



## **City of York Council**

# **Invitation to Tender for York's Park and Ride Service**

## **PART 2: SPECIFICATION APPENDICES**

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PARK & RIDE APPENDIX 1

**PARK AND RIDE SERVICE APPENDICES**

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## **Appendix 1 Patronage and Business Rates**

### **PARK & RIDE BUSINESS RATES**

The Authority collects business rates, but does not have the power to set them; these are calculated by multiplying the property's Rateable Value, estimated by the Valuation Office Agency (VOA), by a national figure defined by HM Government (see <https://www.gov.uk/introduction-to-business-rates/how-your-rates-are-calculated>). It is not the role of the Authority to judge whether business rates are 'fair and reasonable', businesses should appeal to the VOA if they believe the Rateable Value(s) of their premises have been incorrectly estimated.

#### **Business Rates (Paid by Operator)**

	<b>Rateable Value</b>	<b>Rates 2015/16</b>	<b>Rates 2016/17</b>
<b>Rawcliffe Bar</b>	£148,000	£72,964	£73,556
<b>Grimston Bar</b>	£115,000	£56,695	£57,155
<b>Askham Bar</b>	£208,000	£102,544	£103,376
<b>Designer Outlet</b>	£2,325	£1,116	£1,125
<b>Monks Cross</b>	£102,000	£50,286	£50,694
<b>Poppleton Bar</b>	£117,000	£57,681	£58,149
<b>Total</b>	<b>£692,325</b>	<b>£341,286</b>	<b>£344,055</b>

### **PATRONAGE**

The tables attached separately provide detail of the monthly patronage boardings for the service dating back to April 2011. Due to changes in the mechanism used to record boarding figures at this stage, information dating from before this time is not provided.

In addition to passengers travelling using P&R specific products and concessionary (ENCTS) passes, the column marked 'Other' records boardings made using commercial First network tickets (eg. FirstDay), single and return journeys from intermediate stops, scholars, Aviva employees and First employees.

### **COMMENTS ON PATRONAGE**

1. During the current contract period, the cost of First's network-wide tickets have varied. On analysis of the data, this goes some way to explain the variability of various products.
2. The introduction of new ticket machines at First York in June / July 2014 produced some data which the Authority suspects may not accurately reflect the true number of passengers carried in these two months. The data is, however, included for completeness.

**Appendix 2 Estimate of Site operating Costs**

The following costs have been provided by the current supplier and are included to give bidders an indication of some of the possible costs associated with operating the Park & Ride estate. It should be noted that these figures are provided in good faith by the Authority but have not been independently verified.

<b>Item</b>	<b>Estimated Annual Cost</b>
Water	£15,000 – 20,000
Electricity	£60,000 – 70,000
Cleaning	£65,000 - 70,000
Advertising Income	Gross income of £7,700

## **Appendix 3 History of Park & Ride in York**

### **1 The Development of Park & Ride in York**

A Park & Ride (P&R) service was started in the City during the late 1970's, operating from two free under utilised car parks just beyond the City Walls, catering for peak demand for Christmas shopping. An express limited stop service was started in 1984 from the Technical College on Tadcaster Road, 3 miles out from the City centre, operating during Easter and Summer school holidays. Parking was free and a fare charged on board bus for adults. (Payment on bus has been maintained on the York operation ever since) The service expanded to meet demand so that by 1989 the Park & Ride operated during all school holidays and every Saturday throughout the year.

Following a Traffic and Parking Study completed for the Council by consultants MVA in 1988, the Council adopted P&R as a key part of its strategy for managing traffic demand until the year 2006. At that time four sites were proposed, offering 3,000 spaces. The Transport Strategy was revised in 1993, subsequently the requirement for Park & Ride increased to 6 sites. All the sites are close to the intersections between key radial routes and the Outer Ring Road.

### **2. Key dates**

**June 1990** The first full time, Monday to Saturday high frequency service was introduced from Askham Bar with a 10 minute service, increased to every 5/6 minutes in the peak. In addition to P&R custom, the Askham Bar service also carries a significant number of York College students from York city centre.

**November 1994** A second six day a week service was introduced in November 1994, operating from the second purpose built site at Grimston Bar on the Hull Road, just inside the A64 / A1079 interchange. The introduction of this service was accompanied by a section of dedicated bus lane on the A1079.

**1995** The Park & Ride fleet became 'fully low floor'.

**May 1996** A 700 metre section of bus lane on the inbound Askham Bar route was completed in May 1996. This runs along the section of the Tadcaster Road radial known as the Mount and terminates at a set of pre-signals set back from a traffic controlled junction.

**November 1998** The new Designer Outlet shopping centre opened on the southern fringe of York adjacent to the A19/A64 junction. Shortly after the opening, the Designer Outlet P&R operation commenced.

**February 2000** The 900+ space Rawcliffe Bar P&R commenced operation from a purpose built site just inside the A1237 / A19

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interchange. This replaced the temporary site on Clifton Moor which had operated since 1991.

**July 2004** The Monks Cross P&R service commenced operation from a location adjacent to the York Knights Rugby League ground and in close proximity to the Monks Cross shopping centre. This service has generated a significant number of reverse journeys (return trips starting at the city centre).

Inbound bus priority measures were completed shortly after the opening of the Monks Cross site, extending along most of the length of Malton Road between the roundabout at the exit to the Park & Ride site and Heworth Green. The measures comprise of 800 metres of bus lane in 3 sections, with each section terminating at a signalised bus gate.

**July 2009** A P&R terminal building was opened at the Designer Outlet with supervision for the first time.

**June 2014** Regularly reaching capacity by 10:00 and following award of Major Scheme funding by HM Government, Askham Bar P&R site was relocated to a new 1,100 space car park which links to the old P&R site via a dedicated bus only road.

**June 2014** The Poppleton Bar P&R service commenced operation from a purpose built site near to the A59 / A1237 interchange. The service was the first to use fully Electric Vehicles. The vehicles are charged overnight and with a number of opportunity 'top up' charges throughout the day at the Poppleton Bar site.

Inbound bus priority measures were completed before Poppleton Bar P&R was opened. These comprised of approximately 500 metres of bus lane with a series of signalised bus gates.

**2014** The 'Vangarde' shopping centre (comprising of retailers John Lewis, Marks & Spencer, Next and a series of eating establishments) opened. In addition to the pre-existing Monks Cross shopping centre, Vangarde increased the opportunity for the P&R operator to attract patronage against the common P&R tidal flows.

**2015** Electric Vehicles entered service on Monks Cross P&R.

**Spring 2016** 'Primark' opened their first York store at Monks Cross Shopping Centre.

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### 3. Fares and Smart Ticketing

Fares levied on P&R compared with the cost of long stay parking in the City centre have been highly competitive throughout the 25 years of operation. The current return fare from the car parks is £2.80 (Feb 2017). This compares with all day city centre parking charges of between £12.00 and £19.20 (Feb 2017). Pre-paid season tickets have been offered on Park & Ride since 1990 to provide substantial savings for regular travellers.

#### Park & Ride fares over the last contract period

	Cash		Smartcards			
	Adult return	Concessionary return	Stored Value return/Smart Day carnet(*)	Weekly	Monthly	Annual
<b>2009-10</b>	£2.30	£0.00	£2.10	£9.20	£36.80	£368.00
<b>2010-11</b>	£2.30	£0.00	£2.10	£9.20	£41.40	£414.00
<b>2011-12</b>	£2.40	£0.50	£2.20	£9.60	£43.20	£432.00
<b>2012-13</b>	£2.50	£0.60	£2.30	£10.00	£45.00	£450.00
<b>2013-14</b>	£2.60	£0.70	£2.30	£10.40	£46.80	£468.00
<b>2014-15</b>	£2.70	£0.80	£2.40	£10.80	£44.00(**)	£440.00(**)
<b>2015-16</b>	£2.80	£1.00	£2.50	£11.20	£44.00(**)	£440.00(**)
<b>2016-17</b>	£2.80	£1.00	£2.50	£11.20	£44.00(**)	£440.00(**)

(\*) Smart Day Carnet replaced Stored Value Return from May 2016. Requires minimum purchase of 5 day tickets.

(\*\*) Monthly & annual prices kept below contract price at operator's discretion

Since 1992, electronic smart cards have been used to provide season tickets and discounts off individual fares. In 2016, an ITSO-based smart ticketing solution was employed with the accompanying roll out of 11 automatic ticket kiosks (two at every site except for the Designer Outlet which has one). The kiosks issue smart cards and can be used to load tickets on to existing smart cards.

The following P&R products are currently available, utilising the city-wide smart 'York by bus' smart card.

#### Smart P&R products

Product	Cost (£)
Smart 5 day carnet	12.50 (2.50 per day)
Smart weekly	11.20
Smart monthly	44.00
Smart annual	440.00

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The 'York by bus' card



4. Licence fee paid to the Authority over the previous contract by the Operator

	Gross licence fee
<b>2009-10</b>	£665,000.00
<b>2010-11</b>	£691,600.00
<b>2011-12</b>	£729,916.00
<b>2012-13</b>	£757,783.00
<b>2013-14</b>	£781,850.00
<b>2014-15</b>	£797,683.00
<b>2015-16</b>	£811,300.00