

Transport Delivery Committee

Date	8 February 2021
Report title	Park & Ride update report
Accountable Director	Pete Bond, Director of Integrated Network Services
Accountable Employee	Babs Spooner, Head of Park & Ride
Report has been considered by	Transport Delivery Committee Lead Members and Members of the Rail and Metro and, Sprint Lead Member Reference Groups

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the contents of this report

1. Purpose

- 1.1 This report provides an update on Park & Ride matters within the West Midlands Combined Authority Area and the impacts of Covid-19 (Coronavirus) on car park operations and development.

2. Background

- 2.1 Transport for West Midlands (TfWM) currently operates 9,000 Park & Ride spaces on the region's public transport network. These are located in 65 car parks serving 39 railway stations and five Metro stops.
- 2.2 Prior to the Coronavirus pandemic, all Park & Ride sites were generally full on a weekday by 8am with the exception of Bescot Stadium and Bradley Lane, the latter of which had only recently opened to the public.
- 2.3 As a result of this high demand, there has been a focus by TfWM in conjunction with the West Midlands local authorities on expanding Park & Ride at the locations that will be most beneficial to the region strategically, economically and, fundamentally, for our customers and communities.

2.4 With regards to Park & Ride usage *prior* to the impacts of Coronavirus, as an average across the network:

- One third of people drive to Park & Ride sites from within a mile of their location;
- One third of people drive to Park & Ride sites from 1-2 miles away from their location;
- 97% of people driving to Park & Ride are making a single occupancy car journeys;
- 81% of Park & Ride users are commuters travelling for work with 73% travelling to central Birmingham;
- 22% of parking at railway stations/Metro stops is on street; and
- One in nine people do not travel to their nearest station/stop.

2.5 Park & Ride currently costs the West Midlands Combined Authority £2.7m per year in operational costs. This is predicted to rise to £3.2m over the next five years if expansion aspirations are realised.

3. Impact of Coronavirus on Park & Ride operations

3.1 Following the announcement on the evening of 23 March 2020 of a national lockdown in response to the Coronavirus pandemic, the occupancy of Park & Ride sites has significantly reduced as trips on the public transport network have declined (especially the rail network where 61 of TfWM’s 65 Park & Ride sites are located).

3.2 Figure 1, below, demonstrates the average percentage occupancy of TfWM’s car parks during different stages of lockdown. Table 1 explains the relevance of the date ranges shown. As mentioned above, pre Covid-19 occupancy was between 95% and 100% on weekdays.

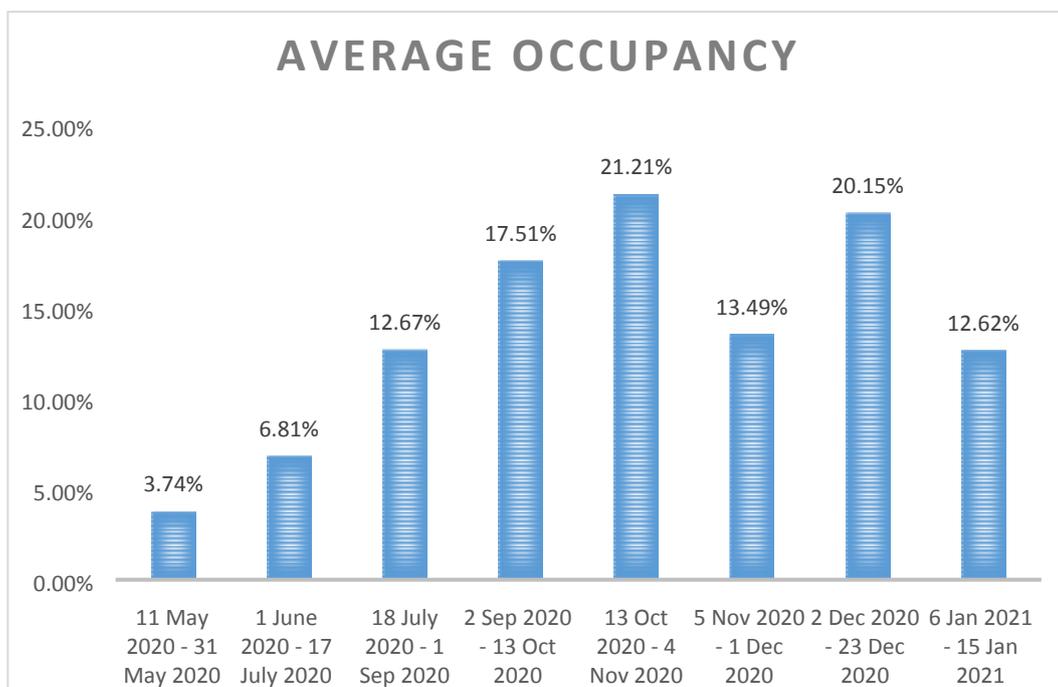


Figure 1 – average % car park occupancy through Covid-19

Table 1 – average car park occupancy during key stages of Covid-19

Date	Status	Average Occupancy
11 May - 31 May 2020	Lockdown relaxed	3.74%
1 June 2020 - 17 July 2020	Schools go back, some shops and services reopen	6.81%
18 July 2020 - 1 Sep 2020	Further lockdown relaxation	12.67%
2 Sep 2020 - 13 Oct 2020	Schools return after holidays	17.51%
13 Oct 2020 - 4 Nov 2020	Tier restrictions brought in (tier 2)	21.21%
5 Nov 2020 - 1 Dec 2020	New Lockdown commences	13.49%
2 Dec 2020 - 23 Dec 2020	Lockdown relaxed	20.15%
6 Jan 2021 - 15 Jan 2021	New national lockdown	12.62%

- 3.3 The highest number of cars in any one car park since 11 May 2020 was 189. This was at Stourbridge Junction, which is likely to be reflective of the capacity of the car park (1069 spaces) and its location on the network. Other sites that have seen higher numbers of cars parked are Sandwell & Dudley and Rowley Regis - again larger sites where the capacity is sufficient to easily cater for such demand.
- 3.4 While average occupancy across the estate has peaked at c. 28%, some sites have consistently seen occupancy of more than 50%, particularly when Covid-19 restrictions have been lighter. These tend to be sites with less capacity overall such as Lea Hall, or locations where there are other shops and services nearby such as Shirley. There is anecdotal evidence that some residents are using TfWM car parks at Sutton Coldfield and Olton. We are continuing to monitor this usage and will react with operational measures and communications campaigns at any point where car parks are approaching full capacity.
- 3.5 The table 2 below provides a site by site comparison of occupancy data between January 2021 and February 2020. Data for January 2021 is weekday average occupancy for week commencing 11 January 2021. February 2020 data is taken from a weekday bi-monthly count (on a Wednesday or Thursday) during the month but outside of school holidays. It is worth being aware that this data includes all space occupancy including disabled bays, staff bays, car share bays and electric vehicle bays. Generally standard bays were very close to or full to capacity during February 2020 with the exception of Bescot Stadium which is regularly under capacity and Bradley Lane which had only opened a couple of weeks prior to the counts. Dorridge occupancy captures both the TfWM free and Chiltern charged operated car park.



Site	Capacity	Jan-21		Feb-20	
		No. Cars	% full	No. Cars	% full
ACOCKS GREEN	136	10	7.35%	131	96.32%
BERKSWELL	95	10	10.53%	92	96.84%
BESCOT	122	6	4.92%	60	49.18%
BLACK LAKE	87	13	14.94%	81	93.10%
BLAKE STREET	163	13	7.98%	158	96.93%
BRADLEY LANE	196	8	4.08%	60	30.61%
BROMSGROVE	359	16	4.46%	269	74.93%
CANLEY	123	9	7.32%	113	91.87%
CHESTER ROAD	201	24	11.94%	200	99.50%
COSELEY	102	22	21.57%	96	94.12%
CRADLEY HEATH	249	36	14.46%	238	95.58%
DORRIDGE	208	42	20.19%	181	87.02%
DUDLEY PORT	87	7	8.05%	82	94.25%
FOUR OAKS	343	41	11.95%	337	98.25%
GALTON BRIDGE	77	6	7.79%	72	93.51%
HALL GREEN	112	14	12.50%	99	88.39%
HAMPTON IN ARDEN	134	17	12.69%	132	98.51%
HAWTHORNS	185	24	12.97%	176	95.14%
KINGS NORTON	321	39	12.15%	314	97.82%
LANGLEY GREEN	31	5	16.13%	29	93.55%
LEA HALL	29	13.2	45.52%	28	96.55%
LYE	20	1	5.00%	18	90.00%
MARSTON GREEN	122	28	22.95%	124	101.64%
NORTHFIELD	194	40	20.62%	189	97.42%
OLD HILL	54	6	11.11%	52	96.30%
OLTON	93	30	32.26%	89	95.70%
PREISTFIELD	148	26	17.57%	143	96.62%
ROWLEY	741	81	10.93%	706	95.28%
SANDWELL and DUDLEY	393	62	15.78%	388	98.73%
SELLY OAK	454	38	8.37%	443	97.58%
SHIRLEY	71	29	40.85%	63	88.73%
STOURBRIDGE JUNCTION	1069	72	6.74%	1033	96.63%
SUTTON COLDFIELD	317	43	13.56%	316	99.68%
TAMBRIDGE PARKWAY	226	30	13.27%	215	95.13%
TILE HILL	347	24	6.92%	337	97.12%
TIPTON	71	13	18.31%	71	100.00%
WEDNESBURY PARKWAY	152	23	15.13%	142	93.42%
WHITLOCKS END	324	17	5.25%	309	95.37%
WIDNEY MANOR	297	20	6.73%	291	97.98%
WYLDE GREEN	57	17	29.82%	54	94.74%
YARDELY WOOD	170	13	7.65%	170	100.00%
TOTAL	8680	988.2		8101	
AVERAGE		24.10	14.10%	197.59	92.44%
MAXIMUMS		81.00	45.52%	1033.00	101.64%

Table 2 – site by site comparison of Park & Ride occupancy Jan 21 vs. Feb 20.

4. Park & Ride Development & Delivery

Longbridge Park & Ride Delivery

- 4.1 TfWM officers have been working alongside Principal Contractor Bourne Parking Ltd. to continue the delivery of the new 620 space strategic Park & Ride facility at Longbridge.
- 4.2 Bourne, TfWM and sub-contractors have all worked in adherence to Government guidance on safe working practices and social distancing on site throughout the Coronavirus pandemic.
- 4.3 Handover of the car park took place from Bourne to TfWM on 14 May 2020 in lieu of a small number of outstanding works which could not be completed at that time due to Covid-19. These largely related to items that required the new permanent power and telecommunications supplies to be installed.
- 4.4 WPD attended site to complete the power works in July and August 2020. Bourne then returned to site to complete the necessary installations, testing and commissioning works dependent on the full electricity supply such as completion of the lifts.
- 4.5 The BT line was finally fully connected in November 2020. Through partnership working with the TfWM Swift team and external payment systems providers, the parking payment systems have now been fully implemented and tested. These allow for seamless and contactless parking payments using automatic number plate recognition. People can choose to pay by cash, card, Swift card, Swift account based payment (where money is deducted automatically from the user's Swift account when they exit the car park through number plate recognition), app, phone, text, web or Save a Space. Disabled parking is free with users parking in the blue badge zone being identified as being exempt from payment. To avoid abuse of this by non-blue badge holders, enforcement will be supplemented by regular patrols.
- 4.6 Final snagging measures are now being completed. Due to Covid-19 lockdown a decision has been made to leave the car park closed while people are being discouraged from travelling by public transport. At present there is significant capacity at nearby car parks at Northfield and Kings Norton to cater for Park & Ride demand. The site has been secured until such a time it is considered appropriate to open with the following measures in place:
 - The site is cordoned off from the public with perimeter fencing and locked gates;
 - Live CCTV monitoring including motion detection is in place so that any activity on the site is immediately flagged up to the CCTV control room;
 - An arrangement is in place with security firm MAN Commercial to visit the site as requested by the CCTV control room; and
 - MAN Commercial are undertaking daily visits to check the site and boundary fencing.
- 4.7 A decision on when to open the car park will be made based upon:
 - Calculations on the cost of opening vs. likely demand;

- The occupancy of neighbouring Park & Ride sites to determine local demand; and
- Changes to Covid-19 restrictions relating to use of public transport.

Park & Ride development work

- 4.8 Following an evaluation of existing Park & Ride schemes, a decision has been made to place the majority of development works for Park & Ride expansion on hold.
- 4.9 Covid-19 has had significant impacts on demand for Park & Ride as demonstrated in section 3 of this report. This provides significant uncertainty on whether the sites prioritised for expansion last year are still the correct ones to take forward or whether the pandemic has changed people's travel habits in such a way that other locations or initiatives are more appropriate for focus in the future.
- 4.10 Furthermore, Covid-19 has significantly impacted on financial budgets within TfWM and therefore the limited capital money available needs to be focussed on priority schemes where there are urgent timescales and/or there is more certainty about ongoing delivery.
- 4.11 Where funding has already been allocated and there is evidence to show that a project is highly likely to remain a priority in the future, work is continuing to take place. The two schemes where this is the case are Park & Ride developments at Tile Hill and Minworth.

Tile Hill

- 4.12 At Tile Hill, TfWM is working in partnership with Coventry City Council to deliver an Outline Business Case (OBC) for a new car park which would add c. 250 spaces to the Park & Ride offer at this location. There will also be scope to add additional spaces in the future in response to local and HS2 related development. £100,000 has been allocated to the business case development from the Coventry South funding package.
- 4.13 The OBC will undertake more detailed works into the design and delivery of the car park, and also determine whether there are enough benefits vs. costs to justify taking the scheme forward. The scope for the OBC has been finalised and the next step is to go to tender and appoint a transport consultancy to undertake the works. It is anticipated that the OBC work will be completed in summer 2021.

Minworth

- 4.14 For Minworth, Midlands Connect has provided £25,000 of funding towards a Strategic Outline Business Case (SOBC) for a bus based Park & Ride to intercept traffic coming in to the region from Sutton Coldfield, the A38, the M42 and the M6 Toll.
- 4.15 The first phase of development for Minworth is to identify potential sites which could be acquired to accommodate a Park & Ride close to the strategic highway network. This work is being undertaken at present.
- 4.16. Once a list of sites options has been established, these will be shortlisted and demand modelling undertaken to identify if there is a suitable viable location and, if so, which would be the best suited for a bus based Park & Ride. The car park and associated bus

service would also provide a useful facility for the Langley and Peddimore developments taking place nearby.

- 4.17 In parallel, the TfWM Park & Ride team is working with colleagues in the bus team to review best practice and lessons learned for bus based Park & Ride. Through liaising with transport colleagues in other areas of the UK such as Oxford and West Yorkshire where successful bus Park & Ride schemes operate, we hope to establish a model for the West Midlands which creates the best opportunity for success.
- 4.18 With regards to the other sites which were previously being looked at for development, we are continuing to work with officers at Sandwell and Solihull councils to look at options for Park & Ride in those areas using officer time and resource only.

Sandwell

- 4.19 With Sandwell MBC we are undertaking an exercise to prioritise which locations within the borough would be most attractive for Park & Ride within known parameters, opportunities and constraints and in line with the agreed Park & Ride policies and principles.

Solihull

- 4.20 In partnership with Solihull, we are focussing on revisiting the scheme for expanding Park & Ride and improved access arrangements for Whitlocks End. This has become increasingly important following the publication of Solihull's Draft Local Plan which identifies several sites for residential development within the catchment of the station.
- 4.21 TfWM and Solihull MBC are also discussing potential opportunities relating to developer led options for increased rail station car parking at Berkswell - also highlighted within the Draft Local Plan. This links to local housing plans and a new bypass proposed between west Coventry and Berkswell which has the potential to increase demand for parking. However, there is also a need to better manage use of the existing Park & Ride as, prior to Covid-19, more than 70% of people using the facility drove within a mile.

Willenhall & Darlaston

- 4.22 TfWM's Park & Ride team is also feeding into the design and development process for the car parks at the new railway stations at Willenhall and Darlaston and the proposed station at Aldridge.
- 4.23 The team is taking the opportunity to review the Park & Ride development process in line with the WMCA's new project governance Single Assurance Framework to make the process as streamlined, effective and efficient as possible. The Park & Ride design guide is also being revisited to ensure it reflects the most recent information and reflects lessons learned from recent projects.
- 4.24 Plans for a Park & Ride on the A34 (north of Junction 7 of the M6), Coseley and Quinton have been placed on hold for the time being until further information on demand impacts as a result of Covid-19 are understood.

5. Wider Park & Ride work streams

- 5.1 With Park & Ride expansion development works being scaled back, the Park & Ride team in conjunction with internal and external stakeholders, is focussing on the development and delivery of measures that maximise opportunities from the car park estate and bring added value to customers, communities and partner organisations. It will also explore how Park & Ride can aid the WMCA and the region in its management of and recovery from the Covid-19 pandemic.

Data review

- 5.2 A key work stream in the coming months is to explore options to improve data collected in relation to Park & Ride. At present data on Park & Ride use is very limited. Prior to Covid-19 bi-monthly counts were undertaken to understand levels of car park usage as a snapshot on a weekday morning. In addition to this, user surveys took place every few years with a proportion of customers to understand their travel patterns and behaviours. This gives little insight into how car parks are used through the day and week, which sites fill up earliest, where customers are travelling from and to, how frequently they travel and for what purpose.
- 5.3 To ensure we are optimising use of Park & Ride, focussing investment in the right place and delivering the best benefits and facilities to customers and local communities, we need to have a more detailed understanding of how our sites are used and the profile of our customers. This will then be used to:
- Deliver improved customer experience;
 - Inform future Park & Ride development;
 - Inform asset management processes;
 - Improve confidence in the network in Covid-19 recovery through enhanced information;
 - Encourage sustainable travel;
 - Inform any proposals for wider roll out of booking systems;
 - Support wider transport operations e.g. insight into rail use;
 - Inform any future plans for car park charging;
 - Identify wider commercial opportunities;
 - Seek opportunities to support local areas and communities;
 - Ensure robust monitoring and evaluation of projects and services;
 - Support and inform network demand management; and
 - Fully inform wider Park & Ride work streams.

Electric Vehicle Charging

- 5.4 In December, TfWM appointed Cenex to create an electric vehicle charging strategy for the Park & Ride estate. This will establish an outline plan for the roll out of electric vehicle charging infrastructure over the next 10 years and considers a number of key criteria including:
- Wider regional plans for electric vehicle charging point roll out e.g. local authority proposals;

- Electric vehicle ownership across areas of the region;
- Types of residential and commercial development in areas of the region;
- Grid capacity;
- Car park data;
- Local authority planning guidance; and
- Requirements for electric vehicle charge points by businesses.

It will also identify potential funding options for the roll out of electric vehicles charging infrastructure.

- 5.5 In January 2020, Cenex concluded the West Midlands' regional ULEV (Ultra Low Emission Vehicle) strategy for TfWM. The Park & Ride electric vehicle charging strategy is an extension of the original commission. The aim is to conclude this study by the end of this financial year (31 March 2021). The outputs will then be used to determine next steps and create a funding plan for delivery as required.

Commonwealth Games

- 5.6 A Commonwealth Games Spectator Transport Manager (Parking) has been appointed to the Commonwealth Games team to focus on the provision of Park & Ride and Park & Walk for the event.
- 5.7 Modelling has been undertaken to understand the potential level of parking required to cater for different venues on different days of the Games. This has identified a significant need for parking provision. The information has been used to help identify a number of potential sites where Park & Ride and Park & Walk could be provided.
- 5.8 Park & Ride is likely to be provided on new temporary sites through short term occupation of land or current parking sites rather than at existing TfWM Park & Ride facilities. This is to ensure minimum disruption to people who still need to travel for work, education and other purposes not related to the Games. Furthermore Games Park & Ride sites are likely to be large facilities of over 700 spaces to assist in ease of customer use, planning and operation. Very few TfWM Park & Ride sites provide that level of space provision.
- 5.9 The TfWM Park & Ride team and other internal colleagues are continuing to support the Commonwealth Games transport team in the planning and delivery of Park & Ride and Park & Walk facilities for the event including providing input to licence arrangements, operational plans, design, booking options and information provision.

Lease / rental reviews

- 5.10 As lease and rent reviews present themselves, TfWM will continue to work to maintain its existing Park & Ride portfolio, subject to assessment of value for money including the cost of maintaining and operating the sites.
- 5.11 Nearly all of TfWM's Park & Ride sites remain free of charge to users, however there has been an increase in lease and operational costs at a number of locations. Consideration will need to be given regarding sites where cost increases render the car park poor value

for money as to the future of that site, including potential withdrawal, alternative site uses and exploration of other funding opportunities.

- 5.12 A number of leases with Network Rail are due to expire in March 2022. TfWM has commenced conversations with Network Rail on the renewal of these leases. A number of leases that are in place with Network Rail are complex and restrictive and we are hoping that the renewal process will allow for some simplification and consistency, in particular with regards to customer experience and the potential to generate income.
- 5.13 Initial discussions between TfWM and Network Rail have been positive, with potential options around revenue generation from sites, from any commercial activities, being reinvested in rail and access to rail including Park & Ride.
- 5.14 Chiltern Railways currently leases Solihull car park from TfWM, an arrangement that is due to conclude at the end of the current Chiltern franchise in December 2021. TfWM is currently undertaking a piece of work to determine whether to take occupation of the car park from this date and operate the site as a TfWM facility.

Encouraging Sustainable Travel

- 5.15 The Park & Ride team continues to work closely with the sustainable travel team at TfWM and local authority partners to encourage sustainable travel to transport interchanges where it a reasonable alternative to driving for the customer. Emma Crowton, Cycling & Walking Development Officer, Emma Crowton, is seconded to the team one day per week.
- 5.16 Covid-19 has increased the number of people opting to walk or cycle, so ensuring that the right infrastructure and information is available is key to helping to encourage people to continue using sustainable and healthy travel options.
- 5.17 **WMBike Hire.** TfWM has appointed Serco through competitive dialogue to deliver a bike hire scheme across the West Midlands. The West Midlands Cycle Hire scheme will link to our public transport network, businesses, centres, universities and trip-attractors. The scheme is on schedule for the trial in Sutton Coldfield on the 8th of February with 25 bikes with 5 docking stations being provided in the area.
- 5.18 The scheme will be a combination of 1500 pedal and Ebikes over the seven West Midlands authority areas with a total of 170 physical docking Stations. As part of the process of identifying the locations for the docking stations we are looking at the opportunities available to link the West Midlands Cycle Hire scheme with existing Park and Ride facilities to support the use of multiple modes of transport.
- 5.19 **Active Travel Fund.** In November 2020, the allocations for Active Travel Fund Tranche 2 was announced with WMCA awarded £13.1m to deliver a programme of schemes including new cycling infrastructure, making some of the current pop up cycle lanes more permanent, delivering Places for People and a supporting measures activity and engagement package which will link and encourage more active travel to stations across the network.

- 5.20 **Station and Interchange Cycle parking.** Occupancy counts are undertaken by TfWM Data Insight Team. Cycle parking has been steadily increasing every quarter since restrictions were eased, up until the last lockdown period. Station as Places prospectuses are being developed and delivered by West Midlands Trains to improve access to railway stations across the region and deliver added value for local communities. These prospectuses include initiatives to improve and promote walking and cycling infrastructure at and to the stations.
- 5.21 A series of Dr Bikes have been delivered to encourage and reward cycling to the station in partnership with West Midlands Trains. The sessions delivered free bike security marking, free basic bike maintenance and a free D-lock to encourage secure bike locking at our sites. In conjunction with this a Cycle rail campaign is actively underway to encourage cycling and walking to stations. Working with partners we are planning a further programme of activity in 2021.
- 5.22 A copy of the most recent sustainable travel marketing campaign poster is provided below.



Booking options

- 5.23 In late 2017, TfWM partnered with developer Accelogress to create a car park space booking service following a successful bid to Innovate UK for funding.
- 5.24 Accelogress developed an mobile app based platform which allowed people to reserve a parking bay in a small number of TfWM Park & Ride car parks as part of a trial to understand if there was demand for such a service.
- 5.25 Interest in the scheme has been significant with very positive feedback from customers involved in the trial. People particularly found it useful when they could not arrive early to secure a parking space due to shift patterns or other commitments such as dropping of children off at school/nursery. Users reported that the ability to reserve a parking space reduced their anxiety and stress related to trying to find somewhere to park.
- 5.26 Due to the scheme's success, additional spaces and car parks have been added to the trial during 2018 and 2019. There are now bookable bays available at Four Oaks, Whitlocks End, Stourbridge Junction, Rowley Regis, Northfield and Tile Hill.
- 5.27 In March 2020 a charge of £3.60 was introduced for the service to allow it to continue as the initial committed funding to support the trial had come to an end. Unfortunately this coincided with the Covid-19 pandemic and so we have been unable to assess the success of the charged trial as there is no demand to book parking spaces due to large amounts of capacity within car parks.
- 5.28 We are now considering whether Save a Space offers any wider opportunities to support the region's recovery from Covid-19. The ability to book a parking space may improve people's confidence in returning to public transport as lockdown restrictions are lightened. It will provide people with the choice of when to travel and allow them to connect with less busy rail or Metro services.
- 5.29 There may also be an option to use the Save a Space platform to provide customers with greater information about their journey allowing them to make more informed choices. This could include live car park occupancy data linked to the data review work stream mentioned previously in this report. It could also include travel disruption information.
- 5.30 The Park & Ride team will continue to work with Accelogress to explore options for Save a Space with a particular focus on how the scheme could assist customers and restore confidence in using public transport at an appropriate time.

6.0 Operational cost challenges of Park & Ride

- 6.1 The operational costs of Park & Ride remain a key financial challenge for TfWM. Park & Ride is currently subsidised through the WMCA transport levy and the Integrated Transport Block at an estimated cost of £2.7m per annum. This is set to increase to £3.2m per annum by 2024/25 due to expansion aspirations and increases in operational costs. There has been no reduction in cost due to Covid-19 as the same operational and maintenance requirements remain.

6.2 The Park & Ride Policies and Principles report, approved by WMCA Board in March 2019, sets out the details for the funding, management and development of Park & Ride, including exploring a charging/booking system to see if we can move towards a more sustainable approach to funding Park & Ride provision and improving customer experience. More details on this are available in table 3 below.

Table 3 – Policies for Funding, Managing and Developing Park & Ride.

Funding park and ride	Managing park and ride	Developing park and ride
<p>Any proposals for new or expanded park and ride schemes would generally be expected to be financially self-sustaining beyond the initial construction costs (including measures required beyond the boundary of the site such as on-street controls).</p> <p>Decommissioning of park and ride sites will be considered where rail and rapid transit network coverage provides residents in the area with viable and realistic alternatives to accessing the public transport network by non-car means; and there is no significant strategic transport access value provided by the site.</p> <p>Park and ride assets owned or operated by WMCA will be supported by commercial strategies which seek to:</p> <ul style="list-style-type: none"> • Reduce the cost of park and ride; • Raise revenue to cover the cost of park and ride, including by means of charging; and • Enable services supported by the WMCA Transport Levy to be as financially self-sustaining as possible. <p>Unless there are compelling wider benefits or commensurate savings the proportion of the WMCA Transport Levy budget allocated to the operation of park and ride will not be increased.</p>	<p>Wherever practicable at park and ride assets owned or operated by WMCA, measures will be introduced that aim to:</p> <ul style="list-style-type: none"> • Reduce the proportion of users that drive short distances to use park and ride; • Increase occupancy of cars travelling to park and ride. • Reduce the need for users to arrive very early in order to secure a space; • Manage any directly associated surrounding on-street parking that has a significant adverse traffic management or community impact; • Reduce adverse travel market distortions such as rail-heading at park and ride sites where it abstracts demand from better placed transport interchange nodes. <p>Where practicable, charging and booking measures will be considered as a high priority to achieve the above aims.</p>	<p>Where the private sector is unlikely to invest, WMCA will pro-actively promote park and ride sites with viable business cases in the metropolitan area that:</p> <ul style="list-style-type: none"> • Provides access to metropolitan/regional services to the West Midlands' well-connected strategic urban centres and/or intercity services to other key UK cities; and • Intercept longer distance traffic in-bound into the metropolitan area and/or serve local catchments. <p>Development of additional park and ride capacity will be favoured in locations where it offers the earliest feasible opportunity to beneficially abstract car trips from the urban road network.</p> <p>Unless there is compelling strategic reason which supports the better operation of the transport system, developing park and ride will not generally be supported:</p> <ul style="list-style-type: none"> • In congested urban centres. • Within 3 miles of Birmingham City Centre. <p>There will be a general presumption against the development of park and ride that precludes alternative land uses in the long term and where there is a clear local ambition to use the land for more productive purposes.</p>

6.3 A review exploring charging and booking had commenced, however this has now been put on hold as we need to understand the impacts of Covid-19 are fully understood as part of the modelling work undertaken when calculating the potential options for and outcomes of any charging scheme.

6.4 For development work on any new car parks, as required by the agreed policy, business case analysis and demand modelling will be undertaken including a sensitivity test for car park charging. This will allow us to understand the options for delivering a charged car park and how this could contribute towards initial construction costs and ongoing operational expenditure.

6.5 We are also working closely alongside the asset management team to seek opportunities for cost savings and wider commercial opportunities. The data work outlined earlier in this report will provide insight in helping to achieve this.

6.6 Further updates will be provided as work on this area continues.

7. Financial Implications

7.1 The annual Revenue budget includes an allocation to support Park and Ride, which principally covers the ongoing costs of maintaining all of the existing sites. Any proposed future developments will need to be fully costed, with funding streams identified as part

of any future business case. There is currently no capital money available to fund new developments. Any capital monies earmarked in the Capital programme will be used to undertake necessary remedial work on existing sites.

- 7.2 The Authority is always under the duty to ensure good value for money for any expenditure it incurs and this continues to be vital as funding becomes increasingly stretched. Furthermore, as the report sets out, a legacy of Covid-19 may be a change in travel patterns, in the short, medium or even longer-term. Therefore, it is right that a thorough evaluation is undertaken to ensure that public monies are invested in areas which will provide the best quality of service and value for money.

8. Legal Implications

- 8.1 There are no specific legal implications arising from this report

9. Impact on Delivery of Strategic Transport Plan

- 9.1 No comments

10. Equalities Implications

- 10.1 No comments

11. Inclusive Growth Implications

- 11.1 No comments

12. Geographical Area of Report's Implications

- 12.1 No comments

13. Other Implications

- 13.1 No comments

14. Schedule of Background Papers

- 14.1 None