
Margate and Ramsgate Railway Station Forecourt Enhancements - Local Sustainable Transport Fund

To: **Joint Transportation Board – 13 September 2012**

By: **Tim Read, Head of Transportation, KCC**

Classification: **Unrestricted**

Ward: **Name of Ward(s) affected (if applicable)**

In respect of Margate Station: Westbrook, Margate Central, Garlinge and Salmestone

In respect of Ramsgate Station: Central Harbour, Northwood and Newington

Summary: This report summarises planned Station Forecourt Enhancements to be delivered by Southeastern Trains at Margate Station (2012/13) and Ramsgate Station (2014/15). Both schemes fall predominantly within Southeastern's lease area on Network Rail land. They are funded by Kent's successful 2011 bid to the Department for Transport's Local Sustainable Transport Fund and complement ongoing investment in station infrastructure funded through the National Station Improvement Programme (NSIP). Members are asked to note the report and contact Southeastern to contribute to the proposals.

For Information

1.0 Introduction and Background

- 1.1 In 2011 Kent County Council (KCC), was awarded £2.3 million over four years by the government following a successful bid to the Department for Transport's Local Sustainable Transport Fund. The fund has been established to support investment in capital and revenue initiatives that support economic growth while reducing carbon emissions. Thanet District Council officers participated in the bid development in partnership with Southeastern and Kent County Council and a letter of endorsement was received from the Chief Executive (Annex 3)
- 1.2 KCC has been allocated partial funding for two themes within its overall bid which includes measures to improve sustainable access to and from key transport hubs, such as rail stations, and schemes to improve connections between different forms of transport, for example walking, cycling and public transport.
- 1.3 The settlement includes:
- £1.5 million to improve sustainable access to key High Speed stations in the east of the county, as well as to promote and facilitate walking, cycling and public transport for onward journeys
 - £100,000 for improved facilities at Kent hospitals for walking and cycling (including QEQM)
 - £85,000 to support the work of Kent's Community Rail Partnerships

- Support for ongoing work to develop smartcard ticketing and improved integration between types of transport.
- 1.4 KCC have been working closely with Southeastern to target investment at stations in support of the National Station Improvement Programme and investment in High Speed services to London. Margate and Ramsgate Station have both been selected for forecourt and station access enhancements to improve accessibility by walking, cycling and public transport as well as improved integration between these modes. The intention is to mirror the success of work undertaken at Ashford International station as part of the National Rail Stations Travel Plan pilot which has resulted in a significant increase in cycling, walking and public transport usage to and from the station.
- 1.5 It is important to note that Local Sustainable Transport Fund monies are made available to KCC through Section 31 Grant. This means that funds are allocated in fixed amounts (revenue and capital) in specific financial years. Money that is not spent on scheme delivery within the allotted timescale cannot be carried forward. Funding for Margate Station is available in 2012/13 (£130K) and 2013/14 (£170K). Funding for Ramsgate Station is available in 2014/15 (£250K – main scheme and £28K related Public Rights of Way improvements).
- 1.6 This report summarises the planned enhancements, the planned delivery timescales and complementary initiatives to improve customer knowledge of travel options and support the uptake of sustainable travel choices.

2.0 Margate Station

Existing Station Access Arrangements

- 2.1 Margate Railway Station is situated approximately 0.5km to the west of Margate town centre on the North Kent railway line. The Station is directly accessed by Station Road, which connects with the A28. The main route for accessing the station by car is from Station Road. This is divided into two sections, the first forms a two-way access road running southwest from the Station Green Roundabout with the A28 (the main road serving Margate town centre from the west). The station car park commences immediately to the south of Buenos Ayres with parking places located at either side of the access road.
- 2.2 Immediately, to the southwest of this point the two-way access road is joined from the north by a separate section of Station Road, which is a one-way road running southeast from the A28 Canterbury Road. This route is bordered by residential properties and there is informal on-street car parking. To the southwest of the junction the two-way access road passes directly outside the main station building before terminating at a mini-roundabout, which provides access to the main car park area.
- 2.3 The taxi rank for Margate Railway Station is present in the form of a dedicated taxi layby approximately 40 metres long. This is a one-way link which is accessed to the east of the station, via Station Road and terminates at a point immediately to the east the main station entrance.

Planned improvements

- 2.4 Improvements to the station interchange area and access road are currently being considered and a Draft Plan illustrating potential improvements is contained in Annex A. They include:
- Improved car park layout
 - Resurfacing *
 - Improved bus turning and waiting facilities
 - Improved bus stop facilities
 - Additional cycle parking
 - Improved pedestrian linkage across the forecourt to Station Road
 - Improved signage and onward journey information
- 2.5 In addition to the main station bus stop there are bus stops located within a 5 minute walking distance of the station, on the A28 Canterbury Road. These comprise of the Westbrook adjacent Nayland Rock bus stop (northern bus stop) which comprises of a layby, shelter with high quality timetable/route information and a raised bus boarder (a raised kerb to enable easy access to buses), and the Westbrook opposite Nayland Rock bus stop (southern bus stop) - a bus flag, layby and raised bus boarder.
- 2.6 The main bus routes serving these stops are the Stagecoach Thanet Stars 32, 33, 34/34a, Stagecoach Breeze 8/8A/8X and Kent Top Travel 36. These routes serve a wider variety of destinations and are more frequent than the Eastonways bus routes that serve the main station bus stop.
- 2.7 Options have also been drawn up to create a safer crossing facility on the A28 to link with bus stops, although this falls outside of the funding available for the project through LSTF.

** It should be noted that the limited funding will not deliver the quality of surfacing and materials suggested within Seafront Master Plan drawings. The finish will be predominantly tarmac with some additional planting and landscaping to improve the aesthetic quality of the scheme.*

Timescale

- 2.8 Work is anticipated to begin in early spring 2013 and to last 6 to 8 weeks.

3.0 Ramsgate Station

- 3.1 Ramsgate Railway Station is located approximately 1 mile to the northwest of Ramsgate Town Centre and is served by the Chatham and Tonbridge main lines and the Kent Coast Line.
- 3.2 The Station is directly accessed by an access road which also serves the bus interchange, taxi rank and car park. The access road connects with Station Approach Road and Wilfred Road, which provide access to the A254 Margate Road and A255 respectively.
- 3.3 The interchange area is situated directly outside the station entrance and is divided by a central island (Hackney Taxi rank) into two areas with separate access points from Wilfred Road. The area to the west of the island includes the bus interchange (two shelters directly outside the main station entrance), an informal 'kiss and ride' drop off

area (directly outside the main station entrance) and the western side of the taxi rank. As buses, taxis and cars all use this area it is busy during peak periods and movements can often conflict.

- 3.4 The second part of the interchange area lies to the east of the central island and is used by taxis, and vehicles accessing the station car park. Again there is conflicting movements in this location between taxis and vehicles using the car park. Due to the busy nature of the interchange and conflicting vehicle movements, the scheme proposes to segregate buses, taxis, 'kiss and ride' drops offs and other vehicles. Signage and road markings at the entrance to the interchange could be improved as it is not clear which vehicles should use each of the two entrances. Visibility at the access road exit onto Station Approach Road is also poor, particularly to the west of the junction.

Planned improvements

- 3.5 Improvements to the station interchange area and access road are currently being considered and a Draft Plan illustrating potential improvements is contained in Annex B. They include:
- Greater segregation of bus, taxi and car access
 - Resurfacing
 - Improved bus turning and waiting facilities
 - Improved and re-aligned bus stop facilities
 - Additional cycle parking
 - Improved visibility splays onto Station Approach
 - Improved signage and onward journey information
 - Improved footway/cycleway links in immediate vicinity of the station

Timescale

- 3.6 Funding for Ramsgate is not available until 2014/15, therefore further consultation time is available prior to detailed plans and proposals being drawn up.
- 3.7 An additional £28K is available under a separate theme within the LSTF bid which is ring-fenced for Public Right of Way improvements. Several schemes are being investigated to improve cycling/walking links between the station and Manston Business Park.

4.0 Complementary Travel Awareness Initiatives

- 4.1 Alongside capital investment to improve station forecourts and access/egress by walking, cycling and public transport KCC are working closely with Southeastern to raise awareness of sustainable travel choices and promote alternatives to single occupancy car trips. This includes:
- 4.2 *Personalised Travel Plan interventions* – customer engagement work took place at Margate in March 2012 and Ramsgate in May 2012. KCC, Southeastern and Stagecoach staff were present at the stations over 3 days, inviting customers to complete a short pro-forma outlining their journey to and from the station. This information has been used to prepare bespoke Travel Plans to and from the station which were subsequently posted or emailed to the customer. 200 Travel Plans were prepared and distributed at Margate Station and 350 at Ramsgate. Follow up evaluation has indicated that these Travel Plans were well received by customers and in a number of cases have led to a re-evaluation of travel choices to and from the station.
- 4.3 *Maps and Information* – new public transport and walking/cycling maps have been prepared for Thanet and these have been distributed at the station and as part of the Personalised Travel Plan packs.

- 4.4 *Onward journey information* – New leaflet racks are shortly to be installed at Margate and Ramsgate stations containing up to date bus timetables, maps and information.
- 4.5 *Poster and marketing campaign* – A complementary poster and marketing campaign is due to be rolled out after the Olympics / Paralympics to raise awareness of sustainable travel options.
- 4.6 *Plusbus campaign* – A publicity and marketing campaign will take place in the autumn to raise awareness of Plusbus ticket products.

5.0 **Equity and Equalities**

- 5.1 The above initiatives are mindful of KCC and Southeastern's commitment to promoting equality of access to our services. The scheme complements funding invested by Network Rail and Southeastern through the National Station Improvement Programme.
- 5.2 Access to walking, cycling and public transport options will always be limited to a degree by physical fitness and ability however both the Margate and Ramsgate schemes are delivering improvements with no loss of existing car-parking facilities.
- 5.3 In response the Disability Discrimination Act low floor buses have been introduced in increasing numbers and KCC continue to work with bus operators through the Thanet Quality Bus Partnership to invest in raised bus boarders and low floor access vehicles.
- 5.4 Kent's LSTF bid contains a full Equality Impact Assessment.

6.0 **Recommendation(s)**

- 6.1 Members are asked to note the report and contact Southeastern (details below) to register their support, contributions or concerns regarding the proposals.

7.0 **Decision Making Process**

- 7.1 This report is for Member's information only - all short term works at Margate Station will take place on Network Rail land.

Plans and proposals for the Ramsgate improvements will be detailed in a further report to this Committee in 2013.

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Reporting to:	<i>Tim Read, Head of Transportation, KCC Highways and Transportation.</i>

Contact Officer Southeastern:	<i>Nina Peak, Partnership Manager Tel - 07989 343714 Email - nina.Peak@southeasternrailway.co.uk</i>
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Annex List

<i>Annex 1</i>	<i>Margate Station Improvements Drawing</i>
<i>Annex 2</i>	<i>Draft Ramsgate Station Improvements Drawing</i>
<i>Annex 3</i>	<i>Thanet District Council LSTF Endorsement letter – 5 April 2011</i>

Background Papers

Title	Details of where to access copy
<i>Kent's LSTF bid and programme</i>	<i>www.kent.gov.uk/lstf</i>

