

Annex A – Background to the York Park and Ride operation

1. First York has been contracted to provide the park and ride service for the city since 1995. Contracts for the park and ride operation were tendered in 1995, 2000 and 2007. Following award of contract in July 2008 the current operation commenced in February 2009. The existing 5 year contract was extended for a further three years, as per the provisions of the initial Invitation to Tender, in 2014. This extension included the new Poppleton Bar P&R service which commenced operation in June 2014.
2. Procurement and Legal advice was sought in 2011 concerning the extension of the P&R agreement with First York. The advice given was that, in line with legislation laid out in the Local Transport Act 2008, a contract of this nature could only be let for a maximum period of 8 years. To meet the Council's own financial regulations and to ensure best value and transparency the contract should be tendered in accordance with EU procurement legislation.
3. To ensure that the most effective solutions for the service are presented to members for consideration a comprehensive review of the existing operation has been undertaken. This has included a review of park and ride operations around the country, surveying the views of the park and ride users, visiting other park and ride sites and undertaking pre-procurement engagement with potential suppliers of the P&R service. The review process has highlighted a number of issues which require consideration including anticipated developments which might occur during the life of the next contract.
4. The Council has operated one of the country's most successful Park and Ride services for over 20 years. The service currently operates from six sites around the city's ring road providing just under 5,000 parking spaces. All sites operate 7 days a week (at least 7:00am to 8:00pm weekdays) with a standard 10 minute frequency service and longer opening hours for special events. 36 Park & Ride liveried single deck buses (including 15 articulated vehicles and 11 fully electric buses) are currently used to provide the service throughout the week. These are supplemented by additional buses at weekends and other peak periods. A carrying capacity of over 2700 passengers per hour is provided at peak times. Five of the sites are staffed throughout the day, with the Designer Outlet staffed in the mornings only to provide assistance to customers. The supervisors also provide assistance to ensure the successful operation of the electric bus fleet.
5. Patronage has grown every year since the start of the service with Park and Ride Ticket sales rising from approximately 500,000 per year in 1995 to 1 million in 2000. Subsequently ticket sales have increased more rapidly to 3 million by the end of 2006. The number of people using the park and ride service buses, including intermediate stops and trips from the city centre has risen even more substantially with the total number of passenger boardings increasing to over 4.5 million in 2014/15.
6. Ninety percent of passengers using used First Day tickets providing access to other First services across the city. XXX% of passengers purchased single tickets. The number of journeys made with elderly or disabled bus passes

represents approximately 10% of all trips and have declined in recent times. This is considered to be a result of resistance to the fare levied for concessionary pass use from the Park & Ride sites (currently £1).

Table 1 - Annual Park and Ride Ticket Sales

	2011/12(*)	2014/15	% change
Askham Bar	857,683	874,838	+2
Grimston Bar	722,464	673,191	-6.8
Rawcliffe Bar	1,020,677	934,280	-8.5
Monks Cross	790,849	838,308	+6
Designer Outlet	913,863	948,489	+3.8
Poppleton Bar	n/a	242,085 (9.5mths)	<u>n/a</u>
Total	4,305,536	4,511,191	+2.5

(*) 2011/12 is used as the baseline in Table 1 (above) as it marked the commencement of the Council's third Local Transport Plan.

7. In accordance with the agreement with First the fares have increased from £2.30 per adult for a return journey in 2009 to a current level of £2.80.
8. The Council receives a licence fee from First for the right to operate the service; the fee has increased annually in line with the Retail Price Index. The operator is responsible for the provision of supervision, payment of business rates, routine maintenance and utility charges.
9. The Poppleton Bar service, which commenced in June 2014, is operated on a 'risk and reward' basis, meaning that depending on whether the number of passengers carried exceeds or falls short of the level anticipated in the initial business case, the Council either makes a payment to or receives a payment from First.
10. The operator retains all fare revenue from the service. The Council has a revenue budget of £20k in 2015/16 for operational items not included within the contract, such as repairs of plant and equipment and sewerage / drainage costs.