



GUILDFORD PARK AND RIDE STRATEGY

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

30th MARCH 2006

KEY ISSUE

This report sets out progress on existing and potential park and ride sites in Guildford, and recommends that the park and ride strategy is updated.

SUMMARY

The report sets out progress on the sites at Merrow, where it is hoped construction will commence shortly, Artington, where an extension to the existing site is proposed, and at Manor Farm and on the northern corridor where demand studies are under way to inform decisions on their viability and siting. It also considers updating the Park and Ride Strategy and proposes a framework for this.

Report by

Surrey Atlas Ref.

LOCAL TRANSPORTATION DIRECTOR

N/A

GUILDFORD B.C. WARD(S)

COUNTY ELECTORAL DIVISION(S)

ALL

ALL

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that officers work with Guildford Borough Council (GBC) colleagues on the preparation and submission of the planning application for the Artington Park & Ride extension.
- (ii) that, following completion of the demand study for the Manor Farm site and the associated capacity studies, officers should work with officers of GBC and the Highways Agency to develop the proposal and bring a report back to the Committee at an appropriate stage.
- (iii) that, following receipt of the demand study for the northern corridor and further discussion with partners, officers report back to the Executive with site-specific proposals, including initial cost estimates.
- (iv) that an updated park & ride strategy be prepared and a further report be brought to Committee and to GBC's Executive in due course.

INTRODUCTION AND BACKGROUND

- 1 Surrey County Council (SCC) and GBC have made significant progress with the development of Park & Ride in Guildford over the past decade. The need for further progress is enhanced by further economic development in the town centre, the anticipated development of a number of town centre car parks, the importance of ensuring that the existing level of parking provision is maintained and the need to keep town centre traffic congestion to a minimum.
- 2 This report updates the Committee regarding progress on current projects at Merrow, Artington, Manor Farm and on the northern corridor. It also highlights the need to update the strategy to reflect progress made and to address the challenges ahead.

PROGRESS ON EXISTING AND PROPOSED SITES**MERROW**

- 3 The development agreement between SCC, GBC and the golf course developer has been signed and the developer's financial bond to cover the contribution to the cost of the highway works is expected in the near future. Site clearance for the highway work has been completed to avoid any unnecessary delay of the project. It is hoped that the highway works will commence shortly.

ARTINGTON

- 4 The existing Artington site frequently operates at or close to capacity. GBC officers have been in negotiation with the Loseley Estate seeking an area of land for a proposed extension to the existing site. GBC's Executive agreed the proposed leasing arrangements at its meeting on 15 December 2005. Outline design work suggests that this could provide approximately 250 additional spaces, subject to final design. GBC officers are currently working on the estimated capital costs for construction of the site, and initial estimates are in the region of £1 million. There are still a number of uncertainties which may affect this estimate, including the capacities of the existing electricity supply and the existing surface water storage system. This estimated cost to GBC may therefore increase.
- 5 Further discussions are required as to how the costs of both land acquisition and construction are to be funded, and these are dependent on the strategy to be adopted to the funding of the overall Park & Ride strategy (see paragraphs 10 and 11, below). GBC's Executive has therefore added the scheme to its "Wish List" within the Major Schemes Capital Programme.
- 6 It is therefore recommended that SCC and GBC officers work together to prepare and submit a planning application for the proposal. The planning permission will need to be in place to enable the terms of the lease and other matters to be progressed. It is hoped to achieve a 2007 start date on this project.

MANOR FARM

- 7 SCC's Passenger Transport Group has (jointly with Surrey University) commissioned WSP Consultants to undertake a demand study for this site and to report on the effects that a park and ride site in this location may have on the local and strategic road network. The report on the effects of the proposal on traffic conditions in the area has been received and is currently being assessed. The indications are that the peak hour traffic generation of the Park & Ride site would have a detrimental effect on queues and delays at the 'hospital' roundabout, particularly in the evening peak period. This in turn would increase queue lengths in Egerton Road and the Research Park. Further sensitivity tests have been requested.
- 8 WSP are now preparing a report on the work necessary to the roundabout in order to overcome the problem. It will then be possible to obtain an estimated cost of the necessary works. From this report, it will also be possible to ascertain queue lengths on the various approaches in the vicinity of the site and hence any impact on the A3. This will enable informed discussion with the Highways Agency on any implications for traffic conditions on the A3 as their support will be crucial. This site requires extensive preparatory work and agreements before being progressed to the planning application stage. It is therefore not possible to predict with any accuracy when the site might be ready for use.

SITES IN THE NORTHERN CORRIDOR

- 9 As with the Manor Farm site, the County Council has commissioned WSP to carry out a demand study in the northern corridor. This report is also due in late spring 2006. The report will assess likely typical vehicle attraction to a site in the north Guildford area. When it is available it should be possible to identify whether there is a viable site for Park & Ride development. Following this, initial confidential discussions will be required with the land owner(s). All possible sites are in the Green Belt and in private ownership, and land acquisition may therefore require use of the Compulsory Purchase Order procedures. At this stage it is not possible to provide a timescale for achieving this. A further report will be made when work has advanced on this project. As with Manor Farm, it is not possible to predict with any accuracy when a northern corridor site might be ready for use.

THE STRATEGY FRAMEWORK

- 10 The original Park & Ride strategy was prepared over ten years ago. It needs updating to reflect progress to date, and to give direction on the future development of Park & Ride in Guildford.
- 11 Officer level discussions have produced a draft framework of topics for inclusion in the 'refreshed' strategy document. It is intended that this work will build on the previous approach to developing Park & Ride and parking provision for Guildford. It will ensure that any gaps, clarification or agreements required are addressed and included. It is intended that the draft document should be completed by September 2006 and be presented to both GBC's Executive and this Committee for approval. It is intended that the document will be based on the following framework:
- Aims and objectives
 - Policy context (including links to Local Transport Plan, Parking Strategy, Guildford Development Framework etc)
 - Location of facilities and development programme
 - Infrastructure requirements and bus services
 - Funding programme - capital and revenue (including pricing)
 - Environmental and sustainability implications, including the need for high quality site design
 - Innovation and use of new technology
 - Marketing and information

FINANCIAL IMPLICATIONS

- 12 This report has no direct financial implications, other than committing the cost of officer time in progressing the various projects and developing the strategy.
- 13 In the longer term, park and ride has financial implications for both authorities, including:

Capital:

- Land acquisition (if purchased)
- Construction of Park & Ride car parks
- Construction of associated highway infrastructure

Revenue:

- Land costs (if leased)
- Net cost of operating bus services
- Car park maintenance, energy costs etc.

In addition to all of the above are the costs of officer time and professional fees incurred in studying developing and designing the proposals.

- 14 These costs will be reported on when known as each scheme develops. The suggested approach to future funding will be included in the draft Park & Ride Strategy for Members' consideration.
- 15 For information, GBC's Major Schemes Capital Programme makes reference to three Park & Ride schemes:

Scheme	Value (£M)	Funding
Merrow	1.500	Included in the approved Programme and therefore fully funded
Additional scheme – to benefit the Stoughton area	1.462	Funded from S106 contribution from the QEP development – all proceeds now received
Additional scheme assumed at Manor Farm	1.500	Included in 'Wish List'; no funds allocated at present.

- 16 The Section 106 agreement for The Friary development makes provision for £2,300,650 for Park & Ride for sites serving the A322 Worplesdon Road and/or A3 (south west) corridors. £1 million of this is payable to GBC for capital funding and the balance is payable to SCC for Park & Ride revenue bus support. If sites on these corridors do not come to fruition then there is provision to look at other corridors to the north and south. Failing this, the money can be spent on a series of alternative transport initiatives such as bus priority measures and upgrading and developing dynamic signs on radial approaches into Guildford.

CONSULTATIONS

- 17 The contents of this report have not been the subject of any consultations. The projects referred to will each be the subject of appropriate consultation at an appropriate stage of their development, as will the updated park and ride strategy document when it is ready.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 18 Park and ride forms part of the two authorities' sustainable transport strategy for Guildford. It seeks to protect and enhance the local economy, bringing more people into Guildford to work, shop or take their leisure while seeking to reduce traffic movements in the town. In turn this reduces congestion and pollution and offers the possibility of making the town centre more pedestrian- and cycle-friendly. The need for car parks on the edge of town is acknowledged, but in line with government policy is accepted by both authorities as a necessary consequence.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 19 The development of Park & Ride is essential to stabilise and eventually reduce traffic congestion in Guildford, while maintaining and enhancing the economy of the town and its competitive position. Progress on the overall strategy and development of individual projects are important tools in achieving this.

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BACKGROUND PAPERS:
