

CABINET

13 DECEMBER 2006

SOUTH WINCHESTER PARK AND RIDE

REPORT OF THE DIRECTOR OF DEVELOPMENT

Contact Officer: Andy Hickman / Dan Massey Tel No: 01962 848105

RECENT REFERENCES:

LE18 – 26th January 2006 – Local Transport Plan 2006-2011

EA55 – 16th March 2005 – Local Transport Plan 2006-2011

EXECUTIVE SUMMARY:

This report updates Cabinet on the progress made towards securing a South of Winchester park and ride facility and seeks formal confirmation that the City Council supports the provision of the facility and agrees in principle to operate the bus service it requires.

The report attached at Appendix 1 is a report by Hampshire County Council to their executive member on the proposal. This gives full details of the appraisal, assessment and consultation process undertaken in the selection of the preferred site, and these details are therefore not repeated in this report. No decision has yet been made on which of the two possible bus routes is the preferred option, nor have any supporting bus priority measures been identified at this stage.

Reference is made to the forthcoming Winchester Town Access Plan (WTAP), which will be developed in partnership with the County Council. This plan will provide the transport policy framework for the park and ride scheme and will assist in the Environmental Assessment that will be required to accompany the planning application for the park and ride site. The access plan will need to demonstrate a coherent city wide parking and traffic management policy to support the operation of the park and ride facility.

This report makes no request for additional funding, but does give members advance notice of the likely long term financial commitment that may be required to operate the new scheme.

RECOMMENDATIONS:

1. That Cabinet confirms the City Council's support for the provision of a South of Winchester park and ride service and its agreement, in principle, to provide the necessary bus operation from the chosen site subject to further consideration of the budget implications and to planning permission being given for the site.
2. That the Director of Development be authorised to negotiate with the County Council on the route chosen for the park and ride buses and to report back on the route selected and the financial implications of running the South of Winchester park and ride service as soon as possible.
3. That the Director of Development report back on terms for the car park lease.
4. That the County Council be asked to implement appropriate bus priority measures to support which ever route is selected.
5. That the need to devise an updated parking and transport policy through the Winchester Town Access Plan be noted.

CABINET13 DECEMBER 2006SOUTH WINCHESTER PARK AND RIDEREPORT OF THE DIRECTOR OF DEVELOPMENTDETAIL1 Introduction

- 1.1 The provision of a network of park and ride sites surrounding Winchester was first adopted in the Winchester Movement and Access Plan (WMAP) developed by both the City and County Councils in the early nineties.
- 1.2 The first park and ride site (Barfields and St Catherine's Phase 1) was opened in 1993 and was subsequently expanded in 2004 when additional spaces were provided at St Catherine's. It can now hold a maximum of 785 vehicles. This site is nearing capacity and the development of a further site is now required.
- 1.3 The provision of additional park and ride facilities needs to be made in the context of an up to date and agreed transport policy. Initially this context was the WMAP, which was incorporated into the first Local Transport Plan (LTP), adopted by the County Council in 2000. The second Local Transport Plan published last year seeks to replace the WMAP with a new 'Access Plan', however, the provision of a South of Winchester Park and Ride site for Winchester has already been identified as part of the County Council's five year capital programme covering the years from 2006 to 2011.
- 1.4 The County Council has recently undertaken an extensive consultation exercise in selecting a preferred location for the South of Winchester park and ride site. Initially seven sites were investigated and assessed, consultation then focussed on two of these sites – Bushfield Farm and Itchen Farm. Full details of the site appraisal, evaluation and consultation are found in Appendix 1.
- 1.5 The County Council has determined the 'Itchen Farm' site as their preferred location for the South of Winchester park and ride site. This is subject to a number of important further processes, including the submission of a planning application which will be determined by the County Council but on which the City Council will be a consultee. At this stage the City Council's transport policy officers consider the Itchen Farm site a suitable choice on highway grounds, subject to consideration of any detailed proposals that come forward with the planning application in due course.
- 1.6 The provision of a South of Winchester park and ride site at Itchen farm would allow for a choice of a number of different bus routes. Of the options initially investigated by the County Council only two were put forward as part of the consultation process. The first was an 'in and out' route along Romsey Road and the second was 'in' along St Cross Road and 'out' along Romsey Road.

- 1.7 Initial patronage estimates indicate that the St Cross Road route would probably generate more passenger use than the Romsey Road route, and would consequently require less financial support. However, this evaluation was made without any consideration of possible bus priority measures on the routes selected, nor consideration of possible 'block bookings' from major employers on the Romsey road corridor, who show a preference for the Romsey Road route.
- 1.8 The County Council is investigating a number of different options for bus priority measures to support the 'ride' element of the service, whilst these are not required for the construction of the 'park' element of the scheme, such facilities assist in making the park and ride service an attractive alternative to city centre parking.
- 1.9 As the County Council intends to evaluate both routes as part of the Environmental Assessment, and route choice is not yet a critical element of the scheme, no decision is required at this time.
- 1.10 The agreed approach to the park and ride facilities in the past has been that the County Council meets the capital cost of provision as highway authority whilst the City Council meets the cost of the bus operation to and from the site. The County Council has requested that the City Council formally confirms its support for the project and its commitment to operate the bus service that will be required to transport people from the site to the town centre. The County Council is about to commit substantial capital expenditure to the project and, understandably, seeks comfort that its principal partner is in a position to proceed before it does so. The intention is that City Council would take a leasehold interest in the car park site for a nominal rent.
- 1.11 The cost of operating the service cannot be specified at this stage and will be dependent upon levels of utilisation and charging. By way of guidance, the net operating cost of the current park and ride facility is of the order of £60,000 per annum. At similar pricing and usage levels a somewhat higher cost can be expected for the new site given the longer route involved. This will need to be factored into budgets from 2008/09 which is the first year in which the site will be operating.
- 1.12 The provision of a new park and ride facility is a major infrastructure measure and the process of considering the planning application will raise major issues related to transport policy and strategy. An Environmental Assessment (EA) must accompany the planning application. As part of this EA the County Council will need to demonstrate the scheme benefits to the town in terms of reduced congestion, pollution and traffic. This will create challenges for both local authorities in demonstrating how these are to be achieved and require a strategic response.
- 1.13 This will be delivered largely through the preparation of the Winchester Town Access Plan mentioned above, the first stage of which is a joint members' seminar to be held in January 2007.
- 1.14 A key element of the access plan is likely to be an overarching parking policy for the town. To deliver the optimum benefits in terms of reducing congestion

and pollution a park and ride site needs to be implemented in conjunction with a coherent parking and traffic management plan for the Town.

- 1.15 This will raise complex issues and may require difficult choices to be made but none of these need to be anticipated at this stage.

OTHER CONSIDERATIONS:

CORPORATE STRATEGY (RELEVANCE TO):

- 2 The draft Corporate Strategy 2007 states that over the next five years the City Council will:
- Improve air quality in Winchester town centre
 - Reduce traffic congestion on local roads
- Therefore the development of a South of Winchester park and ride site, in conjunction with the Winchester Transport and Access Plan is in keeping with the Corporate Strategy.

RESOURCE IMPLICATIONS:

- 3 The contract to run the buses serving the current park and ride has an annual cost to the council of £352,000. This total is offset from parking receipts of approximately £300,000 per annum, therefore there is an obligation for the Council to support the park and ride from other income sources. This has been done through the surplus generated from the city centre car parks.
- 3.1 The City Council will be expected to enter into an agreement to manage the buses serving the South of Winchester park and ride site. Depending on the bus routes chosen, the level of usage and the fares charged, this could require a significant level of subsidy initially across the existing, and, South of Winchester Park and Ride of between £100,000 and £200,000 pa if current fare levels are maintained. This would reduce as patronage levels increase. This range is dependent upon a lot of factors and hence is very preliminary and represents a pessimistic view. This will be refined as better information becomes available. A further report on this matter will be taken to Cabinet in due course.
- 3.2 The City Council's Access and Infrastructure Division will be responsible for the letting and management of any future park and ride contracts.

BACKGROUND DOCUMENTS:

Hampshire County Council - South Winchester Park and Ride Consultation Report (Placed in Member's Room)

Hampshire County Council - Local Transport Plan 2006-2011

South of Winchester Park and Ride Site Plans. (Placed in Member's Room)

APPENDICES:

Appendix 1: Report by Hampshire County Council to Executive Member – Environment on 14 November 2006 – South Winchester Park-and-Ride - Project Review and Site Selection.

Appendix 1

<p>Hampshire County Council</p> <p>Executive Member – Environment</p> <p>14 November 2006</p> <p>South Winchester Park-and-Ride – Project Review and Site Selection</p> <p>Report of the Director of Environment</p>	<p>Item</p>
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Contact: Rick Clayton, ext 5026

email: rick.clayton@hants.gov.uk

1. **Summary**

1.1 The following decisions are sought:

- (i) That the proposed South Winchester Park-and-Ride scheme be approved to go forward to Project Appraisal stage, including submission of a Planning Application accompanied by an Environmental Statement and Transport Assessment, following further design work and environmental impact studies for an approximately 850 space Park-and-Ride car park on the Itchen Farm site (the Tarmac site).
- (ii) That formal negotiations be authorised with Winchester City Council on the proposed operation and maintenance of the scheme.

2. **Reason**

2.1 The South Winchester Park-and-Ride scheme is a key element of the strategy to reduce traffic congestion in the historic city centre. Progressing this scheme, following consideration of extensive public consultation, will enhance Winchester's quality of place.

3. **Other Options Considered and Rejected**
- 3.1 Seven site options have been investigated and appraised to determine the preferred option recommended in this report.
4. **Conflicts of Interest Declared by the Decision Maker or Other Executive Member Consulted – None.**
5. **Dispensation granted by the Standards Committee – None.**
6. **Reason(s) for the Matter being dealt with if Urgent – None.**

Approved by:

Date:

**Councillor M J Kendal
Executive Member for Environment**

Hampshire County Council

Executive Member – Environment

Item

14 November 2006

South Winchester Park-and-Ride – Project Review and Site Selection

Report of the Director of Environment

Contact: Rick Clayton, ext 5026

email: rick.clayton@hants.gov.uk

1. Summary

1.1 The provision of a further Park-and-Ride will benefit Winchester and provide an improved environment for those people travelling into the city centre by helping to reduce city centre traffic and congestion. This in turn will present opportunities to improve the historic city centre, help maintain the economic viability of the city and contribute towards the Air Quality Action Plan.

1.2 This interim report provides an update on progress with the proposed South Winchester Park-and-Ride, and sets out the recommended way forward for the preferred site in light of recent public consultation. The main themes are summarised as follows:

(i) Extensive public consultation and informal feedback from Statutory Environmental Bodies demonstrated support for a Park-and-Ride car park on Itchen Farm Site (also know as the Tarmac site). Allied with further technical findings on the potential traffic impacts of alternative options, this site is now recommended as the preferred option.

(ii) A planning application, accompanied by an Environmental Statement and Transport Assessment, is proposed to be submitted in Spring 2007. This will follow further design work and environmental impact studies for an approximately 850 space Park-and-Ride car park on the Itchen Farm (Tarmac) site.

2. Background

2.1 Winchester city experiences the classic problems of an historic city centre: narrow streets and footways with very limited room for increasing provision for any road users, whilst trying to cope with the effects of current levels of traffic. Everyday, in excess of 14,000 commuters travel by car into the Winchester urban area, contributing to local air quality and congestion problems.

- 2.2 In response to the recorded levels of pollution, the city centre is designated as an Air Quality Management Area, with traffic congestion cited as a significant contributor to this problem.
- 2.3 The long-term aims, as stated in the 2006-11 Local Transport Plan, for Winchester are to:
- (i) reduce the need to travel;
 - (ii) reduce the volume of traffic travelling into the central area;
 - (iii) improve the current air quality and reduce localised congestion problems;
 - (iv) improve the environment and safety for pedestrians and cyclists; and
 - (v) increase the efficiency and attractiveness of public transport.

These measures will be consistent with protecting the vitality and commercial viability of the city.

- 2.4 A key component of these long-term aims is the implementation of the South Winchester Park-and-Ride scheme. This will be closely associated with measures to assist bus movements and a car parking strategy that relocates parking, primarily for commuters from the centre to Park-and-Ride sites.
- 2.5 The completion in 2004 of the extension to St Catherine's Park-and-Ride, in the Bar End area of the city, increased total Park-and-Ride capacity for Winchester to 780 spaces. Monitoring of patronage has demonstrated a year-on-year increase in usage of this Park-and-Ride, with the existing facility predicted to exceed operational capacity within the next two years.
- 2.6 The high level of commuting into Winchester is dominated by the heavy influx (over 60%) from the south Hampshire area (around Southampton ['West Solent'] and South East Hampshire), emphasising the potential to accommodate this concentrated movement through a further Park-and-Ride located in the south Winchester area in the vicinity of junction 11 of the M3 motorway.
- 2.7 A site to the south offers many advantages as part of the wider Park-and-Ride strategy. The Bar End facility serves the city centre and destinations between The Broadway and the railway station. An additional site to the south could serve a different but complementary market to include the Romsey Road corridor. This would provide a wide customer base and meet a demand, including from the Royal Hampshire County Hospital, University and other major employers, that is not met by the Bar End facility.
- 2.8 The location of Park-and-Ride sites is highly significant in terms of attracting users and achieving the greatest possible benefits. Sites should be at the periphery of the built-up area adjacent to strong corridors of demand. Studies have indicated a future demand for a Park-and-Ride in this location requiring approximately 850 spaces. In operational terms it is

also desirable for a Park-and-Ride to be in excess of 750 spaces to ensure adequate capacity and turnover of spaces throughout the average day.

2.9 Seven sites capable of accommodating an approximate 850 space car park in the vicinity of M3 junction 11 were identified for consideration for the South Winchester Park-and-Ride. Clearly there are constraints on site availability in terms of planning requirements, size, visual intrusion, ownership, access and landscape which are considered further in this report.

2.10 An initial appraisal of these site options across a range of environmental and technical disciplines was undertaken and presented for public consultation.

3. **Public Consultation**

3.1 The County Council undertook an extensive public consultation exercise for the proposed South Winchester Park-and-Ride scheme. The findings of this consultation are summarised below. Full details of the consultation methodology and response are available separately.

3.2 Of approximately 1,600 attendees at the exhibitions, 704 questionnaires were submitted (including 174 on-line) representing a good return rate. On the key issue of site preference, the response showed an overall slight majority (45% versus 42%) in favour of Site 3~Itchen Farm (Tarmac) over Site 2~Bushfield Farm. However, analysis by postcode shows very strong local preference for Site 3 from the immediately affected parishes of Compton and Shawford, Otterbourne and rural Winchester district, plus majority support for the same site from the adjacent parishes of Oliver's Battery and Badger Farm.

3.3 The main issues raised in the comments section of the questionnaire and written responses are summarised below. The two main arguments in favour of Site 3 and/or against Site 2 are:

(i) in environmental and landscape terms Site 3 is perceived as already compromised by the adjacent motorway corridor, whereas Site 2 is seen as part of the unspoilt downland which currently acts as a buffer against development; and

(ii) access to Site 2 would result in increased local congestion of the already busy Bushfield Roundabout, especially the Otterbourne Road arm, plus further delays caused on Badger Farm Road by introducing a signalised access junction.

3.4 These views were echoed in a Community Stakeholder workshop undertaken for a selected group of 40 people held in the Winchester Guildhall on 25 July 2006.

3.5 Those indicating a preference for Site 2 and/or against Site 3 cited landscape and visual impacts as the main determining factor, with Site 2

seen as the least visible option with greater opportunities for screening. This was the view of Twyford Parish Council and the residents immediately adjacent to the site, who also had detailed concerns relating to the proximity of the proposed Park-and-Ride site.

- 3.6 The Statutory Environmental Bodies (SEBs) and Highways Agency were asked for an informal view on the issue of the preferred site. It should be noted that these informal responses were based on initial outline design options and it is possible that these views may change when replying as statutory 'consultee' to a detailed planning application.
- 3.7 The Countryside Agency and English Heritage have both indicated an initial preference for Site 3, based on the view that this location is considered part of the motorway corridor, whereas Site 2 retains greater value as part of the downland environment. The Countryside Agency comments included strong recommendation that the beech tree avenue within Site 3 is preserved. Winchester City Council also support Site 3 as the preferred option.
- 3.8 The other SEBs have raised detailed technical queries to be considered in the detailed design of the scheme and its access, without making a site-specific preference.

4. **Scheme Proposals**

Site Appraisal

- 4.1 In identifying and selecting the best site it is necessary to consider the potential impacts on the following main appraisal criteria:
- (i) environment, including landscaping, visual impacts, land use, ecology, congestion and noise;
 - (ii) community, including local support and acceptance relating to cultural heritage, noise, recreation, convenience, cost of use, visual impact, accessibility and road safety; and
 - (iii) economy, including the cost of land and construction, operation, environmental protection measures, commercial benefits to the city of Winchester, buildability and value for money.
- 4.2 In line with good practice a Site Appraisal Matrix is used to assist in the selection of the preferred site using these appraisal criteria. A draft Site Appraisal Matrix was produced for consultation, with each of the seven identified sites scored on scale of -3 (large negative impact) to +3 (large positive impact) across a wide range of environmental and technical considerations. Initial investigations suggested that Bushfield Farm (Site 2) might be a preferred option, particularly in terms of visual impacts and operation. This generated a lot of feedback on the site appraisal methodology as well as the scores initially assigned to each of the sites across the disciplines.

- 4.3 Having taken account of the feedback from the consultation, an amended Site Appraisal Matrix has been produced (see attached appendix). This includes an additional assessment criteria relating to community support and the views of local authorities and statutory environmental bodies. A number of the scores have also been revised on other criteria incorporating further technical findings identified since the consultation period. A brief narrative of the changes highlighted on the Site Appraisal Matrix from that presented at consultation follows below. A full and thorough examination of alternative options will be presented as part of the Environmental Impact Assessment work (see below).
- 4.4 With regard to Community/SEB/Local Authority support, Site 3 scored highest against this criteria as the most popular option demonstrated through consultation response, especially with those in local areas, plus the informal preference of SEBs.
- 4.5 The impact of the scheme on local traffic congestion was highlighted as a priority issue during consultation and is vital to the successful operation of a Park-and-Ride. Further traffic studies subsequent to the consultation have demonstrated capacity problems on the Bushfield Roundabout as a result of a Park-and-Ride site accessed via Badger Farm Road. There are also concerns with additional traffic being attracted onto inappropriate local roads through Otterbourne if a car access is provided from Otterbourne Road.
- 4.6 By taking traffic directly from the motorway network, Site 3 can achieve a positive impact on local congestion. This positive is also reflected in road safety criteria for Site 3, whereas all other options would require a new signalised junction on a de-restricted road with all the inherent risk this would incur.
- 4.7 In terms of buildability, further design work has concluded there is no significant difference in the likely costs of constructing and delivering a scheme on Site 2 or Site 3.
- 4.8 As a result of these considerations the amended Site Appraisal Matrix now shows the Itchen Farm Site 3, (also known also as the ‘Tarmac’ site) as the highest scoring option. Therefore, following the consultation, this site is recommended as the preferred site for the South Winchester Park-and-Ride.
- 4.9 Further design work has been commissioned on this site option to mitigate against some of the environmental concerns raised with this site prior to, and during the consultation.

Details of Scheme and Design Standards

- 4.10 The outline design brief is for a car park with approximately 850 parking spaces and a central amenities building. The scheme will incorporate high quality design and materials based on latest best practice and will build on the experience gained of operating the existing Park-and-Ride sites. The

proposals will provide a high degree of landscaping, CCTV coverage and adequate lighting for security purposes with quality facilities for users, including toilets, bus information, and pleasant shelter and waiting areas.

4.11 The design concept for this site has been modified from that illustrated at the public consultation, to address many of the concerns raised with this site option. It is intended that the main vehicular access will be via a fourth arm off the Hockley Link roundabout. A secondary bus only, left in, restricted access is proposed off Otterbourne Road at the point of the existing farm access. Such an arrangement has the following benefits, it:

- (i) removes the need to fell any of the beech trees making up the distinctive tree avenue;
- (ii) allows the site to be lower lying with greater opportunities for screening of wider views;
- (iii) restricts car access to being via the Hockley link roundabout and Motorway, reducing potential for rat-running on the local network;
- (iv) ensures a bus can move through the site without interruption of manoeuvring cars; and
- (v) allows the car park footprint to be moved further north, away from adjacent residents with the intention of mitigating against some of their identified concerns.

4.12 By aligning the parking aisles parallel to the motorway off-slip, the car park layout can be stepped up the slope and trees and shrubs can be planted in belts between the aisles, which will help to screen the views into the site from the surrounding landscape.

4.13 A location plan is attached and the preliminary design outline is illustrated in drawing 17/A3090/3/300 to be displayed at the meeting.. It should be noted that this is an illustrative outline design that may be subject to changes as the design progresses.

Park-and-Ride Bus Route

4.14 Whilst much of the focus of the work to date and consultation has been upon the selection of the preferred site for the car park, the Ride element of the scheme is crucial to the success of the scheme.

4.15 There was a slight preference (47% versus 44%) for Route 2 - Badger Farm/Romsey Road in and outbound. Feedback from the consultation highlighted the need to provide a quality service to the major Romsey Road employers to encourage their long stay commuters to switch modes. However, there was also a strong desire for a route to serve the top end of the city centre for the benefit of other visitors.

4.16 Studies have indicated that Route 1 - St Cross Road inbound ~ Romsey Road/Badger Farm outbound – is the most operationally efficient route which will also generate the greatest level of patronage. This is based on the total journey times of the routes serving the greatest source of demand,

and is backed up by the results of a computer model which takes the relative costs and journey times to user to predict patronage.

- 4.17 However, there is a strong perception that Route 2 - Badger Farm/Romsey Road in and outbound – will provide a more convenient service for employees of Romsey Road, with more scope for priority measures to be implemented.
- 4.18 Following consultation, an amended route (see drawing 17/A3090/3/3000 to be displayed at the meeting) comprising St Cross Road/Southgate Street inbound, Romsey Road/Badger Farm outbound via the Upper High Street (not including stops in Jewry Street and the railway station) is also suggested for further consideration.
- 4.19 Comparison of journey times has demonstrated that missing out the Jewry Street and railway station section of this route will provide similar inbound journey times to the hospital to those achieved on the Romsey Road route. This route has the benefit that it will serve the top end of the city centre and provide the major employers with an equitable service. Interchange between new and existing Park-and-Ride buses on Upper High Street could then allow access to the station and the rest of the city centre. Surveys of existing service reveal that relatively few (8%) of Park-and-Ride users alight at the railway station.
- 4.20 Bus priority measures to enhance the proposed Park-and-Ride and existing bus services are being investigated, including potential junction improvements and bus lanes on both the route corridors. Further assessment of the feasibility, costs, traffic and environmental impacts of these measures is required in order to identify those to take forward. These measures are being progressed in parallel with the Park-and-Ride scheme but will be subject to a separate approval and reporting process.
- 4.21 For the purposes of the planning application all main Park-and-Ride route options are viable. The decision on which route to eventually employ will depend on achievable bus priority measures and journey times, operational efficiencies and attractiveness of services.

Statutory Procedures

- 4.22 It is envisaged that a Planning Application for the Park-and-Ride car park and access junctions will be submitted in Spring 2007, accompanied by a Transport Assessment and Environmental Statement which will be subject to statutory consultation.
- 4.23 It should be noted that potential bus priority measures along the route corridors will not be included in the Planning Application for the scheme. Any measures subsequently identified to take forward will be progressed under existing Highway Authority powers.
- 4.24 As the proposed scheme is on County Council-owned land and relates to its Transport Authority function it is considered a 'County development'.

Therefore the Regulatory arm of the County Council will assume the role of Planning Authority to determine this application.

Environmental Impact Assessment (EIA)

- 4.25 The need for an EIA is determined on the basis of the potential environmental effects of the scheme. The size and nature of the scheme and its location close to both the River Itchen Special Area of Conservation/Site of Scientific Interest and the East Hampshire AONB and proposed South Down National Park are such that there would be significant potential impacts on the environment. An EIA therefore needs to be carried out for the scheme to accord with the requirements of the European Community Directive 85/337/EEC and the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
- 4.26 The EIA will include a thorough examination of the alternative options considered, as well as potential impacts and mitigation measures across a wide range of environmental criteria for the preferred scheme option. This includes the site and bus route elements of the scheme. An EIA scoping report setting out the assessment methodology to be adopted will be published shortly for consultation with statutory bodies.

Sustainability

- 4.27 A Sustainability Appraisal approach has been taken in developing the scheme, which involves identifying and prioritising economic, social and environmental concerns, and using these as criteria in the decision making process.
- 4.28 To demonstrate the County Council's Aalborg Commitment to drive sustainable development, it is intended that the design and operation of the scheme will incorporate sustainable construction methods and features where possible.

National/County Network and Policies

- 4.29 Government guidance, including Policy Planning Guidance 13 (PPG13), supports Park-and-Ride development as one element of an integrated strategy that addresses transport problems in urban centres. Nationally, substantial Park-and-Ride schemes are being implemented and extended. For example, Park-and-Ride schemes at York, Bristol, Oxford and Cambridge are well used and expanding (with some using green belt sites), bringing traffic relief to city centres and allowing measures to be implemented to help sustainable transport modes. Location of Park-and-Ride sites remains a crucially important factor.
- 4.30 The Winchester City Council Local Plan and Air Quality Action Plan both strongly support the principle of a South Winchester Park-and-Ride as crucial part of wider transport strategy for Winchester. All seven sites investigated - including the original Park-and-Ride proposals on Bushfield

Camp suggested in the Local Plan, and the current proposed site - are within areas to which countryside policies and local gap designations (stated in the current Local Plan) apply.

Land Requirements

- 4.31 The proposed site is part of the Compton Down estate owned by the County Council and leased as part of the Itchen Farm to a tenant farmer.

Maintenance/Operational Implications

- 4.32 It is envisaged that the maintenance and operation of the new Park-and-Ride service would be managed by Winchester City Council as part of its public parking portfolio, as is the case with the existing Park-and-Ride sites. The lease of the site and service level conditions will need to be agreed formally by the two Councils.
- 4.33 In order to achieve maximum benefits, the scheme must be managed in conjunction with the existing Park-and-Ride, and public and private parking in the city centre area as part of a wider parking strategy.

Equalities

- 4.34 The Park-and-Ride car park layout and associated facilities will be designed in line with the latest guidance and best practice, and comply with the Disability Discrimination Act (DDA) 1995.

Crime and Disorder Act 1998

- 4.35 Adequate lighting, CCTV coverage and natural surveillance are all part of the design brief to minimise criminal activity. Further liaison with the Hampshire Constabulary Crime Reduction and Architectural Liaison Officer is planned to ensure crime reduction features are embedded in the car park design layout and Park-and-Ride operation.

Outline Programme

- 4.36 Subject to confirmation of funding and various approvals the outline scheme programme is as follows:

Autumn 2006/ Spring 2007	further design work and environmental impact studies on preferred option
Spring 2007	submission of Planning Application, statutory consultation
Summer/ Winter 2007	detailed design, full scheme Project Appraisal, tender preparation and procurement
Spring 2008	Construction
Spring 2009	Scheme opening

5. Impact Assessments

- 5.1 Assessment of the Race Relations (Amendment) Act 2000 has been considered in the development of this scheme. No adverse impact has been identified in terms of race, creed or gender.

Recommendations

1. That the proposed South Winchester Park-and-Ride scheme be approved to go forward to Project Appraisal stage, including submission of a Planning Application accompanied by an Environmental Statement and Transport Assessment, following further design work and environmental impact studies for an approximately 850 space Park-and-Ride car park on the Itchen Farm site (the Tarmac site).
2. That formal negotiations be authorised with Winchester City Council on the proposed operation and maintenance of the scheme.

LINK(S) TO CORPORATE STRATEGY	
	Yes No
Hampshire safer and more secure for all	
Maximising well-being	
Enhancing our quality of place	✓