

**Proposed Decision to be taken by the
Deputy Leader and the Portfolio Holder for Transport and Planning
on or after 25th July 2014**

Stratford Town Station Upgrade

Recommendations

- 1) That the Deputy Leader approves the addition of this scheme to the capital programme; and
- 2) That the Portfolio Holder for Transport and Planning approves funding of £260,000 to be found from within resources already allocated to the Transport and Highways Capital Programme.

1.0 Introduction

- 1.1 Stratford-upon-Avon is a top UK tourist destination. The facilities currently provided at the town centre rail station are limited and do not meet user expectations, given the world class status of Stratford-upon-Avon town centre.
- 1.2 Stratford-upon-Avon has recently benefited from a new Parkway Rail Station (opened in May 2013) which has increased capacity for local residents to access the rail network. Part of the Parkway station scheme was to provide more trains to Stratford-upon-Avon town station. The additional trains now serving the town station are forecast to generate an additional 71,900 passengers using the station by the end of 2014 (based on growth during first five months of new enhanced service from December 2013). It is expected that the number of passengers using Stratford Town Station will continue to increase year-on-year and therefore it is important to create facilities that can accommodate and further encourage demand.
- 1.3 Stratford Town Station will benefit from a new Access for All Footbridge by the end of 2014 which is a Warwickshire County Council-led scheme.
- 1.4 The station currently has an interim car park whilst work is completed on a new, permanent facility. This work, and other activity to improve the environment of the station frontage, is being undertaken as part of the Redrow Homes development of the Cattle Market site which is developing land adjacent to the station for residential use. The improvements to the area surrounding the station will create a new public square in front of the station. Upgrading the existing town station and enhancing the passenger experience will complement this development and improve the local environment for passengers leaving and arriving at the station.

2.0 The Scheme

2.1 The issues the scheme seeks to address are: -

- Creating a more accessible and attractive Station Entrance matching the key pedestrian 'desire' lines for commuters and school/college students, leisure passengers and visitors to Stratford;
- Provision of higher quality facilities for passengers – a new and larger Booking Hall, Equality Act compliant toilets and enhanced café and waiting room;
- Using currently vacant space in the existing building for passengers; and
- Enabling the station to be an attractive 'place' as the Cattle Market development creates a new 'Station Square'.

2.2 The scheme has been structured into two key work packages:

Package 1 – a new and a larger booking hall, provision of an Equalities Act compliant toilet (which the station currently does not provide), exterior works to improve the façade of the building. Since the booking hall will be relocated, its construction will not disrupt current usage of the station; and

Package 2 – provide a new café area in the existing Booking Office area, an expanded Waiting Room, and a new retail facility.

2.3 Package 1 will enable the County Council to deliver a set of enhancements funded solely by the County Council. Package 2 will allow for a more extensive scheme but will need to be supported by rail industry and third party funding sources.

2.4 This project has already been discussed with London Midland as it is the operator of Stratford-upon-Avon station. London Midland is, in principle, supportive of the scheme.

3.0 Funding Implications

3.1 Package 1 will cost an estimated £260,000. It is proposed that this is funded from resources already allocated to the Transport and Highways capital programme and details will be reported to members as part of the usual quarterly monitoring of the Capital Programme.

3.2 SLC Rail has been asked to explore what third party funding opportunities exist that could part or fully match the County Council's funding. Possible third party funding streams include:

- The Railway Heritage Trust;
- Department for Transport (DfT) 'Access for All' funding (bid required);
- DfT National Stations Improvement Programme (bid required);
- Commercial funding ; and
- London Midland funding.

- 3.4 If sufficient funding is secured from the above sources then that could fund delivery of Package 2.
- 3.5 A final decision on which third party funding sources should be pursued will be made once this scheme has been added to the Capital Programme and a £260,000 budget has been allocated to fund Package 1.
- 3.6 When the funding has been agreed for Package 2 a further report will be submitted to the Portfolio Holder for Transport and Planning to seek approval to bid for external funding (if required).
- 3.7 If funding for Package 2 is secured, Cabinet will be requested to approve an increase to the scheme budget in the Capital Programme through the quarterly budget monitoring process.

4.0 Next steps

- 4.1 That the Deputy Leader approves the addition of this scheme to the capital programme.
- 4.2 That the Portfolio Holder for Transport and Planning approves funding of £260,000 to be found from within resources already allocated to the Transport and Highways Capital Programme.

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