

EXECUTIVE

16 MARCH 2006

PROGRESS WITH THE PARK & RIDE STRATEGY**SUMMARY**

This report sets out progress with the Park & Ride Strategy, including sites at Manor Farm and on the northern corridor, together with consideration of capital costings for the extension of the Artington site, as requested by the Executive. It also considers updating the Park and Ride Strategy.

1. INTRODUCTION

- 1.1 This report has been prepared at the request of Members specifically to update on progress with Park & Ride sites at the University of Surrey (UniS) Manor Farm and on the northern corridor and provide estimated capital costs for the extension of the Artington site. This has emphasised the need to ensure that all work on Park & Ride in Guildford is being considered holistically and that the Strategy is updated.

2. BACKGROUND

- 2.1 The Executive has considered previously reports on Park & Ride, progressing the development of a number of sites in partnership with Surrey County Council on the main corridors into Guildford. It has recently concluded that the main areas of work should be:
- Progress of the Merrow site.
 - Assessment of developing an extension to the Artington site, including costs of construction and terms of the lease with the Loseley Estate.
 - Progress of the UniS Manor Farm site, including the assessment of any off-site works necessary.
 - The implications of developing a site on the northern corridor into Guildford, including locating a suitable site.

- 2.2 The reports have also highlighted the need to produce an up-to-date Strategy document based on the agreed work programme.

3. MAIN CONSIDERATIONS

- 3.1 The two authorities have made significant progress with the development of Park & Ride for Guildford. The need for further progress is enhanced by the anticipated development of certain town centre car parks and the importance of ensuring that the existing level of parking provision is maintained, as required by the Council's Parking Strategy.
- 3.2 The original Park & Ride 'Strategy' was prepared over ten years ago. It needs updating to reflect current policy, and to progress direction on the future development of Park & Ride in Guildford within one comprehensive document.
- 3.3 This has been discussed with Surrey County Council's Local Transportation Director and other County Officers and a draft framework of topics has been prepared for inclusion in the 'refreshed' strategy document. 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. Subject to reaching agreement with the County Council, the document should be completed by September 2006 and be presented to both the Executive and the Guildford Local Committee for approval. Following Member approval, it will be updated regularly and will serve several functions, including a clear evidence base for use when negotiating with developers to secure funding towards future Park & Ride developments.

4. THE STRATEGY FRAMEWORK

4.1 The document referred to above 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/bus services
- Funding programme - capital and revenue (existing and proposed - including pricing)
- Environmental and sustainability implications
- Innovation and use of new technology
- Marketing and information

5. CURRENT PROGRESS

The Merrow site

5.1 The development agreement between Surrey County Council (SCC), Guildford Borough Council 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. Any further progress will be reported to Members at the meeting.

The UniS Manor Farm site

5.2 The County Council commissioned WSP Consultants to undertake demand surveys for this site and report on the off-site issues of developing the site for Park & Ride based on the assessed vehicle numbers generated at peak times by the demand surveys.

5.3 The report on the off-site issues has been submitted to SCC and is currently being validated but the indications are that the number of vehicles generated by the Park & Ride during peak hours would have a detrimental effect on the existing capacity of the 'Hospital' roundabout, which in turn would increase queue lengths in Egerton Road and the Research Park.

5.4 WSP are now preparing a report on the work necessary to the roundabout in order to overcome the problem. This is due to be available in April 2006. 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 liaison with the Highways Agency on any implications for the A3 as a result of developing this site, as their support will be crucial.

5.5 Any update on this will be reported at the meeting.

The 'Northern Corridor' site

- 5.6 As with the UniS site, the County Council has commissioned WSP Consultants to carry out demand surveys in the northern corridor. This report is also due in April 2006. The report will assess likely typical vehicle attraction to 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). As previously reported, all possible sites are in the Green Belt and in private ownership, and will probably require use of the Compulsory Purchase Order (CPO) process if they are to be achieved. Details of this process have been reported previously to the Executive. At this stage it is not possible to provide a timescale for achieving this. Further background research and information gathering will have to be obtained before being able to report back to the Executive.

Funding the Artington site 'extension'

- 5.7 The Executive considered and agreed the proposed leasing arrangements for the land owned by the Loseley Estate for the proposed extension to the existing Artington site at its meeting on 15 December 2005. It should be noted, however, that County Council Officers have expressed reservations about the funding of the revenue costs. Further discussions are required regarding the ongoing costs of funding Park & Ride in order to agree the approach for inclusion in the Strategy document, referred to in paragraph 3.3 above.
- 5.8 Initial work on this site suggests that the land could provide approximately a further 250 spaces, subject to final design. Officers are currently working on the estimated capital costs for construction of the site, and initial estimates are in the region of £1m.
- 5.9 There are still a number of 'unknowns', which are being investigated. These include whether or not the existing electricity supply could cope with the additional load and if the existing surface water storage system is adequate for the run-off from an extension. If new provisions are necessary, this will add to the cost. The cost estimate is therefore given with caution as prices in the construction industry have risen steeply recently and the true cost will not be known until the works have been tendered.
- 5.10 County Officers have indicated that it is unlikely that the County Council will contribute any funding towards the capital cost of construction. Consequently, Members are asked to consider setting up a scheme within the Major Schemes Capital Programme with a budget guide of £1m. It is suggested that the scheme is added to the "Wish List" at present, pending resolution of the "unknowns" referred to in paragraph 5.9 above.
- 5.11 Notwithstanding the above, it is recommended that Officers be authorised to work with County Officers on preparing and submitting a planning application and seeking tenders for the development. The planning permission will need to be in place to enable the terms of the lease and other matters to be progressed.

6. THE COUNCIL'S STRATEGIC FRAMEWORK

- 6.1 Park & Ride has a key role to play in helping the Council to achieve its strategic priorities of building sustainability into the Council's strategies by offering viable alternatives to the car.

7. FINANCIAL IMPLICATIONS

- 7.1 As well as the capital cost of constructing Park & Ride sites there are other associated costs such as the ongoing revenue costs of operating the bus service, site maintenance, energy costs, site purchase/lease costs, legal fees etc. These costs will be reported on when known, as each scheme develops. The suggested approach will be included in the Park & Ride Strategy for Members' consideration.
- 7.2 For information, Members should note that the Council's Major Schemes Capital Programme makes reference to three Park & Ride schemes:

Scheme	Value (£M)	Funding
Merrow	1.5	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	1.5	Included in 'Wish List' and therefore does not have funds allocated

- 7.3 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 A3 corridors (£1m to this Council for capital funding and the remainder to Surrey County Council as the Park & Ride Bus Provision contribution). 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.

8. LEGAL IMPLICATIONS

- 8.1 There are legal implications in developing any Park & Ride site, mainly staff time and costs in the preparation of the necessary legal documentation, including any Compulsory Purchase Order procedures and/or development agreements.

9. SECTION 17 – CRIME AND DISORDER ACT

- 9.1 All schemes will be designed to accord with the requirements of the Act.

10. RISK MANAGEMENT IMPLICATIONS

- 10.1 Risk Management appraisals are carried out for schemes as part of the project management process.

11. SUSTAINABILITY IMPLICATIONS

- 11.1 Sustainability measures are incorporated in all aspects of schemes.

12. CONCLUSIONS

- 12.1 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. The strategy and current sites being developed are important tools in achieving this and are integral to the Council's Parking Strategy.

- 12.2 Following on from the Merrow project, the next Park & Ride development which can be pursued for implementation in the short term is the extension to the Artington site. This will depend amongst other matters, on agreeing funding arrangements with the County Council, achieving planning permission and finalising the terms of the lease. Realistically any development is unlikely to commence in this financial year, but it may be possible achieve a 2007 start date. Both the Manor Farm and northern sites still require extensive preparatory work and agreements before any can be progressed to the planning application stage.
- 12.3 It is proposed to update the Park & Ride Strategy to incorporate all work achieved to date and the 'vision' for the future.

13. DECISION

- (I) That an updated Park & Ride Strategy be prepared and reported to the Executive and to the Guildford Local Committee for adoption.
- (II) That, following confirmation of the demand survey results and receipt of the off-site requirements report for the Manor Farm site, the Officers report back to the Executive with proposals for progressing the development, including initial cost estimates.
- (III) That, following receipt of the demand survey results for the Northern Corridor, the Officers report back to the Executive with site-specific proposals, including initial cost estimates.
- (IV) That the Officers be authorised to work with Surrey County Council on the preparation and submission of the planning application for the Artington Park & Ride Extension and seek tenders for the works.
- (V) That the Officers work with County Council Officers to clarify and agree the future funding arrangements, both capital and revenue, for the further development of Park & Ride in Guildford.
- (VI) That the Artington Park & Ride Extension be included within the Major Schemes Capital Programme "Wish List", with a budget guide of £1m.

Reason for Decision:

To progress the development of the Guildford Park & Ride Strategy.

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