

Nexus Park and Ride Strategy



2011

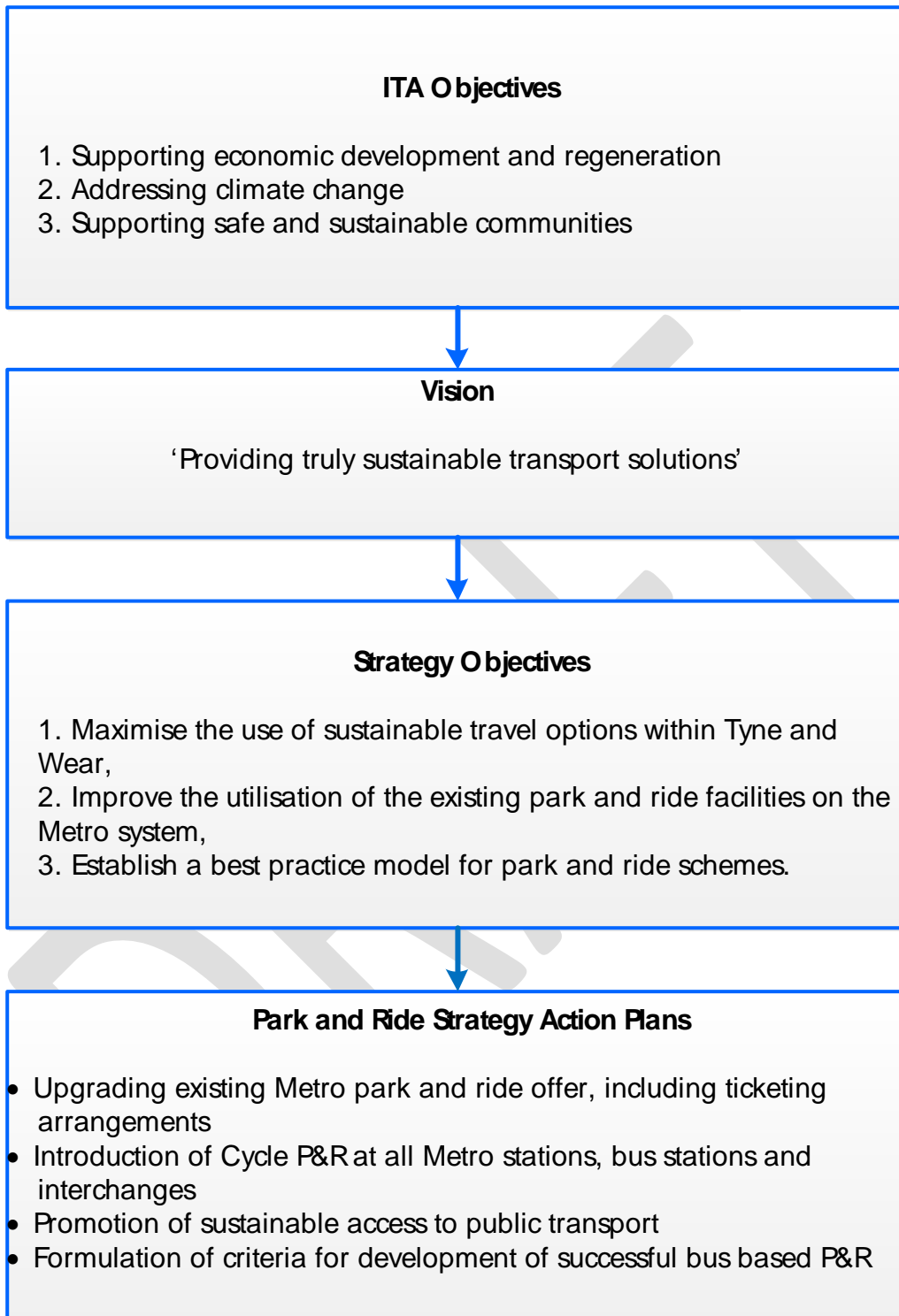
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1. Executive Summary

- 1.1 Nexus has been involved in the provision of Park and Ride (P&R) in Tyne and Wear since the development of the Metro system thirty years ago. Park and Ride in the region is largely based around the Metro. However, there have been a number small scale initiatives offering bus based P&R associated with special events (Sunderland Air Show, Tall Ships Race etc.) or weekend shopping.
- 1.2 Research nationally suggests the P&R may have a role in very specific circumstances in reducing highway congestion. However, it is more likely to be a parking provision and management tool.
- 1.3 There is also a significant difference in the role of bus based and rail based P&R and any development of P&R must acknowledge these differences.
- 1.4 There is a role for P&R within the overall transport and parking offer in Tyne and Wear but there needs to be a very clear demonstration of the financial, social and regeneration reasons justifying the investment on a case by case basis.

2. Strategic Context

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3. Introduction

- 3.1 Park and Ride (P&R), whereby people use their own private transport to access an interchange point from which they travel to a final destination by public transport, has been around since cars became widely available in the 20th Century. P&R enables people to park in car parks on the outskirts of large towns and cities and use public transport to travel to the centre.
- 3.2 There are a number of Metro based P&R sites in Tyne and Wear, however, the region only has one bus based P&R site, which is situated at Great Park. In the wider region, there are several heavy rail P&R sites (see appendix A).

4. Objectives

- 4.1
- a) Maximise use of sustainable, integrated, travel options within Tyne and Wear,
 - b) Improve the utilisation of the existing P&R facilities on the Metro system,
 - c) Establish a best practice model for P&R schemes,
 - d) Identifying opportunities for new Metro Park and Ride sites
 - e) Establish principles for charging at Metro car parks
- 4.2 This will be done by:
- Studying and understanding the operation of P&R schemes elsewhere in the country,
 - Ensuring that Metro P&R product is consistent and well-advertised,
 - Exploring the potential of introducing a single charging regime at all Metro P&R sites,
 - Making an impartial assessment of the potential for further Park and Ride development in Tyne and Wear,

- Developing guidelines on the relationship that is required with the five Tyne and Wear local authorities for the incorporation of P&R into district parking policies.

5. Policy Context

5.1 According to DfT demand forecasting guidance, P&R has one or more of three aims:

- To maintain or increase the number of economically desirable trips to the city centre,
- To avoid using valuable city centre land for car parks and access roads,
- To reduce congestion and pollution.

5.2 The following are amongst the main reasons why P&R has been used as a policy tool to date:

- To provide an alternative to car use and public transport: a means of reducing the amount of car use in a city, both by people who do not live in a part of it that is easily accessible by public transport, and by those who do but are still not willing to use it.
- To allow for more economically efficient provision of parking capacity: a means of increasing parking capacity without using land in the city centre and of transferring parking capacity from the city centre to elsewhere.
- To make overall traffic reduction policies politically palatable – P&R can be used as a bargaining tool to gain support for traffic restraint schemes, because it is popular with many motorists and traders.
- To contribute to environmental objectives - a means of reducing both local and national air pollution, it also reduces the visual and noise intrusion of traffic due to decreased car use.

5.3 National Planning Policy Framework

The National Planning Policy Framework is currently a draft document which is undergoing consultation (consultation due to close on 17th

October 2011). The framework condenses over 1,000 pages of national planning policies in to a document which is easy to understand. The Framework gives greater planning powers to local councils, individuals, neighbourhoods and professionals, enabling them to plan for themselves. Several policy documents, including Planning Policy Guidance 13: Transport, will be cancelled once the Framework is introduced. Whilst the Framework does not mention park and ride specifically, it could make introducing new P&R sites easier. This is because the introduction of P&R could help to achieve the government's objective of planning for a low-carbon future.

5.4 **The Third Local Transport Plan for Tyne and Wear 2011-2021 (LTP3)**

The objectives of a successful P&R scheme are supportive of the overarching aims and objectives of the LTP. P&R accords with the LTP objectives of:

- Supporting economic development and regeneration
- Addressing climate change
- Supporting safe and sustainable communities

LTP3 acknowledges that park and ride can ease traffic congestion in urban areas and aims to seek to increase the availability of P&R sites in Tyne and Wear.

6. National Experience

6.1 Despite the generic term Park and Ride there are significant differences in the way P&R has developed and is used depending on the 'ride' mode it is built around.

6.2 Rail based P&R has been mainly about enabling car users to easily access rail services and thereby increasing patronage. This is manifested in two ways:

a) enlarging a station's catchment for access to long distance (InterCity or Commuter) services as happens at main, often city centre, stations on the East Coast Main Line or:

b) providing access to local commuter services at stations on the periphery of major cities or conurbations to avoid the congestion and parking difficulties associated with driving into the centre of an urban area. Metro based P&R fits into this category.

- 6.3 In the UK, there has been a rise in Parkway stations, located on the outskirts of major urban areas. The aim of Parkway stations is to enable access to long distance rail services without the need to access a town or city centre station (e.g. Bristol, Warwick and East Midlands Parkway stations). There are no Parkway stations in the north east at present.
- 6.4 Much of the early development of P&R at rail stations (including Metro) was the opportunistic use of redundant railway land as car parking. These car parks were often unsurfaced and free to use but, as customer expectations and demand have grown, they have been improved and charging has been introduced at the larger sites.
- 6.5 Bus based P&R has tended to develop in single centre urban areas (not conurbations) where there is significant or perceived congestion and parking problems. Research has found that the most important factor in influencing use of P&R is difficulty parking elsewhere, closely followed by avoiding congestion¹. Congestion and parking problems tend to be common in physically constrained or historic city centres, such as York and Oxford. Despite the often stated aims of reducing congestion and pollution some P&R schemes are designed to complement a town's overall parking provision rather than replacing existing city centre parking e.g. Durham.

Case Study

Durham treats its P&R scheme as part of its overall parking strategy for the City. It is managed with the aim of attracting all day commuters in order to free up city centre parking spaces for shorter stay use by shoppers and visitors. All day parking in the city centre costs £6 compared with free parking and a £1.70 day ticket (per adult passenger) with the P&R scheme. Concessionary pass holders travel free and under 16s travel free when accompanied by an adult over 21. As 80% of car arrivals are in the morning peak it appears that the aim of attracting commuters is being achieved. There has been no reduction in car park provision in the city centre but the enforcement of parking restrictions has reduced on-street parking

- 6.6 In order to attract car users, bus based P&R schemes are often based around high frequencies, higher quality vehicles and lower fares than

¹ *Metro Park and Ride User and Non-User Survey, WoodHolmes Group, 2006*

those used on neighbouring local bus services presenting a challenge to social inclusion objectives.

- 6.7 A significant number of schemes require ongoing subsidy. Research by TAS in 2007 estimated that P&R schemes throughout the UK required an annual subsidy of £13m in total. Subsidy levels per passenger are in some cases quite low but in aggregate can appear substantial. The Norwich scheme, which is the largest in the UK with 3.5m passengers, receives up to £1.8m per annum in subsidy. At the other extreme is York where First Group pays a premium (£120k in 2007) to the Council for the right to operate the P&R services which are incorporated into the overall bus network for the city. Recent figures show that the annual running cost of the Durham scheme is £1.1m whilst revenue is £540k. The balance is made up from the surplus on city centre car park charges and income from civil enforcement of on street parking, emphasising the benefits of operating P&R as part of a city wide parking strategy. A comparison of park and ride sites in the UK can be found in Appendix B. Nexus' Fares and Ticketing Strategy states that we should aim to maximise revenue whilst making Park and Ride an attractive alternative to car travel. We should charge what the market will bear and ticketing products should be attractive and simple to use.
- 6.8 Cycling has become recognised as a healthy and environmentally friendly mode of transport and targets have been set both nationally and locally to increase its use. The national target for cycling is to double use by 2012 and this is reflected locally. As part of this there has been recognition of the need to improve cycle parking at various destinations, including Metro stations. At present, Nexus are working on a bid for funding from the Local Sustainable Transport Fund (LSTF), which, if awarded, would see cycle parking installed at all Metro stations (except from those with high crime rates and areas of low demand)..

Case Study

Nottingham offers seven P&R sites and has similarities with Tyne and Wear in that most are based on the use of Light Rail although two are bus based. All parking is free and the bus based schemes utilise routes that are part of the overall public transport network, serving some intermediate stops and destinations beyond the P&R sites. Both tram and bus offer individual or group tickets (sold on vehicle).

Management and maintenance costs for the tram based sites are covered within the overall management contract for operation of the tramway. The two bus based sites are revenue neutral. Both bus services are contracted within a single contract. The 'profit' made on the Queen's Drive service covers site maintenance and the 'loss' on the Racecourse service

- 6.9 The ability of P&R to impact on overall traffic congestion needs to be kept in perspective. The most common way to measure the impact of P&R sites is by calculating an interception rate (number of cars parked at a site as a percentage of the total daily number of cars passing the site). The highest P&R inception rates are in places such as York (see table one), which has restricted city centre parking and a large number of visitors.

Table One: Interception Rates²

Location	Cars parked at P&R as percentage of passing car traffic
Edinburgh Ferrytoll (long distance)	1%
Cambridge (5 sites)	2.1% (of all traffic entering city centre)
Norwich (all 6 sites)	3% (of all traffic crossing inner city cordon)
Exeter (3 sites)	2-4%
Worcester	3.5%
Ipswich (London Road)	7.8%
York (Grimston Bar)	10.7%

- 6.10 The issue of whether schemes charge for the parking or travel elements of the overall scheme has a number of implications. Car parking is subject to VAT. However, VAT is not payable if car parking is free and

² TAS Park and Ride GB 2007

only the travel element is paid for. Under the rules of the national concessionary travel scheme it is up to the administering local authority to determine whether they will allow concessionary pass holders (local or national) to travel for free on P&R bus services.

- 6.11 There has been a recent increase in "Pocket Park and Ride", where parking spaces (typically at Pubs, Village Halls, Churches) that are unused during the working day and which lie along an existing bus route, are signed as P&R sites and car drivers use ordinary scheduled bus services. In principle "Pocket" P&R is a bus based equivalent of the smaller car parks on local rail lines and the Metro.

7. Current Position in Tyne and Wear

7.1 Metro based Park and Ride

7.1.1 P&R first developed in an ad-hoc fashion following the opening of Metro in 1980. Over the years P&R has become a more formal arrangement and there are currently four large sites and several smaller ones in Tyne and Wear. The larger sites are located at Four Lane Ends, Heworth, Regent Centre and Northumberland Park.

7.1.2 Occupancy at Metro P&R sites largely reflects the frequency of the Metro service. Heworth, with trains every 3 minutes in the peak, is the most popular P&R site with car drivers representing 10% of all passengers boarding the Metro. Whereas Regent Centre has been found to be less popular due to only having a train every 6 minutes in the peak. (*Appendix C gives details of all Metro car parks and their patronage*).

7.1.3 Interception rates at Callerton, Four Lane Ends and Heworth have been calculated based on survey data of usage in May 2009 and averaged 2009 figures for inbound car traffic on the adjacent main highway. The interception rates are Callerton 1.2%, Heworth 1.9% and Four Lane Ends 2.9%³.

7.1.4 P&R car parks in the region are managed in a variety of ways with no consistent pricing policy, which can cause problems. Some car parks are

³ The figures at Four Lane Ends are probably unrepresentative due to the numbers of cars parked there by local office workers

owned by local councils who set the charges, some are managed by the councils on behalf of Nexus and a number are controlled by DB Regio Tyne and Wear (see Appendix C).

7.1.5 Under the Metro operating concession DBTW is responsible for day to day maintenance, staffing and pricing of Metro P&R sites and has recently introduced a standard daily charge of £1.60 on a number of park and ride sites which are within their control. The smaller sites will initially remain free of charge. Customers also have the option of purchasing a car park permit which is valid for four weeks, twelve weeks or a year. The permits provide a discount and up to two vehicles can be registered per permit. Twelve week and annual corporate permits, which provide a greater discount, are also available.

7.1.6 Due to rising car ownership in Tyne and Wear, the demand for parking spaces has grown considerably. This is particularly the case in areas where there are large concentrations of office based jobs. The increase in demand for parking has resulted in some P&R sites, such as those at Regent Centre and Four Lane Ends, being used by car drivers who have no intention of travelling on public transport (at Four Lane Ends and Regent Centre 52% and 70% respectively fall into this category). The levying of separate, unlinked tariffs for the parking and travel elements means that there is no pricing mechanism to deter this. Providing office workers parking at Four Lane Ends and Regent Centre does not prevent genuine P&R customers from using a site, it may be viewed as additional revenue from otherwise unused parking spaces. However, if genuine P&R users cannot park at the sites and either drive all the way to their destination or use an alternative mode of transport it represents a loss of revenue to Metro. Potential fares income if Metro P&R car parks were fully utilised is estimated at £1.3m per year, demonstrating the need to promote full use of the current facilities and ensure that space is available for genuine P&R users.

7.1.7 Research has found that the cost of parking and level of fares can be the biggest factor in discouraging people to use Metro P&R⁴. If P&R is perceived as expensive, it will not be used. People do not want to have to pay for parking and travel separately⁵ and this could act as a disincentive to use. Non-users have made requests for a combined

⁴ Kerrison, J., (2009), "Park and Ride: Understanding its success", Newcastle University

⁵ WoodHolmes (2006), *Metro Park and Ride User and Non-User Survey*

parking and travel ticket, stating that they would be more likely to use P&R if such a product were available⁶.

7.2 Bus based Park and Ride

7.2.1 In Tyne and Wear bus based P&R includes the Newcastle Great Park Scheme, which opened in September 2009. There are 500 spaces and the X40 bus service provides a direct link to Newcastle city centre, taking 25 minutes at peaks and 18 minutes off peak. Occupancy at the site tends to be very low. Based on a 2% interception rate which has been achieved elsewhere in the UK and at Metro P&R sites the potential use of this site could reach 480 cars per day. However, this level of occupancy is far from being achieved and experience from elsewhere suggests the travelling time, twenty minute service frequency and fare levels (in relation to city centre car park charges) may be disincentives to its use.

7.2.2 In the past, there were bus based P&R sites at The Metrocentre and Manors but both have closed in recent years. The Manors Park and Ride site closed in order for the land to be redeveloped for Northumbria University. The Newcastle Business School, School of Law and the School of Design now sit on the site. The Metrocentre scheme was a commercial venture by Go North East, which consisted of a dedicated bus service running every 15 minutes in the morning and evening peaks. Customers were able to use other Go North East services outside of these times. Although patronage was approximately 4,500 per 4 week period revenue only covered about 25% of the operational costs. Therefore, the scheme only ran for around six months.

7.3 Car park pricing

Currently there is no overall approach to car parking provision or pricing within the Tyne and Wear conurbation. There is a lot of free parking associated with edge of town shopping developments which leads to demands for cheap or even free city and town centre parking to help traders in those centres to compete. From research into schemes elsewhere in the UK, such as Durham, York, Oxford and Cambridge it is apparent that Park and Ride works well when it is

⁶ Kerrison, J., (2009), "Park and Ride: Understanding its success", Newcastle University

planned and managed as part of an overall and integrated approach to transport and parking.

8. Metro Park and Ride User Surveys and Research

- 8.1 The findings of two pieces of research; 'Park and Ride User Profiling' carried out by Woodholmes in 2006 and 'Park and Ride: Understanding its success' an MSc dissertation by J. Kerrison of Newcastle University in 2009, have informed the recommendations and action plan of this strategy.
- 8.2 The Woodholmes research found that the main issue for many users is that they don't want to have to pay twice; for parking and then for travel. This was also a common theme in the research conducted by Kerrison, where users and non-users alike requested a single ticketing product, combining parking and travel costs.
- 8.3 Woodholmes also found that difficulties parking elsewhere, closely followed by congestion, can influence use of P&R. The cost of parking and travel can also act have an impact on use and is likely to act as a disincentive if it is perceived as too expensive⁷. The research also noted that the majority of users arrive before 10:00, suggesting that P&R is largely used by commuters.

9. Options and Recommendations

The basic principles of any P&R provision in Tyne and Wear should be:

- To require as low a level of subsidy as possible or be revenue neutral to Nexus in order to work within the budget set by the ITA,
- To encourage modal shift from cars to public transport,
- To increase public transport patronage and revenue,
- To genuinely reduce congestion by intercepting city centre bound traffic,
- Not to abstract patronage from the existing public transport network,
- Planned in relation to local authorities parking policies,
- To benefit the environment,
- To benefit the local economy.

⁷ Kerrison, J., (2009), Park and Ride: Understanding its success

9.1 Metro Park and Ride

9.1.1 Pricing and Management of Metro P&R sites

Whilst DBTW have been successful in introducing a consistent parking charge across several P&R sites under their control, the pricing of P&R sites owned by local authorities varies considerably. In order to ensure that P&R sites are effectively and efficiently managed, it is recommended that negotiations take place with relevant authorities with the aim of either bringing all Metro P&R sites under DBTW control or agreeing upon a common management approach and consistent pricing scheme. As part of the management approach, all sites should be either manned or patrolled on a regular basis, where possible.

There must be a set of conditions for introducing parking charges, which must be adhered to. If charging is to be successful, parking costs should be introduced in areas where there is less potential for displacement, such as in areas where restricted parking is in force on nearby streets. Some car parks, such as East Boldon and Fellgate, operate at more than capacity and the introduction of parking charges may help to retain spaces for Metro customers. Parking charges in P&R car parks must be lower than those in city centres. If it is cheaper to park in city centres, then P&R will not realise its full potential.

9.1.2 Security

If car drivers are to be encouraged to park at P&R sites then we must reassure them that their car will be safe and secure. Therefore, it is recommended that we examine the potential, subject to available funding, of providing CCTV at all Metro P&R sites. In order to improve personal safety and enhance customer service, help points should be installed at all sites.

The stations situated on the Metro extension to Sunderland, have achieved Secure Station status, a scheme which accredits stations which have worked with local partners and the British Transport Police to implement security measures. DBTW are obliged to obtain Secure Station status for all Metro stations by the end of 2014. DBTW are not working towards achieving safety accreditation for the car parks within their control and it is recommended that we aim to achieve security accreditation, through the 'Park Mark'⁸ award, for all designated Metro car parks. Awards, such as this, will reassure customers that measures have been undertaken to ensure that sites are safe and secure.

⁸ Awards given to car parks which have met the requirements of a risk assessment set by the Police

9.1.3 Misuse of Park and Ride Sites

The abuse of P&R sites by people parking and not using public transport needs to be monitored. If monitoring finds that there is insufficient space for genuine P&R users it may be necessary to introduce a means of deterring those who do not wish to use public transport. This may include combined ticketing and/or use of barriers.

9.1.4 Awareness of Park and Ride

Some of the P&R sites in Tyne and Wear are poorly advertised and it is possible that usage may increase if more people are made aware of P&R. Therefore, it is recommended that we promote P&R sites in the region. Up to date information on Metro P&R sites should be made available on Nexus/Metro websites. It is also suggested that likely origin points for P&R patrons should be targeted with leaflet drops, posters and newspaper advertising.

9.1.5 Integration with Cycling

Bikes are not permitted on Metro, therefore passengers wishing to cycle to Metro stations will need somewhere secure to store their bike. The provision of cycle parking at Metro stations promotes sustainable travel, by encouraging customers to cycle to stations rather than travel by car. It is for these reasons that cycle parking should be included in the overall planning, management and promotion of Metro P&R. As part of the concession, DBTW is required to produce a cycling strategy which will be agreed with Nexus. This strategy should look at encouraging Metro customers to cycle to stations.

It is recommended that cycle parking is provided at all stations except where demand is unlikely due to security or vandalism concerns⁹. Cycle parking should be located in easily accessed sites near station entrances that are subject to natural surveillance. There are a number of cycle lockers which are available at selected Metro stations and managed by DBTW. Due to low usage and high installation and maintenance costs, it is not recommend that further cycle lockers are introduced. Instead, it is suggested that cycle parking be of the 'Sheffield' design.

We are currently applying for match funding from LSTF. The funding would enable us to provide basic cycle parking, capable of accommodating at least ten bikes, at all Metro stations (apart from those with a high crime rate and

⁹ Cycle Parking at Metro Stations in Sunderland, 2008, Sustrans

low demand). Between five and eight of the larger stations would receive a secure compound, which would be able to store 20- 30 bikes.

In order to ensure that Metro customers can cycle to stations safely, Nexus and DBTW should work with local authorities to ensure that, where feasible, cycle routes provide connections to Metro stations which have cycle parking.

9.1.6 Increase the number of Metro P&R sites

At present, there are ten formal P&R sites¹⁰ and a number of informal P&R sites along the Metro network. The addition of park and ride sites could increase patronage. The study should identify potential locations for new P&R sites and explore the possibility of DBTW gaining control of informal P&R sites, enabling charges to be introduced.

9.2 Heavy Rail Based Park & Ride

Given the nature of the heavy rail network radiating from Tyne and Wear, the introduction of P&R at railway stations will need to be done in conjunction with the neighbouring local authorities, local rail franchisees and Network Rail.

There may be potential conflicts in the aim of reducing city centre traffic and the desire of long distance rail operators to generate additional custom by long stay P&R at city centre locations. There is currently a 428 space car park at Newcastle Central station which is generally full by 0900hrs every weekday. There has been pressure to expand this provision.

Currently there are relatively small scale car parks at a number of stations that are convenient for commuting into Tyne and Wear (appendix A). Encouragement of such schemes has the two fold benefit of reducing congestion, albeit on a small scale, on roads to and within the Tyne and Wear conurbation while improving the economic performance of the relevant train service.

It is recommended that the provision of heavy rail P&R is explored and any issues raised will be addressed through the Nexus' liaison meetings with the Rail Industry.

¹⁰ Callerton Parkway, Bank Foot, East Boldon, Fellgate, Four Lane Ends, Heworth, Kingston Park, Regent Centre, Northumberland Park and Stadium of Light

9.3 Bus based Park and Ride

Evidence from elsewhere in the country shows that bus based P&R can be successful. However, the most successful schemes tend to be linked to efficient car park management and the control of city centre parking.

The provision of bus based P&R in Tyne and Wear is limited and it is recommended that a study is conducted to explore the potential for increasing bus based P&R in the region. The study should aim to understand current car based travel patterns and use this knowledge to identify locations where potential P&R custom can be intercepted. Sites should be located at areas where they will alleviate congestion and enable users to travel to town/city centres by public transport quickly and easily. If the study proves demand in certain areas and there is sufficient space for a P&R site, expansion should be considered. In areas, where oversubscribed car parks (that cannot be expanded) cause problems, we will work with local authorities to develop travel plan initiatives to promote alternative transport options.

Looking at the major traffic corridors in Tyne and Wear and applying the interception figure of 2%, which is supported by the interception rates that have been achieved for Metro P&R and bus based P&R elsewhere in the UK, gives the following figures:

Table two: Actual and Potential P&R Site Patronage

Road	Daily car flow	Potential P&R use at 2% interception	Possible P&R site	Actual P&R use	Actual P&R site
A1 South, north of Newcastle	24,034	461		2	Newcastle Great Park
A184 east of Gateshead	17,435	349		337	Heworth
A696 by Airport	10,011	200		133	Callerton Parkway
A189 at West Moor	11,627	233		347	Four Lane Ends
A1 North at Washington	30,715	614	Eighton Banks/Follingsby		

Services					
A692 at Emmanuel College	5,111	102	Lobley Hill		
A690 at A690/A19 Junction	8,798	176	Doxford		
A1018 south of Ryhope	6,958	139	Ryhope		

These projections of usage are on the basis of an attractively timed and priced P&R product being made available. They will also be affected by the car park pricing policies of the destination local authorities. On that basis they suggest that there is potential for bus based P&R in Tyne and Wear. Therefore it is recommended that opportunities for bus based P&R in the region are explored further.

10. Action Plan

Ref.	Recommendation	Action	Responsibility	Resources	Start Date	Finish Date
PRS 1	Development of Heavy Rail based P&R outside of T&W.	As part of existing liaison arrangements on rail issues. Look at development and promotion with partners.	Head of Business Development and Director of Rail and Infrastructure	Staff time + small promotional budget	April 2012	April 2013
PRS 2	Ensure Metro P&R product is consistent and well understood by users/potential users.	All car parks to be managed by Metro. Common charging regime. Better signage of underused sites. Targeted publicity.	Director of Customer Services and DBTW (This is already within the concession agreement.)	Staff time, costs to replace current LA arrangements at Kingston Park and Heworth	April 2012	April 2013
PRS 3	Examination of new combined ticketing	Research possible ticketing methods, examine best	Head of Network Development (to lead with Director	Staff time	April 2012	October 2012

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Strategic Planning Manager

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	arrangements for Metro P&R sites.	practice elsewhere. Cost out installation of ticket machines/barriers.	of Rail and Infrastructure assistance)			
PRS 4	Explore the potential for introducing £1.60 daily parking charge at all locations where the potential for charging may be judged to exist	Assess feasibility of introducing and enforcing parking charges at sites. Identify whether charges are likely to lead to a rise in parking on residential streets.	Head of Business Development	Staff time	Underway	April 2012
PRS 5	Explore the feasibility of increasing the number of Metro P&R sites.	Conduct a study to assess whether it would be feasible, and necessary, to introduce new Metro P&R sites and obtain control	Head of Network Development	Staff time	April 2012	October 2012

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		of informal P&R sites.				
PRS 6	Development of Cycle P&R on Metro	Submit bit to LSTF for funding for cycle parking at all Metro stations and promotion of cycle parking.	Head of Business Development	DBTW's committed integration budget	April 2012	April 2013
		Introduce signage, directing cyclists to cycle parking at Metro stations.	Head of Business Development			
PRS 7	To ensure that P&R is considered as part of the overall parking offer in Tyne & Wear	Ensure Nexus has input into with Local Authorities' parking strategies and LDFs. Discuss setting up parking liaison group with T&W local authorities.	Head of Business Development (Area Account Managers)	Staff time	January 2012	June 2012

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PRS 8	Research into use of Metro and bus based P&R in Tyne and Wear to better inform future decision making	Work with Newcastle City Council to gather information about use of Newcastle Great Park P&R site. Including costs and benefits and attitudinal research. Conduct research into the use of Metro P&R sites	Head of Business Development	Staff time/Market Research budget	Underway	April 2012
PRS 9	Conduct study to explore the potential for increasing bus based P&R in the region	Assess potential demand for bus based P&R and identify possible sites.	Head of Business Development	Staff time	October 2011	April 2012
PRS 10	Undertake assessment of the suggested bus	Liaison with relevant Local Authorities to	Head of Network Planning	Initially staff time possibly costs of market research,	Underway	January 2012

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	based P&R sites identified in Table two and set criteria for introduction of P&R	assess sites in relation to bus corridor major scheme proposals. Impact of pricing, LA car park pricing policies, projected travel times and OD data of likely users.		data collection, use of consultants		
PRS 11	Further develop any bus based schemes identified by the study which meet criteria set out in recommendation PRS10	Draw up formal business case including robust revenue estimates	Head of Network Planning	Initially staff time possibly costs of market research, data collection, use of consultants	November 2011	March 2012

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Appendices

Appendix A: Car Parking Provision at National Rail stations in Tyne and Wear travel to work area

Station	Car park spaces
Chester le Street	24
Durham	239
Prudhoe	20
Hexham	100
Wylam	30
Stocksfield	27
Alnmouth	76 + 40 additional planned
Cramlington	50
Morpeth	72
Seaham	9
Newcastle	428

DRAFT

Date of Issue:

Gordon Harrison
Strategic Planning Manager

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Appendix B: Bus Based Scheme Comparisons

Scheme	Journey Time to Centre	Bus Costs Covered by income	Site costs covered by income	Comments
Bristol, Portway	20mins	No (deficit covered by City Council)	No (covered by City Council)	City centre car parking expensive and congestion severe at peaks
Bristol, Bath Rd	20mins	Yes	No (covered by City Council)	City centre car parking expensive and congestion severe at peaks
Bristol, Long Ashton	15mins	Yes	No (covered by City Council)	City centre car parking expensive and congestion severe at peaks
Nottingham, Racecourse	10mins in 15mins out	No (cross subsidised from Queens Drive service)	No (cross subsidised from Queens Drive service)	Bus service part of overall bus network offering access outbound to employment locations/retail park. Cheaper P&R tickets available only to those boarding at P&R site.
Nottingham, Queens Drive	15mins in 18mins out	Yes	Yes	Bus service part of overall bus network offering access outbound to employment locations. Cheaper P&R tickets available only to those boarding at P&R site.
Durham, 3 sites	15mins	No (Deficit covered by surplus on city)	No (covered by surplus on city centre car parks)	Managed as part of overall parking offer for Durham. Aimed at commuters to free up city centre parking for short stay users.

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		centre car parks)		
Bedford	15mins	No (subsidised by Council and surplus from town centre parking control)	No (covered by Council and surplus from town centre parking control)	Managed as part of overall parking offer for Bedford. Aimed at commuters to free up town centre parking for short stay users.
Shrewsbury, 3 sites	10 to 12mins in, 13 to 15mins out depending on route	No (subsidised by Council and shopping centre owner)	No	Constrained historic town centre, P&R avoids congestion and adds to parking supply. Partly subsidised by town centre parking charges. Total subsidy for all 3 P&R sites in Shrewsbury £260,000 p.a. in 2008/9
York, 5 sites	15 - 18mins in 10-17mins out	Yes	Yes	Bus services run commercially as part of overall city bus network. Premium from operator covers site maintenance. City centre parking difficult and relatively expensive.
Cambridge, 5 sites	12-22mins in 13-23mins out	Yes (run commercially)	No (covered by income from parking budget)	City centre access controlled and limited car parking.

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Appendix C: Current Metro Park and Ride sites and occupancy levels

Location:	Managed by:	Spaces: Total/ (of which) Accessible	Pricing Mechanism:	Average Occupancy: %
Callerton Parkway	Nexus	195/7	Pay and Display £1	66% (May 2009)
Bank Foot	Nexus	62	Pay and Display £1	88%
Kingston Park	Owned by Newcastle City Council	96/4	Pay and Display £1	62% (May 2009)
Fawdon		17/2	Free	80%
Regent Centre	Nexus	183/8	Pay and Display £1	43% (May 2009)
Four Lane Ends	Nexus	475/unknown	Pay on departure £1	73% (May 2009)
Northumberland Park	Nexus (leased from developer)	393/12	Pay and Display £1	14%
Shiremoor		20	Free	86%
Monkseaton		22/1	Free	96%
Whitley Bay	North Tyneside Council	76/2	Free	80%
Cullercoats		22	Free	104%
Tynemouth	Station Developments	71	Free	148%
Wallsend		24	Free	113%
Walkergate	Newcastle City Council	24	Free	104%

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Felling	Gateshead Council	27/2	Pay and Display	48%
Heworth (owned and managed by Gateshead Council)		392/10 long 70/7 short	Pay and Display	86% long 52% short
Hebburn		70/4	Free	
Jarrow		23/2	Free	76%
Tyne Dock		34	Free	
Fellgate	Nexus	53/3	Free	123%
East Boldon	Nexus	54/4	Free	129%
Seaburn		8/2	Free	100%
Stadium of Light	Nexus	182/12	£1	91%
St Peters		23/4	Free	
Millfield		12/2	Free	
South Hylton		24/2	Free	92%

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