



GILLINGHAM TOWN COUNCIL

FULL COUNCIL

The Town Hall, School Road, Gillingham, Dorset SP8 4QR
Tel: 01747 823588 Email: GTC@gillinghamdorset-tc.gov.uk

Minutes of the Full Town Council meeting held on **Monday, 28th January 2019** in the Jubilee Room at the Town Hall, School Road, Gillingham commencing at 7.30pm.

Present: Cllr Mrs S Hunt (Mayor)
Cllr B Von Clemens (Deputy Mayor)
Cllr Mrs A Beckley, Cllr Mrs S Cullingford
Cllr R Evill, Cllr A Frith,
Cllr P Harris, Cllr M Hill,
Cllr Mrs V Potheary, Cllr Miss N Purkis,
Cllr G Poulter, Cllr Mrs B Ridout,
Cllr J Robinson, Cllr Mrs D Toye and Cllr D Walsh.

Members of the Public There was one member of the public present.

Members of the Press: There was one member of the Press present.

In attendance: Town Clerk, Mrs J Hawkins
Deputy Town Clerk, Mrs C Ratcliffe

618. To receive apologies for absence.

Apologies were received from Cllr Gould. The Chairman informed the meeting of the reasons for the apology. The reasons were duly recorded in the attendance register.

Cllr Frith proposed that **“the apology received from Cllr Gould is accepted”**. Cllr Evill seconded, and the vote was unanimous. **RESOLVED.**

619. To approve the minutes of the Full Council meeting held on Monday, 17th December 2018.

Cllr Mrs Potheary proposed that **“the minutes of the Full Council meeting held on Monday, 17th December 2018 were approved as a correct record of the meeting”**. Cllr Mrs Ridout seconded, and the vote was unanimous. **RESOLVED.** The Chairman duly signed the minutes.

620. Questions. There were no questions.

Full Council Meeting – Monday, 28th January 2019 (continued):

621. Declarations of Interest: Members are required to comply with the requirements of the Localism Act 2011, section 27 disclosable pecuniary interests.

There were no disclosable pecuniary interests declared.

622. To approve and authorise payments for the second half of January 2019.

Cllr Mrs Cullingford proposed that **“payments nos. 28 to 38 the gross value of £1,058.10 are agreed and authorised for payment”**. Cllr Mrs Toye seconded, and the vote was unanimous. **RESOLVED.**

623. To receive written reports from outside bodies, if available, for consideration and approval:

a) Three Rivers Partnership (3RP) and Three Rivers Community Partnership Board of Trustees, the Gillingham Community Leisure Trust (GCLT)

Cllr Von Clemens reported that the meeting scheduled for this month will take place on Tuesday, 29th January. The new gym facility at RiversMeet leisure centre was officially opened on 2nd January 2019 and has proved very popular. The community led housing initiative held its inaugural meeting recently. Future meetings will debate whether to continue with the existing land trust set up many years ago by the Three Rivers Partnership or to create a new one.

b) Town Meadow Group

Cllr Mrs Cullingford reported that the meeting scheduled for this month has had to be postponed and will now take place later in February.

c) Gillingham Chamber of Commerce and Industry

Cllr Von Clemens reported that a meeting had taken place this month to deal with general business. The Thursday evening meetings at the Wine Bar in Queen Street continue to thrive and there are many plans in the pipeline for the coming year.

d) DAPTC (Larger Towns: Cllr Mrs S Hunt/Cllr Von Clemens, Northern Area: Cllr P Harris)

Cllr Mrs Hunt and Cllr Von Clemens reported that no meeting of the Larger Towns had been held this month. Cllr Harris had attended the Northern Area meeting. There was not a great deal to report. Several meetings were scheduled next year that Cllr Harris would be unable to attend and therefore resigned as a GTC representative for the Northern Area meeting.

Cllr Mrs Toye proposed that **“the resignation of Cllr Harris as representative for the DAPTC Northern Area meetings is accepted”**. Cllr Mrs Cullingford seconded, and the vote was unanimous. **RESOLVED.**

e) Transport Forum

Cllr Mrs Ridout referred to a report that she had submitted and circulated prior to the meeting. There were no further comments. Please refer to Appendix A.

f) Gillingham Town Team

Cllr Gould was absent from the meeting but had submitted a report that had been circulated prior to the meeting. The report contained one recommendation. Please refer to Appendix B.

Cllr Mrs Hunt proposed that **“Gillingham Town Council, in view of the current state of the town centre, and the significant planned increased in residential development and population that the town centre serves, supports the Gillingham Town Team proposal to explore and submit an Expression of Interest for the Future High Street Fund”**. Cllr Mrs Potheary seconded, and the vote was unanimous. **RESOLVED.**

Full Council Meeting – Monday, 28th January 2019 (continued):

623. To receive written reports from outside bodies, if available, for consideration and approval (continued):

g) Blackmore Tourism Association

Cllr Von Clemens reported that no meeting had taken place this month.

624. To receive the following Committee reports for consideration and adoption:

a) General Purposes Committee held on Monday, 14th January 2019

Cllr Mrs Ridout proposed that **“the report of the General Purposes Committee meeting held on Monday, 14th January 2019 is agreed and adopted”**. Cllr Von Clemens seconded, and the vote was unanimous. **RESOLVED.**

b) Planning Committee interim meeting held on Monday, 17th December 2018, and the Planning Committee held on Monday, 14th January 2019.

Cllr Walsh proposed that **“the report of the Planning Committee meeting held on Monday, 17th December 2018 and the Planning Committee held on Monday, 14th January are agreed and adopted”**. Cllr Mrs Potheary seconded, and the vote was unanimous. **RESOLVED.**

c) Staff and Salaries Committee meeting held on Monday, 21st January 2019.

Cllr Frith proposed that **“the report of the Staff and Salaries Committee meeting held on Monday, 21st January 2019 is agreed and adopted”**. Cllr Harris seconded, and the vote was unanimous. **RESOLVED.**

d) Policy and Resources Committee meeting held on Monday, 21st January 2019.

Cllr Mrs Hunt proposed that **“the report of the Policy and Resources Committee meeting held on Monday, 21st January 2019 is agreed and adopted”**. Cllr Harris seconded, and the vote was unanimous. **RESOLVED.**

625. To receive, consider and agree the final draft Precept for the Financial Year 2019/20.

Cllr Harris gave a presentation on the final precept for Financial Year 2019/20, as follows:

I would like to present the final draft Precept for the Financial Year 2019/2020 for the Council to receive, consider and agree.

Councillors will have seen, debated and previously agreed, the draft Precept for Gillingham at the final Full Council meeting for 2018, in December.

Councillors will be familiar with this document, and with the figures thereon.

I remind you that you agreed to a precept of £858,194, or an increase of 4.85% over the current year – total cash increase being £39,706.

There have been no potential changes notified to the Responsible Financial Officer or to the Chair or Deputy Chair of the Policy & Resources Committee to change this total – save one.

Further budget work with the Dorset Wildlife Trust in respect of the Biodiversity Plans covering support for reserved matters (planning) for Southern Extension identified a requirement to cover some travel costs not previously accounted for. This amounts to £400, which should be added to section 13 (Professional Fees), Line 13.23, raising this from £5000 to £5400.

Full Council Meeting – Monday, 28th January 2019 (continued):

625. To receive, consider and agree the final draft Precept for the Financial Year 2019/20 (continued):

In doing this, Councillors will note a small uplift from 4.85% to 4.9%, or £40,106 from £39,706 for a total precept of £858,594.

Before I proceed I would like to ask for questions and then formally propose this minor amendment accepting this as the Final Precept.

Cllr Harris proposed that **“a change to the draft precept from 4.85% to 4.9%, or £40,106 from £39,706 for a total precept of £858,594 is agreed and adopted for FY 2019/20”**. Cllr Mrs Hunt seconded, and the majority were in favour. Cllr Walsh abstained. **RESOLVED.**

Dorset Council has notified us, and all other Towns and Parishes, of the tax base to be used in our Town. The Tax Base in Gillingham has risen by 2.2% in the past year or 89 Band D equivalent households to 4194. Remember these are figures provided to us by Dorset County.

The tax base is used to calculate the council tax charge on a property in Band D by dividing the precept by the tax base. The charges for the other bands are set proportions of this Band D charge.

The effect of this, and the revised Precept that you have just agreed is to do this to a Band D Property in Gillingham. By using the Dorset County format, The Band D equivalent charge will rise by 2.68% or £5.34 per month.

Our RFO has now to prepare, sign and send in the Final Precept Notification request form by no later than 31st January 2019.

The precept requested on behalf of the Town Council will be paid into our nominated bank account in two equal instalments; one being 30 April 2019 and the other being 30 September 2019.

626. To receive, consider and agree the revised Financial Regulations (previously discussed by the Policy and Resources Committee on 21st January 2019).

A copy of the financial regulations with the amendments made by the Policy and Recourses Committee was circulated by email prior to the meeting.

Cllr Poulter asked for some very minor changes to be made: to delete a set of surplus parentheses.

Cllr Frith proposed that **“the Financial Regulations, with the amendment referred to by Cllr Poulter above, were agreed and adopted”**. Cllr Mrs Toye seconded, and the vote was unanimous. **RESOLVED.**

The finalised Financial Regulations, with corrections, will be available from the Town Council's web site.

627. To receive, consider and agree a report from Town Hall Working Party regarding the future use of the Civic Hall.

Cllr Mrs Hunt referred to a report prepared by the Mayor's Secretary on the use of the Civic Hall. The report had been circulated via email prior to the meeting. The report contained three recommendations. Please refer to Appendix C.

Several councillors asked whether consideration could be given to using the Jubilee Room for receptions, funeral wakes etc.

Cllr Mrs Potheary proposed that **“a promotional discount voucher to the value of £100 is offered for ceremonies held in the Civic Hall between 1st April 2019 and 31st March 2020”**. Cllr Walsh seconded, and the vote was unanimous. **RESOLVED.**

Full Council Meeting – Monday, 28th January 2019 (continued):

627. To receive, consider and agree a report from Town Hall Working Party regarding the future use of the Civic Hall (continued):

Cllr Mrs Ridout proposed that **“a Mayor Making Ceremony is held each year in the Civic Hall on the first Wednesday following the Annual Council Meeting”**. Cllr Mrs Cullingford seconded, and the majority were in favour. Cllr Frith abstained from voting.

Cllr Harris proposed that **“a framed portrait of HM Queen Elizabeth II is purchased up to a cost of £166.20 (ex VAT) and financed from budget no. 5.01 Office Furniture / Equipment”**. Cllr Mrs Cullingford seconded, and the vote was unanimous. **RESOLVED.**

628. To receive information on the Town and Parish Council Elections: Election Timetable and Pre-Election Guidelines and Restrictions.

Cllr Mrs Hunt referred to the documents regarding the forthcoming elections that had been circulated for information only via email prior to the meeting. There were no further comments.

629. To consider and agree a date for the Town Council Open Evening for prospective councillors.

Cllr Mrs Hunt suggested that the open evening was held on two evenings: Friday, 1st March and Thursday, 7th March. The open evening would be advertised in the local press and social media. The idea is that councillors would be available to talk to prospective councillors and there would be a display on the work of the Town Council and its recent achievements.

Cllr Mrs Hunt asked whether councillors would be available on the proposed dates. Several members were not in favour of a Friday evening and some already had prior commitments. Most were in favour of two evenings rather than one.

Cllr Walsh suggested that one of the open evenings took place after a committee meeting; General Purposes Committee is an interesting meeting for prospective councillors to observe. The second evening could be held on Thursday, 7th March 2019.

Cllr Mrs Hunt proposed that **“a Town Council open evening for prospective town councillors is held on Monday, 4th March and Thursday, 7th March, starting at 7.30pm”**. Cllr Walsh second and the vote was unanimous. **RESOLVED.**

630. To receive, consider and agree the Quarterly Newsletter prior to circulation.

A copy of the draft quarterly newsletter had been circulated prior to the meeting.

Cllr Frith proposed that **“the Quarterly Newsletter, as presented, is published for circulation”**. Cllr Hill seconded, and the vote was unanimous. **RESOLVED.**

631. To receive for information a response from North Dorset District Council following the formal request from Gillingham Town Council to make an immediate direction under Article 4 Directions that the proposed development in Class B of Part 11 schedule 2 of the GPDO should not be carried out on St Martin’s House, Queen Street, Gillingham.

A report regarding the formal request by Gillingham Town Council to North Dorset District Council to make an immediate direction under Article 4 and the response received from the district council was circulated prior to the meeting. Please refer to Appendix D

Cllr Mrs Hunt reported that whilst this is disappointing news, the Town Council has done all it can (within its powers) to save St Martins. Cllr Mrs Cullingford was concerned about whether all the occupants of St Martins House had been re-housed. It was explained that it would have been the responsibility of property guardianship company to offer alternative accommodation.

Full Council Meeting – Monday, 28th January 2019 (continued):

631. To receive for information a response from North Dorset District Council following the formal request from Gillingham Town Council to make an immediate direction under Article 4 Directions (continued):

Cllr Mrs Potheaary proposed that “a letter is sent to the property guardianship company to ask whether all the former occupants of St Martins House were re-homed”. Cllr Mrs Cullingford seconded, and the vote was unanimous. **RESOLVED.**

632. To consider and agree the change of name of the Annual Town Council meeting to the Annual Town Assembly; to consider and agree the format and speakers for the said meeting to be held on 13th March 2019.

Cllr Evill had no objections to the change of name for clarity; however, the format of the meeting should be left with the Chairman/Mayor of the day.

The Town Clerk informed the meeting that it has been noted that the current format of the meeting does little for community engagement. The meeting should be advertised widely, and its contents made more appealing to encourage residents to attend.

Several councillors agreed that the meeting was an important meeting and that more effort should be made to engage with residents and to showcase the work of the town council each year. Those organisations who are fortunate to receive a grant from the Town Council should be invited to attend and possibly a few selected to give a presentation.

Cllr Mrs Potheary proposed that “**the name of the Annual Town Council meeting should be changed to the Annual Town Assembly and this change reflected in the Town Council’s Standing Orders**”. Cllr Mrs Toye seconded, and the vote was unanimous. **RESOVLED.**

633. To receive, consider and agree a Licence in pursuant to s72 Road Traffic Regulation Act 1984 (operation of the Speed Indicator Device).

Cllr Mrs Ridout explained that a request from DCC to replace existing poles had been received. The Licence is specific to the deployment of the speed indicator device (SID) at the five locations specified and previously agreed by the Town Council.

Cllr Mrs Toye proposed that “**the Licence in pursuant to s72 Road Traffic Regulations Act 1984 (operation of the speed indicator device) is agreed and adopted and signed by The Mayor**”. Cllr Mrs Ridout seconded, and the vote was unanimous. **RESOVLED.**

634. To receive a report on the Mayor’s and Deputy Mayor’s activities for the last month.

A copy of the Mayor’s activities over the last month was circulated prior to the meeting. Please refer to Appendix E.

Cllr Mrs Hunt reported that the donations collected at the Civic Carol Service held in December raised £400 for the new scout facility at Milton-on-Stour. The Mayor had presented the cheque to the scouts earlier in the week at their new facility and was very impressed with the building. It has a spacious layout complete with a mezzanine floor and well-equipped kitchen. The facilities will be available to hire in due course.

The Community Christmas Lunch was a joy to attend. Well done to all those involved.

Full Council Meeting – Monday, 28th January 2019 (continued):

635. To receive, consider and agree the revised five-year management plans for three green flag sites from 2019/20 to 2023/24.

The current five-year management plans for the town council's larger open spaces needed to be revised so that they covered a period of five years from 2019/20 to 2023/24. The documents were available to view at the Town Hall prior to the meeting (the documents were too large to send via email and too costly to print more than a few copies).

Cllr Mrs Hunt thanked the Deputy Town Clerk for all her work in preparing these documents, which are required for Green Flag accreditation each year.

Cllr Mrs Hunt proposed that **"the five-year Management Plans for POS Jubilee Fields etc, POS Upper Lodden etc and POS Shires Gate/Shreen Meadow were agreed and adopted"**. Cllr Harris seconded, and the vote was unanimous. **RESOLVED.**

636. To receive in writing matters pertinent to this meeting.

The Town Clerk asked if all members could attend the next Full Council meeting on Monday, 25th February at 6.45pm to allow for a photo to be taken of members and staff.

The meeting closed at 8.45pm

1. County Councillors' Reports, as follows:

a) County Councillor, Andrew Cattaway

Cllr Cattaway did not attend the meeting; no report was submitted.

b) County Councillor, David Walsh

Cllr Walsh was present at the meeting; no report had been submitted; however, a belated report was promised and will be circulated with the minutes. Cllr Walsh referred to the Chains of Office for the current county council that would be obsolete after 31st March 2019. The method of disposal for the redundant regalia has not been decided upon. A new chain of office is being made for the new unitary authority that will exist from 1st April 2019.

2. District Councillors' Reports, as follows:

a) District Councillor, Alexander Chase

Cllr Chase was not present at the meeting; no report was submitted.

b) District Councillor, Michael Gould

Cllr Gould was not present at the meeting; no report had been submitted.

c) District Councillor, Mrs Valerie Pothecary

Cllr Mrs Pothecary referred to the North Dorset District Council's regalia that would be obsolete after 31st March 2019. It is likely that the regalia will be presented to a museum for safe keeping and reported that she was behind the lobby to see that the regalia is displayed at either Blandford or Gillingham museum. Cllr Mrs Pothecary believed it would be inappropriate for the redundant district council regalia to be kept at Dorchester museum.

d) District Councillor, Mrs Belinda Ridout

Cllr Mrs Ridout was present at the meeting; no report was submitted.

e) District Councillor, David Walsh (Deputy Leader of NDDC and Portfolio Holder for Planning and Economic Development) and a member of the Shadow Dorset Executive Committee.

Cllr Walsh was present at the meeting; no report had been submitted.

3. Public Questions. There were no public questions.

Gillingham Town Council
PUBLIC TRANSPORT REPORT
Author: Cllr Belinda Ridout

1. BUSES

Shires Gate existing bus stop (south of Peacemarsh roundabout): Having been informed by DCC that there is no budget to mark this stop, and the suggestion that an option would be for Gillingham Town Council to fund the bus bay markings, still awaiting a quote for the work from Emily McCurdy, Community Engagement and Infrastructure Support Officer, Dorset Travel.

Milestone Way proposed bus stop: This has been agreed but again advised that there is no budget to install infrastructure (hardstanding, bus bay markings and pole) and the Town Council has been asked to fund a pole. Awaiting quote from Dorset Travel.

Highgrove bus stop: In response to a resident's request, Dorset Travel is to remove the bus stop infrastructure from its present location outside 5 Highgrove and relocate along Highgrove.

Shaftesbury Road bus stops: The bus stops have been lowered to be more user friendly, as per resident request.

2. TRAINS

Community Rail Partnership

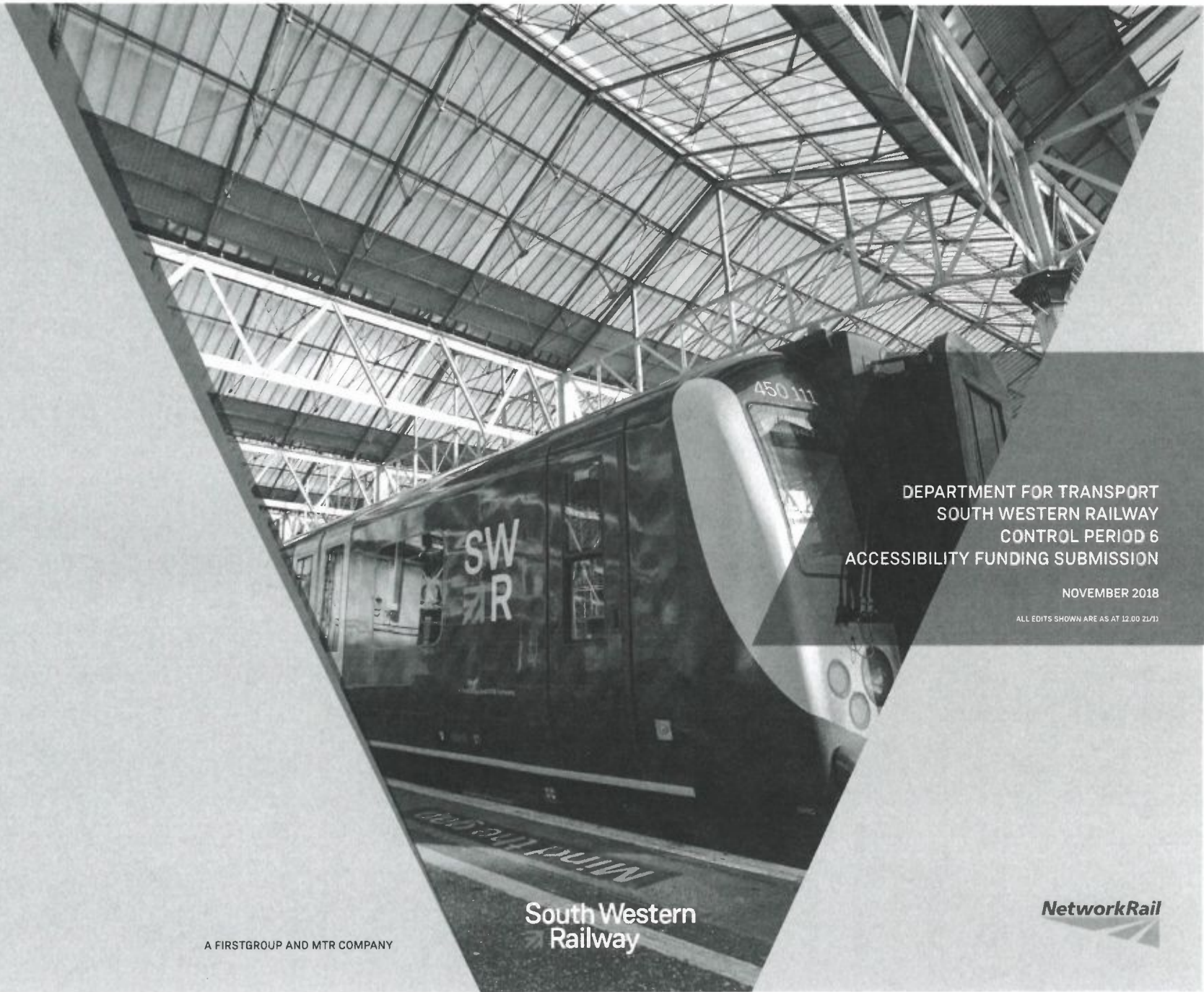
Friends of Gillingham Station welcomed Andrew Harrowell, the new Community Rail Manager (CRP) for the Blackmore Vale Community Railway Partnership. Andrew was shown around the station and the work FOGS members have done and hope to do, including the Bee and Butterfly garden proposal on Platform 2. Repairs to the Station building were also pointed out, both inside and out, particularly over-flowing guttering which is causing considerable damage to the fabric of the building.

Possible future funding for Gillingham

FOGS members and Cllr Derek Beer (Gillingham & Shaftesbury Transport Forum Group) have taken every opportunity to speak for Gillingham at Railway Conferences and CRP meetings, highlighting the need for additional parking and access for all. We have been informed by Andrew Harrowell that South Western Railway has put forward Gillingham along with Yeovil Junction for the Department for Transport's, '**Access for All**' funding. This is a £330 million programme which all train operators bid into, for the DfT to then decide how the funds will be split across the country. There are several criteria that stations are assessed on and SWR's Regional Development Managers have worked with stakeholders to help create the final shortlist, balancing passenger need with feasibility and third-party funding. A decision is expected in late spring. If successful, the Blackmore Vale Community Rail Partnership will work with Network Rail to deliver the projects over the next 5 years. There were many submissions from across the country, so there is no guarantee if any of our stations will be selected for this funding, however, fingers and toes crossed!!

If Gillingham is selected it would mean a new footbridge with two lifts and tactile paving. See Gillingham's Business Case Summary attached, pages 5/6, 9/10 and 19/20 in particular.

Attached: Business Case Summary for bridge at Gillingham



DEPARTMENT FOR TRANSPORT
SOUTH WESTERN RAILWAY
CONTROL PERIOD 6
ACCESSIBILITY FUNDING SUBMISSION

NOVEMBER 2018

ALL EDITS SHOWN ARE AS AT 12.00 21/11

South Western
Railway

A FIRSTGROUP AND MTR COMPANY

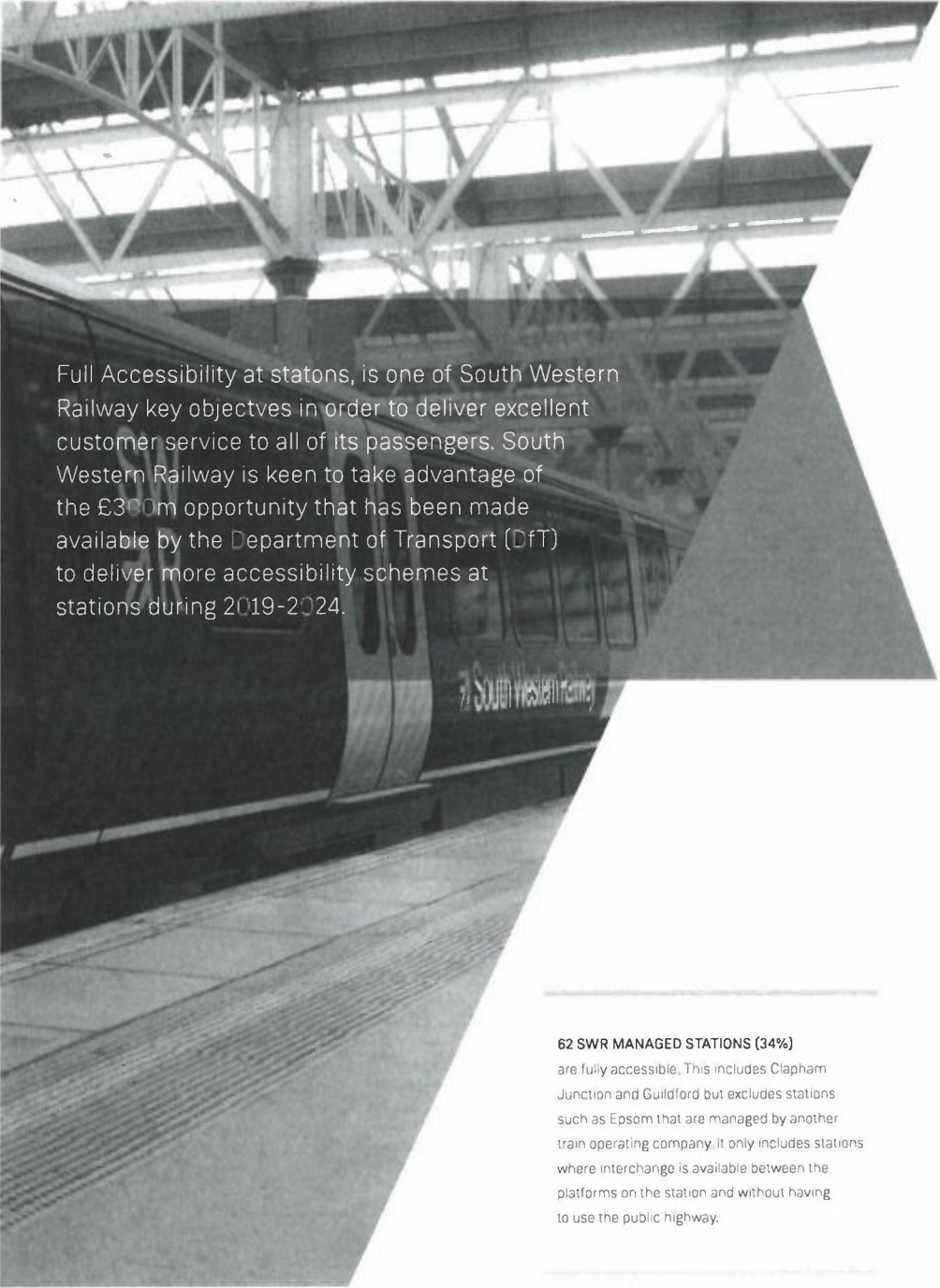
South Western
Railway

NetworkRail



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Full Accessibility at stations, is one of South Western Railway key objectives in order to deliver excellent customer service to all of its passengers. South Western Railway is keen to take advantage of the £300m opportunity that has been made available by the Department of Transport (DfT) to deliver more accessibility schemes at stations during 2019-2024.

62 SWR MANAGED STATIONS (34%)

are fully accessible. This includes Clapham Junction and Guildford but excludes stations such as Epsom that are managed by another train operating company. It only includes stations where interchange is available between the platforms on the station and without having to use the public highway.

INTRODUCTION

Full access at stations is one of South Western Railway (SWR) and Network Rail Wessex Route's key objectives to deliver a high quality railway. This is part of a much wider range of station improvements planned across the SWR network during the franchise period to 2024 including schemes planned and funded in conjunction with partners such as local authorities and Local Enterprise Partnerships, many of which will incorporate accessibility improvements e.g. on forecourts. This includes a number of smaller accessibility improvements that will be targeted to complement Access for All schemes where possible. In addition SWR has a franchise commitment to make Pokesdown station in Bournemouth fully accessible.

SWR has the second highest number of passenger journeys of all Train Operating Companies in 2016/17 (229.9m) with the greatest number of tourist destinations, the latter increasing needs for transporting luggage through stations. Much of the more rural parts of the network have a particularly high proportion of older people which, when combined with the popularity of the tourist destinations and significant levels of planned housing and employment growth, place an increasing demand for improved accessibility at many stations of varying size.

Considerable progress has been made in increasing the number of stations that are fully accessible but there is still some way to go provide consistent coverage across the network and fill in some of the key gaps. The current round of nominations for Control Period 6 (2019 - 2024) provides an opportunity to extend the accessibility improvements to a number of stations that have seen considerable growth in patronage in the last decade, often driven by new development in the area.

Full information on SWR's assisted travel policy and strategy can be found at www.southwesternrailway.com/travelling-with-us/assisted-travel

There is a strong track record of delivery of a variety of schemes across the SWR / Wessex network from small ramps to much more complex schemes, making the best use of different sources of funding such as National Stations Improvement Programme to maximise the combined impacts of schemes.

Facts and Figures

- SWR passenger assist figures have grown 3% year on year
- On average SWR carries out over 6,000 booked assists each four week period
- Passenger assistance teams are providing over 15,000 assists each period
- Approximate split of 60% un-booked assists compared to 40% booked assists
- SWR is improving the way data on assists is captured to help improve the service further

EXAMPLES OF CP5 COMPLETED SCHEMES



Becky Lumlock, route managing director at Network Rail, officially opens the new footbridge at Whitton station



The new footbridge at Virginia Water station



Artists impression of new bridge at Godalming station

EWELL WEST

Currently under construction

TEDDINGTON

Plans being finalised

BARNES

Deferred to CP6 by the Hendy Review

WALTON ON THAMES

Deferred to CP6 by the Hendy Review



CP6 NOMINATIONS

SWR and Network Rail Wessex Route have worked closely together with partners to develop the nomination list. This included an initial sifting out of the stations that were below the top 100 threshold of footfall levels that did not meet the DfT's current criteria for full accessibility to platforms. Stations allocated AFA funding in Control Period 5 but deferred as part of the Hendy Review were also excluded and will be automatically be included in the CP6 programme – for the SWR / Wessex network these are Barnes and Walton on Thames.

The 100 remaining stations were then assessed against the DfT's CP6 Access for All nomination prioritisation criteria which were:

- Footfall, using figures published by the Office of Rail and Road
- Stations where there is a particularly high incidence of disability in the area, based on Census data
- A particular local circumstance such as the proximity of hospitals, a school for disabled children or a military rehabilitation centre for example, or stations with relatively high numbers of interchange passengers
- The availability of third party funding
- Stations that would help to fill "gaps" in accessibility on the network

Other factors such as deliverability, the frequency of train service, the distance to and accessibility of alternative stations were taken into account, MPs and local stakeholders were asked for their views and priorities and opportunities for third party contributions were also explored.

CP6 NOMINATIONS

Each station was scored against the criteria using a locally determined scale reflecting how strongly the station met the criteria using professional judgement and locally stated priorities. Stations are NOT prioritised within this brochure. The final ranking will be supplied to the DfT on a separate spreadsheet along with the remaining information required to support the bid.

The final list of nominated stations (not in priority order) is:

- Ash Vale
- Cobham and Stoke D'Abernon
- Dorchester South
- Esher
- Gillingham (Dorset)
- Hampton Wick
- Hedge End
- Honiton
- Hook
- Isleworth
- Kew Bridge
- Liphook
- Motspur Park
- Oxshott
- Portchester
- Raynes Park
- Stoneleigh
- Swanwick
- Tolworth
- Totton
- Wandsworth Town
- Wareham
- Yeovil Junction

ASH VALE

Business Case Summary

Ash Vale station is an interchange between the Alton to Waterloo and Guildford to Ascot routes, with a pedestrian link to North Camp station (750m) on the North Downs line giving interchange access towards Reading. It is therefore an important interchange, between Frimley, Camberley and Bagshot for access to and from Waterloo, given the limited through service to and from these stations via Ascot.

Guildford Borough Council actively promotes rail as an alternative to travelling by car. SWT / SWR received a local petition with almost 2000 signatures on it in 2016 requesting that the station be made accessible.

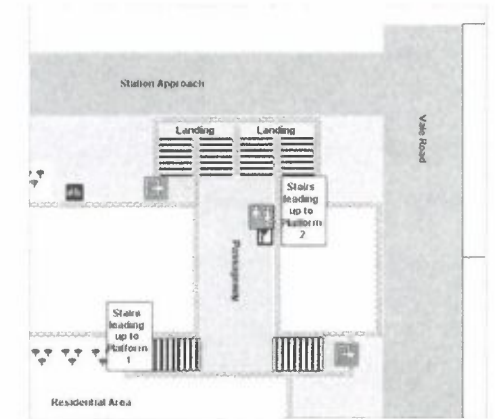
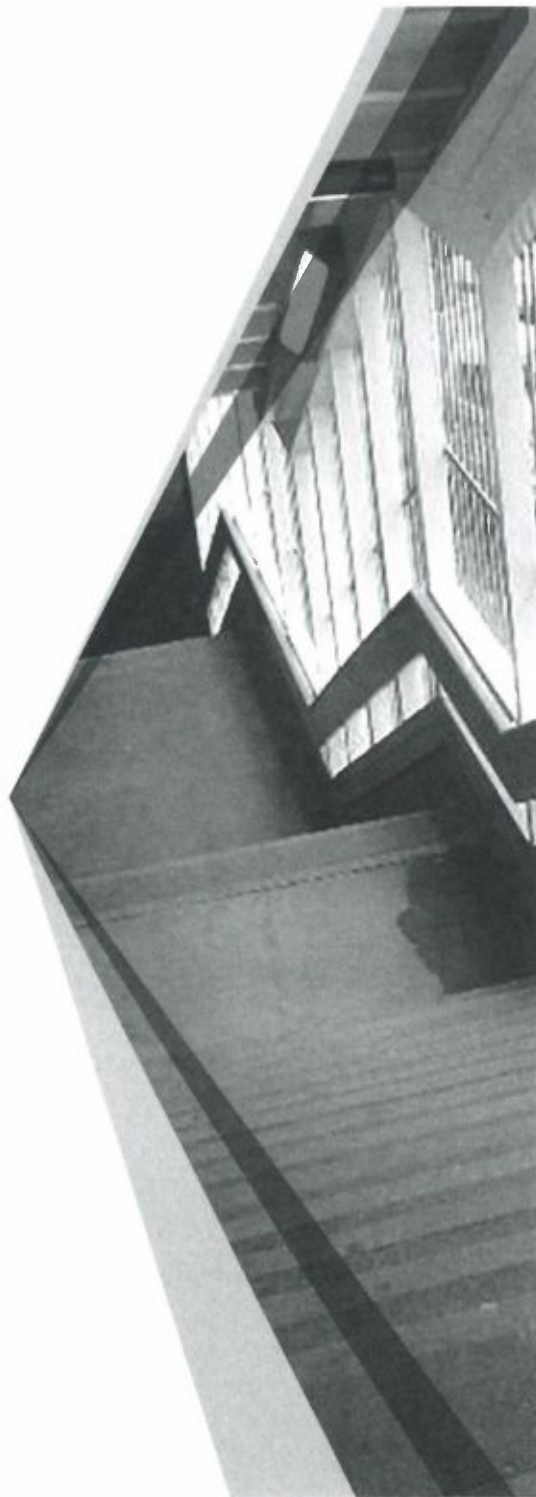
The station is completely inaccessible to both platforms from either side due to the raised position.

MATCH FUNDING

Guildford Borough Council has committed £300,000 as a contribution to the scheme.

SCOPE

2 x double lifts (i.e. lifts from street level - ticket office level - platform level)



COBHAM & STOKE D'ABERNON

Business Case Summary

Cobham is one of three stations located in the borough of Elmbridge, none of which are fully accessible. Cobham station is located on the Waterloo to Guildford via Cobham line, which does not have any fully accessible stations between Surbiton and Guildford.

Platform 1 has level access from the station (for trains to London), however there is no level access to platform 2, in the Guildford direction. The nearest accessible station is Guildford for onward travel.

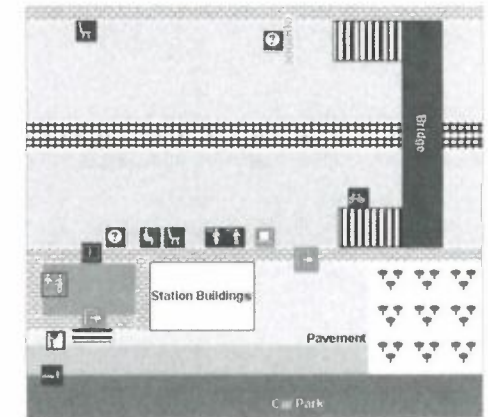
There is significant local support for this station to be included in the AIA programme including from Elmbridge Borough Council.

3RD PARTY CONTRIBUTIONS

The council's letter states that there is no third-party funding that can be confirmed at this stage. However, Elmbridge Borough Council is going through its Local Plan development process and developer funding is expected to be forthcoming once the plan has been adopted.

SCOPE

New footbridge with two lifts and tactile paving.



DORCHESTER SOUTH

Business Case Summary

Currently there is no reasonable step-free access between platforms. Access is via a stepped footbridge which is not suitable for all passengers.

The station acts as an interchange hub for a large part of rural Dorset including bus connections from towns such as Bournemouth and Lyme Regis which have through rail fares.

The station is also an important interchange onto bus services (popular with tourists) along the West Dorset coast with Dorchester being a popular tourist destination in its own right. This increases the volume of passengers carrying luggage.

It is expected that future interchanges between Dorchester South and West stations (approximately 500m level walk) will grow with anticipated frequency increases on the Heart of Wessex (Weymouth – Yeovil – Bristol) line.

Dorchester (along with Weymouth) is the highest priority for locations for new development in the Local Plan Review Preferred Options Consultation Document. As a result, Dorchester itself is expected to see major housing and population growth leading up to 2036, with over 4,000 additional dwellings planned in this period. This is expected to result in an approximately **60% increase** in the town's population over the next 20 years.

The planned growth will significantly increase demand at Dorchester South station including commuting to employment in the Bournemouth and Poole areas. Dorchester also attracts a large number of inbound commuting trips to employers such as the Dorset County Hospital with twice as many jobs (15,100) as active residents.

Around 30% of current West Dorset residents are aged 65 and over and this is projected to increase to 34%, i.e. over a third, by 2026. Around 7% of people in West Dorset report a disability that significantly limits their daily activities. The Old Age Dependency Ratio (OADR) for West Dorset is expected to increase from 583 to 611 between 2016 and 2026.

Dorchester South is also in close proximity to Dorset County Hospital (approx. 800m) indicating that there would be a higher number of mobility challenged passengers including visitors. The hospital serves a large part of rural Dorset requiring people to travel some distance in many cases.

Weymouth Station (18 miles) is the closest fully accessible station that offers more facilities to passengers. This is not deemed to be of reasonable distance.

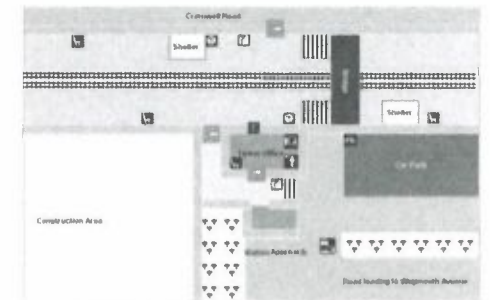


MATCH FUNDING

West Dorset District Council has confirmed £390,000 of S106 funding for the scheme.

SCOPE

The current stepped footbridge will be replaced with a new bridge and lifts at an expected cost of £3.9m.



ESHER

Business Case Summary

Current footfall at Esher is 1.2million per annum (16/17 entries) and is used extensively by regular commuters. The nearest alternative fully accessible station is Surbiton. An Access For All scheme at Esher would serve a significant number of mobility restricted passengers travelling on the Wessex route.

There are steps to both platforms from main entrance. Step-free access to platforms is only available via the Racecourse entrance which is only open for limited periods - ramp of up to 1:7.5 gradient to Platform 1 (for trains towards London). Ramp of up to 1:4 gradient to Platform 4 (for trains towards Woking).

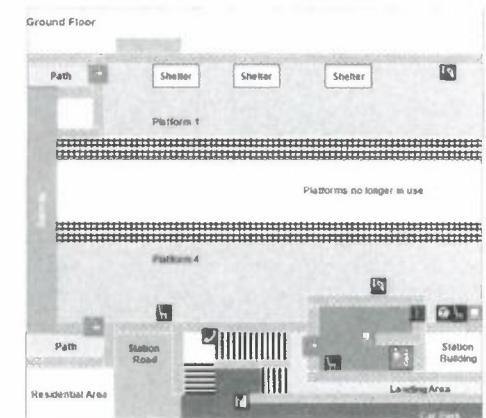
Sandown Park racecourse is approximately 800m from the station and has numerous events as well as busy race meetings.

3RD PARTY CONTRIBUTIONS

There are no further contributions at this stage.

SCOPE

Two lifts (existing bridge has passive provision) with tactile paving.



GILLINGHAM

Business Case Summary

Access to Platform 2 is via steps or a barrow crossing which requires assistance and can only be used when Gillingham station is staffed. This greatly limits mobility restricted passengers from travelling via Gillingham, as it is dependent upon the availability of station staff and the line being clear of approaching trains subject to authorisation from the signaller. The ability of the signaller to give permission can be heavily restricted by additional services to / from Yeovil in peak periods. This situation is expected to worsen when additional services are introduced as part of the West of England line strategy linked to additional loops between Salisbury and Yeovil, and in combination with the population increases below.

Templecombe is the nearest fully accessible station which is 9.8 miles away (not deemed to be a suitable distance) and in the wrong direction for services towards London. Car parking is also generally at capacity at Templecombe making additional usage difficult.

The population of Gillingham is expected to double from around 12,000 to nearly 25,000 over the period to 2031 through planned development in the Local Plan. The majority of the development will be within 1.5km of the station which, combined with further population growth of around 2,500 people at nearby Shaftesbury (for which Gillingham is the railhead), will significantly increase passenger movements to and from the station. There is a major secondary school of 1700 pupils within 800m of the station.

According to UK Census Data 2011, 19.6% of North Dorset District's population was limited a little or limited a lot when carrying out day-to-day activities. Compared to England's national average of the same metric of 17.6%, this is 2.0% higher. Over 24% of North Dorset's population is over the age of 65, increasing the level of demand for level access to platforms.

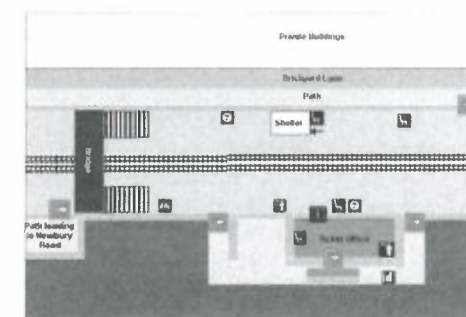


3RD PARTY CONTRIBUTIONS

None secured at this stage.

SCOPE

New footbridge with two lifts and tactile paving.



HAMPTON WICK

Business Case Summary

Hampton Wick is completely inaccessible to either platforms due to both platforms located on elevated levels, resulting in those who are elderly, using a wheelchair, pushchair or carrying heavy items such as suitcases/ shopping etc being unable to use rail services. The station is a central location to three primary schools (Hampton Wick, St. Johns, Collis and Sacred Heart) and one secondary school (Teddington) in the Hampton Wick ward. There are also a number of adjacent care homes whose residents will typically have restricted mobility. Hampton Wick has a higher than average number of residents with restricted mobility due to a closure of a hospital resulting in some residents being relocated to care homes in the community. The station will also be adjacent to new care homes within 200 metres of the station and residential developments which will further increase the levels of mobility impaired in the area.

The station has a bus stop located at the entrance providing an important interchange for the community. It provides a vital direct link to Wimbledon and Richmond stations with onward connections on the London Overground and Underground network. The station has no level access to either platform. A petition of over 700+ signatures and growing, has been submitted in support of making Hampton Wick station fully accessible.

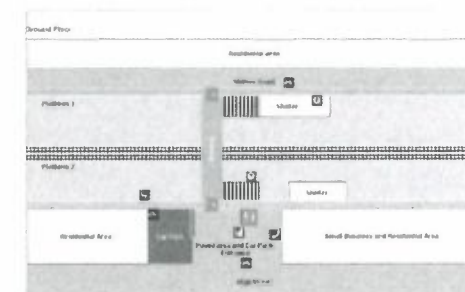


3RD PARTY CONTRIBUTIONS

The London Borough of Richmond has confirmed it will contribute £50,000 towards the scheme.

SCOPE

Lift shafts only to elevated platforms.



HEDGE END

Business Case Summary

The station provides a key alternative access towards London due to the route and level of parking. It also serves a large catchment area. Alternative options require travel through heavily congested road routes. There is a large level of development in the surrounding area and over the last eight years station usage has increased by 20%, which is likely to increase further.

The current station has level access to Platform 1, but in order to access Platform 2, a walk over a 52-step footbridge is required. Passengers are advised by National Rail Enquiries to travel to Fareham (12.8 miles) for step-free access, which is a 30-minute drive on congested roads. Hedge End has half-hourly services to Portsmouth. Passengers wishing to alight at Hedge End from Eastleigh, and those who cannot use the stepped bridge, will be required to change at Fareham which adds nearly an hour to an otherwise 8-minute trip.

The station itself has a doctor's surgery and pharmacy within 800m, resulting in many families who require level pushchair access. There are also 2,250 homes being developed on sites within 800m of this station. Hedge End serves a considerable number of residential developments with proposals coming forward for further housing. This route is a key corridor with growing numbers of people using the service to access the employment areas in Fareham, Eastleigh and Winchester. This proposal is supported by Highways England who will work with South Western Railway to encourage commuters and car users to travel by rail, avoiding the M27, making Hedge End station fully accessible.

Hedge End station is also adjacent to the Ageas Bowl which is home to major cricket sporting events and music concerts. This venue can accommodate up to 25,000 spectators with the objective of promoting a greater number of people to travel sustainably, which a fully accessible station will help to deliver.

3RD PARTY CONTRIBUTIONS

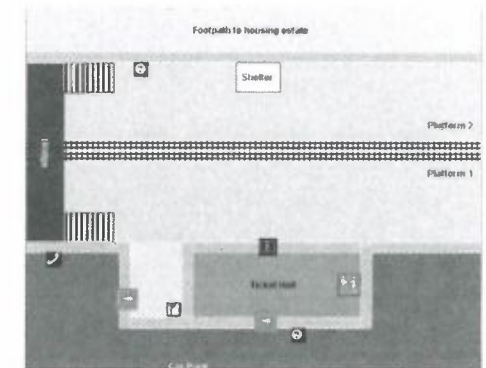
As part of its Local Plan consultation, Eastleigh Borough Council has just consulted on a policy to introduce a new accessible footway at Hedge End station, which received overwhelming support, including from the local Parish Councils and the County Council. This policy stated that "The Borough Council will work with the train operators, Network Rail and the Highway Authority to achieve improvements to Hedge End railway station, including a new accessible footbridge". This is expected to generate up to £400,000 developer contributions towards the scheme.

Highways England has indicated it will contribute towards the scheme subject to a final scheme proposal.



SCOPE

New footbridge with 2x lifts. Tactile paving.



HONITON

Business Case Summary

Platform interchange is via a stepped footbridge consisting of 48 steps or via a road under the railway bridge, which takes on average 10 minutes to complete. This journey would be longer for those who are travelling with mobility devices such as wheelchairs, crutches or with additional luggage such as pushchairs or luggage. Those accessing Platform 1 from the main station car park must also use the pedestrian route under the railway bridge if they are unable to use the current bridge.

Axminster (9.6 miles) is the nearest fully accessible station with a full train service. This is not deemed to be a suitable distance, particularly for local travel to and from Exeter.

Passenger usage is expected to increase in the coming years with the introduction of an additional hourly service between Exeter and Axminster as part of the Devon Metro network, doubling the off-peak frequency to half hourly and providing new cross Exeter journey opportunities. The frequency of usage of the second less accessible platform may increase as a result of the additional services.

Honiton Station is also in close proximity to Honiton Hospital (0.1 miles) suggesting there would be a higher number of mobility challenged passengers. This is demonstrated through the 586 request of passenger assists at the station in 16/17.

2011 census data indicates that 29% of East Devon's population is aged over 65 compared to the English average of 17.3%. This rises to 35% for Sidmouth for which Honiton is the railhead and bus interchange point.

According to UK Census Data 2011, 21% of East Devon District's population were limited a little or limited a lot when carrying out Day-to-day activities. Compared to England's national average of the same metric of 17.6%, this is 3.4% higher. Therefore it can be assumed that passengers using Honiton station will be in greater need of an accessible interchange.

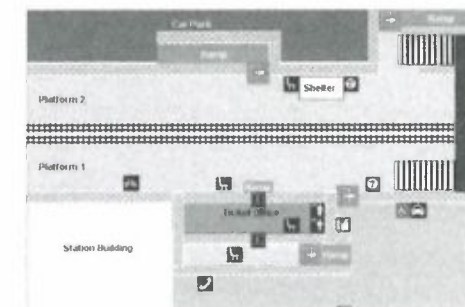


3RD PARTY CONTRIBUTIONS

There are no third party contributions available at the moment.

SCOPE

Two lifts added to the existing bridge that has had passive provision for the lifts included. Tactile paving.



HOOK

Business Case Summary

Hook station is listed as accessible for wheelchair users at the station, however transfer between the platforms is via the road bridge, a distance of nearly 400 metres. This is significant a distance for travellers, as on average, research shown that "walking" distances without a rest varied between 50 metres and 150 metres. In addition to this there is a significant gradient to walk out of the station car park and up onto Station Road. This is a major barrier to the local community using rail, as people living with limiting and long term illness, or a disability, have particular needs to access between platforms and the car park.

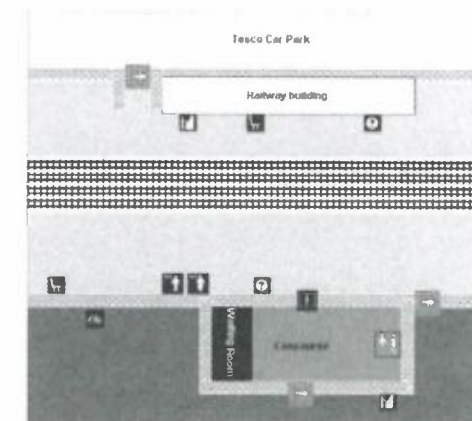
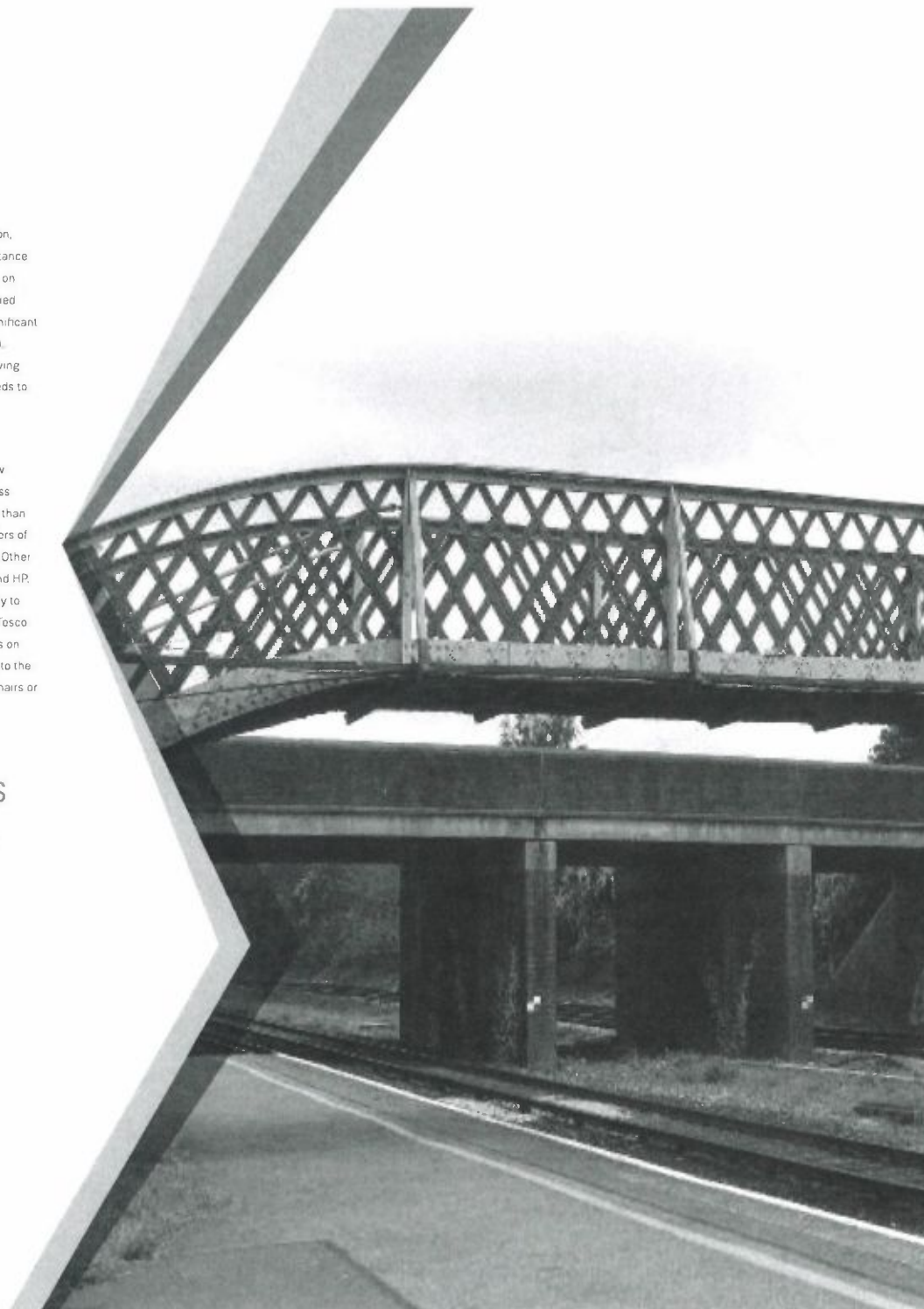
Hook station had a total entry and exits of 765,000 in 2016/17, and the demand for access to the station will be growing with recent new residential developments in the village. There is a significant business community with the large Bartley Wood Business Park situated less than 0.6 miles from the station, the location of the operational headquarters of the United Kingdom's largest cable television provider, Virgin Media. Other companies located in Hook are Lenovo, Serco, Trimble Navigation and HP. The lack of accessibility at the station means hinders the opportunity to grow the travel to work market. The station is also located next to a Tesco Superstore which is open from 06:00 to 23:00 and has direct access on to the Basingstoke bound platform. The current lack of accessibility to the London bound platform means that those using wheelchairs, pushchairs or carrying heavy shopping cannot practically access it.

3RD PARTY CONTRIBUTIONS

Hampshire County Council has confirmed it will contribute £75,000 towards the scheme.

SCOPE

New footbridge with two lifts across four tracks. Tactile paving.



ISLEWORTH

Business Case Summary

Hounslow Borough Council has an ambition to make all stations in the borough accessible in the coming years. Current footfall at Isleworth is 1.4million per annum (2016/17 entries).

Isleworth station is elevated on an embankment and access to the platforms is via a significant number of stairs connected by a tunnel through the embankment. The tunnel through the embankment is at ground level and is already accessible.

The major West Middlesex hospital is within 800m of the station as is Isleworth and Syon secondary school.

The scheme to provide access could include bringing a redundant station building back into use. Currently the building that accompanies the station has no floor and cannot be used. Additionally, the A/A programme would see improvements to a railway fence separating the embankment from the car park. The car park is currently a source of antisocial behaviour problems, and again, there is a strong desire to see these issues addressed.

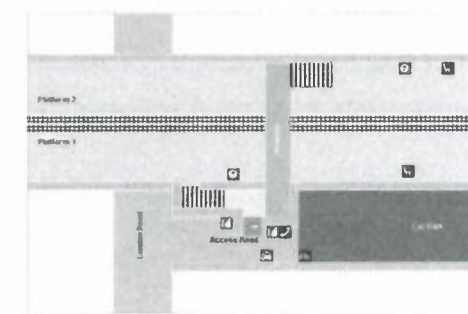


MATCH FUNDING

Hounslow Borough Council have agreed a third party contribution of £1,000,000 towards the scheme.

SCOPE

New Footbridge and 2 x lifts.



KEW BRIDGE

Business Case Summary

Hounslow Borough Council has an ambition to make all stations on the Hounslow loop accessible in the coming years. Kew Bridge is one of three stations within the borough that are currently inaccessible. There is also strong support within the community to make the station accessible with further support from Brentford FC and Kew Gardens.

Current footfall at Kew Bridge is approximately 1.2 million (2016/17 entries). This is expected to grow when Brentford Football Club's new stadium is complete in the summer of 2020 which will have capacity for over 17,000 fans. The club is hopeful that it will share the ground with a rugby team which would result in the stadium being used over 40 times every year.

The stadium development also includes a significant number of new homes. The Lionel Road, A205 and Kew Bridge Road area has seen a number of planning permissions granted which will deliver over 1000 new homes. By making Kew Bridge fully accessible, it would improve facilities for a significant proportion of passengers using the Hounslow Loop.

Station accessibility is also important for level access to Kew Gardens. Kew Bridge is the nearest station to the Victoria Gate entrance at Kew and it is estimated that about 15% of all visitors to Kew use this entrance.

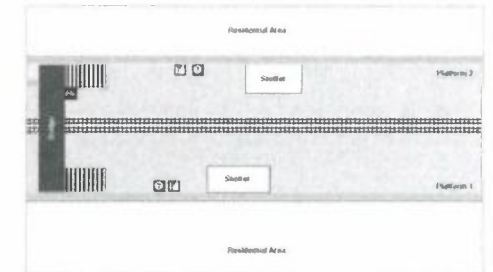


MATCH FUNDING

Hounslow Borough Council has agreed a third-party contribution of £400,000 towards the scheme.

SCOPE

As part of the planning permission process, the stadium development will make the London bound platform accessible by using an old tunnel under Lionel Road, linking through to the development. This means that the AFA scheme at this station is only expected to need one lift and a new foot bridge, making the scheme good value for money.



LIPHOOK

Business Case Summary

Platform interchange is via a stepped footbridge. Wheelchair bound passengers are advised not to travel via Liphook as the platforms are too narrow to allow for ramps. Instead passengers are advised to travel via Liss (5.5 miles) or Haslemere (4.4 miles) according to the National Rail Enquiries website.

Liphook has been consistently growing, with passenger numbers rising over the last decade. This increase can be attributed to the residential developments that have taken place in East Hampshire and a continued rise in numbers of passengers from those living in the West Sussex area. Liphook has, therefore, become a regional hub for the area and this trend is expected to continue as significant new developments come forward at Whitehill & Bordon (one of 10 towns in England to be identified as a 'Healthy Town' due to improved public transport links).

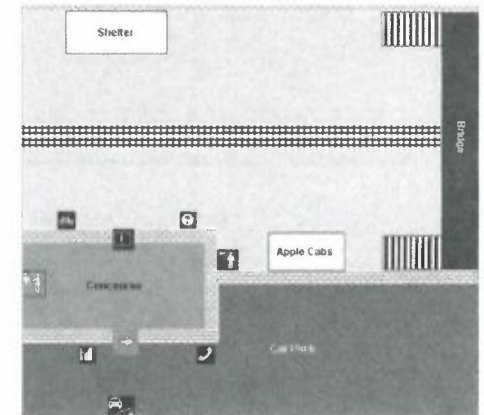
Within a 6-mile radius of Liphook, a new town centre will be developed at Bordon alongside a considerable increase in residential development. South Western Railway is working in partnership with Hampshire County Council to reconfigure and enhance the station forecourt and bus links.

3RD PARTY CONTRIBUTIONS

Hampshire County Council has confirmed a contribution of £100k towards an Access for All scheme at Liphook supported by a contribution from Network Rail.

SCOPE

Replacement footbridge with two lifts.



MOTSPUR PARK

Business Case Summary

This is a busy commuter station on the Epsom - Waterloo route with 1.15m entries and exits in 2016/17. It is currently inaccessible to those with a mobility impairment with an island platform accessed by a stepped bridge.

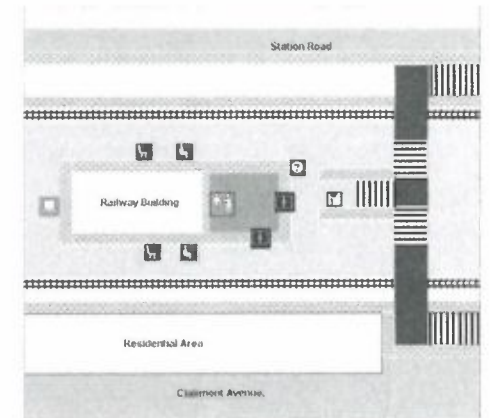
Coombe Boys School (11-16) is approximately 600m from the station.

3RD PARTY CONTRIBUTIONS

A £250,000 contribution has been secured from the London Borough of Merton.

SCOPE

New footbridge with two lifts.



OXSHOTT

Business Case Summary

Oxshott is one of three stations located in the borough of Elmbridge, none of which are fully accessible. Platform One is fully accessible from the main station entrance, Platform 2 is accessible by either a 51-step footbridge or a steeply sloped path from Warren Lane, which takes on average 12 minutes to complete. This journey would be longer for those who are travelling with mobility devices such as wheelchairs, crutches or with additional luggage such as pushchairs or luggage.

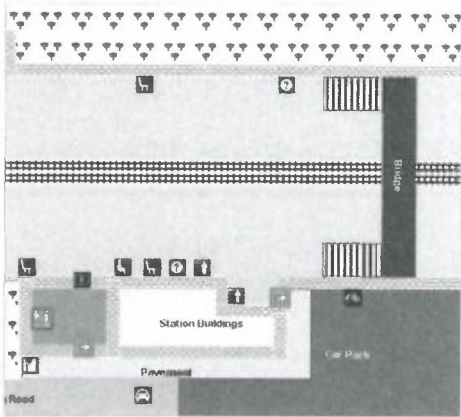
There is significant local support for this station to be included in the AFA programme for CP6 including from Elmbridge Borough Council.

3RD PARTY CONTRIBUTIONS

Currently there is no third-party funding to add to the project at this stage. Elmbridge Brough Council is going through its Local Plan development process and funding predicated on development will be forthcoming once the plan has been agreed.

SCOPE

New footbridge with two lifts. Tactile paving.



PORTCHESTER

Business Case Summary

Through the successful Portsmouth/Hampshire Transforming Cities Fund which has been taken forward to the DfT Co-Development stage, Portchester station will benefit from a mass transit network scheme connecting the suburbs of Fareham, Portsmouth and Havant.

The A27 corridor from the Delme roundabout and the county boundary with Portsmouth CC via Portchester is a potential rapid transit route which will include major improvements and enhancements for buses, pedestrians and cycles including improving the connections to Portchester station for all modes.

Focusing on Portchester, there is a potential highway scheme at the A27/Castle Street roundabout with an indicative cost of £1 million, but this is at the concept stage with no scheme drawings. The concept includes redesigning the roundabout by removing the remaining subway on the western arm of the A27/Castle Street roundabout and replacing it with an at-grade toucan crossing, as well as installing bus lanes, bus priority and bus infrastructure waiting facilities on the A27 arms of the roundabout. The potential amount of third-party funding for the A27/Castle Street roundabout in Portchester, included as part of the Transforming Cities Fund bid for Portsmouth and SE Hampshire, is £1 million.

Portchester station will also benefit from the DfT Safer Roads Fund bid for the A27 through Portchester itself. The A27 is one of three roads in Hampshire which was identified by the Government as among 50 in the country which will benefit from extra money to improve safety. Hampshire County Council has developed improvements along the A27 route between the Delme roundabout and the county boundary with Portsmouth City Council which was submitted to the DfT last year. The bid was successful, and this summer 2018 HCC was awarded £600,000 to spend by April 2021.

The improvements planned on the A27 are focused on pedestrian and cyclist crossing facilities which will be subject to detailed design. In Portchester, the funding is specifically for installing a toucan crossing on the eastern arm of the main A27/Castle Street roundabout. This will involve the removal of the subway and the introduction of off-road shared use cycle facilities around the roundabout with uncontrolled cycle crossings across the side road junctions and further along the A27. This roundabout is about 150m south of the station and the overall aim is to link these specific safety measures in order to improve access and safety on the routes to the railway station for cyclists and pedestrians when crossing the A27. The amount of third-party funding received from the DfT Safer Roads Fund bid for the A27/Castle Street roundabout in Portchester is £600,000, to be spent by April 2021.



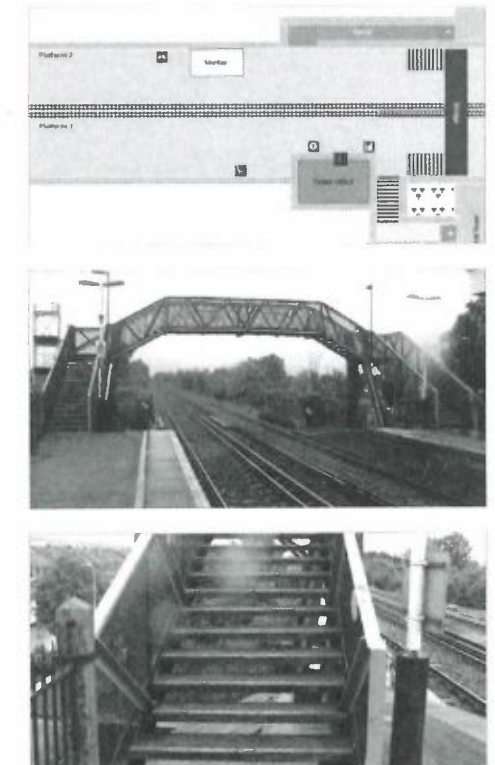
The down platform towards Portsmouth is accessible via a very steep ramp with some wheelchair users requiring station staff to assist. There is no wheelchair access to the up platform towards Southampton and London Waterloo via Basingstoke. Platform interchange is via a stepped footbridge with those in wheelchairs required to either alight at Cosham or Fareham and use a taxi to Portchester station.

3RD PARTY CONTRIBUTIONS

Potential funding from Highways England and the opportunity for Portsmouth/Hampshire Transforming Cities Funding

SCOPE

Two lifts with tactile paving.



RAYNES PARK

Business Case Summary

Raynes Park is the busiest station on the SWR network without full accessibility. It had over 4.5m entries, exits and interchanges in 2016/17. The station is only partly accessible to wheelchair users. Platforms 1 and 2 (for services to Wimbledon and London Waterloo) are fully accessible. Platforms 3 and 4 (for services to Shepperton, Surbiton, Chessington South and Dorking) have access via steps. Passengers requiring level access to these services are advised to use Wimbledon station.

This station serves as an interchange from those people on the Chessington and Epsom lines to the routes that serves Norbiton (for Kingston Hospital) and Surbiton.

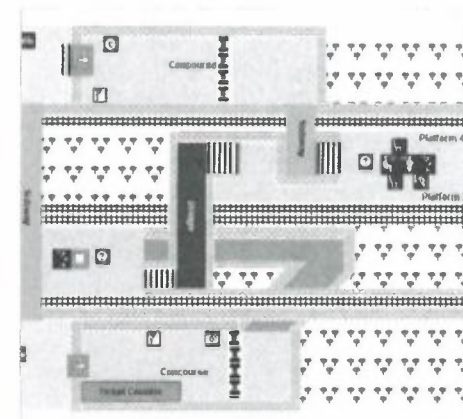
The station also provides a key interchange with local bus services and is within 800m of Raynes Park High School that has over 1,000 pupils and West Wimbledon primary school which is located slightly further away from the station.

3RD PARTY CONTRIBUTIONS

Merton Borough Council has confirmed it will make a contribution of £750,000.

SCOPE

Footbridge over four tracks with two lifts and tactile paving.



STONELEIGH

Business Case Summary

Stoneleigh is on the Epsom - Waterloo route via Wimbledon. It is currently inaccessible to people with limited mobility due to the island platform being only accessible by a flight of stairs with 68 or 72 steps. It is a busy commuter station with 1 069m entries and exits in 2016/17 and there has been a long campaign by local councillors to make the station accessible. The adjoining stations of Worcester Park and Ewell West were awarded funding in the CP5 AFA programme with the former now complete and the latter under construction.

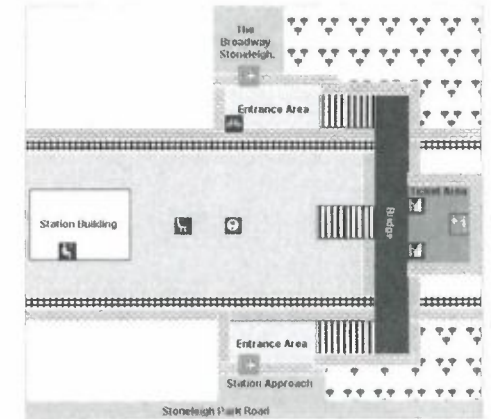
3RD PARTY CONTRIBUTIONS

Epsom and Ewell Borough Council has committed £0.5m funding to the scheme.

SCOPE

New double span footbridge with three lifts.

New ticket office (the current one is housed within the footbridge span).



SWANWICK

Business Case Summary

This is a multi-operator station which links to the Whitley Shopping Centre and business areas. This station has seen passenger growth which will accelerate as several major housing schemes come forward adjacent to the station area. The station will also be a key location for sustainable travel as Highways England commence with the M27 Smart Motorway project. This will cause road traffic disruption, giving rail the opportunity to promote long-term sustainable travel by rail if the station can be made accessible.

Highways England has identified that access to Swanwick station is one of their main priorities and is looking to identify 'concept' funds to take forward these proposals. The aspiration is to link the station to a new footbridge or underpass crossing of the M27 including a new footpath to the station. Highways England had identified that a new entrance from the north side of the station, would be a considerable benefit to the community and those in the wider region.

Portsmouth City Council and Hampshire County Council were recently successful with their Transforming Cities Fund bid in being taken forward to the co-development stage with the DfT. This includes developing a travel to work corridor that promotes sustainable access to key employment and residential areas. This will become more important as major residential and employment sites come forward over the next few years in the Swanwick area.

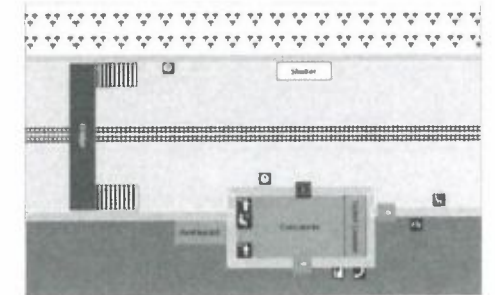
Swanwick station is also near Fareham Community Hospital (0.9 miles) suggesting there would be a higher number of mobility challenged passengers at a station that is served by both South Western Railway and Govia Thameslink Railway.

3RD PARTY CONTRIBUTIONS

Hampshire County Council and Highways England have been approached to investigate potential 3rd party funding through the Transforming Cities Fund or the Highways England Designated Funds.

SCOPE

New footbridge with 2 lifts and tactile paving



TOLWORTH

Business Case Summary

Tolworth is a busy commuter station on the Chessington South line with just over 600,000 entries and exits in 2016/17. It is inaccessible to users with a mobility impairment due to the stepped access to both platforms.

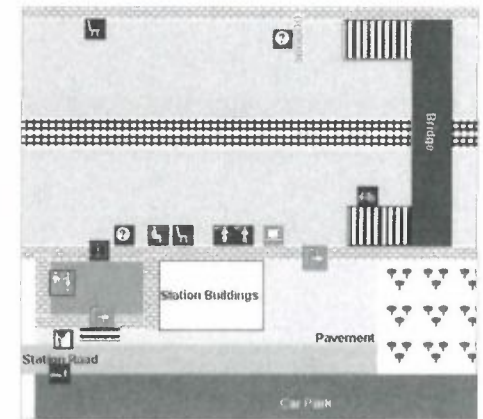
Over 1,000 new dwellings are expected to be developed on the site next to the station in the next few years in addition to the relocation of Lidl's headquarters to a nearby site. Kingston University's sports centre is also nearby. The station has good interchange with a number of local bus routes.

3RD PARTY CONTRIBUTIONS

No contributions have been secured at this stage but there is potential for some to be negotiated from the adjacent development as it is brought forward.

SCOPE

2 lifts from the subway along with tactile paving.



TOTTON

Business Case Summary

Totton station has level access to the Southampton bound platform however access to Platform 2 (for trains to Brockenhurst and Poole) is via steps, as is the interchange between

Hampshire County Council (HCC) is currently looking at improving access to Totton station for pedestrians and cyclists by enhancing the current shared routes from both Southampton (end of Redbridge Causeway) and Waterside area (Rushington and Eling). This links into the successful Transforming Cities Bid which Southampton City Council made in partnership with HCC. It also links with the interim Transport Strategy for the Waterside (adopted in November 2017) and the second phase of this strategy which, in part, focuses on improved active and sustainable transport provision from the Waterside area to Totton/Southampton. This is currently being commissioned.

There are several development sites in the New Forest District area which are within the draft local plan (960 dwellings west of Totton) 850 dwellings at Marchwood, Port development and the redevelopment of Fawley Power Station. This could offer a further opportunity for funding contribution to the scheme, as developments come forward and demand on the station increases.

According to UK Census Data 2011, 19.6% of New Forest District's population were limited a little or limited a lot when carrying out day-to-day activities. Compared to England's national average of the same metric of 17.6%, this is 2.0% higher.

This need is demonstrated through historic engagement between New Forest Council and Network Rail which highlighted the need for accessible access in relation to a local disabled school and shopping centre, both within walking distance. Lack of a fully accessible platform access and interchange limits the ability of disabled school children from travelling via Totton Station.



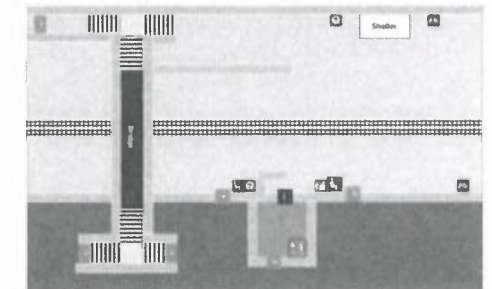
3RD PARTY CONTRIBUTIONS

Hampshire County Council has identified a potential sum of up to £50,000 towards the scheme subject to confirmation of scheme details and costs.

This may be supplemented by further developer contributions from adjacent developments as these are negotiated.

SCOPE

New footbridge with two lifts and tactile paving.



WANDSWORTH TOWN

Business Case Summary

The station has 4 platforms, all of which are inaccessible to wheelchairs. Customers are advised to use either Clapham Junction or Putney as alternatives. It is a busy station with over 4m entries and exits per year.

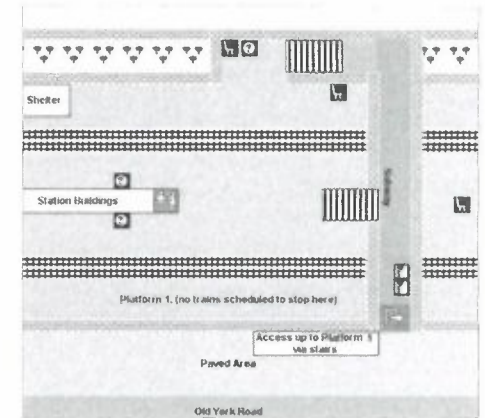
There has been significant development in the local area since the last AFA period and more is planned. This includes a significant number of flats on the ex-Homobase site to the north of the station. The Royal Hospital for Neuro-Disability is within 1.5 miles of the station.

3RD PARTY CONTRIBUTIONS

London Borough of Wandsworth has confirmed it will contribute £650,000 towards the scheme.

SCOPE

Three lifts based on a similar scheme delivered at Shortlands on the SE route.



WAREHAM

Business Case Summary

Platform interchange is currently via a stepped footbridge and a nearby road flyover (the latter by road vehicle only). Passengers also use a level crossing, leased to and operated by Dorset County Council (DCC), situated just outside the station.

Continued existence of the crossing is not considered sustainable, mainly due to significant cost of upkeep (the crossing is manned) and safety issues. In absence of the crossing, the footbridge and the flyover would become the only means of gaining access between the platforms.

Poole Station (9.6 miles away) is the closest station offering step-free access between platforms. This may not be considered a convenient distance by those passengers who require accessible facilities.

The station acts as a railhead and bus interchange for the Studland Peninsula including Corfe Castle and Swanage. It is therefore popular with visitors with varying degrees of mobility. Since 2017 the station has also been the summer interchange station for summer Saturday heritage services to and from Swanage on the Swanage Railway which have been very popular.

The numbers using the station for this purpose are expected to continue to increase. Discussions are underway with partners to develop a 'Dorset Metro' rail strategy for the area. This could see an increase in rail service frequencies between Wareham and the Bournemouth / Poole conurbation.

Around 2,700 additional dwellings are planned in the Purbeck District area between 2018 and 2034, the bulk of which are expected to use Wareham as the local railhead.

According to UK Census data 2011, 20.1% of Dorset's population were limited a little or limited a lot when carrying out day-to-day activities compared to England's national average of 17.6%. There were 343 requests of passenger assists at the station in 2016/17.



MATCH FUNDING

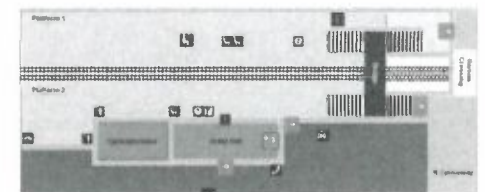
Dorset County Council anticipates making a contribution to the scheme of around £450,000. Network Rail anticipates being able to contribute around £500,000 from its level crossing closure fund. These are highly likely but subject to final confirmation and successful design development of a scheme that delivers both step-free access and closure of the level crossing.

SCOPE

DCC and Network Rail have worked in collaboration in recent years on provision of step-free access at the station by developing proposals for ramps attached to the existing footbridge. In the course of three unsuccessful planning applications it has transpired that ramps are not an appropriate and viable solution at that location. It proved very challenging to achieve a balance between the size of ramps and their desired gradient of between 1 in 20 to 1 in 12.

The proposals have also been relatively unpopular locally, mainly due to their apparent lack of in-keeping with its immediate surroundings (Wareham station is listed). For these reasons, provision of lifts to enable a step-free route alternative route appears to be the only option suitable for Wareham station.

Provision of an accessible bridge at/near the station could enable the level crossing to be closed. The crossing, despite being equipped with the highest level of protection currently available (miniature warning lights, manually controlled gates and attendants), continues to present a significant safety risk. Its removal would not only be beneficial to public safety but could also improve Network Rail's operational efficiency and the station's passenger satisfaction metrics.



YEOVIL JUNCTION

Business Case Summary

Yeovil Junction consists of an island platform with two faces. All facilities are located here. The only step free access to both platforms is a via barrow crossing over which passengers must be accompanied by a member of staff once permission has been obtained from the signaller. Passengers wishing to use the crossing are advised to book and arrive at least 30 minutes before their train so that assistance can be given. Normal access is via a footbridge consisting of 52 steps.

Operation of the barrow crossing is becoming increasingly difficult for staff. A combination of increasing passenger numbers and train frequencies means that there are fewer windows of opportunity to safely use the crossing, particularly in peak periods. Staff have noted an increasing number of instances where permission has been refused and customers have missed trains. The station is usually only staffed by one person and therefore the ticket office can be shut by up to 20 mins each time assistance to use the barrow crossing is required. This impacts on the ability to serve all customers.

Yeovil is planned to expand rapidly by around 50% (around 7,500 dwellings) in the period to 2028. This is likely to be increased further by several thousand as part of the Local Plan Review to 2034, significantly increasing future demand for rail travel from the station. The station has a large catchment area including the Royal Naval Air Service (RNAS) at Yeovilton, particularly given the large size of its car park and the fact that parking is very constrained at neighbouring alternative stations at Crewkerne and Sherborne. The alternative station for the area on the Great Western main line at Castle Cary is not accessible, placing further demand on Yeovil Junction. Station staff have noted the high volume of passengers with large amounts of luggage here.

18.8% of Somerset residents said they had a long-term condition or disability which limited their day-to-day activities a lot or a little.

The scheme will be designed to create passive provision for an extension of the bridge to a future platform 3. The latter would be reopened if future proposals for Weymouth – Bristol services to call at the station via a new chord come to fruition.



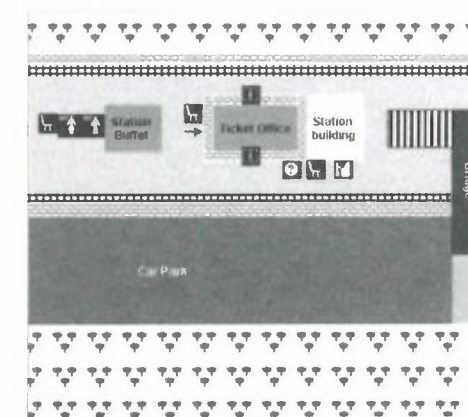
3RD PARTY CONTRIBUTIONS

Somerset County Council expects to be able to £300,000 towards the scheme subject to confirmed member approval through the capital programme process.

Highways England expects to be able to contribute in the region of £200,000 in recognition of reduced pressure on the A303 and A35 subject to final business case approval.

SCOPE

Two lifts and a replacement bridge with passive provision for an extension to a future third platform.



Gillingham Town Council

Report from the Town Team

Author: Cllr Mike Gould

1. Town Team had a meeting on 22 January
2. Included in the agenda was the agreed proposal, for Gillingham, for part one of government funding of £25 million from its Future High Street Fund, subject to GTC approval at the Full Council meeting on 28 January. The mayor is to propose this motion at this full council meeting.
3. Following meetings with existing Station Road Businesses and Station Road landowners, the Town Team will now establish a well-researched, visionary and financial value, plan for Station Road and the surrounding area. NDDC have advised that a first stage for this, which could include better pedestrian access from the town centre to the rail station, should be carried out. Appropriate funding for this study has been provisionally approved by NDDC and a tender will be sent out to interested parties.
4. Members of the Town Team had a very useful meeting with Alan Waistell, General Manager of Rivers Meet Leisure Centre, and an equally constructive meeting with Russell Bowyer Financial Director of Motto Corsa.
5. Town Team are also proposing to Investigate the opportunity of setting up a BID for Gillingham Town Area. A BID is a government backed initiative to improve a commercially defined area e.g. Gillingham Town Area.
6. Supplementary Information, below.

'Future High Street Fund'.

The Government has recently announced a 'Future High Streets Fund', to support High Streets which are facing significant challenges.

This fund will support town centres to make transformative structural changes that will improve the High Street experience, and will drive growth, both locally and in helping to deliver the Government's Industrial Strategy. The programme will fund projects in the range of £5-10m, with significant public and private sector match funding expected as well. The fund appears aimed at larger town centres which are facing significant challenges.

There will be two rounds, and the first has an Expression of Interest deadline of 22nd March 2019. Only one Town per District Council area can apply now, so the District Council will need to decide between the North Dorset towns interested. There is also a risk that the change to Unitary status may negate North Dorset District Council's role in applying in any case.

Gillingham Town Team has considered this fund, and although any application will be a long shot, consider it is worth progressing to the Expression of Interest stage. The support of the Gillingham Town Council is an important part of this initial process and does not commit the Town Council or any other organisation to any financial commitment at this stage.

It is recommended that Gillingham Town Council, in view of the current state of the town centre, and the significant planned increase in residential development and population that the town centre serves, supports the Gillingham Town Team proposal to explore and submit an Expression of Interest for the Future High Street Fund.

Gillingham Town Council

Town Hall Working Party

Report on the meeting held on Thursday, 24th January 2019

Author: Mrs J Ezzard, Mayor's Secretary

Use of Civic Hall

Last year nine weddings were held in the Civic Hall, giving the Town Council an income of £1800. So far this year four weddings have been booked into the Civic Hall. Feedback received from the Registrar indicates that many people would like to get married in the Civic Hall, but the cost prevents them from doing so. Consequently, they choose cheaper venues.

The Town Council has also been approached to hold a baby naming ceremony in the Civic Hall but due to the high room hire charge, they decided to go to another venue.

Promotion of Civic Hall

A new wedding brochure is currently being produced, to be displayed in the Town Hall reception and the Registrar's waiting room. Local companies offering various wedding services, have been approached to advertise in the brochure at a cost of £25 for a quarter page advert. Take up of this offer is going well.

To increase ceremonial bookings, it is suggested the Town Council considers placing a promotional offer in the wedding brochure, offering a special 50% discount on the hire of the Civic Hall for ceremonies taking place from 1st April 2019 - 31st March 2020. This would reduce the cost to £100 and in line with other facilities used by Dorset Registration. A leaflet could be produced to advertise baby naming ceremonies with the same discount.

Mayor Making Ceremony

A recommendation was made to hold a separate Mayor Making Ceremony, in the Civic Hall on the first Wednesday evening following the Annual Council Meeting.

The election of the Mayor by the other councillors must be the first business of the Annual Council meeting which is scheduled for Monday 13th May 2019. The Mayor must sign the acceptance of office form at this meeting. The Mayor will hold office from this date. The Mayor Making Ceremony proposed for Wednesday 15th May 2019 is for ceremonial purposes only and will be an opportunity to encourage more of the community to attend.

Miscellaneous

A portrait photograph of HM Queen Elizabeth II is usually displayed in a public office. As the Jubilee Room is currently used for Council meetings it would be appropriate for a portrait photograph of The Queen to be displayed. Costs of official portraits are as follows:

- 10 x 12 £103.80
- 12 x 16 £124.20
- 16 x 20 £147.60
- 20 x 24 £166.20

There is currently a portrait of The Queen on display in the Civic Hall (10 x 12). This was purchased by the Registration Service for Citizenship Ceremonies. The first of these ceremonies will take place on 20th February 2019.

Recommendations

- **That a promotional discount voucher to the value of £100 is offered for ceremoniesⁱ held in the Civic Hall between 1st April 2019 – 31st March 2020.**
- **That a Mayor Making Ceremony is held each year in the Civic Hall on the first Wednesday following the Annual Council Meeting.**
- **That a framed portrait of HM Queen Elizabeth II is purchased for a cost of £---- to be financed from budget no. 5.01 Office Furniture/Equipment**

ⁱ Ceremonies – Civic Marriages, baby naming, renewal of vows and investitures.

Gillingham Town Council

St Martins House, Queen Street

Article 4 Directions – Class B of Part 11, Scheduled 2 GPDO

On 20th December 2018 a formal request was made by Gillingham Town Council for North Dorset District Council to make an immediate direction under Article 4 Directions that the proposed development in Class B of Part 11 Schedule 2 of the GPDO should not be carried out on St Martins House, Queen Street, Gillingham.

Below is the response received from North Dorset District Council dated 21st January 2019.

Thank you for your email of the 20/12/2018 in which Gillingham Town Council have made a request for North Dorset District Council (NDDC) to issue an Article 4 Direction under the Town and Country Planning (General Permitted Development) (England) Order 2015 (the GPDO) in relation to proposed demolition works at St Martin's, Queen Street, Gillingham, SP8 4DZ. I have considered your request and taken legal advice.

In August 2018, NDDC received a Prior Notification regarding proposed demolition of St Martins under part 11 of the GPDO. The purpose of such a request is to determine whether or not a Local Authority requires further details relating to demolition methodology and/or remediation of a site following permitted works. In this case, the application provided sufficient detail as part of the application to determine that the demolition methodology and proposed remediation were adequate. In September 2018, NDDC provided written confirmation to the land owner that the demolition proposed did not require prior approval. This written confirmation 'crystallised' the permitted development right of demolition, which is valid for 3 years from the point of issuing. To be clear, under the Prior Notification procedure there is no ability to object to the principle of the proposed permitted works (in this case the principle of demolition).

An Article 4 Direction does not apply retrospectively to permitted development which has either:

- already begun before the direction is in force; or*
- where (in the case of permitted development, which requires prior approval) the Council's determination that such approval is not required, has occurred prior to the date of the Article 4 Direction coming into force.*

Such works must then be completed within a period of 3 years. Invoking Article 4 now would not remove the validity of NDDC's written confirmation – i.e. demolition at St Martin's could still take place within 3 years of the issuing of written confirmation, despite any application of Article 4.

Given the land owner plans to demolition buildings at St Martin's, Queen Street, Gillingham, SP8 4DZ within the foreseeable future and within 3-year period outlined above, issuing an Article 4 direction now would not serve to meet the Town Council's objective of preventing demolition. As such, I do not consider it appropriate to pursue the Town Council's request.

Dave Oakhill
Major Applications Manager, Dorset Councils Partnership

Minute no. 634

Gillingham Town Council**Mayor's Report****12th December 2018 – 21st January 2019**

Date	Event	Comments
12 Dec	Weymouth & Portland Carol Service	A very different but enjoyed service.
16 Dec	Gillingham Imperial Silver Band Annual Carol Concert	A brilliant concert.
19 Dec	Rotary Club Christmas Dinner	A very pleasant evening with good company
20 Dec	Westminster Memorial Hospital Christingle Service	A magical service. It is wonderful going through the hospital singing carols. Cllr Von Clemens and I, thoroughly enjoyed ourselves.
21 Dec	Devonshire & Dorset Regiment Assoc. Service of the Fallen	A touching service. A young officer from 5 Rifles, Lt Harrison formerly a Gillingham Army cadet read the names of the fallen.
23 Dec	Gillingham's Civic Carol Service	A truly memorable service of carols and readings. My thanks to Gillingham Art Workshop, The Gillingham Community Choir and Revd Andy Muckle and the team.
23 Dec	Wareham's Civic Carol Service	The last civic carol service. We just made it!
25 Dec	Community Christmas Meal	It was humbling to see the Methodist Hall full of joy. The volunteers deserve a huge thank you for their time and effort to make the Christmas lunch so special.
2 Jan	RiversMeet Open Day (Deputy Mayor Attended)	It was wonderful to see our town's sports centre continuing to grow and develop. It offers Gillingham a fabulous leisure destination.
3 Jan	St Mary's Community Cafe	Another special community gathering with lunch in the school hall.
23 Jan	Presentation of Cheque to St Mary's Scout Group.	I was delighted to present a cheque to St Mary's Scout group at their new hut in Milton on Stour. This money was raised at the Gillingham Civic Carol Service collection under the banner of Mayor's Charity.