

HAMPSHIRE COUNTY COUNCIL

Decision Report

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| Decision Maker: | Executive Member for Environment and Transport |
| Date: | 15 January 2019 |
| Title: | Project Appraisal: Access to Aldershot Station |
| Report From: | Director of Economy, Transport and Environment |

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1. Recommendations

- 1.1. That the Executive Member for Environment and Transport approves the Project Appraisal for Access to Aldershot Station, as outlined in this report.
- 1.2. That approval be given to procure and spend and enter into necessary contractual arrangements (in consultation with the Head of Legal Services) to implement the proposed highway improvements that form part of the Access to Aldershot Station scheme, as set out in this report, at an estimated cost of £335,000 to be funded from Developer Contribution and Public Realm Improvement Fund.
- 1.3. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.
- 1.4. That authority is given to enter into a funding agreement with Rushmoor Borough Council (in consultation with the Head of Legal Services) for the delivery of proposed improvements to the Aldershot Train Station Forecourt, which form part of the Access to Aldershot Station scheme.
- 1.5. That, subject to a satisfactory funding agreement between Hampshire County Council and Rushmoor Borough Council, £217,000 of Developer Contributions are transferred to Rushmoor Borough Council to implement the proposed improvements to the Aldershot Train Station Forecourt, which together with the proposed highways improvements constitute the Access to Aldershot Station scheme.

2. Executive Summary

- 2.1. The purpose of this paper is to provide details of a proposed scheme to implement an integrated transport scheme in Aldershot involving accessibility and sustainability improvements on the highway network and

accessibility, sustainability, and environmental improvements within the Aldershot Train Station forecourt.

- 2.2. This paper seeks to outline the background on highway improvements on the road network and provide justification for the recommendation for Hampshire County Council to contribute £217,000 to Rushmoor Borough Council as part of the Station Forecourt scheme.
- 2.3. The proposed integrated scheme involves three separate stages: works on the road network as outlined in this paper; works at the entrance to the train station; and works within the station forecourt. Rushmoor Borough Council have responsibility for delivering works at the entrance to the train station and within the station forecourt. The Borough are also managing the design and implementation of the road network improvements on behalf of Hampshire County Council under the terms of the agency agreement.
- 2.4. Integrating all three stages will result in a more consistent delivery and reduction in overall costs. Therefore, it is proposed for Hampshire County Council to deliver the highway improvements on the road network using Rushmoor Borough Council to carry out the design function under terms of the agency agreement for a total cost of £335,000 along with Hampshire County Council contributing £217,000 to Rushmoor Borough Council for the station forecourt scheme. This approach will enable a seamless delivery of one integrated transport scheme that will result in transport, access, and sustainability improvements for Aldershot.
- 2.5. This approach means Hampshire County Council will promote and take responsibility for all works within the highway improvements scheme and Rushmoor Borough Council will promote and take responsibility for all works within the Station Forecourt scheme.
- 2.6. Consideration was given to Hampshire County Council taking responsibility for delivery of the integrated scheme. However, this involved the transfer of funding for the station and forecourt elements from Rushmoor Borough Council, M3 Local Enterprise Partnership (LEP), and South Western Railway. It was felt this approach was a more convoluted route and also placed all delivery risk with Hampshire County Council including the possibility of cost escalation.
- 2.7. Surveys will be undertaken following implementation to determine increase in sustainable travel in the town and at the train station. Traffic journey time surveys will be undertaken following implementation to determine if the highway network enhancements results in improvements to traffic flow in the town. Rushmoor Borough Council will be responsible for all reporting to the M3 LEP.

3. Background

- 3.1. The train station, which is co-located adjacent to the bus station, is situated to the south of the town centre with the main pedestrianised shopping area approximately five minutes walk away. The station is linked with the town centre by a network of streets, roughly on a grid pattern with Station Road and Victoria Road providing the main access routes for all modes to the town centre facilities. Vehicular access to the train station is via Station Road utilising the one-way systems on Arthur Street and Windsor Way.
- 3.2. It is anticipated that the recent and proposed development in Aldershot will increase the number of all trips (pedestrians, cycling, public transport and private motor vehicles) to and from the town on a daily basis. Many of these will be new trips, including redistributed trips, and therefore represents an opportunity to encourage sustainable travel choices by making and promoting improvements to the local walking and cycling links.
- 3.3. Two examples of development in the town include the completed Westgate Centre (seven-screen cinema, Morrisons food store, Travelodge, and restaurants) and the Wellesley Development (3,850 dwellings and supporting services to the north of the town centre known as the Aldershot Urban Extension – AUE).
- 3.4. The Rushmoor Borough Transport Statement recognises the need for improved access and facilities at the train station. The statement specifically identifies the need to, *'Improve interchange facilities at Aldershot including better car parking, enhanced cycle parking and improved Disability Discrimination Act compliant access to platforms'*.
- 3.5. The same objectives were previously aired in the Aldershot Town Access Plan (TAP). Access issues both to and at the station are identified within the TAP and a key objective is to *'Provide improved facilities and access at the rail station'*. The TAP goes on to state that *'The key improvement would be the removal of most of the one way streets which encourage higher speeds and wasted miles travelled.'* It has been reported the one-way system on Arthur Street and Windsor Way causes additional mileage with traffic routed via Station Road to reach A323 High Street. To reduce mileage and improve safety for cyclists it is recommended to change the one-way systems on Arthur Street and Windsor Way.
- 3.6. It is anticipated that these changes at the Station Road junction with Arthur Street will improve the access for all users by providing wider footways and environmental enhancements as well as reducing unnecessary car miles and improving journey times, particularly for the buses. These alterations have also been modelled by Hampshire County Council to check that the revised junction arrangement operates as well as the roundabout option previously tested, and still satisfies the scheme brief.
- 3.7. The highway network improvements are focussed on improving accessibility to the train station and its immediate surroundings. The Access to Aldershot

Station scheme includes a funding contribution from the Public Realm Improvements Programme (PRIP) and as such needs to focus on the environmental improvements required to make the Station more accessible. The aim is therefore to improve access for all both to and from Aldershot Train Station, with changes to the one-way system seeking to reduce bus journey times and wasted mileage.

- 3.8. Highway improvements on the road network within the vicinity of Aldershot Train Station will provide greater access for all modes of transport. In particular, the scheme provides an opportunity to create a new cycle route from the train station to an existing cycle route north of the town on the A323.
- 3.9. Rushmoor Borough Council has funding to improve Aldershot Station Forecourt. This includes access improvements and environmental improvements to create a more welcoming atmosphere and encourage footfall to the station. The station forecourt improvements will include a cycle hub with secure parking facilities.
- 3.10. The objectives of the overall Access to Aldershot Station scheme are:
- To emphasise points of access into and out of the station;
 - Provide opportunities to increase economic activity in this area, with associated 'spill-out' space linked to the Enterprise M3's Step Up Town Status;
 - Provide wider footways and therefore improved access to the station; and
 - Reduce conflict between non-motorised users and vehicles.

4. Finance

| 4.1 | <u>Estimates</u> | <u>£'000</u> | <u>% of total</u> | <u>Funds Available</u> | <u>£'000</u> |
|-----|------------------|--------------|-------------------|---|--------------|
| | Design Fee | 35 | 10 | Developer contribution | 239 |
| | Client Fee | 20 | 6 | Public Realm Improvements Programme | 96 |
| | Supervision | 15 | 5 | | |
| | Construction | 265 | 79 | | |
| | Land | 0 | | | |
| | Total | <u>335</u> | <u>100</u> | Total | <u>335</u> |

The table above provides details of the highway improvement scheme on the road network. In addition, it is proposed that Hampshire County Council will provide a contribution of £217,000 of Developer Contributions to Rushmoor Borough Council that will go towards the Aldershot Station Forecourt scheme. The Station Forecourt scheme is a £1.2 million-pound scheme that includes accessibility and environmental improvements along

with a new secure cycle hub. Hampshire County Council's contribution can be broken down into the following parts of the Forecourt scheme:

- £117,000 contribution to the station forecourt scheme;
- £100,000 contribution to the cycle hub implementation on the station forecourt.

| | | | |
|-----|-------------------------------------|--------------|--|
| 4.2 | <u>Revenue Implications</u> | <u>£'000</u> | <u>% Variation to Committee's budget</u> |
| | Net increase in current expenditure | 3 | 0.003% |
| | Capital Charge | 32 | 0.020 |

5. Programme

| | Gateway Stage | | | |
|--------------|-----------------------|---------------|-------------|------------|
| | 3 - Project Appraisal | Start on site | End on site | 4 - Review |
| Date (mm/yy) | 01/19 | 03/19 | 08/19 | 08/20 |

6. Scheme Details

- 6.1. This Project Appraisal is seeking approval for two recommendations: approval to implement the highway improvements on the road network, and approval to contribute £217,000 towards the Aldershot Station Forecourt scheme. Hampshire County Council will be responsible for the highway improvements scheme using Rushmoor Borough Council as the designer under the agency agreement. Rushmoor Borough Council will be responsible for the Train Station Forecourt scheme. Details on the highway improvement scheme are shown below.

Highway improvements to the road network scheme details

- 6.2. The Station Road/Arthur Street teardrop roundabout will be converted to a priority junction allowing two-way traffic movements. The revisions remove the access/egress to the bus station which Stagecoach has confirmed to Rushmoor Borough Council will be surplus to requirements for future operational needs. A tiger crossing will be implemented just west of the train station access, which will give cyclists using the off-road cycle route priority travelling to and from the station. The changes will also provide a more legible environment, a level surface and widened footways thus improving access to the train station for all non-motorised users.

- 6.3. These works will improve the pedestrian facilities by:
- Emphasising points of access into and out of the station;
 - Providing opportunities to increase economic activity in this area, with associated 'spill-out' space;
 - Provide wider footways and improved access to the station; and
 - Reduce conflict between non-motorised users and vehicles.
- 6.4 The southern section of Arthur Street will be converted to two-way from Station Road to its junction with Windsor Way. The build-out on Arthur Street at Windsor Road will be re-profiled to allow two-way traffic on Arthur Street (South). The one-way flow of traffic on Arthur Street (North) will be reversed to a southbound flow, and the parking bays on Arthur Street will be relocated to Windsor Way, which will:
- Reduce journey times and wasted mileage for buses and motorised vehicles by reducing the extent of the one-way system; and
 - Provide the carriageway width for two-way traffic movements.
- 6.5 Windsor Way from the Victoria Road junction to Arthur Street will be converted to two-way working. Junction alterations will be required at Windsor Way/Victoria Road:
- Existing dedicated left and rights turns from Victoria Road (West) to Windsor Way will remain, with the splitter island re-profiled and utilities including Virgin Media cabinet and CCTV column relocated;
 - Victoria Road (East) junction with Windsor Way to change with splitter island removed converting it to a priority junction; and
 - A zebra crossing to be installed to the south of the Windsor Way/Victoria Road junction to facilitate pedestrian crossing.
- 6.6 A new cycle route will be implemented from the A323 to Aldershot Train Station. The route will be on-road from the A323 through Pickford Street. As the route joins Arthur Street it will become off-road until reaching the train station. To facilitate the on-road cycle route along Pickford Street it is proposed to restrict traffic between the junction of A323 and Artillery Road for access to the two properties only. This will require a Traffic Regulation Order but objections are unlikely due to the limited impact.
- 6.7 The highway network improvements have been subject to a Road Safety Audit stage 1&2 and no concerns were raised. The project will be subject to a full contract audit carried out by Hampshire County Council's Engineering Consultancy.

Train Station Forecourt Scheme

- 6.8 A summary of the Train Station Forecourt scheme is shown below to provide context and justification for Hampshire County Council's funding contribution.

6.9 The Train Station Forecourt scheme aims to rationalise land use in and around Aldershot Train Station. This will be achieved by:

- Creating an improved public transport interchange within the forecourt of the train station;
- Improving pedestrian linkages into the town centre; and
- Unlocking a development site (the bus station) in a highly sustainable location adjacent to a mainline railway.

6.10 In this context, it is considered that the development proposals will significantly improve public transport infrastructure in the town through a cohesive approach. The proposals will maintain parking capacity for users of the railway network and improve efficiency in respect of public transport and private vehicles using the local road network. The proposals will incorporate improved cycle storage facilities and seek to encourage sustainable transport modes through improved connections.

7. Departures from Standards

7.1. None.

8. Community Engagement

8.1. The highway network improvement proposals described in section 6 have been through detailed consultation. A public consultation exercise was undertaken in July/August 2016. The consultation was advertised on the Hampshire County Council and Rushmoor Borough Council websites and three large yellow consultation road signs were put out on the approaches to/from Windsor Way to promote the scheme consultation. Properties fronting onto the affected roads were also informed through a letter drop.

8.2. A workshop with the residents of Kingsley Court (older persons housing) was held on 11 July 2016. This was attended by approximately 40 residents and facilitated by 4 staff from Hampshire County Council/Rushmoor Borough Council. The workshop gave the County Council an opportunity to explain the plans to the residents.

8.3. A total of 40 responses were received, the majority of which came from the residents of Kingsley Court. Considering the number of road users per day that travel along Windsor Way/Arthur Street/Station Road, the results of the consultation are unlikely to be representative of the wider population. Approximately 25% of the responses received involved an objection relating to part of the scheme. The results of the consultation were discussed with the local member, Councillor Choudhary, who agreed that the level of objection was not sufficient to withdraw the scheme.

8.4. Following the public consultation, Hampshire County Council and Rushmoor Borough Council officers met with County Councillor Choudhary on site in

January 2017 to discuss the analysis and agree a way forward. Cllr Choudhary offered his support for the scheme, despite the reservations/objections from the Kingsley Court residents.

- 8.5. Rushmoor Borough Council has indicated there is support from the local district councillors for the Access to Aldershot scheme and in particular the highway network improvements.

9. Statutory Procedures

- 9.1. It is necessary to advertise a Traffic Regulation Order (TRO) for the Pickford Street restriction between the junction of A323 and Artillery Road described in section 6.5. This will be advertised by Rushmoor Borough Council in the coming weeks to ensure sufficient time is allocated to deal with any comments and objections. Rushmoor Borough Council will deal with any objections via a TRO objection report as part of the agency agreement.
- 9.2. A TRO will also be required to reverse the existing one-way flow of traffic along Arthur Street and the introduction of two-way traffic along Windsor Way.

10. Land Requirements

- 10.1. All land required to implement the Highway Improvement Scheme is already within the Highway Network.

11. Maintenance Implications

- 11.1. The highway network improvements have been discussed with the County Council's Asset Management team who have not raised any concerns regarding the implications for ongoing maintenance. The proposals include a tiger crossing which will result in an increase in overall long-term maintenance. However, as this is a new crossing there should be no maintenance requirement for a number of years.

12. Future Governance

- 1.1. It has been agreed that a monthly Project Management liaison meeting will be set up to include stakeholders from Hampshire County Council, Rushmoor Borough Council, M3 LEP, and South Western Railway to ensure successful delivery of the Access to Aldershot scheme and discuss any issues as they arise early to prepare mitigating actions. There will be an emphasis on the highway network improvements.
- 1.2. Rushmoor Borough Council has committed to using Hampshire County Council's Gen3 framework to tender and award the contract for the works. This will ensure the award is made to a contractor pre-selected by

Hampshire County Council through a comprehensive assessment, which will safeguard project delivery and remove a number of delivery risks.

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 Strategic Plan**

| | |
|---|-----|
| Hampshire maintains strong and sustainable economic growth and prosperity: | Yes |
| People in Hampshire live safe, healthy and independent lives: | Yes |
| People in Hampshire enjoy a rich and diverse environment: | Yes |
| People in Hampshire enjoy being part of strong, inclusive communities: | |

Other Significant Links

| | |
|--|---------------------------|
| Links to previous Member decisions: | |
| <u>Title</u> ACCESSIBILITY IMPROVEMENTS, VICTORIA ROAD, ALDERSHOT - Post Scheme Report | <u>Date</u> 15/08/2016 |
| 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.)

| | |
|-----------------|-----------------|
| <u>Document</u> | <u>Location</u> |
| 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:

1.3. The scheme will result in a positive impact on age and disability due to the improvements in accessibility to and from Aldershot train station. New crossing points will make crossing safer and more convenient for people who otherwise would have to travel further to cross the road safely, and this should benefit older people and people with disabilities who may find travelling longer distances a challenge. Off-road cycle routes will allow those less confident on a bicycle, such as children or the elderly, the opportunity to use sustainable transport to access the train station.

2. Impact on Crime and Disorder:

2.1. None.

3. Climate Change:

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

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

There will be an improvement to air quality with the adjustments to the road network as journeys to and from the train station will be more direct. This means vehicles will travel less distance.