

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

CABINET

28th SEPTEMBER 2017

PARK AND RIDE CAPACITY REVIEW

REPORT OF DIRECTOR OF HIGHWAYS AND STREETCARE SERVICES IN DISCUSSIONS WITH THE LEADER OF THE COUNCIL, COUNCILLOR A MORGAN

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1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to present the findings from the Park and Ride Capacity Review and to provide recommendations for a Capital Programme of Park and Ride Schemes to take forward from the study.

2. RECOMMENDATIONS

- 2.1 It is recommended that the Cabinet:
- (a) Note the matrix of potential park and ride schemes shown within appendix 1.
 - (b) Support the schemes highlighted for progress within the report that can be accommodated within existing resources.
 - (c) Considers establishing a Capital Programme of Park and Ride Schemes for development and delivery.

3 REASONS FOR RECOMMENDATIONS

- 3.1 Developing and investing in the delivery of park and ride enhancements will provide transportation and environmental benefits. In particular, the preferred schemes will attract drivers from a wide catchment area, significantly shorten vehicular journeys, improve accessibility to areas of employment by sustainable travel, reduce congestion on the local and strategic highway network and improve air quality.

4. BACKGROUND

- 4.1 Commuter levels are high within the strategic transport corridors and development opportunities will only add to the pressure of these already congested routes. There will be significant enhancements to rail capacity on the Treherbert, Aberdare and Merthyr lines by 2022, with a commitment of 4 trains per hour operating to the top of each valley. Therefore opportunities to relieve pressures on the highway network through modal shift to rail were investigated by undertaking a Park and Ride Capacity Review.
- 4.2 Nineteen stations were reviewed across the County Borough, of which ten have land that could be utilised for park and ride, and were recommended for further feasibility work or delivery. The matrix in appendix 1 provides a list of the recommended schemes, along with a summary of their key considerations.
- 4.3 The stations identified have a high level of passenger usage, with a medium to high demand for additional parking provision. The identified land is located either next to or within a reasonable walking distance from each station. The number of spaces that can be accommodated at the sites ranges from 5 to 200+.
- 4.4 For those sites that are not under the Council's ownership, discussions will be required with Network Rail and Arriva Trains Wales (or the future rail operator), as well as other known private land owners. Planning permission will be required for some locations and the Fernhill scheme will require public consultation due to its close proximity to residential properties.
- 4.5 The cost of the proposals will be kept under review as designs progress, development of individual schemes may be deferred where changing costs impact on value.
- 4.6 It should also be noted that a large area of land near to the north west of Pontyclun station was originally identified as a potential park and ride site. However since the review, Network Rail have provided Business and Technical clearance to the Council to enter into an agreement for the land directly behind the Cardiff bound platform to be used for additional parking. In terms of opportunities for quick wins, on which the review was predicated, it is more beneficial to focus on this area of land and consider it for inclusion in the package of schemes to take forward.
- 4.7 Porth Park and Ride Phase 2 is not included in the study as it has obtained funding through Welsh Government and is committed for delivery in 2018/19. This will deliver approximately 50 additional park and ride spaces.
- 4.8 The aforementioned local park and ride improvements are being promoted in parallel with the ongoing procurement of the Wales and Borders Franchise Renewal and will complement the anticipated

substantial frequency enhancements to the core valley lines being delivered as part of the Metro concept.

- 4.9 The franchise procurement process involves a competitive dialogue which will lead to the appointment of a successful operator set to take over the rail network in October 2018.
- 4.10 This appointment will clarify the scope and detail of the network and service enhancements to be delivered under the new rail franchise.
- 4.11 It is unclear at this point whether any strategic park and ride sites (circa 1000+spaces) will be deliverable within the funding envelope of £738M (committed Metro/City Deal Funding) and this may represent a further opportunity for intervention by local authorities across the City Region.
- 4.12 Strategic facilities on key corridors (A470, M4, etc) will be attractive to users and there may be potential to fund such facilities through the levy of a modest charge for users.
- 4.13 The situation related to the Franchise/Metro procurement and whether a park and ride element is affordable within the current funding envelope will be monitored and, where appropriate, further reports may be brought forward.

5 EQUALITY AND DIVERSITY IMPLICATIONS

- 5.1 An Equality Impact Assessment (EqIA) screening form has been prepared for the purpose of this report. It has been found that a full report is not required at this time. The screening form can be accessed by contacting the authors of the report.

6 CONSULTATION

- 6.1 The review work undertaken to date did not require a formal consultation. However, should the recommendations be taken forward to establish a capital programme for park and ride schemes, the Council has a statutory duty to consult with relevant stakeholders, as identified within current Planning Policy Guidance, as well as with the Police and other statutory bodies as required under the Road Traffic Regulation Act 1984, and the Local Authorities Traffic Orders Procedures, England and Wales Regulations 1996.

7 FINANCIAL IMPLICATION(S)

- 7.1 A Capital Programme is proposed to allow the Council to invest in a package of park and ride schemes for delivery over the next 4 years in parallel with the roll-out of Metro. The schemes will have ongoing associated maintenance costs, which will need to be accounted for within the Parking Services budget.

- 7.2 The feasibility studies for the park and ride proposals at 10 stations can be accommodated within existing resources for 2018/19 to further define the opportunities, risks and estimated costs.

8 LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 8.1 All Capital schemes must comply with the provisions set down in the Active Travel (Wales) Act 2013 and the Well Being of Future Generations (Wales) Act 2015. The implementation of the schemes will also impact on the Council's functions under the Road Traffic Regulation Act 1984 and Traffic Management Act 2004.

9 LINKS TO THE COUNCILS CORPORATE PLAN / OTHER CORPORATE PRIORITIES/ FUTURE GENERATIONS – SUSTAINABLE DEVELOPMENT.

- 9.1 The aims/objectives of the park and ride schemes are to reduce congestion on the highway network, to encourage sustainable travel and improve air quality. These aims are linked to the objectives covering health and prosperity set out in the Council's Integrated Plan.
- 9.2 The park and ride proposals will directly address the Corporate Plan commitment to invest in highways infrastructure and to improve the transport network.
- 9.3 The proposals are also in line with the objectives set out in the Well-Being of Future Generation (Wales) Act 2015. Some examples of this are:
- (a) Prosperous Wales – the park and ride schemes will provide new/improved access to sustainable travel, which will support key employment areas.
 - (b) Healthier Wales – by reducing congestion on the highway network through encouraging more drivers to use the park and ride sites.
 - (c) Connecting Communities through Sustainable and Resilient Infrastructure – the park and ride facilities will provide an opportunity for people to use sustainable travel and encourage additional train usage.
- 9.4 Transport has been identified as a key factor in achieving the City Deal's comprehensive objective of improving economic growth and the park and ride proposals will complement this by improving transport and connectivity.

10 CONCLUSION

- 10.1 The study found that many of the stations within Rhondda Cynon Taf provide good opportunities for new and expanded park and ride facilities. It was determined that ten sites would provide user benefits, however small, in terms of travel time savings and reduced fuel costs.

- 10.2 The programme would complement the £738M City Deal investment in Metro and may lever additional Welsh Government grant funding or City Deal funding.
- 10.3 Investing in a programme of park and ride schemes will create the opportunity to improve accessibility to sustainable travel, reduce congestion on the local and strategic highway network and improve air quality.
- 10.4 By utilising existing resources on feasibility studies for 10 stations, it will greatly enhance the viability, risks and estimated costs to implement the park and ride proposals.
- 10.5 The recommended park and ride schemes have the potential to provide a package of 622 spaces across the Borough, which will deliver safe and convenient access to a mode of transport which is reliable and sustainable.
- 10.6 Encouraging more people to use the train not only creates modal shift, but also helps more people to gain access to areas of employment/education/leisure without putting pressure on an already congested highway network.
- 10.7 Officers will monitor the potential to promote strategic park and ride sites on the key corridors and bring forward additional reports where appropriate.

Other Information:-

Relevant Scrutiny Committee –

Public Service Delivery, Communities & prosperity Scrutiny Committee

LOCAL GOVERNMENT ACT 1972

AS AMENDED BY

THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985

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Item:

Background Papers

None

Officer to contact:

Park and Ride Matrix

Station	Proposal	No. Bays	Demand (High, Med, Low)	Land ownership	Ecology Issues	Planning Permission Required	Other Potential Risks
Treherbert	Convert grassed land near the station	14	High	Part Owned by RCTCBC	None	Yes	WPD pole on site which will require removal
Cwmbach	Convert grassed land adj to the existing P+R	16	High	RCTCBC	Yes – two trees to be removed	Yes	BT pole on site which will require removal and potential conflict with WPD cables
Ynyswen	Convert derelict land opposite the station	46	Med	Private (Known)	Yes – large conifers will require removal	Yes	None
Treorchy	Utilise land behind platform	35	High	Unknown – most likely Network Rail	Large mature trees require survey	Yes	Retaining wall to rear of platform
Llwynypia	Lining work for parking bays	5	Med	Network Rail	None	No	Will need Network Rail approval
Trehafod	Re-configuration of existing car park to obtain maximum spaces	5+	Med	Private (NR)	None	No	Will need ATW and NR approval
Fernhill	Utilise land near the station	11	Med	Part owned by RCTCBC	None	Yes	<ul style="list-style-type: none"> • Drainage –storm water • Public objections
Abercynon (Phase 2)	Convert derelict land in Navigation Park	212	High	Welsh Government	None	Yes	None
Pontyclun	Utilise land behind platform and to the NW of the station	193	High	Private – Network Rail	Vegetation clearance required	Yes	Possibility of live cabling that will require removal
Llanharan	Utilise land by the Welfare Hall	85	High	Private (land could be donated by CC)	Unknown	Yes	Drainage