

Agenda item: **Decision maker:** Cabinet Member for Traffic and Transportation**Subject:** Park and ride strategy**Report by:** Head of Transport and Environment**Wards affected:** All**Key decision (over £250k):** No

1. Purpose of report

- 1.1 The purpose of this report is to seek adoption of the strategy for Portsmouth Park and Ride.

2. Recommendations

- 2.1 **It is recommended that the Cabinet Member adopt the Portsmouth Park and Ride Strategy.**

- 2.2 **It is recommended that a report reviewing the park and ride operation and strategy is brought back to the Cabinet Member in February 2015.**

3. Background

- 3.1 Portsmouth's new Park & Ride service started operation on 5 April 2014. It provides a frequent, quick, high-quality bus link between the newly-built Park & Ride site adjacent to the M275 at Tipner and the city, with stops for Portsmouth International Port; Charles Dickens birthplace; the city centre; and The Hard for Portsmouth Historic Dockyard and Gunwharf Quays.

- 3.2 The strategy document summarises the context and policy background that led to the introduction of Park & Ride. It then outlines the approach Portsmouth City Council took to implementing the service, and sets out the Council's strategy for future development of Park & Ride to support the growth of the city's economy.

4. Next Steps

- 4.1 The park and ride operation is being monitored monthly and managed through an officer board.

- 4.2 After almost a year of operation the service will be reviewed alongside the strategy and report will be brought back to the Cabinet Member along with a forward plan.

5. Reasons for recommendations

- 5.1 To ensure the success and longevity of Portsmouth park and ride a strategy needs to be in place.
- 5.2 The Cabinet Member should be appraised of the first nine month's operation of the service and forward plan for the second year.

6. Equality impact assessment (EIA)

- 6.1 The Equalities Duty has been considered as this strategy has been developed, leading to the conclusion that it does not result in a disproportionately negative impact on any equality group. As such, a full equalities impact assessment is not required.

7. Legal Implications

- 7.1 The Cabinet Member for Traffic and Transportation has responsibility for approving the Park and Ride Strategy. There are no specific legal implications in considering adoption of the Strategy.

8. Head of finance's comments

- 8.1 The Portsmouth Park & Ride infrastructure was funded as part of the overall Tipner Motorway Junction and Park & Ride capital scheme. The exceptions to this were the smartcard ticketing equipment and real-time passenger information, which were funded by Solent Transport from their Local Sustainable Transport Fund settlement.
- 8.2 The on-going Park & Ride operation will be funded from the Traffic and Transport Portfolio's cash limited budget. A funding contribution from the Park and Ride specific reserve of £350,000 in 2014/15 and £150,000 in 2015/16 has been budgeted.
- 8.3 The future aspiration is for the operation to become self-funding, with income from users of the Park & Ride covering the operating costs of the site and the bus service. If the operation is not self-funding post the use of the £500,000 reserve then alternative funding sources will have to be identified. However, it is forecast that increased usage and competitive pricing will ensure the ongoing sustainability of the Park and Ride operation. This will be kept under review.

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Signed by:

Appendices:

Appendix A - Park and Ride Strategy

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by: