



Winchester
City Council

PORTFOLIO HOLDER DECISION NOTICE

INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR COMMUNITIES AND TRANSPORT

TOPIC – SOUTH WINCHESTER PARK AND RIDE: PARK & CYCLE PERMITS

PROCEDURAL INFORMATION

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Chief Operating Officer, the Chief Executive and the Chief Finance Officer are consulted together with Chairman and Vice Chairman of The Overview and Scrutiny Committee and any other relevant overview and scrutiny committee. In addition, all Members are notified.

If five or more Members from those informed so request, the Leader may require the matter to be referred to Cabinet for determination.

Contact Officers:

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SUMMARY

The completion of the Hockley Viaduct and National Cycle Network Route 23 has opened up a new sustainable travel route for those who park at South Winchester Park & Ride to access Winchester. The City Council is aware that the new Hockley Viaduct scheme is encouraging many walkers to park at the South Winchester Park & Ride car park and walk into Winchester, returning to the car park by bus. The City Council would like to encourage more cyclists to use the South Winchester car park and cycle in and out of the City.

The progress report on the Hockley Viaduct and National Cycle Network Route 23 (CAB2241) from November 2011 stated that 'Members were keen to ensure that the Route provided a car-free option for completing work journeys into Winchester from Park and Ride south car park'.

To encourage such cycle use, it is proposed to introduce a new annual Park & Cycle season ticket to be used at the South Winchester Park & Ride car park. The season ticket will be priced at £110, a fifth of an annual season ticket. A bus permit will not

be allocated with this parking permit as the customer will cycle into Winchester and return to the car park on their bike.

The Park & Cycle permit will be used to promote the Hockley Viaduct cycling route which is approximately three miles long. It will also promote a sustainable way to commute, whilst promoting health and wellbeing.

Due to the suggested low season ticket cost, there are concerns that the Park & Cycle permit could give rise to fraudulent activity. To manage this risk, only a limited amount of Park & Cycle permits will be made available and only for a trial period. The permits will be limited to 50 customers and be initially trialled for two years. The permit numbers will be reviewed yearly, with a decision to either make the trial permits permanent or suspend the permits at the end of the second year.

The Park & Cycle permit will only be issued South Winchester and not East Winchester. Barfield and St Catherine's Park and Ride sites are much closer to Winchester than that of South Park & Ride. Customers from these two sites regularly walk into Winchester which takes between fifteen and twenty minutes. Introducing a cheaper park and cycle permit at these sites could significantly reduce park and ride income, which in turn, would affect the viability of the service as a whole.

Existing season ticket holders may prefer to use the cheaper cycle permit, which could affect park and ride income. Taking account of this potential loss the scheme will be funded by a carry forward from the surplus in the 13/14 parking income budget.

The Park & Cycle permit can be used in conjunction with the Bikeabout scheme. The Bikeabout scheme loans and hires bikes from the Tourist Information Centre and from Shopmobility in The Brooks Car Park. Customers who join the scheme can loan a bike to use to cycle from the park and ride to Winchester. The bike can then be stored overnight at the Park & Ride Bikeabout cycle shelter.

DECISION

1. That the principle of issuing park & cycle permits for South Winchester Park and Ride be approved.
2. That the permit be trialled for two years before either withdrawing the permits or making them permanent.
3. That a budget carry forward request of £17,824 be put forward from surplus parking income in 2013/14 in order to fund the two year trial.
4. That the permit numbers be limited to 50 users at South Winchester Park & Ride only and reviewed at the end of the trial period.

5. That the park & cycle permits be charged at fifth of the annual season ticket price and be restricted to South Winchester Park & Ride only.
6. That the Head of Legal and Democratic Services be authorised to give public notice under Section 35C of the Road Traffic Regulation Act 1984 (as amended) to give effect to the changes, for implementation from 14th July 2014.

REASON FOR THE DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

The proposed permit is designed to introduce more choice and opportunity for the users of the South Winchester Park and Ride. It is also set to encourage these users to utilise the new cycle route across the viaduct and promote health and wellbeing.

Options for using Park & Cycle tickets on a daily basis were also considered and rejected on the basis that it would not be possible to incorporate additional tariffs within the current ticket machines. In addition, there could be issues in terms of potential fraudulent use to obtain cheaper regular park and ride use.

RESOURCE IMPLICATIONS:

The proposed charges are designed to encourage commuters to park at the South Winchester Park and Ride and cycle in to Winchester and this could introduce new revenue. However, some existing users may want to take advantage of these proposals, which could result in a reduction in revenue from the sales of existing park & ride season permits. The tables below show the potential loss of income if 25 existing park & ride users and 25 new users bought a cycle permit.

Permit/Ticket Income		
	Price of an Individual Ticket/Permit	NET Income per Ticket/Permit
	£	£
P&R Season Ticket Income	552	540
Cycle Permit Income	110	92
Changes to existing Budgets		
Forecast of 50 Users (with 25 existing P&R season ticket holders)	Variance to existing Budgets (Full year effect)	
	£	
25 Existing P&R Users	-11,203	
25 New Users	2,292	
Total Forecast Loss of Income	-8,912	

Based on a forecast of 25 existing season ticket holders starting to use the new cycle permit and 25 new users, there is a forecast loss of income of £8,912 per annum over the two year. It is proposed that a budget carry forward request of £17,824 is made to fund this loss of income.

Existing park & ride users who take up this offer will not be allowed to use the park & ride bus, which could lead to extra bus capacity, especially in the morning peak hours.

It is not possible to precisely predict the overall impact of the new permit and, with this in mind, the scheme will be limited to a maximum of 50 customers, trialled for two years and reviewed at the end of the period at which point it can either be withdrawn or made permanent depending on the uptake. It would also be possible to amend the details of the scheme going forward in order to address any issues which are identified during the review.

CONSULTATION UNDERTAKEN ON THE DECISION

Portfolio Holder for Communities and Transport. In addition, the proposal was indicated in the stated cabinet reports as part of the Hockley Viaduct and NCN23 cycle route.

FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION NOTICE

n/a

DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR OFFICER CONSULTED

None.

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

n/a

Approved by: (signature)

Date of Decision: 15.07.14

Councillor Southgate – Portfolio Holder for Communities and Transport