

## **Management of Barnstaple Park and Ride**

Report of the Area Engineer (North)

***Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.***

**Recommendation: It is recommended that:**

- (a) the contents of this report be noted;**
- (b) approval be given to advertise an off-street Parking Order to implement pay and display charges at the Park and Ride facility, Newport, Barnstaple.**

### **1. Summary**

This report describes proposals to tackle car park capacity issues and to improve the management of the Park and Ride facility located beside Park School, Newport, Barnstaple.

### **2. Background**

Barnstaple Park and Ride was opened in September 2001. The facility has a 160 space car park with a route through Rock Park into the centre of the town.

It has now become apparent that the existing car park is running near to capacity. A recent survey has shown five vehicles in two days unable to park due to the car park being full. Complaints of similar occurrences have also been received within the area office. The survey has also shown that about 50% of drivers parking in the car park are actually using the ride facility. Of the other drivers some walk or cycle into the town or Rock Park (about 25%), some use the car park to leave a car whilst they car share and some use the car park to access the school or Rock Park (about 25%).

There are long stay, off street car parks at Seven Brethren and Fair view. The daily charge is currently £1.20. Neither of these car parks is easily accessible from traffic travelling from the direction of South Molton along the North Devon Link. There is short stay parking opportunities in the town centre currently priced at 80p hour or £6 per day.

### **3. Future Situation**

The Local Transport Plan makes provision for the introduction of further 'park and change' sites. Pottington is scheduled for 2008/9 (376 spaces) and Park School extension (312 spaces) is scheduled for 2010/11.

Negotiations continue with North Devon College with a view to promoting a Park and Ride solution located at Roundswell in association with this development.

### **4. Current Arrangements**

The car park has a capacity of 160 spaces. Buses currently run every 15 minutes and charge £1 for an individual return and £1.50 for a family return. The service is being subsidised by D.C.C.

## 5. Proposal

It is proposed to introduce a revised Off-Street Order to set up Pay and Display between the hours that the bus service operates. Machines could provide two-part tickets, one part which can then be used for a 'free' return bus journey. The machine can be programmed for various types of ticket e.g., regular, group, weekly etc.

Concessionary bus users would be required to pay a car park charge as they do in other local authority car parks.

## 6. Factors to Consider if Accepting This Proposal

### Impact on School Use of the Site

The car park is the main route to the school for emergency and delivery vehicles and this will need to be maintained. The school makes use of the site most evenings for community activities.

The car park is used as a drop off and pick up point by parents bringing their children to the school. This was always the intention and any prevention of this would have repercussions for the surrounding area, including the access road and Park Lane. Consequently a barrier /pay on foot arrangement would be difficult , while a conventional pay and display machine approach would be more suitable.

### Impact on Walking and Cycling Trips

Some existing car park users walk or cycle to the town centre. There are 30 cycle lockers at the car park. 10 of these are for the exclusive use of North Devon District Hospital in association with their Green Travel Plan. A car park charge is likely to discourage such trips although the free bus facility may dampen this impact.

### Impact on Surrounding Streets

The loss of a free parking facility may lead to an increase in on street parking in Rock Park and the Newport residential area. However, in view of the size of the car park, the displacement is relatively small and the impact is likely to be low.

### Impact on Concessionary Bus Travellers

The introduction of a pay to park system will affect this group who can currently use the facility free after 9:30 am. However, disabled users do have opportunities to park on street in many locations within the town centre at no cost. The District Council do not make any financial concessions for disabled users within their sites.

### Alteration to Existing Charging Mechanisms

The introduction of Pay to Park would require a review of the existing charging arrangements on the bus. Currently there are the following options:

Single	70p
Return	£1
Family (up to 2 adults and two children)	£1.50
Book of 10 journeys	£5.00

A revised car park ticketing proposal could be determined in close liaison with North Devon District Council as a part of the joint vehicle parking strategy for Barnstaple. Initially it is proposed that the following charges apply:

Car Park Ticket (individual) £1 per day

Car Park Ticket (group, up to five bus passengers) £2

Note: the bus company would continue to accept single bus journey fares to cater for those bus users including park school students who regularly use the service.

## **7. Enforcement of the Site and Management of Ticket Machines**

There is already an arrangement whereby, Securicor undertake cash collections and NDDC restock and manage Devon County Council owned On Street Car Park Machines in North Devon. This arrangement could be extended for a fee. Officer discussions with NDDC indicate that they would be prepared to enter into an agreement for their Wardens to enforce the Car Parking Order and issue Penalty Notices. An annual fee for this service would need to be negotiated.

## **8. Cost Implications of Proposals**

Set up capital costs for machines and signing would be £8k and could be funded from the On Street Parking account.

The cash collection fees are estimated at £0.5K per annum. Machine maintenance fees are likely to be in the order of £1K Per annum.

There would be a new revenue stream from those persons car parking. Based on current bus usage and a fee of £1 per day, this would amount to approx £24k per annum. from existing bus users. However, it is anticipated that by charging for parking some of those misusing the facility will cease to do so, whilst others will begin to use the bus service or continue use the car park. An additional income from tickets of £3k per annum is realistic. This does not take into account funds that may be generated from excess charge and fixed penalty notices.

The cost of moving the contract with the current bus operator to a gross subsidy is already determined in the current contract. A change in arrangement would require an increase in cost of the bus service of approx £30k per annum. The total revenue income less car parking maintenance etc would be £25.5k leaving an increase in Devon County Council subsidy for providing the annual service of £4k

The above estimate is based on current bus usage and makes no allowance for the other visitors to the site. If car parking were to remain high, a revenue from 90% usage at current rates would give an income of £43K which would be a net saving on the current subsidy.

## **9. Consultation**

This proposal has been aired with Park School, North Devon District Council the Devonwide Bus Partnership and the current bus operator, Filers. Any feedback or comments will be reported at the HATOC meeting.

## **10. Conclusion**

The proposal will deter inappropriate use of this facility, introduce greater control and a method to manage demand as development progresses within the town. The proposals are likely to be cost neutral with potential to reduce Park and Ride subsidies in future years. The

proposals provide a template for operating the Park and change site proposed for Pottington in 2008/9

## **11. Contribution to Devon Strategic Plan and Local Transport Plan**

Managing congestion is a key objective of the County Council Strategic Plan 2006 to 2011 and the Local Transport Plan. The Barnstaple Congestion Action Plan includes Park and Ride and Parking Management as important tools for managing demand for all day commuter parking.

By managing demand for all day commuter parking, these revised proposals will make a contribution to congestion management in the town, promoting a move to more sustainable modes of travel.

## **12. Legal Considerations**

The implications/consequences of the recommendations/proposed course of action have been taken into account in preparing this report.

Joe Deasy

### **County Electoral Division: Barnstaple South/All in North Devon North Devon District Council Ward: Newport**

Local Government Act 1972

List of Background Papers

Contact for enquiries: Joe Deasy

Room No: North Area Office, Room 55, Civic Centre, Barnstaple

Tel No: 0845 1551004

Background Paper	Date	File Ref
None		

jd010607nda  
sn/barnstaple park and ride  
2 hq 040607