



PROGRESS WITH PARK AND RIDE SITES

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

27th SEPTEMBER 2007

KEY ISSUE

This report provides an update on the existing approved site at Merrow and the extension of the Artington site and progress made on the University Manor Farm and northern corridor sites.

SUMMARY

The report summarises progress on current sites at Merrow and Artington, and sets out the current position of the proposed site at Manor Farm (University of Surrey). It presents five options for sites on the A322 / A323 corridor, and recommends that a site on the northern corridor is progressed.

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 progress made on the Merrow, Artington and Manor Park sites be noted.
- (ii) that officers of both authorities carry out further work to determine the feasibility of Park and Ride along the A322 corridor taking account of site constraints, access to the town centre and other detailed considerations.
- (iii) that officers of both authorities carry out further work to facilitate the acquisition of Site 1.

PROGRESS ON CURRENT APPROVED SITES**Merrow**

- 1 Tenders have been returned and, following interviews with two contractors who were very close on price, quality and value for money, GBC now has a preferred contractor.
- 2 Good progress is being made on the legal agreements and discharging the planning conditions. It is hoped to start on site early in 2008 subject to completion of the legal documentation. Work will take five months to complete. This will provide 337 spaces.

Artington Extension

- 3 Detailed design is progressing and tender documents are being prepared. It is anticipated that tenders will be sought within the next two months with a possible Spring 2008 construction start date. This will provide an additional 270 spaces.

FUTURE SCHEMES**University Manor Farm**

- 4 The University's planned development of Manor Farm makes provision for access to a 1.9ha site with potential for Park & Ride. The site is outside the University application site and will need separate planning permission. The Local Plan – page 134, paragraph 16.26, sub-paragraph 6 states that "The University has indicated that they will enter into an option agreement with the Borough Council to provide a site on Manor Farm for a public Park & Ride facility". However, the agreement is not yet in place.

5 The site would provide approximately 450 surface level parking spaces, but this figure could vary up or down depending on detailed design and the requirement for landscaping. At this stage, only a basic layout of a surface level car park has been prepared to gauge the number of spaces. The site is on a slope and there could be scope to construct a two-tiered car park, with the bottom tier being dug into the ground, thus providing additional spaces. Considerably more detailed design would be required to be able to comment on the feasibility of a decked car park, covering issues such as visual impact, capital cost versus number of spaces, mechanical ventilation, energy consumption and planning issues.

6 Officers are assessing the means of access to the site with the Highways Agency (HA), which is responsible for the A3 trunk road. Whichever method of access is chosen, it has to be achievable at an acceptable cost before resources and funding are allocated to detailed design of the car park. Two options for access are being considered:

Option 1 : A direct slip road off the north bound A3 to enter the Park & Ride site with traffic exiting via the 'Hospital' roundabout.

7 A direct slip road off the A3 is considered to be a better entry point to the Park & Ride site than entry via the existing road system and the 'Hospital' roundabout for traffic travelling north on the A3 and A31, so this will be considered further. However, it is a long-term consideration and would only go ahead if it were part of a comprehensive scheme to improve the A31/A3 junction and close the Beechcroft Drive junction. The scheme would also involve the provision of an alternative access through the University development for Beechcroft Drive residents. It is estimated by the HA that, if it was agreed to undertake this work, it would take approximately 5 years to complete, taking into account the legal process, consultation and implementation.

8 The HA has agreed to put together a proposal for such a scheme, together with a cost estimate by autumn 2007. It will then be possible to decide whether it is cost-effective.

Option 2 : Entry and exit via the 'Hospital' roundabout only.

9 The capacity of the 'Hospital' roundabout will need increasing whichever option is chosen. Consultants are progressing work on this element to estimate stage. The HA has indicated that it will contribute to this work. SCC officers will bid for any shortfall from the Local Transport Plan funding allocation.

10 Once this work is concluded it will be possible to advise Members further of the feasibility and likely timescales for the off-site works. It is suggested that a further progress report is scheduled for the first quarter of 2008.

Northern Corridor

- 11 Five sites along the northern corridor, all within the Green Belt, have been identified as possible Park & Ride sites and are shown on the map attached as **ANNEXE C**. Site information / appraisal sheets are attached as **ANNEXE A**, which include the site selection criteria. A red, green and amber type assessment is included, where red = negative aspect, green = positive, amber = neither negative nor positive, but action required. The more greens and fewer reds the better.
- 12 SCC commissioned a report to assess the potential demand for the five sites. It concluded that the A322 was likely to attract more traffic and save more vehicle kilometres (and reduce emissions) than the A323 and A320. Of the five sites, sites 1 and 2 are, therefore, the best locations for Park & Ride and site 1 the better of the two, being very prominent from the road which is attractive to motorists. Site 1 would, however, need a new all-movements access constructed, probably in the form of a roundabout.
- 13 GBC's Head of Property Services has contacted all the owners of the sites with the following results:
- 14 Site 1 Worplesdon Road/Tangley Lane. A Compulsory Purchase Order (CPO) process may be required if this site was to be progressed.
- 15 Site 2 Adjacent to Tangley Place. Taylor Woodrow has been granted an option to purchase for potential future development by the site owner. Both parties appear amenable to discussing Park & Ride potential on the site. Access would have to be negotiated with the owners of Tangley Place, which sits between the site and the road.
- 16 Site 3 Keens Lane. A CPO process may be required for the site. However, the site has very poor access and is not preferred.
- 17 Site 4 Saltbox Road. The owners appear amenable to discussing Park & Ride on the site and favoured a lease arrangement rather than purchase. It is not preferred for Park & Ride as motorists would have to divert off the A322 to access, albeit a relatively short distance. Wherever possible, Park & Ride sites should be on the main feeder routes. This would also introduce development north of Salt Box Road which may not be considered appropriate.
- 18 Site 5 Aldershot Road/Gravetts Lane (part of site). Guildford College own this site and are amenable to discussing Park & Ride. However, it is on the A323, which is not the preferred corridor.
- 19 Planning Policy comments are detailed on the site information / appraisal sheets at **ANNEXE A**, but all sites are in the Green Belt and special circumstances for development for Park & Ride would need to be justified.

- 20 For any site on the northern corridor, a study must be carried out to look at opportunities for bus priority along the route into and out of Guildford. It is important that buses are seen to be the quickest way to travel and are not delayed in the same queue as cars. If this happens, then people are less likely to use Park & Ride.

VALUE FOR MONEY & FINANCIAL IMPLICATIONS

Capital Expenditure

- 21 The site at Merrow is included in GBC's Major Schemes Capital Programme. In addition to the GBC costs for the Merrow Park & Ride Car Park, the roundabout costs, funded by SCC, were approximately £1m, partly offset by a developer contribution.
- 22 The Artington extension scheme is also on the GBC Major Capital Schemes list. There are no financial implications for SCC.
- 23 Land acquisition and legal costs must also be taken into account. These are unknown for the northern corridor and could be considerable. As the site acquisition process progresses and costs start emerging, Members would receive regular update reports
- 24 Funding currently or potentially available for future Park and Ride sites includes:-
- £1.65m available to benefit the Stoughton area, through Section 106 money from the Queen Elizabeth Park development. This must be spent by June 2012.
 - £1m included in the Friary Centre redevelopment Section 106 agreement (assumed to be for the University site). The trigger for payment is after commencement of the development within 28 days of letting a contract for the Park & Ride construction.
- 25 There is also provision in the Friary Centre Section 106 agreement for an additional £1.3m payable to SCC for the Park & Ride bus service. The timing of the Friary Centre development is uncertain at present.

Revenue Expenditure

- 26 In addition to the construction (capital) costs, there are revenue costs for the bus service and for the operation of the site, including items such as non-domestic rates, utilities and maintenance.
- 27 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 from the surplus made from the Controlled Parking Zone (CPZ) element of on-street parking.

- 28 The introduction of the Merrow site will mean that, from 2008/09, the estimated surplus from the CPZ is unlikely to be sufficient to fund the Park & Ride costs. The estimated shortfall in that year, allowing for a 5% increase in fees for on-street parking, is approximately £139,000.
- 29 Since the introduction of the CPZ and Park & Ride, any surplus from the CPZ, after the funding of Park & Ride, has been transferred to the Parking Highways and Transportation reserve. These are SCC funds managed by GBC. The balance on this reserve at 31 March 2007 was £2.2m. The use of this reserve is subject to agreement with SCC. With SCC's agreement, it would be possible to fund any revenue shortfall from this reserve, but it is strongly recommended that this be a short-term solution, whilst the ongoing funding options for all Park & Ride sites are considered. A projection of the reserve is included as **ANNEXE B**.
- 30 The estimated operational cost of sites on the northern corridor and at Manor Park total approximately £1m, although these sites will not be operational for several years. As the surplus from the CPZ is already fully utilised in funding the existing sites (including Merrow), alternative solutions to the funding of Manor Park and a northern site are needed. The report on the Park & Ride Strategy elsewhere on this agenda recommends that the Transportation Task Group consider the funding of the operational costs, including charging policies for use of the buses and the car park.

LEGAL IMPLICATIONS

- 31 It is possible that a site may have to be compulsorily purchased. GBC has powers to acquire land and interest in land compulsorily in order to secure the carrying out of development, redevelopment or improvement to that land. It would be necessary to first seek outline planning permission for the Park & Ride before embarking on site acquisition.
- 32 Where a local authority embarks upon the CPO process, it needs to be satisfied that there is a compelling case in the public interest for the proposed CPO sufficient in order to justify interfering with the human rights of those with an interest in the land affected. A CPO is intended as a last resort after having sought to buy the land by private treaty. However, if GBC is satisfied that there are clear planning and regeneration benefits supported by the Council's Key Strategic Priorities, the promotion and confirmation of the CPO could be considered to be in the public interest.
- 33 Any CPO must be advertised locally and copies served on all owners, lessees (except tenants of a month or less) and occupiers. Even if legitimate objections are withdrawn, the Secretary of State must still hold an Inquiry and consider the Inspector's Report before confirming the Order. Any dispute as to the amount of compensation to be paid has to be referred to the Lands Tribunal for determination. This process could take at least a year to conclude.

CONSULTATIONS

- 34 The projects referred to in this report either have already been the subject of consultation, or will be at an appropriate stage of their development, in accordance with the policies of both authorities.

EQUALITIES & DIVERSITY IMPLICATIONS

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

CRIME & DISORDER IMPLICATIONS

- 36 All schemes have been or will be designed having regard to the Act.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 37 Park and ride is a sustainable element of the overall strategy for development in Guildford. Sustainability measures are incorporated into all schemes during the design stages, including landscaping, CCTV, lighting and drainage design. During construction, for instance, locally sourced or recycled materials are used where possible. Park & Ride itself can encourage non-car based transport.

CONCLUSIONS & REASONS FOR RECOMMENDATIONS

- 38 The consultants' report on the potential demand for a site on the northern corridor concluded that demand was higher on the A322. Site 1 therefore is in the best location to serve as a Park & Ride site, being in a visible location adjacent to the main feeder road and with sufficient capacity. Site 2 should be considered as a reserve site should it not be possible to develop Site 1. Further extensive work will be required by Officers to satisfy the legal requirements as set out above.

WHAT HAPPENS NEXT

- 39 The Merrow and Artington projects will both commence in the immediate future. Progress on the Manor Farm project will depend on the outcome of discussions with the HA regarding access from the A3. Subject to the decision of the Committee, progress on the northern corridor will depend on negotiations over land acquisition and technical work to determine the feasibility of a site in this area.

LEAD OFFICER	DEREK LAKE, LOCAL HIGHWAYS MANAGER
TELEPHONE NUMBER	01483 517501
BACKGROUND PAPERS	GBC Executive report on Progress with the Park & Ride Strategy, 16 March 2006

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 1	WORPLESDON ROAD/TANGLEY LANE (WEST OF TANGLEY LANE)	
Corridor served	A322 - north west	
Borough Ward	Worplesdon – Chan, Laker, V. Searle	
Parish	Bob McShee (Chairman) Gaynor White (Clerk)	
County Electoral Division	Worplesdon – Mike Nevins	
Area	5.76 ha.	
Number of spaces	Sufficient for a 500 space car park.	
Current use	Fallow field, meadow grass.	
Land adjoining	North – Worplesdon Road, South – grazing land, East – Tangley Lane, West – Fields/residential/open storage.	
Off-site issues, highways/access to site/route into bus station	Close to edge of urban area but north of Salt Box Road roundabout which could be detrimental in attracting traffic from A320 but highly visible site adjacent to main feeder road.	
	Traffic on A323 may possibly use site via Holly Lane (Note: Approximately 30% of traffic using the Artington site emanates from the A281)	
	New highway access required, probably a roundabout.	
	A study is required to identify any opportunities for bus priority measures in and around the Dennis roundabout and along Worplesdon Road.	
Land ownership	Private	
	Owner has not responded to any approach made so likely that CPO process required.	
Distance by road to bus station	3 miles CHECK	
Number of buses required assuming 12 hour/day and approximate cost	4 4 x £150,000 = £600,000	

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 1	WORPLESDON ROAD/TANGLEY LANE (WEST OF TANGLEY LANE)	
Planning/ Environmental issues	<p>The site is within the Green Belt, and according to policy RE2 of the Local Plan and LO4 of the Surrey Structure Plan, development such as this would usually be deemed inappropriate. PPG2 and PPG13 do however state that Park and Ride sites may be acceptable in the Green Belt if it that site is proven to be the most sustainable after a full assessment of alternatives.</p>	
	<p>Part of this site falls under Flood Zones 2 & 3 as set out by the Environment Agency. Flood Zone 2 has a low to medium risk of flooding, whilst flood Zone 3 has a high probability of flooding.</p> <p>In Flood Zone 2, developers and local authorities should seek opportunities to reduce the overall flood risk in the area through the layout and form of the development, and the appropriate application of sustainable drainage techniques.</p> <p>In Flood Zone 3a, developers and local authorities should seek opportunities to:</p> <ol style="list-style-type: none"> 1 Reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques; 2 Relocate existing development to land in zones with a lower probability of flooding; and 3 Create space for flooding to occur by restoring functional floodplain and flood flow pathways and by identifying, allocating and safeguarding open space for flood storage <p>Unfortunately PPG25 does not directly refer to the suitability of flood zones for parking uses. It does however refer to 'Sites used for holiday or short-let caravans and camping', which are similar in nature to car parks. In Flood Zone 2, such development is considered appropriate, whilst in Flood Zone 3 this form of development will only be allowed if an Exception Test is passed and a specific warning and evacuation plan is put in place.</p>	
	<p>This site lies within the 0 – 400m buffer zone of the SPA (however, the Interim Avoidance Strategy only relates to proposals for residential development).</p>	
Other comments		

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 2	TANGLEY PLACE, WORPLESDON	
Corridor served	A322 - north west	
Borough Ward	Worplesdon – Chan, Laker, V. Searle	
Parish	Bob McShee (Chairman) Gaynor White (Clerk)	
County Electoral Division	Worplesdon – Mike Nevins	
Area	6 ha.	
Number of spaces	Sufficient for a 500 space car park.	
Current use	Fallow field	
Land adjoining	North – Private dwelling/woodland, South – Site 3, East – Private dwelling/Tangley Place/Site3, West – Tangley Lane/Farm/private dwellings.	
Off-site issues, highways/access to site/route into bus station	Good location on edge of residential area although may not be seen from road.	
	Access from existing roundabout, adequacy of roundabout requires assessing.	
	Access from roundabout to site would have to be negotiated with the owners of Tangley Place.	
	Traffic on A323 may possibly use site via Holly Lane (Note: Approximately 30% of traffic using the Artington site emanates from the A281)	
	A study is required to identify any opportunities for bus priority measures in and around the Dennis roundabout and along Worplesdon Road.	
Land ownership	Private	
	Developer has an option to purchase Tangley Place Farm with hope of potential housing development which could affect site acquisition and/or cost.	
Distance by road to bus station	3.1 miles CHECK	
Number of buses required assuming 12 hour/day and approximate cost	4 4 x £150,000 = £600,000	

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 2	TANGLEY PLACE, WORPLESDON	
Planning/ Environmental issues	The site is within the Green Belt, and according to policy RE2 of the Local Plan and LO4Surrey Structure Plan, development such as this would usually be deemed inappropriate. PPG2 and PPG13 do however state that Park and Ride sites may be acceptable in the Green Belt if it that site is proven to be the most sustainable after a full assessment of alternatives.	Orange
	Site is not in a Flood Zone.	Green
	This site lies within the 0 – 400m buffer zone of the SPA (however, the Interim Avoidance Strategy only relates to proposals for residential development).	Orange
Other comments		White

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 3	KEENS LANE, WORPLESDON	
Corridor served	A322 - north west	Red
Borough Ward	Worplesdon – Chan, Laker, V. Searle	
Parish	Bob McShee (Chairman) Gaynor White (Clerk)	
County Electoral Division	Worplesdon – Mike Nevins	
Area	4 ha.	
Number of spaces	Sufficient for a 500 space car park.	
Current use	Field - horses	
Land adjoining	North – Tangley Place/Site 2, South – Keens Lane, East – Private dwelling, West – Private dwelling/field. Pitch Place Farm lies within the southern part of the site.	
Off-site issues, highways/access to site/route into bus station	Site is south of Salt Box Road so may attract traffic from Woking Road A320.	Orange
	Site has benefit of roundabout access at Cumberland Avenue although Keens Lane itself very narrow and not currently suitable as an access.	Red
	Traffic on A323 may possibly use site via Holly Lane (Note: Approximately 30% of traffic using the Artington site emanates from the A281)	Green
	A study is required to identify any opportunities for bus priority measures in and around the Dennis roundabout and along Worplesdon Road.	Orange
Land ownership	Private	Red
	The owners have not responded to any approach made so likely that CPO process necessary.	Red
Distance by road to bus station	2.7 miles CHECK	
Number of buses required assuming 12 hour/day and approximate cost	4 4 x £150,000 = £600,000	

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 3	KEENS LANE, WORPLESDON	
Planning/ Environmental issues	The site is within the Green Belt, and according to policy RE2 of the Local Plan and LO4Surrey Structure Plan, development such as this would usually be deemed inappropriate. PPG2 and PPG13 do however state that Park and Ride sites may be acceptable in the Green Belt if it that site is proven to be the most sustainable after a full assessment of alternatives.	Orange
	Site is not in a Flood Zone.	Green
	This site lies within the 0 – 400m buffer zone of the SPA (however, the Interim Avoidance Strategy only relates to proposals for residential development).	Orange
Other comments		White

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 4	SALTBOX ROAD	
Corridor served	Between A320 and A322. It may attract traffic from both roads but it is not visible from either and some distance from each, so may not attract sufficient traffic to be cost effective.	Red
Borough Ward Parish	Worplesdon – Chan, Laker, V. Searle Bob McShee (Chairman) Gaynor White (Clerk)	
County Electoral Division	Worplesdon – Mike Nevins	
Area	3.97 ha.	
Number of spaces	Sufficient for a 500 space car park.	
Current use	Field - horses	
Land adjoining	North – Whitmore Common, South – Saltbox Road, East – mixture of nursery, small holding and private dwelling, West – Whitmore Common.	
Off-site issues, highways/access to site/route into bus station	Site is between A322 and A320 so may attract traffic from both corridors but not visible from either which is a disadvantage.	Red
	New access would be required.	Orange
	Unlikely to attract any traffic from A323.	Red
	A study is required to identify any opportunities for bus priority measures in and around the Dennis roundabout and along Worplesdon Road.	Orange
Land ownership	Private	Green
	Owners agreeable to discuss Park & Ride.	
Distance by road to bus station		
Number of buses required assuming 12 hour/day and approximate cost	4 4 x £150,000 = £600,000	

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 4	SALTBOX ROAD	
Planning/ Environmental issues	The site is within the Green Belt, and according to policy RE2 of the Local Plan and LO4 Surrey Structure Plan, development such as this would usually be deemed inappropriate. PPG2 and PPG13 do however state that Park and Ride sites may be acceptable in the Green Belt if it that site is proven to be the most sustainable after a full assessment of alternatives.	Orange
	Site is not in a Flood Zone.	Green
	This site lies within the 0 – 400m buffer zone of the SPA (however, the Interim Avoidance Strategy only relates to proposals for residential development).	Orange
Other comments		White

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 5	LAND OFF GRAVETTS LANE/ALDRSHOT ROAD, WORPLESDON.	
Corridor served	A323 - North West	
Borough Ward	Worplesdon – Chan, Laker, V. Searle	
Parish	Bob McShee (Chairman) Gaynor White (Clerk)	
County Electoral Division	Worplesdon – Mike Nevins	
Area	-	
Number of spaces	Sufficient land should be available within site for a car park of up to 500 spaces.	
Current use	Fallow field.	
Land adjoining	North – Mix of industrial and residential, South – Aldershot Road, East – Rydes Hill residential, West – Gravetts Lane. Liddington Hall Estate runs into the site from the south.	
Off-site issues, highways/access to site/route into bus station	Close to edge of urban area but not on main feeder road..	
	Junction with Aldershot Road would need improving.	
	Gravetts Lane, Tangle Lane, Keens Lane and Holly Lane to the north provide links between the A322 and A323. However traffic would have to be deterred through Gravetts, Tangle and Keens Lane due to narrow widths/residential areas.	
	A study is required to identify any opportunities for bus priority measures in and around the Dennis roundabout and along Aldershot Road.	
Land ownership	Private	
	Owners agreeable to discuss Park & Ride.	
Distance by road to bus station	2.6 miles (check)	
Number of buses required assuming 12 hour/day and approximate cost	4 4 x £150,000 = £600,000	

ITEM 8 : ANNEXE A : SITE INFORMATION / APPRAISAL SHEETS

SITE 5	LAND OFF GRAVETTS LANE/ALDRSHOT ROAD, WORPLESDON.	
Planning/ Environmental issues	The site is within the Green Belt, and according to policy RE2 of the Local Plan and LO4-5 of the Deposit Draft Surrey Structure Plan, development such as this would usually be deemed inappropriate. PPG2 and PPG13 do however state that Park and Ride sites may be acceptable in the Green Belt if it that site is proven to be the most sustainable after a full assessment of alternatives.	Orange
	An area of approximately 0.3 hectares at the south-west corner of the site is a designated SNCI (Site of Nature Conservation Importance). This area is highlighted on the attached PDF MAP 2. Planning permission will not be granted for proposals which are likely to harm the Nature Conservation Interest unless clear justification is provided that the reasons for the development outweigh the value of the site in its local or regional context (Policy NE3, Local Plan 2003), therefore it is unlikely that this part of the site could be developed as part of any proposed Park & Ride.	Red
	Site is not in a Flood Zone.	Green
	This site lies within the 0 – 400m buffer zone of the SPA (however, the Interim Avoidance Strategy only relates to proposals for residential development).	Orange
Other comments		

ITEM 8 : ANNEXE B : PARKING, HIGHWAYS & TRANSPORTATION RESERVE PROJECTION

<u>Parking, Highways & Transportation Reserve</u>	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