

**Part I**

Electoral Division affected:  
Lancaster Rural East;

**Heysham Link Road Development Consent Order Measures – Park and Ride**  
(Appendices 'A', 'B' and 'C' refer)

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**Executive Summary**

This report sets out proposals for meeting a Development Consent Order (DCO) requirement of providing a Park and Ride facility at Junction 34 as part of the Heysham to M6 link road development (H2M6).

The Park and Ride facility is one of a number of measures set within the DCO, The conditions of a dedicated Park and Ride facility is that it should be opened within one month of the link road opening. The H2M6 project will fund the car park construction with additional funding being required for related park and ride infrastructure, including: pay machines, bus shelters and CCTV cameras.

**Recommendation**

The Cabinet Member for Highways and Transport is recommended to approve;

- (i) the introduction of a dedicated Park and Ride bus service to meet the requirements of the DCO, under an existing procurement framework agreement, funded from existing revenue funds; and
- (ii) the bringing forward of £135,500 of the 2017/18 Lancaster City Centre Congestion Relief budget of £250,000 to fund the installation and implementation of the Lancaster M6 Junction 34 Park and Ride facility in 2016/17.

**Background and Advice**

As part of the planning consent for the H2M6 link road there were a number of complementary measures required, these included the provision of a park and ride facility at Junction 34 of the M6 within one month of the new road opening.

The DCO states the following:

*'the construction of a park and ride facility with 600 car parking spaces including 60 disabled spaces, associated lighting and closed circuit television camera columns, bus crew facilities, bus shelters, fencing and associated landscaping between the M6 Motorway, the new Motorway northbound exit slip road and the A683 Caton Road'*

*'The Park and Ride site at Junction 34 of the M6 motorway must be completed and available for use before the link road is fully opened to vehicular traffic. The Park and Ride site is to be brought into use when available road space is created on Caton Road but not more than 1 month after the link road has been fully opened.'*

Of the components set out in the DCO the following will be met by the project; the construction of a 650 car park and ride site, including 60 disabled spaces, lighting and the closed circuit television camera columns, fencing and associated landscaping between the M6 motorway, the new motorway northbound exit slip road and the A683 Caton Road. Further to these components the project will also fund the road markings and traffic signs for the site.

Although the proposed bus service is a dedicated Park and Ride service, there is no requirement for on-site bus crew facilities as these will be available in Lancaster City Centre.

The request for an additional £135,500 capital investment will fund the infrastructure required to provide the park and ride service, including the bus shelters as listed above, as well as directional signing on the M6 at Junction 35 and 33, the CCTV cameras, passenger information displays and the installation of the pay machines.

The completion date for the road is currently estimated to be in October 2016, this means that a park and ride service should be in place by November 2016. The park and ride site is currently under construction and the aim is for it to be completed to ensure the park and ride service will be implemented within a month of the road opening as required by the DCO.

The site will be accessed directly off the northbound exit slip road or from Caton Road. There will be no provision for overnight vehicle parking and the site will be opened and closed on a daily basis, by NSL, the County Council's current parking enforcement contractor.

In order to comply with the DCO it is suggested that an 18 month period is deemed as reasonable to establish the viability of a Park and Ride service.

It is also considered that a half hourly service is needed, therefore a contract for the half hourly service for an initial 18 month period will be procured, under the County Council's Local and School Bus Framework Agreement. This will enable the County Council to establish if the service is commercially viable. After this period, a recommendation will be made as to whether to continue to support this service or if it could be offered on a commercial basis to an operator.

Under the Local and School Bus Framework Agreement the bus service provider will operate the service and the County Council will receive the full income from the fares and concessionary reimbursement.

It is proposed that users of the facility are given an option to either just 'park' or 'park and ride'. The ticket machines on site will facilitate issuing of tickets on a pay and display basis.

The option to just 'park' will enable users to choose to either walk or cycle for work or leisure; to access Lancaster city centre; access the Lune cycle path through to Caton and Hornby, or car share. The proposed price will be £1 all day (currently all day parking is offered at Williamson's Park for £1.60). Weekly or Season Tickets will be available for regular car park users to avoid purchasing a car park ticket each day.

The option to 'park and ride' will require all users to also display a valid car park ticket via the ticket machine at the rate above, prior to travel. Travel payment will then be made on-bus with a proposed Adult return fare of £1.50 per person with half fare for children. All day parking in the city centre is £6.50, making it a more attractive option for a car containing up to 3 adults. It is proposed a family ticket (based on 2 Adults with up to 3 children travelling together) and other frequent user tickets will be available. Disabled parking will be free.

The service will be registered as a local bus service and therefore English National Concessionary Fare Scheme passes will be accepted for bus travel.

Appendix 'A' sets out the current parking pricing structure for Lancaster, provided by Lancaster City Council.

### **Future developments**

There is a facility to introduce electric car charging points through the County Council's Street Lighting Challenge Fund Programme that runs until March 2018. The scale of the site will enable further developments to support sustainable travel in Lancaster. The potential for the installation of charging points for electric vehicles on the park and ride site has been identified at Appendix 'B'.

Lancaster is a 'Cycling City' and has invested in promoting cycling. Although users will be able to park and cycle, there is currently no provision to store bicycles on the site securely. A potential location for cycling lockers on the car park has been identified at Appendix 'C'. It is envisaged that the installation of this provision would be funded through future developer contributions to sustainable transport in Lancaster as and when they materialise.

### **Consultations**

Lancaster City Council and Highways England have been consulted through the Lancaster Transport Officer Working Group which meets every 4-6 weeks to consider the ongoing work programme in Lancaster. The County Council's commitment through the Development Consent Order, including the park and ride facility are discussed at these meetings, and any feedback has been included in the development of the project.

## Implications:

This item has the following implications, as indicated:

### Risk management

The provision of a park and ride site is part of the DCO and if this provision is not in place within a month of the road opening then DfT would be able to claw back some or all of the funding and there is also a risk of legal action.

### Procurement

A framework agreement is in place for the procurement of Local and School Bus Services in Lancashire. The Park and Ride bus service contract will be procured under this Framework by mini-competition.

### Financial

#### Capital

The 2017/18 capital programme has an allocation of £250,000 for Lancaster City Centre Congestion Relief. It is proposed that £135,500 of this allocation is brought forward into 2016/17 to fund the capital investment highlighted in this report

#### Revenue

	Revenue	
Profiling	2016/17 – October start date (6 months of ½ hourly service)	2017/18 (12 months of ½ hourly service)
Total estimated cost	£103,239	£206,478
Existing budget provision	-£125,000	-£125,000
Estimated Income	-£31,000	-£83,000
<b>Funding requirement</b>	<b>-£52,761</b>	<b>-£1522</b>

The above income and expenditure is based on the introduction of a dedicated Park and Ride bus service from October 2016 and assumes 25% less usage over the 6<sup>th</sup> month period from October 2016 to March 2017 to reflect a gradual take up of the service following its introduction.

An annual revenue budget of £125k has been allocated on an ongoing basis. If there is not sufficient take up of the bus service and parking to offset the revenue spend, then any short fall would be met by existing revenue budgets.

**List of Background Papers**

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A