

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Policy and Resources
Date:	21 July 2011
Title:	Project Appraisal: Andover Bus Station
Reference:	2494
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

1.1. This report seeks approval to the proposals for the remodelling and extension of Andover bus station at an estimated cost of £2,400,000.

1.2 The Andover Bus Station enhancement project forms a core part of the Town Access Plan and is integral to the town's transport strategy. Major development in the town will add extra bus service provision and create more pressure on an already constrained bus station. There is no additional capacity to accommodate these new services in the existing bus station.

1.3 The current bus station contains very limited facilities for passengers. There is no enclosed waiting area, no refreshment facility nor a customer information office and this project will address these issues.

1.4 The bus station provides a poor gateway to the town for people arriving by bus and for pedestrians arriving from the east of the town. A modern bus station will provide an improved gateway to the town centre.

1.5 The enhanced bus station facilities will include:

- additional capacity for buses and coaches;
- a new bus station roof with enclosed waiting and internal seating area;
- enquiries office;
- café area;
- Shopmobility facility (improved and relocated from existing site in bus station);
- bus operator office accommodation;
- electronic passenger information systems; and
- CCTV coverage.

- 1.6 This scheme is included within the 2011/12 Economy, Transport and Environment Capital Programme, with approvals of £2.4million. Funding is predominantly from developer contributions.
- 1.7 The land on which the bus station is built is owned by Test Valley Borough Council (TVBC) and forms part of The Chantry Shopping Centre. Stagecoach is the predominant bus operator. Upon completion TVBC will sub-lease the office space to Stagecoach and Test Valley Community Services and the café to a commercial operator. There will be no ongoing maintenance liability on the County Council over present arrangements.

HAMPSHIRE COUNTY COUNCIL

EXECUTIVE MEMBER – POLICY AND
RESOURCES

PROJECT
APPRAISAL

21 JULY 2011

PROJECT: ANDOVER BUS STATION

COMMENCEMENT DATE: FEBRUARY 2012
COMPLETION DATE: SPRING 2013

PLANNED YEAR OF START IN ACCORDANCE WITH CAPITAL
PROGRAMME: 2011/12

1. FINANCE (Client Department, Director of Property, Business and Regulatory Services [Estates Practice] and County Treasurer)

<u>Capital Expenditure</u>	Current Estimate (at prices) £'000	Capital Programme (at prices) £'000
Land to be purchased	2,060	2,060
Construction Fees	340	340
	<hr/>	<hr/>
Less developers/ other contributions	2,400	2,400
	<hr/>	<hr/>
	0	0
	<hr/>	<hr/>
<u>Financial provision for total scheme</u>		<u>Total Cost</u>
1. From Capital Programme		
(a) Capital maintenance		100 0
		<hr/>
2. From other resources		
(a) Developer Contributions		2,100
(b) Local Resources		200
	TOTAL	<hr/>
		2,400
		<hr/>
<u>Value of land for this project in HCC ownership £</u>		
<u>Variations from capital programme</u>		
<u>Revenue implications</u>	£'000	% variation to Committee's budget
Net current expenditure	£'000	
Capital charges	£'000	
	<hr/>	<hr/>
TOTAL net expenditure	<hr/>	<hr/>
	<hr/>	<hr/>

- 1.1 This scheme is included within the 2011/12 Economy, Transport and Environment Capital Programme, with approvals of £2.4 million. Funding is predominantly from developer contributions; East Anton and Picket Twenty Major Development Areas (MDAs) and Andover Airfield.
 - 1.2 However, not all funding from these identified and specific sources has been received, or will have been received in time to fit the current programme and a temporary funding arrangement has been approved by the Director of Economy, Transport and Environment in order to bridge this gap. These temporary resources are to be repaid when (and if) scheme specific contributions are received over the next seven years, as set out in the Agreement schedules.
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2. EXECUTIVE SUMMARY

- 2.1 The purpose of this Project Appraisal is to remodel and extend the Andover bus station at an estimated cost of £2,400,000.

3. Contextual Information

- 3.1 The project to improve Andover bus station is a core part of the town's transport strategy. The project has been prioritised by Hampshire County Council and Test Valley Borough Council in the Local Transport Plan and the Andover Town Access Plan.
 - 3.2 Three Major Development Areas within the town - East Anton, Andover Airfield and Picket Twenty will incorporate new bus services which will add significantly to the bus network. There is no additional capacity to accommodate these services in the existing bus station.
 - 3.3 Bus passenger numbers in Hampshire have increased significantly over recent years (by 11% since 2005), particularly amongst the older age group where the concessionary bus travel scheme has increased the need to provide more accessible public transport.
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4. STATEMENT OF NEED/JUSTIFICATION FOR PROJECT (Client Department)

- 4.1 The current capacity of the bus station is insufficient to handle the new bus services that will be provided by the Major Development areas of Andover.
- 4.2 The bus station contains very limited facilities for passengers. There is no enclosed waiting area, no refreshment facility, no public enquiry office whilst other information provision is basic.
- 4.3 Shopmobility currently operate from a temporary building on the bus station concourse meaning that users are often dropped off by cars which have to go into the bus waiting and turning area.
- 4.4 The bus station also provides a poor gateway to the town for people arriving by bus and for pedestrians arriving from the east of the town.
- 4.5 The capacity problems have led to occasions, fortunately rare, when buses reversing from bays have collided with buses either waiting to enter a bay or in the layover area. In addition, buses have had to use different bays owing to other buses occupying their designated bays which leads to passenger confusion.

Targets and Outcomes

- 4.6 The new bus station will improve the performance of bus services in the town and make the bus network more attractive. It will contribute towards further increases in passenger numbers and improve access particularly for the elderly and mobility impaired. Pedestrian and vehicle safety in and around the bus station will be improved.
 - 4.7 The project will also create an improved gateway to the town centre and contribute to the regeneration of the area. The new bus station will integrate more effectively with the adjoining Chantry Shopping Centre.
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5. IMPROVEMENT PROPOSAL (Client Department)

National/County Network and Policies

- 5.1 The project to improve Andover bus station is a core part of the Town Access Plan. The project has been prioritised by Hampshire County Council and Test Valley Borough Council in the Local Transport Plan and the Andover Town Access Plan.

Details of Scheme and Design Standards

5.2 The enhanced bus station facilities will include:

Public waiting area:

5.3 The new public area will be fully enclosed and will provide a more comfortable waiting area with seating adjacent to the bus bays, providing direct access to the enquiries office and bus operator accommodation. Electronic displays will provide information to passengers.

5.4 A new external roof canopy will cover the public waiting area and will extend out to provide protection from the elements for the boarding area for each bus bay. At its highest point, the roof will permit double decker bus access, and will also maximise daylight into the public waiting area providing a more welcoming environment.

5.5 Automatic sliding doors will allow visitors to exit the waiting area and board buses easily and safely.

5.6 The public waiting area will be closed at night leaving the external roof canopy as a public waiting area for night buses.

Café Area:

5.7 A café area with its own lower level roof will sit under the principle roof and will provide a secure and more enclosed space for the café facility. This area will have windows overlooking the public access, the bus bays and forecourt area.

5.8 Pedestrian flow to and from the Chantry Centre will be enhanced by the relocation of the existing Shopmobility facility. In addition, external lighting, signage and graphics will improve the connection to the Chantry Centre entrance.

Bus Operator's accommodation:

5.9 This accommodation will be located on the ground floor of the existing multi-storey car park. The enquiries office will open out into the public waiting area in order to increase visibility and access for members of the public.

5.10 The enquiries office will also connect through an internal entrance to the Drivers' restroom and toilet facilities to one side, as well as an open-plan office to the other. A meeting room will be available and will have separate access from the waiting area together with another internal entrance doorway to the Drivers' restroom.

Shopmobility Relocation:

- 5.11 The existing Shopmobility facility will be relocated to the west end of the bus station and will present a new shop front to the new bus station and bus lay-over bays. In addition, the relocation will provide easier access to the multi-storey car park and to the new accessible car parking bays.

External Works

- 5.12 The bus station forecourt will be enlarged and reconfigured to accommodate 10 bus bays as well as 3 bus layover bays along Western Avenue. The forecourt will be repaved with new paving blocks. The pedestrian routes will also be repaved locally in keeping with the town centre surroundings.
- 5.13 Careful consideration will be taken to ensure that pedestrian access and vehicular safety is properly addressed with safety kerbs and vehicle barriers.
- 5.14 Public signage and furniture will be robust and cycle hoops catering for 10 cycles will be installed adjacent to the cycle route that was recently completed by The County Council, which passes close to the western side of the bus forecourt.
- 5.15 New trees and shrubs will be planted to replace existing vegetation removed to accommodate the additional bus bays at the western end of the station.
- 5.16 It is proposed that the works be procured during autumn 2011 through the IESE Tier 1 tender process. It is anticipated that works will commence on site during February 2012 and complete by Spring 2013.
- 5.17 Arrangements will be made for the provision of temporary bus stops during the construction period. The contractors will access the site via West Street and proceed into the contractors' working compound within the former bus station forecourt. It will be secured with site fencing at all times.
- 5.18 The proposed construction works will be undertaken in phases and the pedestrian access serving the adjacent Chantry Centre will be maintained at all times. A short temporary closure of this route will only be required when the existing bus station roof to the east is demolished. Alternative access to the shopping centre will be provided.

Environmental Impact

- 5.19 The bus station's structure, building fabric and services will be designed to meet best practice and will be highly insulated to meet the latest building control standards, while consideration will be given to minimise energy and carbon emissions. The thermal performance of the new bus station will also minimise winter heat losses and prevent summer over heating.
- 5.20 The carbon footprint for the existing site will increase nominally with the proposals to extend the existing provision, however this will be mitigated with the use of highly efficient plant and equipment, achieving high coefficients of performance and the use of high performing construction materials. These will reduce future energy demands.
- 5.21 The project proposals will consider climate change by using refrigerant gases within the heating and cooling systems, which will be supplemented with automatic controls to minimise usage and by the recovery of heat from the ventilation systems. This will be complemented by the linking of the artificial lighting to daylight and presence and motion detection.

Land Requirements

- 5.22 The land is in the ownership of TVBC. There are no requirements for additional land.

Statutory Procedures

- 5.23 Planning permission for the new bus station is being sought from Test Valley Borough Council as local Planning Authority at the end of July 2011.

Public Consultation

- 5.24 In December 2010 surveys were carried out by Hampshire County Council seeking views from users of the bus station. 204 people were interviewed in the bus station and the majority of people said that the current facilities were inadequate. 68% said that there was not enough shelter from the weather, 74% requested a refreshment area, 85% asked for a Travel Information office in the bus station, 87% wanted electronic timetables, 81% asked for CCTV. 10% stated that they had a mobility problem.
- 5.25 Engagement has taken place with key stakeholders. The site is leased to Axa (joint owners with TVBC of the Chantry Centre), owned by TVBC and used principally by Stagecoach Bus Company. Discussions with all three have fed into the draft scheme. Shopmobility has offices and storage facilities within the existing

bus station. The manager of Shopmobility and members of the Andover Access Group have been consulted and their comments taken into account. The plans have been shown to the Community Police Officer who made comments about security issues.

- 5.26 Test Valley Borough Council hosted a one day public exhibition on 16 May 2011 in the Chantry Shopping Centre. The exhibition boards were on display for the following three weeks in the Beech Hurst council offices. Comments were collected from the public. The three most frequently raised comments were:
- the current bus station is cold and draughty
 - bus users would like a café
 - the need for a Travel Office and better timetable information.
- 5.27 Also, in 2002 Test Valley Borough Council undertook a survey of bus users and non bus users within the town to establish views on current services, routes and facilities. The responses highlighted concerns regarding the bus station, the non-availability of drinks and snacks and the need for a sheltered waiting room with more seating was a high priority.

Local Member's View

- 5.28 During the development of this project, the previous Member for Andover South (Councillor David Kirk) was supportive of the scheme. The current local Member, Councillor Drew, has been consulted and is fully supportive of the scheme.

Maintenance Implications

- 5.29 The land on which the bus station is built is owned by Test Valley Borough Council. Stagecoach is the predominant bus operator. Upon completion, Stagecoach and Test Valley Community Services will become TVBC's sub-tenant. There will be no ongoing maintenance liability on the County Council beyond present arrangements.

Sustainability

- 5.30 Improving public transport infrastructure and services can promote increased use of public transport and reduce dependency on car travel which can help reduce carbon emissions.

6. IMPROVEMENT - ALTERNATIVES CONSIDERED
(Client Department)

- 6.1 To do nothing is not a viable option as the bus station does not have sufficient capacity to handle the increased number of bus services as a result of significant new developments in the town.
 - 6.2 Additionally, funding for the bus station project will have been collected from Developers' Contributions. If this money is not spent on the bus station, there is a risk that the money would have to be returned to developers.
 - 6.3 The option to re-build the bus station in phases as the funding is triggered by certain levels of development was considered but rejected on grounds of additional cost and disruption to the bus station and the public.
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7. **Recommendation**

- 7.1 That the proposal to remodel and extend Andover Bus Station, at an estimated total cost of £2,400,000, be approved.

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:	no
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> Executive Member for Environment and Transport. Capital Programme 2011/12 to 2014/15.	<u>Reference</u> 2549	<u>Date</u> 26 th January 2011
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

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. An Equalities Impact Assessment has been completed in the development of this report and no adverse impact has been identified. There will be positive benefits in respect of providing accessible public transport for the mobility impaired and the elderly.

2. Impact on Crime and Disorder:

- 2.1. There will be a positive impact in terms of security for passengers through the provision of high quality waiting facilities, including enhanced lighting and CCTV.

3. Climate Change

- 3.1. Improving public transport infrastructure and services can promote increased use of public transport and reduce dependency on car travel which can help reduce carbon emissions.
- 3.2. The bus station's structure, building fabric and services will be designed to meet best practice and will be highly insulated to meet the latest building control standards, while consideration will be given to minimise energy and carbon emissions. The thermal performance of the new bus station will also minimise winter heat losses and prevent summer over heating.
- 3.3. The carbon footprint for the existing site will increase nominally with the proposals to extend the existing provision, however this will be mitigated with the use of highly efficient plant and equipment, achieving high coefficients of performance and the use of high performing construction materials. These will reduce future energy demands.
- 3.4. The project proposals will consider climate change by using refrigerant gases within the heating and cooling systems, which will be supplemented with automatic controls to minimise usage and by the recovery of heat from the ventilation systems. This will be complemented by the linking of the artificial lighting to daylight and presence and motion detection.