

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	9 September 2014
<b>Title:</b>	Winchester Station Travel Plan
<b>Reference:</b>	6022
<b>Report From:</b>	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 Station Travel Plan (STP) for Winchester to be adopted by Hampshire County Council. The Winchester STP is an appendix to this report.

1.2. This paper seeks to provide:

- contextual information as to why the STP has been developed and what it aims to achieve; and
- information on how the STP will be used, monitored and updated.

### 2. Contextual information

2.1. On 5 July 2011 the Department for Transport (DfT) announced that the County Council had been successful in securing a grant of £4.076 million from the DfT's Local Sustainable Transport Fund (LSTF) to deliver the 'Hampshire Sustainable Transport Towns' (HSTT) Project. The project runs for three and a half years from July 2011 to 31 March 2015.

2.2. The project seeks to encourage residents and workers in Winchester to make greater use of sustainable travel modes in their everyday journeys. The project recognises that the station plays a key role as a multi-modal interchange and highlights the importance of pedestrian access, car and cycle parking and public transport to facilitate onward travel by sustainable modes. To support this, a range of travel planning and behavioural change measures are being funded by the DfT and the County Council is keen to pursue measures to encourage modal shift such as in providing parking facilities or additional bike racks.

2.3. The STP for Winchester Station will contribute to all three of the main objectives of the HSTT Project. It should help to:

- reduce congestion at peak times on local roads as a result of fewer car trips per household;
- reduce carbon and greenhouse gas emissions, helping to address the contribution of local transport to climate change, and to improve air quality; and
- improve health and general wellbeing as a result of more people building physical activity into their daily travel routines.

2.4. Over and above this, the STP should:

- give the travelling public confidence that the key organisations influencing local rail travel are working together to improve their travel experience; and
- complement a number of the other LSTF projects in the HSTT area designed to improve the attractiveness of sustainable travel modes. This includes both revenue projects, such as workplace and college travel planning and improved public transport information, and capital infrastructure in and around the station, including new secure cycle parking, and certain pedestrian, cycle, and passenger transport improvements.

2.5. Potentially, the STP could also:

- act as an agreed position for the key partners to make investment decisions, encouraging closer working and potentially joint investment decisions; and
- act as useful evidence in discussions over nearby planning applications, potentially facilitating additional developer contributions to the station and its environs.

2.6. The content of the STP has been informed by:

- a number of existing County Council policy documents, including the Hampshire Local Transport Plan and the Winchester Transport Statement and Town Access Plan;
- survey data, with surveys carried out at Winchester Station in November 2013; and
- the views of local interested parties expressed at workshops, held in November 2013.

The STP process has entailed:

- conducting station access surveys of station users;
- statistical analysis of the surveys;
- GIS mapping, demonstrating the home location of station users and indicating how they travelled to the station;
- the arrangement, facilitation, and chairing of steering group meetings. The steering group comprised of Network Rail, South-West Trains, Winchester City Council, Stagecoach, and the County Council;
- the arrangement, facilitation, and chairing of two key meetings with interested parties, one with Winchester City Council members, held separately due to a clash, and another with other interested parties;

- the authoring and editing of the draft station travel plan, including detailed action plan lists; and
- 'after' station access surveys (which will be carried out in 2015).

2.7 The STP document proposed for adoption is available to view on the Hampshire County Council website by following the link below:  
<http://www3.hants.gov.uk/transport-schemes-index/2012-improving-access-railway-stations.htm>

### **3. Finance**

- 3.1. As noted previously, the DfT is funding the LSTF project in full, including the preparation of the STP over the course of the LSTF funding period. Following procurement via the IESE Professional Services Framework, a multidisciplinary consultancy (CH2M, previously Halcrow) was assigned the task of facilitating the development of the plans.
- 3.2. Each STP incorporates an action plan, including SMART targets and a number of proposed actions. Alongside each proposed action is an indication of suggested responsibilities, timescales (short/medium/long), impacts and costs. Measures contained within the STP will not proceed until a suitable funding source is identified.
- 3.3. Officer time spent contributing to the development of the STP has been charged to the project, and thus is covered by the DfT LSTF funding.

### **4. Consultation**

- 4.1. The development of the STP has benefited from being able to incorporate a number of proposals for access improvements in the vicinity of the station, which were recommended in the Winchester Transport Statement and Town Access Plan (TAP). Approximately 800 surveys were distributed to members of the public at the station and an online survey was available. In addition, two workshops were carried out amongst interested parties including Hampshire County Council and Winchester City Council Members, Winchester Business Improvement District and a number of interest groups including the Cyclists' Touring Club (CTC), Winchester Area Community Action, Winchester Area Access For All and Winchester Action on Climate Change.
- 4.2. The County Members with electoral wards in the vicinity of Winchester Station have been sent copies of the draft Station Travel Plan and the comments received have been taken into account in the final version. Further consultation with County Councillors will take place prior to the implementation of the more significant Station Travel Plan actions.
- 4.3. Copies of the STP have also been made available in the County Council Members' Rooms.

## **5. The Use of the Document and Future Direction**

- 5.1. Whilst the LSTF has a fixed end date of March 2015, the steering group took the decision that the STP action plan should also incorporate longer-term measures and proposals that would be delivered after the LSTF project has been completed so that it can support planning, investment, and infrastructure decisions in and around the station after 2015. This will involve the on-going monitoring of progress on the delivery of the measures set out in the STP, with the action plan being updated as and when required, following the agreement of the steering group. It is assumed that this work would fall to officers within the Economy, Transport, and Environment Department and would coincide with the assessment of progress on the Winchester Transport Statement.

## **6. Recommendations**

- 6.1 That the Station Travel Plan for Winchester be adopted by Hampshire County Council and that it be used to guide the delivery of County Council transport projects in and around Winchester station.
- 6.2 That the Director of Economy, Transport, and Environment be given delegated authority, in consultation with the Executive Member for Economy, Transport, and Environment, to periodically update the adopted plan so that it can be kept up to date with changes and progress as agreed by the Station Travel Plan Steering Group.

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

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	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

Winchester Station Travel Plan

<http://www3.hants.gov.uk/transport-schemes-index/2012-improving-access-railway-stations.htm>

## **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:**

The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;

Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;

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 overall objectives for the travel plan are to improve local networks for pedestrians and cyclists, improve trip end facilities for people travelling by sustainable modes, improve access to the local bus network, increase the number of people using the rail network and improve safety for everyone accessing Winchester Station. A list of schemes is produced in the station travel plan, including those responsible for carrying the action forward, in order to achieve these aims. The option to do nothing and not adopt the station travel plan is the alternative; however this would demonstrate a lack of commitment to work with the rail industry and others to improve the journey experience for those using Winchester Station. The schemes included in the Travel Plan result from consultation with groups through surveys and workshops and as such will directly meet their needs. No negative equality issues or impacts have been identified.

### **2. Impact on Crime and Disorder:**

2.1. Schemes at the station and on access routes to the station that provide enhanced or new lighting could have a beneficial impact on reducing crime

and anti-social behaviour by better coverage of secluded areas. Increasing levels of pedestrian and cycling activity, and public transport patronage, can lead to improved levels of surveillance and thus enhanced personal safety and security.

### **3. Climate Change:**

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

The STP seeks to improve accessibility to the rail stations and therefore the attractiveness of travel by train. Many of the proposals relate to the encouragement of more sustainable and lower carbon modes of transport to the stations for the travelling public.

- 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 STP supports the need to adapt to climate change by looking to promote and support a move towards more sustainable modes of transport and reduce reliance on the private motor car.