / New Forest

The improvement of the access route for pedestrians from Station Hill to the upside station will help those with mobility difficulties access this side of the station more easily.

2. Impact on Crime and Disorder:

The provision of more secure cycle parking facilities could contribute to a reduction in the theft of cycles from rail stations.

3. Climate Change:

The provision of safe and secure cycle parking facilities may encourage more people to cycle to the station and leave their bikes there when catching the train thereby reducing the number of car journeys to and from railway stations.