



GFirst Local Enterprise Partnership

Board Paper – 11th Sept 2018

Agenda Item (Title)	Cheltenham Spa Railway Station – Change Request
Paper Author & contact details	Neil Hopwood, neil.hopwood@gfirstlep.com 07765 863807
Supporting Papers	Original Board Paper, submitted 12 th Dec 2017 Assessment Report v3 (final), dated 14-11-17 General Arrangement Drawing for forecourt & car park area
Confidentiality	Public
Purpose	<p>1. To inform the Board of proposed changes relative to the originally approved scheme.</p> <p>2. To request a decision from the board to select one of 2 proposed options.</p>
Summary	<p>Background</p> <p>In Dec 2017 the board approved £1.497m of Local Growth funds to support an improvement project at Cheltenham Spa Railway Station. To date we have been unable to finalise a funding agreement with GWR due to challenges with agreeing certain terms (in relation to the unique way that assets are ‘owned’ under the franchise arrangements and a lack of sufficient detail until recently on the detail of the scheme and associated costs).</p> <p>The scheme in total was presented as 4 main elements funded from a number of sources -</p> <ul style="list-style-type: none"> • improvements to the station forecourt to improve pedestrian safety and vehicle movements and enhance the public realm • an increase of at least 70 car parking spaces by the installation of a single decked car-park • DDA compliant lifts to both platforms to provide full accessibility to the station • Enhanced provision for cyclist users of the station, including a minimum of 300 secure cycle storage spaces and a shared cycle/pedestrian access ramp from Landsdown Road into the station

The enhanced cyclist user provision was to be funded from a funding award of £833k from the DfT Cycle Rail fund which GWR had bid for and won in order to enhance the total scheme.

Subsequent further detail planning, design and costing work (up to the 'GRIP 4' stage of the rail improvement process) has established that there is a significant shortfall of funds and some technical constraints (particularly regarding access through the Network Rail compound) to achieve the originally proposed access ramp from Lansdowne Road. GWR are currently still working to design a scheme that provides an equivalent level of access but is deliverable within the available budget.

The proposal to install a decked car-park has also now been revised on both costs and technical grounds to be an extended surface car park, still delivering a minimum of 70 additional spaces. (see attached drawing). A major consideration was that the installation of a decked car-park would prevent the use of the car park as a holding area for buses during the Cheltenham Festival week and also in the event of bus replacement services being used and this would be considered by the stakeholder group (including Stagecoach West, Cheltenham Race Course and local residents) to be a retrograde step.

The station forecourt/public realm improvements have not changed in scope or form from the original.

The forecourt/public realm works and additional car parking spaces are fully funded via the Growth funds and the £701k from the Station commercial Projects Funds and a direct contribution from GWR of c£275k.

Options

Option 'A'

That the board accept the changes proposed as follows :-

- That the decked car park is not installed and that the option of an extended surface car-park with a minimum of an additional 70 spaces to be provided is accepted.
- The promoter is committed to progressing cycle parking and cycle/pedestrian access improvements from Lansdowne Road and has secured £833k from the Cycle-Rail fund. The improvements should be *equivalent* to that originally proposed on the basis that the original scheme was considered as a package of interventions, whilst recognizing the budgetary and technical constraints of the ramp option. The improvements to be delivered as part of the car park and forecourt works will include as a minimum the enhanced cycle storage and improved environment within the station forecourt. GWR will work towards a means of access for cycles and pedestrians from Lansdowne Road directly into the station, such that by the 31st of May 2019 the associated access improvement works are designed, costed and committed with a clear delivery plan in place, subject to funding, Network Rail consents and planning permission. This will be a milestone for drawdown of the final grant instalment of £497,000.

GWR will then have the further 2 year monitoring period (to Oct 2021) to ensure that this element is ultimately fully provided.

	<p>Option 'B'</p> <p>That the board accept the changes proposed as follows :-</p> <ul style="list-style-type: none"> • That the decked car park is not installed and that the option of an extended surface car-park with a minimum of an additional 70 spaces to be provided is accepted. • The promoter is committed to progressing cycle parking and cycle/pedestrian access improvements from Lansdowne Road and has secured £833k from the Cycle-Rail fund. The improvements should be <i>equivalent</i> to that originally proposed on the basis that the original scheme was considered as a package of interventions, whilst recognizing the budgetary and technical constraints of the ramp option. The improvements to be delivered as part of the car park and forecourt works will include as a minimum the enhanced cycle storage and improved environment within the station forecourt. GWR will work towards a means of access for cycles and pedestrians from Lansdowne Road directly into the station, subject to funding, Network Rail consents and planning permission.
<p>Implications, impacts or risks</p>	<p>The provision of the cycle access from Lansdowne Road is still subject to Network Rail approval for rights of access through their compound and availability of sufficient funds from originally allocated £833k of Cycle-Rail funds. GWR have committed to install the 300 secure cycle storage spaces from this funding.</p> <p>Making the delivery of the cycle ramp a condition of receiving Local Growth funds could put at risk the delivery of the car parking and forecourt improvements as GWR may not be prepared to sign the funding agreement on that basis.</p> <p>The final design of the revised forecourt layout is also still subject to final design approval from Network Rail and also 'Station Change' Approval from the Office of Road and Rail, however this is expected to be forthcoming.</p>
<p>Decision required</p>	<p>To select option A or B from the above as the preferred basis on which to proceed to a funding agreement.</p>
<p>Recommendations</p>	<p>To approve option A of the options proposed, and to instruct the accountable body to prepare a funding agreement between GCC and GWR accordingly.</p>

For further information points raised in this Board paper, please contact Neil Hopwood
neil.hopwood@gfirstlep.com