

## DECISION ITEM

REPORT OF	MEETING	DATE	ITEM NO
DEVELOPMENT SERVICES DIRECTORATE	PLANNING COMMITTEE	11 NOVEMBER 2020	5
<b>KIRKHAM AND WESHAM STATION PARK AND RIDE FACILITY</b>			

### PUBLIC ITEM

This item is for consideration in the public part of the meeting.

### SUMMARY

A feasibility study has been commissioned to consider the options available to provide a park and ride car park at Kirkham and Wesham Station. This report sets out the options that have been considered, requests committee to confirm the preferred option, to agree to ring fence section 106 funds to contribute to the delivery of the car park facility and to authorise officers to explore gap funding options that will allow the project to be delivered.

### RECOMMENDATIONS

1. That the committee note the findings of the feasibility study and confirm Option C as the council's preferred option.
2. That Sn106 funds identified for improvements to sustainable transport outlined in the report be allocated to the delivery of the proposed park and ride scheme.
3. That officers be requested to explore additional funding sources available to deliver the proposed park and ride facility.

### SUMMARY OF PREVIOUS DECISIONS

On 12 June 2019, Planning Committee resolved:

1. To recommend to Finance and Democracy Committee approval of a fully-funded increase to the Capital Programme in the sum of £15,000 for 2019/20 for the Kirkham and Wesham Station Car Parking Options and Design Report, to be met in full from S106 developer contributions for delivery of improvements at the railway station currently held by the Council for this purpose;
2. To authorise the proposed expenditure in respect of the GRIP 3 Options and Design Report in the total sum of £15,000 as detailed within the report; and
3. To authorise officers to work with staff from Network Rail, Northern Rail and officers of Lancashire County Council in order to explore options to deliver additional car parking facilities at the station ahead of reporting findings back to the Planning Committee.

On 24 June 2019, Finance and Democracy Committee resolved:

1. To approve of a fully-funded increase to the Capital Programme in the sum of £15,000 for 2019/20 for the Kirkham and Wesham Station Car Parking Options and Design Report, to be met in full from S106 developer contributions for delivery of improvements at the railway station currently held by the Council for this purpose; and
2. To authorise the proposed expenditure in respect of the GRIP 3 Options and Design Report in the total sum of £15,000 as detailed within this report.

CORPORATE PRIORITIES	
Economy – To create a vibrant and healthy economy	✓
Environment – To deliver services customers expect	✓
Efficiency – By spending money in the most efficient way	✓
Tourism – To create a great place to live and visit	

## REPORT

1. At the meeting of the Planning Committee on 12 June 2019, Members resolved to commission a feasibility study to examine the options to provide additional parking facilities at Kirkham and Wesham Station. Due to uncertainties regarding the future of the rail operator's franchise, there was a delay in commissioning the report.
2. An early screening of potential locations to provide the parking facility ruled out a number of sites on land outside the railway holding with the report considering four options in detail, all on land to the north of Platform 3. Network Rail have now confirmed that they have no other operational requirement for this land and so it is possible to move the project to the next stage.
3. The feasibility study has now been completed to GRIP<sup>1</sup> (Governance for Railway Investment Projects) Stage 2 and considers: viability of proposal, physical feasibility, operational feasibility, issues that would prevent implementation, provision of drawings required to illustrate the proposed option, provide high-level cost estimates for the proposed options including any additional requirements to the existing infrastructure
4. The feasibility study is attached as appendix 1 to this report, but in summary the 4 options considered are:

Option	Description	Cost (£)	+20 spaces option (£)
Option A	70 parking spaces single row	1,634,448	n/a
Option B	80 parking spaces double row	1,653,395	322,700
Option C	80 parking spaces double row	1,636,797	322,700
Option D	50 parking spaces single row	1,700,308	n/a

5. The report concludes that Option C, which would provide for 80 parking spaces of which 5% would be accessible spaces, would be the most obstacle free proposal, represent the best value for money, remove risks associated with the construction of a retaining structure and provide a buffer zone to adjacent residential properties. In addition, this option would produce a more compact car park with a more efficient use of land and the potential to increase provision by an additional 20 spaces. Two runs of lighting columns to the outsides of parking spaces would be provided along with CCTV coverage of the car park & pedestrian routes and a solid fence to the north side of car park to prevent headlight nuisance to residents.

<sup>1</sup> Network Rail developed the GRIP (Governance for Railway Investment Projects) process to manage and control investment projects. GRIP divides a project into eight distinct stages. The overall approach is product, rather than process, driven and, within each stage, an agreed set of products is delivered.

6. Sn 106 monies totalling £479,000 have been secured through section 106 agreements as follows:

<b>Application Reference</b>	<b>Site</b>	<b>Amount Due (£)</b>
06/1083	Kirkham Service Station	20,000
13/0655	Mill Farm	125,000
14/0779	Mowbreck Lane II	164,000
15/0547	Brook Farm	170,000
<b>Total</b>		<b>479,000</b>

The terms of each of the agreements would allow the funds to be spent on the delivery of a park and ride facility. However, the majority of these funds have not yet been received by the council as they are only due to be paid as the developments reach certain trigger points.

7. The breakdown of the costs associated with delivering the project are as follows:

<b>Stage</b>	<b>Cost (£)</b>
GRIP Stage 3	98,000
GRIP Stage 4 & Grip Stage 5 Contract Preparation (to get to a tendered D&B contract)	165,000
GRIP 5-8 D&B	1,373,797
<b>Total</b>	<b>1,636,797</b>

8. Clearly there is a considerable gap between the monies that will become available as section 106 payments are made and the projected cost of delivering the project. Whilst it may be possible to deliver the project on a phased basis, the funds available would not be sufficient to deliver an initial phase and the overall cost of the scheme would be higher. At this stage, the phased delivery of the car park is not considered to be the preferred option and it will be necessary to identify additional funding if the project is to be delivered.
9. Members are requested to 'ring fence' the monies identified in the Section 106 agreements set out above to deliver this project and to authorise officers to explore opportunities to secure funding to deliver the project. Should it become apparent that funding is not available from elsewhere or that there will be a significant delay in securing that funding, a further report will be placed before committee to ensure the Sn 106 monies are spent on delivering other sustainable transport initiatives or to consider delivery of the car park on a phased basis.
10. Northern Rail have indicated that, if the car park facility can be provided, they would take responsibility for the management of the facility and that use of the car park would be free of charge for rail users. Accordingly, there would be no ongoing revenue cost to the council.

IMPLICATIONS	
Finance	This report provides an update on the proposed park and ride car park at Kirkham and Wesham Station and the allocation of suitable s106 developer contributions to the scheme. Further funding will need to be identified if the scheme is to progress but there are no further financial implications at this stage.
Legal	The use of the funding for the purposes identified would be within the purposes of the section 106 agreements referred to in the report.
Community Safety	None
Human Rights and Equalities	None
Sustainability and Environmental Impact	The provision of a park and ride facility would allow passengers to access the rail network and so would encourage and allow better use of a sustainable means of transport.
Health & Safety and Risk Management	None.

LEAD AUTHOR	CONTACT DETAILS	DATE
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BACKGROUND PAPERS		
Name of document	Date	Where available for inspection
None		

#### Attached documents

Option Selection Report for a Passenger Car Park, Kirkham and Wesham Station.