

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

13 DECEMBER 2011

PARK & RIDE STRATEGY

REPORT BY PROJECTS MANAGER

This report informs the Partnership of progress made on Park & Ride Strategy projects. The report seeks approval of preferred sites and options for Park & Ride facilities at Dundee West and Perth East and seeks authority for officers to progress the design and funding opportunities for both sites.

1 RECOMMENDATIONS

1.1 That the Partnership:-

- (i) notes progress on the Dundee West and Perth East Park & Ride projects as detailed within this report;
- (ii) approves Site 6b as the preferred site for Dundee West Park & Ride facility;
- (iii) approves Option 3 as the preferred design layout for Perth East Park & Ride, subject to detailed design being agreed with Transport Scotland; and
- (iv) remits officers to continue to develop Park & Ride facilities at Dundee West and Perth East, including funding opportunities, and report on progress to a future Partnership meeting.

2 BACKGROUND

2.1 At its meeting on 28 October 2008 the Partnership approved the finalised Regional Park & Ride Strategy and Action Plan (Report RTP/08/28 refers). This identifies priorities for both existing and new bus based Park & Ride in addition to rail based Park & Ride. This report concentrates on progress on the development of new bus based Park & Ride actions.

2.2 Three new bus Park & Ride Sites were identified as being high priority within the Park & Ride strategy and work has been ongoing to progress these projects:

- A92 South of Tay Bridge
- A90 West of Dundee
- A90 East of Perth

2.3 Stirling South was identified as a future Park & Ride priority. At its meeting on 22 September 2009 (Report RTP/09/36 refers), the Partnership agreed to advance consideration of the investigation of a third Park & Ride facility serving the south of the Stirling, following the growing success of the jointly funded Castlevue Park & Ride facility, opened in August 2008.

- 2.4 In addition to the Regional Park & Ride Strategy and Action Plan, Transport Scotland's Strategic Transport Projects Review (STPR) includes national proposals for developing strategic Park & Ride serving a number of key cities, including Dundee and also a site at Bannockburn (Report RTP/09/11 refers). Consequently the proposals for developing Park & Ride on the radial approaches to Dundee and at Stirling South require to be developed in close consultation with Transport Scotland.

3 DISCUSSION

- 3.1 This report concentrates on progress made on developing Park & Ride Facilities at Dundee West and Perth East.

(i) Dundee West Park & Ride

- 3.2 At its meeting of 14 September 2010 the Partnership approved the conclusions of the Dundee West Park & Ride study and remitted officers to progress development of the proposals (Report RTP/10/25 refers). The study concluded that two sites have the best potential to serve the western approach to Dundee: one to the north west of Swallow Roundabout (Site 3i) and one at Riverside Drive at Wright Avenue (Site 6b).
- 3.3 At its meeting of 21 June 2011 the Partnership approved the findings of a Technical and Business Case Report for the two sites and remitted officers to explore opportunities for funding and implementing a Park & Ride facility at Dundee West (Report RTP/11/17 refers).
- 3.4 The Technical and Business Case findings can be summarised as both sites 3i and 6b meet the study Planning Objectives and contribute positively to the STPR objectives. Both sites also have a positive BCR, but offer different strengths and weaknesses :
- Site 6b has a lower Capital cost than Site 3i - £3.03m in comparison to £5.18m;
 - For the city centre only bus service option, Site 6b has a significantly lower annual bus operating cost than Site 3i - £156k in comparison to £318k;
 - Site 6b may have potential to reduce the annual bus subsidy cost, by utilising existing bus services;
 - Both Site 3i and Site 6b will reduce congestion on approach to and within central Dundee, however only Site 3i has the potential to reduce congestion at A90 Swallow Roundabout;
 - Both sites contribute positively towards the Scottish Government's STPR Project 8 purpose by helping to keep the city centre moving by reducing congestion in the peak period. Site 6b is forecast to remove slightly more traffic from central Dundee than Site 3i.

- 3.5 Subsequent to the Partnership meeting on 21 June 2011, further consultation has taken place. Tactran's Projects Manager and Dundee City Council officers have given presentations and met with West End Community Council, West End Local Community Planning Partnership and the Elected Members for the West End ward in Dundee. This has resulted in the Head of Transportation at Dundee City Council confirming that the Council officers' preferred site is 6b Wright Avenue, Riverside Drive.
- 3.6 Consultation has also taken place with Transport Scotland and they have confirmed that Site 6b should be considered the preferred site in terms of the STPR project 8 Strategic Park & Ride.
- 3.7 Given the above evidence from the Technical and Business Case and the resultant consultation it is proposed that the Partnership approves Site 6b (Appendix A) as the preferred option for a Park & Ride Facility at Dundee West. An allocation of £59,000 exists within the approved 2011/12 Capital Programme for taking forward detailed design to the next stage.
- 3.8 NHS Tayside has also indicated an interest in the Park & Ride site, particularly for Ninewells Hospital staff use.
- 3.9 Funding opportunities are also being explored with Transport Scotland, as part of STPR Project 8, Dundee City Council, and NHS Tayside and through Scotland Europa.

(ii) East of Perth Park & Ride

- 3.10 At its meeting of 16 March 2010 the Partnership approved the conclusions of a study into a Park & Ride facility at east of Perth (Report RTP/10/02 refers). The study concluded that a facility with access from the A85 at the Barnhill Interchange (Walnut Grove) has the potential to attract an estimated 159 vehicles/day. The report also noted that implementation of the Park & Ride facility as an integral part of the Perth Transport Futures proposals is likely to increase its success and reduce the ongoing annual operating costs required.
- 3.11 The Partnership remitted officers to progress further investigation of the scope for implementing the project and associated bus operations including bus priority opportunities; detailed design of the car park; agreement of access arrangements with Transport Scotland; planning application and land negotiations, all in consultation with Perth & Kinross Council, Transport Scotland, and other potential partners, including bus operators.
- 3.12 The Executive Committee, on 9 November 2010 approved an allocation of £20,000 to undertake complementary work to provide a more detailed design, including access design onto the Trunk Road, in agreement with Transport Scotland (Report RTP/10/36 refers). Further detailed design work has been undertaken this financial year funded from the £40,000 2011/12 Revenue Programme allocation for Park & Ride.
- 3.13 This work identified 4 possible layout options for a Park & Ride facility at Perth East. Detailed design work included topographical surveys; geotechnical study; speed surveys; flood risk assessment; environmental impact assessment screening and scoping; drainage options; landscaping; detailed design and costing and layouts.

- 3.14 The resulting Feasibility Report identifies two options that utilise a dedicated entrance/exit to the site and two options that utilise the existing Walnut Grove junction with the A85 providing a separate entrance and exit to the Park & Ride site which permits direct access for buses from Walnut Grove. All options would also provide walking and cycling links to Walnut Grove and the A85.
- 3.15 The Capital cost for all 4 options is similar at £1.6m (including 21% optimism bias). All four options are shown in Appendix B.
- 3.16 Consultation has been undertaken with Transport Scotland, Tayside Police and bus operators. Consultation with the bus operators identified that an option providing dedicated access to the Park & Ride site from Walnut Grove (Options 3 or 4) gives the opportunity to use existing bus services to access the site, whereas the dedicated entrance/exit options are unlikely to permit this. The earlier study reported to the Partnership in March 2010 identified that utilising existing bus services has the potential to reduce the annual bus subsidy required for a Park & Ride service from around £119,000 to £48,000.
- 3.17 Consultation with Transport Scotland identified that, although they prefer the 2 dedicated options (Options 1 and 2), subject to detailed design Option 3 would also be technically acceptable. However, Option 4 would not. Tayside Police did not express a preference.
- 3.18 Given that the Capital cost for all options is similar and that Option 3 has the potential to reduce ongoing bus subsidy Revenue costs, it is proposed that the Partnership approves Option 3 as the preferred option, subject to detailed design being agreed with Transport Scotland.

4 CONSULTATIONS

- 4.1 This report has been prepared in consultation with the Transportation Officers Liaison Group and Chief Officers Liaison Group. Key stakeholders, including Transport Scotland, bus operators and the relevant Council officers have been consulted throughout the development of all the Park & Ride Studies.

5 RESOURCE IMPLICATIONS

- 5.1 The costs of undertaking and contributing to the various Park & Ride studies, as discussed in this report, were met from the 2010/11 RTS Revenue Programme budget and a further allocation of £40,000 in the 2011/12 Revenue Programme.

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NOTE

Background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) which were relied on to a material extent in preparing the above Report :-

Report to Partnership RTP/08/28, Regional Transport Strategy Sub-Strategies, 28 October 2008.

Report to Partnership RTP/09/11, Strategic Transport Projects Review, 3 February 2009

Report to Partnership RTP/09/24, Park & Ride Strategy, 23 June 2009

Report to Partnership RTP/09/36, Revenue Budget Monitoring 2009/10, 22 September 2009.

Report to Partnerships RTP/10/02, Park & Ride Strategy, 16 March 2010

Report to Partnership RTP/10/16, Park & Ride Strategy, 15 June 2010

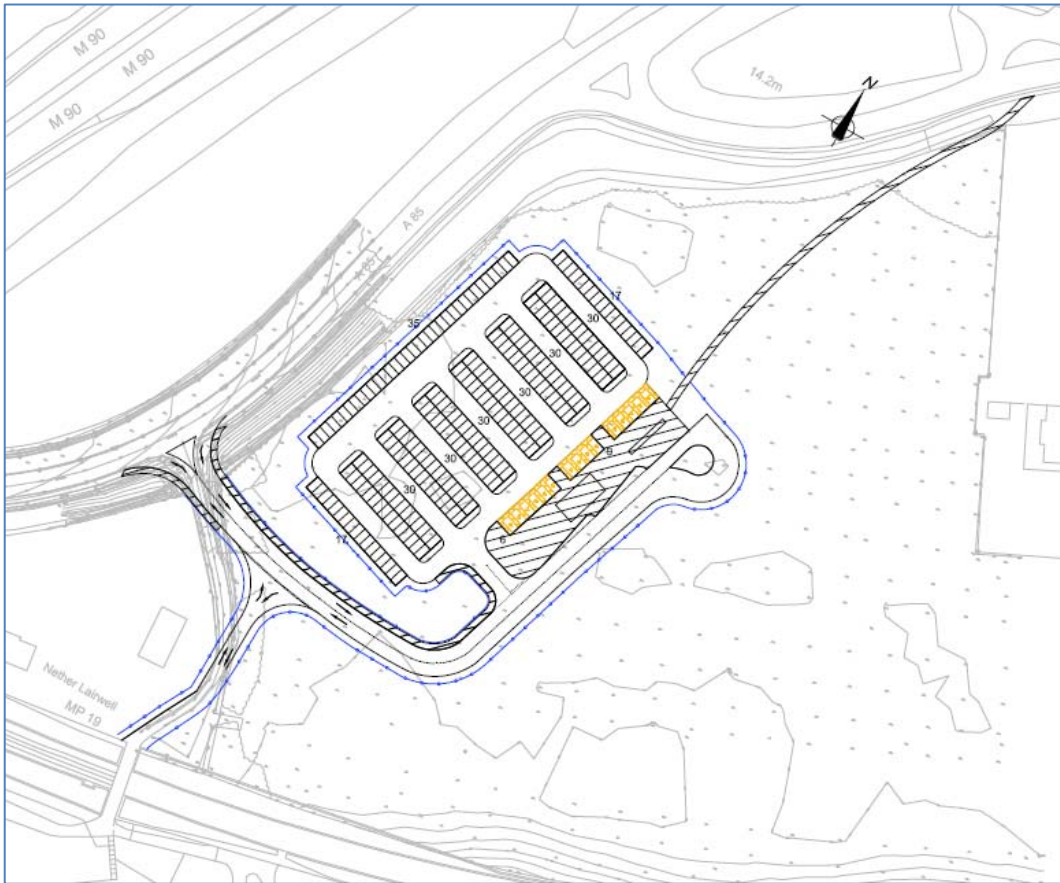
Report to Partnership RTP/10/25, Park & Ride Strategy, 14 September 2010

Report to Executive Committee RTP/10/36, 2010/11 Revenue Programme, 9 November 2010.

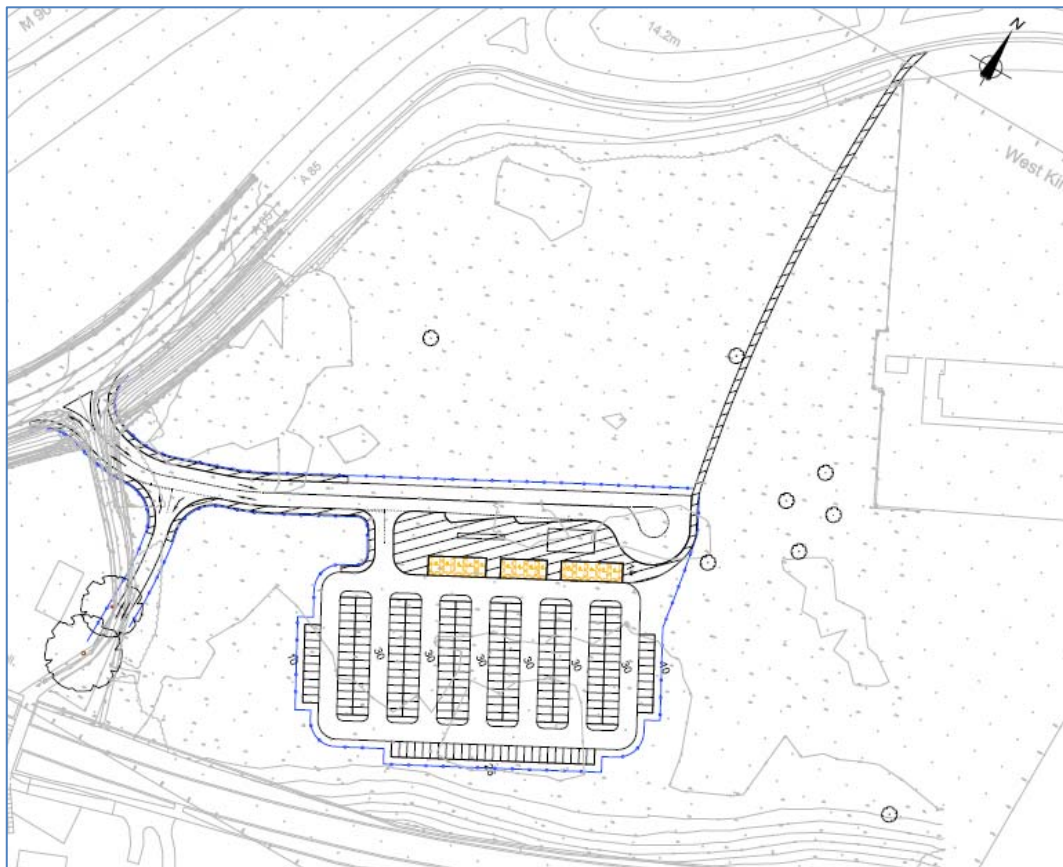
Report to Partnership RTP/11/17, Regional Park & Ride Strategy, 21 June 2011



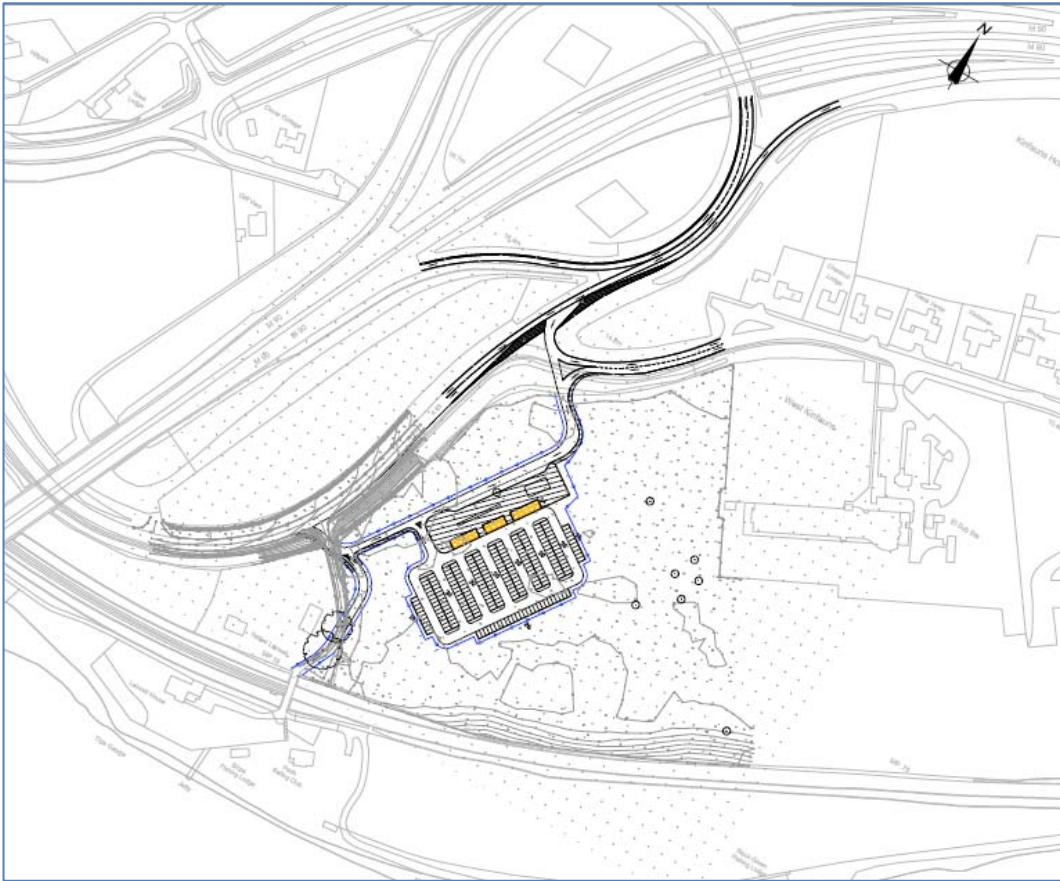
Site 6b – Riverside Drive at Wright Avenue



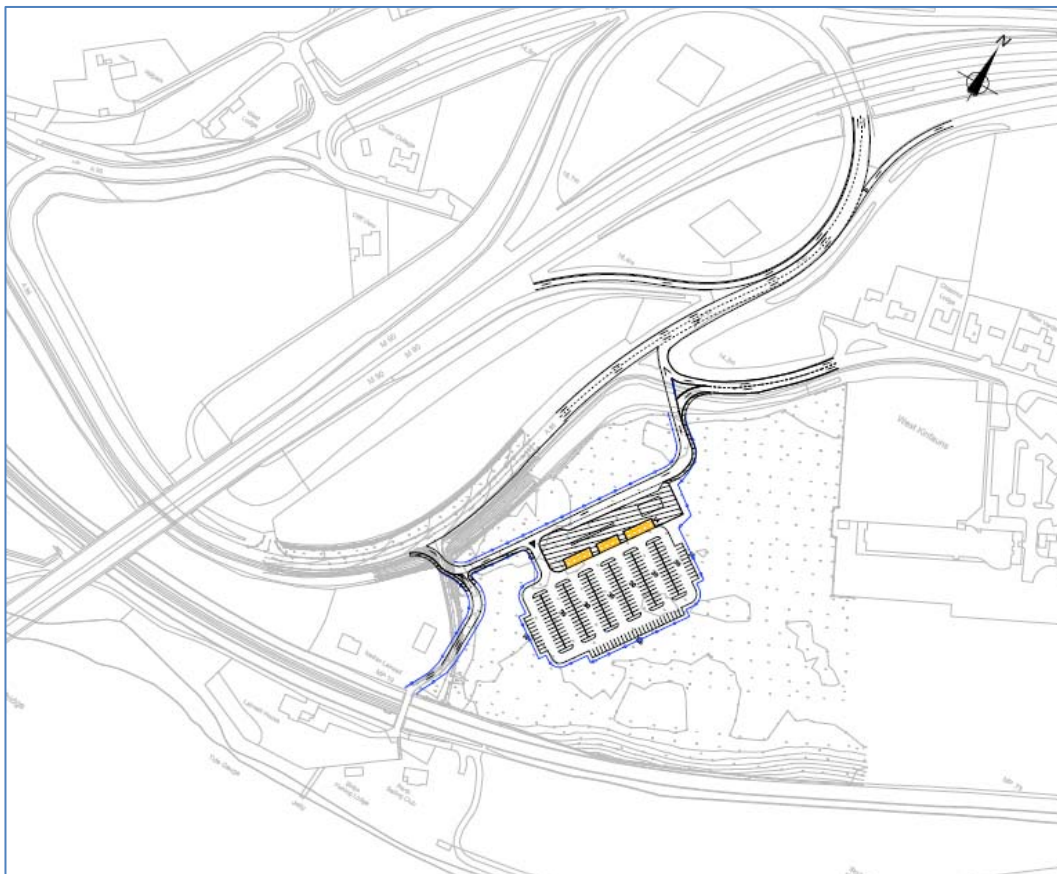
Option 1



Option 2



Option 3



Option 4