

## **PERMANENT PARK AND RIDE STUDY**

Report by the Director of Environmental Services

### **Purpose**

**The purpose of this report is to inform the Executive of the preliminary findings of the study that has been undertaken on behalf of the Authority by Colin Buchanan & Partners into a permanent Park and Ride site for Kingston town centre.**

### **Background**

1. Colin Buchanan & Partners [CBP] was commissioned by the Authority in November 2001 to undertake the Kingston Permanent Park and Ride Study. The objective of the study was to investigate the feasibility of introducing an all-year round park and ride system for Kingston. [Since 1993 RBK has supported the operation of a Christmas period-only park and ride site at Chessington World of Adventures. In 1996 and 1997 a Christmas Park and Ride scheme was operated from the Hawker Centre in North Kingston.]
2. The study initially investigated the feasibility of nine potential Park and Ride sites in terms of transport, engineering issues and planning issues. The nine sites were then reduced to three potential sites – Tolworth, Kempton Park and Sandown Park. These sites could be progressed further so that they reach a stage whereby they could be implemented from 2004/2005 onwards.

### **Study Phases**

3. CBP structured the study into tasks within phases of work as follows:

#### **Phase 1**

- reviews of the policy context and available existing information;
- initial review of the long list sites.

#### **Phase 2**

- new surveys of the travel behaviour of users of Kingston Town Centre;
- establish the most promising locations for park and ride sites based on where people driving to Kingston Town Centre are travelling from; establish 'areas of search' for, and add, potential sites to the long list of sites as necessary;
- development of 'PRIDE' - a demand model for trips to Kingston Town Centre, to forecast the level of patronage for any given park and ride site option or system configuration;
- appraise the long list of sites and establish a short list of promising sites for detailed investigation.

#### **Phase 3**

- examine the performance of shortlisted sites under policy scenarios for parking in the town centre (supply, control and pricing), and park & ride system configurations (frequencies, fares, routings, hours of operation);

- appraise the shortlisted sites according to viability and feasibility, including with respect to environmental impact and the potential for obtaining planning permission for park and ride car parks at the sites;
- outline designs and business case for the recommended park and ride system option.

### **Policy background to the study**

4. Kingston Town Centre is a success story for the Borough and, clearly, the objective of the Authority's policy is to safeguard and encourage its continuing success. The accessibility of the town centre has a key part to play in this. The town centre needs to be both conveniently accessible for all the people who wish to visit it, and be a good quality environment for them when they arrive. However, policy on the accessibility of the town centre has to sit within the wider transport policy challenges facing the Authority, of which the biggest is road traffic congestion, particularly during peak periods.

### **Kingston's traffic problem and the policy response**

5. The Authority has for a number of years sought to pursue a dual 'carrot and stick' transport policy: improving public transport and walking/cycling facilities as alternatives modes to the car, whilst restraining traffic growth by (a) controlling parking and (b) no major increases to road network capacity.
6. A permanent Park and Ride scheme for the town centre is one potential means of meeting both objectives, which has long been a policy aim of the Authority. The Christmas Park and Ride scheme was introduced in 1993 and there has been an aspiration to make it year-round ever since. There was a study in 1994/1995 which showed a positive public reaction to the concept, but there has been no further development since. The aim of this study is to develop more concrete proposals.
7. The Authority's main continuing activity in the area of traffic restraint has been to develop and roll out its Controlled Parking Zone [CPZ] programme. The proposed extended Kingston Town CPZ should help to reduce commuter traffic congestion around the town centre, but will also further increase the need for additional car park space – whether this is in the town centre or somewhere else. A way of helping to satisfy this requirement would be by linking to the town centre with a permanent Park and Ride site(s).

### **Appraisal criteria**

8. In the CBP study the long list sites were ranked against the following criteria:

#### **Transport issues criteria:**

- location with respect to the KTC catchment area and key routes to it;
- ease (and likely cost) of providing competitive ride time on Park and Ride service to town centre;
- Potential to serve other destinations.

#### **Planning issues criteria:**

- size/potential size of the site;
- land ownership, potential availability for park and ride use, synergy with other development opportunities;
- planning policy considerations;

- environmental sensitivity of the site;
- Impact on neighbours.

**Site engineering criteria:**

- ease (and likely cost) of providing convenient site access;
- ease (and likely cost) of cost of constructing car park;
- ease (and likely cost) of expansion on the site.

**Study Results**

9. After undertaking the appraisals for each site, the following three sites from the long list of nine were short-listed:

		Site	Comment
1	J	Tolworth, King's Field	Shortlist for bus P+R scheme
2	D	Kempton Park	Shortlist for rail P+R scheme
3	C	Sandown Park	Shortlist for bus P+R scheme
4	E	Hampton Court Green	Not recommended: possibly reinstate later if no progress on Kempton Park site
5	A	Chessington World of Adventure	Not recommended: possibly reinstate later if no progress on Tolworth site
6	B	M25 J9	Not recommended; requires separate investigation in context of a strategic P+R for Heathrow.
7	F	Hawker Centre	Not recommended
8	H	Roehampton Vale	Not recommended
	R	Raynes Park	Not recommended: further study of redevelopment/upgrade of the station interchange recommended.

10. The most effective sites for Park and Ride were found to be Tolworth, followed by Kempton Park and Sandown Park racecourses. It is, therefore, intended that these three sites are developed as part of Kingston Town centre's transport strategy and that the approved site(s) be put forward in the Local Implementation Plan 2004/2005 for implementation.

**Environmental Implications**

11. The proposed location of the Park and Ride site does not have a direct environmental implication. The removal of the last part of the car journey into Kingston Town Centre should lead to an improvement in the environment. Any implications on trees will be identified at a later stage.

**Financial Implications**

12. The estimated capital cost of each of the proposed sites is about £1.5 m and the running or revenue cost of a Park and Ride scheme is estimated to be £500,000 per year.

**Action proposed by the Executive Member for Environment:**

**The Executive is requested to note**

1. the preliminary findings of the Consultants' report and express its views on this report;
2. that a further report will be submitted to the Executive in October/November 2002 following a more detailed consideration of the Consultants' report.

**Reason for proposed action**

To inform the Executive of the outcome of the study and seek its views/comments on the study at this stage.

**Background Papers** : held by Jalal Sobbohi [author of the report], 020 8547 5902

Report by Colin Buchanan & Partners: Permanent Park and Ride for Kingston Town Centre July 2002.