



**DRAFT GUILDFORD
PARK AND RIDE STRATEGY**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

27th SEPTEMBER 2007

KEY ISSUE

This report asks Members to note the contents of the draft Park and Ride Strategy for Guildford and to indicate any further topics for inclusion. The Strategy will be a joint Surrey County Council (SCC) and Guildford Borough Council (GBC) document.

SUMMARY

The report asks the GBC Executive to recommend to the Local Committee (Guildford) at its meeting on 27 September 2007 that the Transportation Task Group be used, together with appropriate Officers of the Borough Council and the County Council, to consider the draft Strategy and develop it into a document that can be adopted by both authorities. In particular, the group will consider the charges for bus fares and possible charges for parking and make recommendations back to the two authorities.

A separate report on this agenda outlines progress with the University Manor Farm and northern corridor sites.

Report by**Surrey Atlas Ref.**

LOCAL HIGHWAYS MANAGER

N/A

GUILDFORD B.C. WARD(S)**COUNTY ELECTORAL DIVISION(S)**

ALL

ALL

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the Transportation Task Group be used together with appropriate SCC and GBC Officers to consider the draft Strategy and develop it into a document that can be adopted by both authorities.

INTRODUCTION and BACKGROUND

- 1 SCC and GBC Officers have been working on a joint strategy for Guildford and a draft document is attached as **ANNEXE 1**.
- 2 Park & Ride has been established in Guildford since 1996 and the number of people using it has steadily increased. It is one of a range of measures that can be used to encourage people to use non-car based transport for at least part of their journey. If the experience proves to be stress free, they may consider using public transport for all of their journey and at other times as well.
- 3 Park & Ride is supported by a number of policies, strategies and plans and these are set out in the document.

MAIN CONSIDERATIONS

- 4 The draft Strategy sets out what has been done, what is currently being done and what the future plans are. It sets out the policy context of Park & Ride and addresses a number of themes generally relevant to the management of the service, such as different methods of charging.
- 5 It is proposed that the draft Strategy is considered by the Transportation Task Group and developed into a final document that can be adopted by both authorities.
- 6 The Transportation Task Group is made up of 6 Members, 3 Borough and 3 County, together with appropriate Officers from both authorities. It was set up to deal with transportation matters requiring detailed discussion outside the Guildford Local Committee (GLC), such as prioritisation of the County's minor highway improvements programme, speed limit review programme and the Local Transport Plan programme.
- 7 Whilst it has no decision-making powers, the Group is broadly representative of the Local Committee as a whole, both politically and in representing rural and urban areas of the Borough. The recommendations of the Task Group are reported to the full Local Committee for decision and could equally advise the GBC Executive.
- 8 It is proposed that the Task Group agree the principle and that Officers be left to work out the detail. For instance, if it were agreed to increase fares

by inflation, Officers would work out the increase and report it to the GLC for decision.

- 9 The Task Group is currently made up of GBC Councillors Wicks, Phillips and Patrick and SCC Councillors Barker, White and Goodwin.
- 10 It is proposed that the Task Group be used to produce an agreed document which can be approved by the GBC Executive and the SCC Guildford Local Committee. A great deal of work will be required to agree the detail of issues such as fares and charging for car parking so meetings every six weeks will be necessary. If the current Task Group Members cannot commit to this schedule, they will be asked to indicate a substitute who could commit to regular meetings. Further reports will be brought back to the Committee as work progresses.

VALUE FOR MONEY & FINANCIAL IMPLICATIONS

- 11 There are financial implications in developing the Strategy, such as capital and revenue costs of sites, as set out in the draft Strategy, and legal fees associated with site acquisition.
- 12 There is also a cost of staff time in developing the Strategy and for the employment of consultants if necessary. Detailed financial implications will be reported to Members as sites are progressed.
- 13 The cost of operating the park and ride service is currently met from surpluses generated from the Controlled Parking Zone (CPZ) element of on-street parking charges. At the present time, income exceeds expenditure, but this is unlikely to be the case when the Merrow site is fully operational. This will have to be addressed through charging policies.
- 14 At present, any surplus of CPZ income over park and ride expenditure is transferred to a Parking, Highways and Transportation reserve. Any use of this reserve must be agreed by the County Council. At 31 March 2007, the balance on the reserve was £2.2m. A projection to 31 March 2012 is provided in **ANNEXE 2**.

EQUALITIES & DIVERSITY IMPLICATIONS

- 15 This report has no implications for equalities and diversity.

CRIME & DISORDER IMPLICATIONS

- 16 All schemes are designed having regard to the Act. The Artington site has been crime free since it started.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 17 Sustainability measures are incorporated into all schemes. During construction, for instance, locally sourced or recycled materials are used where possible and Sustainable Urban Drainage Systems (SUDS) installed. Park & Ride itself can encourage non-car based transport.

CONSULTATIONS

- 18 All Park and Ride sites will be the subject of consultation at appropriate stages of their development, including the need for planning applications for new or modified sites.

CONCLUSIONS & REASONS FOR RECOMMENDATIONS

- 19 Having a robust Park & Ride Strategy is one of the key factors in reducing congestion in the town centre. It is also an integral part of GBC's Parking Strategy and SCC's Local Transport Plan. A clear Strategy is also important in securing developer funding.

WHAT HAPPENS NEXT

- 20 A series of meetings of the Task Group will be arranged, and in due course a further report or reports will be brought both to this Committee and to the GBC Executive and appropriate Scrutiny Committee seeking formal approval of the detailed strategy.

LEAD OFFICER	DEREK LAKE, LOCAL HIGHWAYS MANAGER
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BACKGROUND PAPERS	None

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

PREAMBLE

This document is a high level strategy setting out the various topics that need to be considered in developing Park & Ride sites. It sets out the overall aim for Park & Ride in Guildford together with areas that need consideration in more detail by the officer/member group proposed, such as charging for parking.

INTRODUCTION

Park & Ride is one of a range of tools that can be used to encourage people to use non-car based transport, for at least part of their journey. If the experience proves to be stress free they may consider using public transport for all of their journey and at other times as well.

Park & Ride can play a part in tackling congestion in town centres by replacing multiple car journeys with a single bus.

Having a clear Park & Ride strategy is also important when negotiating with developers to secure funding through S106 Agreements.

The strategy will be subject to review to ensure that it remains relevant.

OBJECTIVES

1. To maintain and enhance the economy of Guildford town centre and its competitive position with neighbouring town centres.
2. To balance the needs of businesses, visitors and shoppers by providing short – stay spaces in the town centre and long – stay spaces in peripheral car parks or Park & Ride sites.
3. To assist in stabilizing and eventually reducing traffic congestion.
4. To help promote the use of public transport.

BACKGROUND

A feasibility study on Park & Ride in Guildford was completed in 1994 resulting in the introduction of Park & Ride at Spectrum in 1996. The feasibility study also identified a number of potential sites for Park & Ride, including Hogs Back, Liddington Farm, Whitley Manor Farm, Artington (current site), Stonebridge, Slyfield, Spectrum (current site), UniS Manor Farm (proposed site), Old A3 near Sendhurst Grange and Merrist Wood.

Following Park & Ride at Spectrum, other sites were added to the system; a temporary ex-industrial site at Artington, Guildford Park Road car park*, University of Surrey and the Cornhill car park in Ladymead.

*Guildford Park Road stopped being used as a Park & Ride site in 2004 although a regular commercial service does still stop there.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

CURRENT SITUATION

There are currently three Park & Ride sites operating in Guildford.

- Spectrum (Monday – Friday), the car park was extended in 2005.
- Artington (Monday – Saturday), a new purpose built site opened in 2002.
- Ladymead (Saturday only)

One of the car parks at the University of Surrey can be used for Park & Ride on Saturdays only. Connections to the town are on local Arriva buses. The fares and timetables for this service are different from the Park & Ride services.

A second purpose built site is being developed on the A25/A246 in Merrow and is likely to be operational in 2007 and an extension to the existing Artington site is planned with construction commencing in 2007.

Fig. 1

Plan of current sites in relation to town centre

POLICY

SURREY'S SECOND LOCAL TRANSPORT PLAN 2006/7 – 2010/11

Park & Ride is a stated objective in the Local Transport Plan Bus strategy. Although not conventional local bus schemes, Park & Ride can play an essential part in tackling congestion in town centres by replacing multiple car journeys with a single bus and, especially if equipped with a low emission engine, can help improve air quality.

Park & Ride is also stated as being one of the key factors in preventing a decline in bus patronage.

PARK & RIDE IN THE GREEN BELT

The countryside immediately outside the urban areas will often be the preferred location for Park & Ride schemes. In Guildford, all this land is designated as Green Belt.

In identifying the location of a Park & Ride site, non-Green Belt sites will be investigated first. However there may be cases when a Green Belt site is the most sustainable of available sites. The Government have stated that Park & Ride is not inappropriate in the Green Belt provided that:

- A thorough and comprehensive assessment of potential sites has been carried out. This would include non-Green Belt sites and, if appropriate, other Green Belt sites, having regard to sustainable development objectives. Flexibility will be required on the size and layout of sites and the traffic impact and any other relevant factors must be considered.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

- The scheme does not seriously compromise the purposes of including land in the Green Belt.
- The site meets with the objectives of the Local Transport Plan.
- Any buildings included in the development are only for essential facilities associated with the operation of the Park & Ride scheme.

In all cases the design, layout, landscaping and lighting etc. should as far as possible preserve the openness and visual amenity of the Green Belt.

PLANNING POLICY GUIDANCE 13

PPG 13 states that Park and ride schemes, in appropriate circumstances, can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. Schemes can vary considerably in size and purpose and may be based around bus, light rail or rail. Well-designed and well-conceived schemes, which accord with the statements elsewhere in this strategy, should be given favourable treatment through the planning system.

Schemes need to be developed as an integral part of the planning and transport strategy for the area, and should be included in the local transport plan and, where possible, in the development plan. Proposals need to be consistent with the strategic context set out in the Regional Transport Strategy (RTS), and where they would have a strategic role, for instance as a rail-based scheme on a main line, they would need to be considered within the regional transport and planning context.

REGIONAL TRANSPORT STRATEGY

Not a lot on Park & Ride – keen on Park & Rail opportunities. Hubs?

SURREY STRUCTURE PLAN 2004

Policy DN3 of the Surrey Structure Plan supports the provision of Park & Ride where it forms part of an integrated planning and transport strategy for an area.

GUILDFORD BOROUGH LOCAL PLAN 2003

The Local Plan Policy M3 Park and Ride states that the Council will grant planning permission for Park & Ride sites provided that the following criteria are met:

- Highway access, parking, turning and any increased traffic movements can be accommodated satisfactorily;
- The proposed development, including any ancillary buildings, peripheral fencing and lighting would not detract from the character and appearance of the surrounding area;
- The amenities of occupiers of existing buildings are protected;
- The provision of adequate landscaping;
- Existing natural features are safeguarded and enhanced;
- The provision of cycling facilities and coach parking facilities.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

GUILDFORD DEVELOPMENT FRAMEWORK - DRAFT CORE STRATEGY JUNE 2006

It is proposed to save Policy M3 of the Local Plan in the Core Strategy, expected to hear confirmation if this is acceptable by September 2007. Paragraph 4.6 sets out that additional park and ride sites will be provided.

TOWN CENTRE AREA ACTION PLAN – DRAFT JUNE 2006

The Town Centre Area Action Plan preferred options consultation document lists Park & Ride as one measure to achieve limiting parking provision within the Town Centre and encouraging the use of other more sustainable transport modes.

VEHICLE PARKING STANDARDS SUPPLEMENTARY PLANNING DOCUMENT 2006

Encourages the use of public transport.

INFRASTRUCTURE SUPPLEMENTARY PLANNING DOCUMENT 2006

Paragraph 4.2 'In Guildford town centre where there is a high level of public transport accessibility, it will be more appropriate for developers to provide improvements to the public transport (including park and ride), walking and cycling rather than on-site parking.'

GUILDFORD AND WOKING INTEGRATED TRANSPORT STUDY

A multi-modal model of the transport network has been developed by Surrey County Council to enable the implications of development options within Guildford and Woking (particularly housing) to be tested for their impact on the road network. Park & Ride is one of the measures that is considered will mitigate future predicted traffic growth in the Guildford area.

SOUTH EAST PLAN INFRASTRUCTURE ASSESSMENT

Surrey County Council have prepared a study into the potential impact of Park & Ride in Guildford as part of the South East Plan Infrastructure Assessment.

The study comments that proposals for an increase in housing in the Guildford and Woking areas together with increased car ownership are likely to lead to increased traffic congestion in Guildford and Woking town centres. A number of measures are available to mitigate this effect, amongst which are the encouragement of greater use of Park & Ride sites together with the provision of additional sites.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

BOROUGH COUNCIL'S PARKING STRATEGY

The Borough Council's Parking Strategy recognizes that the development of Park & Ride is important to underpin many of its objectives.

Specifically, the Parking Strategy seeks to maintain the level of short – stay parking in the town centre and anticipates a reduction in long – stay parking as Park & Ride develops.

In relation to the balance between short and long stay parking provision for non-residential use, the aim and objective of the Parking Strategy is to balance the needs of businesses, visitors and shoppers by providing short stay spaces in the town centre and long – stay spaces in peripheral car parks or Park & Ride sites by:

- Restricting on - street parking in the town centre core shopping area to ½ hour.
- Restricting stay in most central car parks through charging structure to 3 hours.
- Providing long - stay and all day parking in outer car parks or Park & Ride sites.
- Allocate season ticket and contract parking predominantly in outer car parks.
- Retain a limited number of long – stay, season ticket/contract parking in the town centre for 'essential users'.

CURRENT IDENTIFIED SITES

Merrow (east, A25 corridor)

As part of planning permission that has been granted for a golf course, a site for a Park & Ride facility has been acquired which will provide approximately 335 spaces. Work commenced on the highway access in 2006 and it is planned that the Park & Ride will open in 2007.

Artington extension (south, A3100 corridor)

Planning permission has been granted to the Borough Council to extend the current 447 space Park & Ride car park into the vacant field adjacent to the existing site to provide approximately 270 additional spaces.

This is an opportunity to increase the number of spaces without having to provide an additional bus service as it is considered that the existing service would be able to cope in all but the busiest of periods. Two buses operate on this service on a 10 – 12 minute frequency. This will however be kept under review.

University Manor Farm (west, A3/A31 corridor)

As part of the University's planned expansion at Manor Farm, a site for park and ride has been identified. There is potential to provide up to 450 spaces subject to final design. The off-site implications of developing and accessing this site are being fully assessed. There is a good route into the town centre from this site, the majority of which would be suitable for bus priority measures.

Fig. 2

Plan of these sites in relation to the town centre

STRATEGY

The overall strategy is based on a number of factors that, combined, contribute to an effective Park & Ride network. All factors must be considered for each particular site.

LOCATION

This strategy will seek to provide a site on each of the main corridors, or groups of corridors into the town centre; specifically to maintain or develop Park & Ride facilities on the corridors shown in Fig. 3. Particular emphasis is being placed on locating a suitable site on the northern corridor.

Fig. 3

Plan showing corridors

A322 north
A3 northeast
A25/A246 east (Merrow)
A281/A3100 south (Artington extension)
A3/A31 west (Manor Farm)

Development of the Merrow site is the first priority followed by work being undertaken in parallel on developing the UniS Manor Farm site and a site on the A322* northern corridor.

* A study by WSP consultants, commissioned by SCC on North Guildford Park & Ride in 2006 concluded that there is more demand for Park & Ride on the A322 and that a site would pick up patronage reasonably quickly.

Once the site at Merrow becomes operational it will be opportune to review the Park & Ride service for Ladymead and consider whether it should be withdrawn and any savings put to subsidize the Merrow service.

Site criteria:

- The location of Park & Ride sites will, in the main, be determined by the availability of land which could be existing undeveloped land or land made available as part of a development in the area.
- Sites should be located to intercept inbound motorists and be on the edge of the urban area, not too far out of the town centre and not too close.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

- They should have good access and have the potential for bus priority measures to be introduced on the route into and out of the town centre. A site would not work if the bus sat in the same traffic queue as vehicles driving to and from the centre.

Local Authority boundaries should not necessarily be barriers in developing particular sites and consideration should be given to whether a site could be located to generate an income in both directions. Spectrum for instance; people arriving in Guildford by public transport use the Park & Ride bus to get to Spectrum and back and people parking at Spectrum use the bus to get to the town.

Some areas suitable for Park & Ride could be in the Green Belt. In some circumstances Park & Ride schemes may be permissible in the Green Belt where assessment shows such locations to be the most sustainable of the available options taking into account all relevant factors.

In some circumstances, the use of Compulsory Purchase Order powers to acquire a site will be considered.

DEMAND AND NUMBER OF SPACES

The demand on each prospective corridor will be assessed to gauge the potential usage and numbers of spaces required. Likely growth will also be taken into account.

SCC have a significant amount of data at their disposal to inform any demand study; previous studies and reports, automatic traffic counts, analysis of the Guildford traffic model to determine the origins and destinations of traffic, etc. the data is used in conjunction with guidance provided by relevant research papers and advisory notes.

Land availability is a constraint.

SITE SELECTION

Potential sites will be assessed as to their availability, benefits and costs and viability, taking into account all other relevant factors such as demand, number of spaces available, routes into town, environmental impact etc.

The effects on the local area will also be considered; effects on local public transport, traffic movement/congestion etc.

Table 1 gives the various assessment criteria to be used in assessing sites, a scoring or assessment system is to be developed.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

<i>Example</i>	<i>Table 1</i>	<i>Indicator</i>
Site location 1		
Corridor served		
Borough Ward Parish		
County Electoral Division		
Site description		
Area		
Number of spaces		
Current use		
Land adjoining		
Off-site issues, highways/access to site/route into bus station		
Land ownership		
Distance by road to bus station		
Number of buses required assuming 12 hour/day		
Planning/Environmental issues		
Other comments		

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

SITE FACILITIES

Sites should:

- be well signed, both within the site and directions to the site;
- be safe and secure, have help points, be manned and/or have CCTV;
- have an acceptable waiting environment, consideration being given to toilets/baby change facilities etc.;
- have good circulation with the bus being kept separate from parking areas;
- have good passenger information (Real Time Passenger Information), timetables, fares etc.

Consideration will also be given to cycle parking and recycling facilities although the latter must be located away from passenger waiting areas and must be regularly serviced to ensure a clean environment for passengers.

ENVIRONMENTAL CONSIDERATIONS / DESIGN

Car parks should be designed with the safety and security of users and their vehicles in mind. Elements such as lighting, landscaping, CCTV, whether the site is manned are all factors that will be considered. It is envisaged that all new car parks will achieve the Safer Parking Award.

The design will have to respect the environmental constraints of the area especially in sensitive areas such as the Green Belt. The land use of surrounding areas must also be considered. Landscaping and lighting will play a major part in this. There may be conflicts that will need resolving between respecting the environmental constraints of a site and achieving a site that has a Safer Parking Award. Landscaping for instance would be used to soften the impact of a site but users and CCTV will need clear unobstructed views. The facility will need to be designed to be sensitive to the area while meeting the Council's legal responsibilities to ensure it is safe and designed to reduce crime. Each site will have to be considered on its own merits and designed appropriately.

Where possible, English Historic Towns Forum guidelines will be followed.

Separate pedestrian routes will be provided where possible to avoid vehicle/pedestrian conflict.

Sites should be easy to use. This will start some distance from the site with clear, easy to follow direction signing. Signing to existing sites will be reviewed.

When entering the site, circulation routes within the car park should be obvious and good pedestrian signage provided.

The choice of construction materials is also an important consideration and waiting facilities should be sensitively designed.

Effective landscaping which respects the surrounding area by using indigenous species will be introduced to help reduce the visual impact of the site.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

A waste minimization strategy will be prepared for each site and consideration given to the following:

- Sustainable Urban Drainage Systems;
- Use of solar/wind energy/ground source heat pumps;
- Grey water recycling/rain water harvesting;
- Use of recycled materials;
- Green roof system

MARKETING AND PROMOTION

Common branding of Park & Ride services will continue in order to provide consistency across the borough as Park & Ride develops. Park & Ride will continue to be promoted on the Borough and County web sites and in various publications and consideration given to links with external websites. Leaflets will also be made available at a number of outlets such as the Tourist Information Centre, Library, Council offices, Spectrum etc.

MONITORING

Park & Ride sites will be monitored to gauge their success. User satisfaction surveys will be carried out and information gathered on usage to compare with demand data collected during the pre-development stages.

CAPITAL FUNDING

The general principle of funding is:

- The Borough Council will meet the capital costs of land acquisition, construction of car parks and associated facilities (with developer contributions where appropriate).
- The County Council will meet all capital costs of highway infrastructure alterations and improvements (with developer contributions where appropriate).

REVENUE FUNDING

In addition to the capital investment, all sites need revenue funding for their operation. This includes things such as maintenance of the fabric of the site, cleaning, litter collection, security, rates and of course the cost of running the bus service, estimated at £150,000 per bus per annum.

At present, with the exception of the rent payable for the additional land required for the Artington extension, the revenue costs of all Park & Ride sites are funded, with the agreement of the County Council, from the surplus made from the Controlled Parking Zone (CPZ) element of on-street parking.

The introduction of the Merrow site will mean that from 2008/09 the estimated surplus from the CPZ will not be sufficient to fund the Park & Ride costs. The estimated shortfall in that year, including a 5% increase in fees for On-Street parking is approximately £139,000.

Other methods of funding the revenue must therefore be sought such as regular fare increases, charging for parking, planning gain funding, sponsorship etc.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

CHARGING

Currently car parking is free with a charge being made for the bus journey. There are no access restrictions on car parks, i.e. anybody can enter the car park whether using the Park & Ride service or not. Depending on location of car park this could lead to nearby offices using the site as an overflow car park.

This will be the subject of periodical review to ensure that Park & Ride site do not just become free car parks for local companies and offices whose employees park and not ride. Where this does occur consideration will be given to charging for parking, access controls, validation of parking exit ticket on bus to prevent parking and not riding.

Consideration will be given to charges being inflation linked or above inflation increases with the aim of a break-even situation occurring. Also, per person and per car charging should be a consideration.

Consideration could also be given to levying higher charges before 1000 hrs, and reducing charges thereafter to benefit short stay shoppers for instance.

The setting of charges could also reflect what is charged on other schemes in other areas and the fares charged on regular local bus services to avoid extraction.

Differential charging of Park & Ride facilities could be introduced depending on the attractiveness of a particular site and its contribution to congestion reduction and the degree to which each facility is established, e.g. Artington, with its established demand could be priced higher than Merrow until that site becomes established.

It is preferable to have one method of charging, paying for parking or pay for the bus journey, this way people do not think that they are paying twice then think twice about using the service, even if the charges are reasonable.

Charging for parking, whilst generating income, also attracts VAT, so for every £1 parking charge, 15p. is VAT. Vehicle occupancy is also a consideration when setting parking charges. If the charge is per space and the vehicle has a number of passengers then the income generated would not be as great as charging per passenger on the bus. It may be therefore that an average occupancy is calculated and parking charges set to ensure sufficient income.

BUS SERVICES

The use of modern, high quality buses, separately marketed, will continue. Buses will have low emission engines and consideration will be given to alternative fuels.

In the long term, consideration will be given to integrating Park & Ride services with normal bus services for the benefit of all users. This will however need careful planning so as to be within the appropriate legislation and to continue to be attractive to Park & Ride users in terms of journey times and pricing.

Bus Quality Partnerships will be introduced where appropriate.

ITEM 7 : ANNEXE 1 : DRAFT PARK AND RIDE STRATEGY

BUS ROUTES

In order to be successful, Park & Ride services must offer real advantages over the car in terms of journey times into the town centre and back. Park & Ride will have no advantage, and therefore not be likely to attract or retain custom, if the bus is stuck in the same queue as the cars.

The route to and from the town centre will be an important consideration in assessing the viability of a particular site.

Routes should be as direct as possible with quick journey times. The provision of bus priority measures must be considered along the route and ideally introduced to coincide with the commencement of the service.

Even if it is not possible to introduce full bus priority along a route, partial measures will be looked at such as bus gates, restriction of turning movements to buses only etc.

Selective Vehicle Detection equipment, which gives buses running late, priority at traffic signals, is installed on the majority of buses in Guildford. This will also be used on all new services.

SIGNING

Good signing will be provided at each site giving details of the service including timetables. Signing and information should carry the same branding as the buses.

Consideration will be given to other forms of signing such as variable message signs on peripheral approach routes into the town centre that would advise motorists to use Park & Ride should town centre car parks be full.

INNOVATION AND FUTURE DEVELOPMENT

SMS texting will be investigated as another form of information service for passengers. From their mobile telephones, people will dial a number and receive a text message giving timetable details. This could be used for other bus services not only Park & Ride.

The use of Smart Cards will also be considered as an electronic payment method. They could play an important role if pricing is shared between car parks and bus fares and in discouraging non – Park & Ride users from using the car parks. Consideration will be given on whether pricing should be per person or per car. They could also provide numerical data about car park and bus usage.

Real Time Passenger Information is currently installed on the Artington and Spectrum routes. This will be a consideration on other routes as they are established.

Future development of Park & Ride could include utilizing existing commercial services thereby saving costs.

ITEM 7 : ANNEXE 2 : PARKING, HIGHWAYS & TRANSPORTATION RESERVE PROJECTION

Parking, Highways & Transportation Reserve

	2006/07 Actual	2007/08 Projection	2008/09 Projection	2009/10 Projection	20010/11 Projection	20011/12 Projection
Opening Balance	(1,726,512.99)	(2,207,743)	(2,280,103)	(2,141,313)	(1,943,653)	(1,762,993)
Total Artington (excl addiitonal rent)	168,978.50	175,240	180,920	186,740	192,710	198,830
Total Spectrum	115,861.99	118,180	121,140	124,170	127,280	130,460
Total Ladymead	6,334.48	6,300	6,460	6,620	6,790	6,960
Total Merrow	0.00	147,500	374,500	383,860	393,460	403,290
TOTAL PARK & RIDE COST	291,174.97	447,220	683,020	701,390	720,240	739,540
ESTIMATED CPZ SURPLUS	(688,695.81)	(416,060)	(446,590)	(419,250)	(462,980)	(449,340)
Interest	(83,708.67)	(103,520)	(97,640)	(84,480)	(76,600)	(68,300)
Net Contribution from / (to) Reserve	(481,229.51)	(72,360)	138,790	197,660	180,660	221,900
Closing Balance	<u>(2,207,742.50)</u>	<u>(2,280,103)</u>	<u>(2,141,313)</u>	<u>(1,943,653)</u>	<u>(1,762,993)</u>	<u>(1,541,093)</u>

Assumptions

The Merrow park & ride will be operational from December 2007

All expenditure on Park & Ride and On Street is inflated by 2.5% each year.

CPZ income increased by 5% from 2008/09 and further 5% from 2010/11

The current number of on street spaces will remain constant.

£52,000 lease of additional land at Artington funded by GBC. No allowance for further running costs.

No allowance made for any capital costs at Artington or Merrow.

This forecast takes no account of:

Any possible economies of scale/additional costs on CPZ expenditure from DPE or of any DPE surplus/deficit.

Any possibility of Sunday park & ride service at Christmas at any sites