



Update

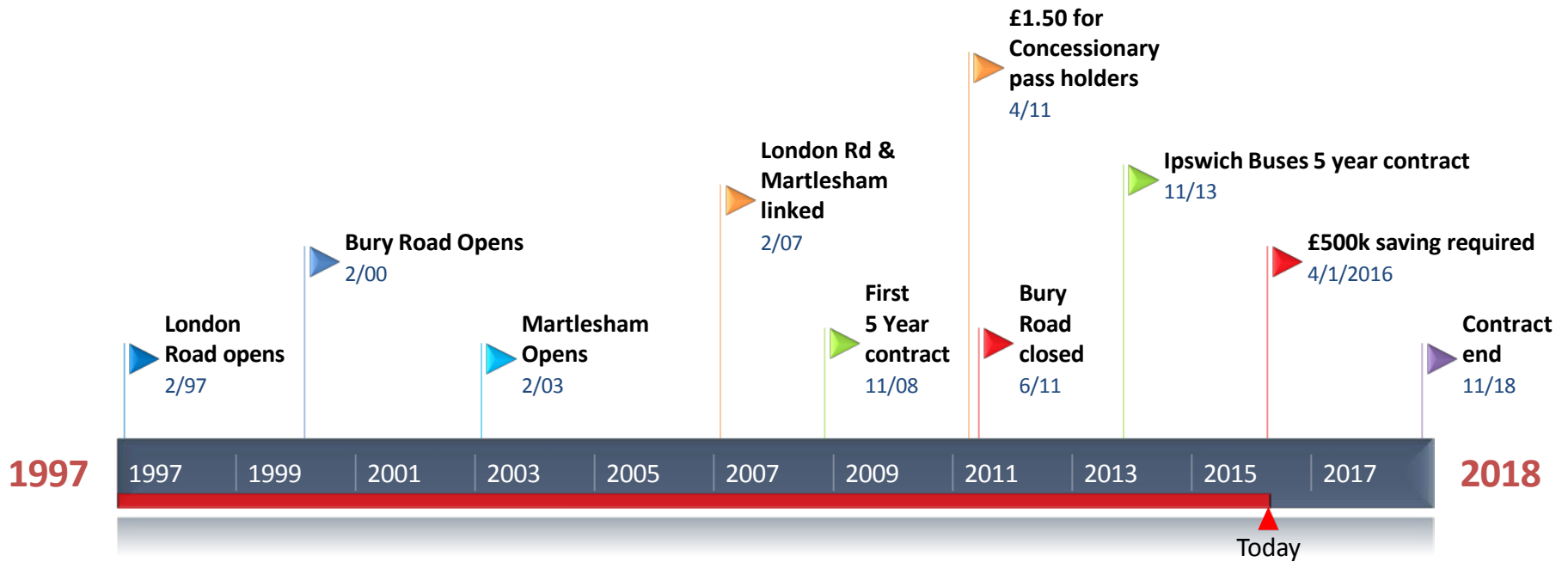
Dr Belinda Godbold
Travel Transformation
Programme manager, SCC



Context

- County Council can no longer afford £712K pa running costs
- No decision has been taken to close
- Important facility for people who do not wish to drive into the town centre
- Looking at ways to cease SCC contribution

Ipswich Park and Ride timeline



Current service offer

- 550 car park spaces at each site
- Open Monday to Saturdays except Bank Hols 7am – 7pm
- Buses every 12 minutes
- Electric charging points
- Staffed terminal buildings with seated waiting areas, toilets & ticket purchase
- Tickets per passenger £2.50/£3 return

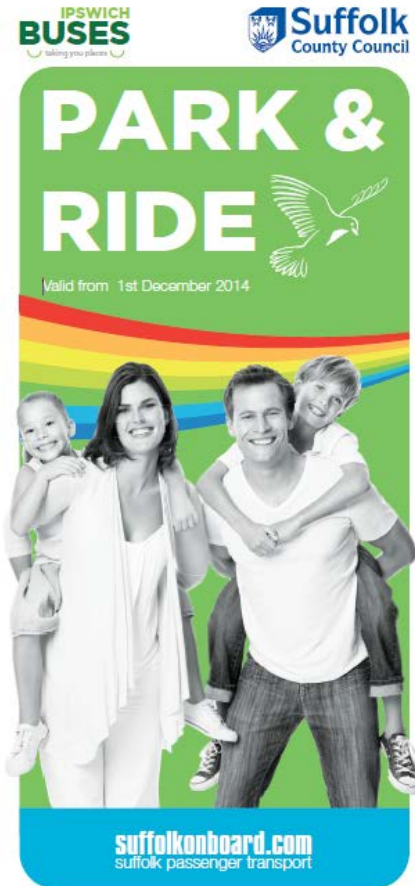


Routes

- Copdock usually non stop to station but in peak diverts to Suffolk One
- Bus lane on London Road
- Martlesham stops at Kesgrave High School and near hospital
- No bus lane priorities
- Stops near Courts, SCC & IBC, several around town centre



Current performance 2015



- Average number of tickets sold 1000 per day
- Average single journeys 1,800 per day

Our Challenge

- To make the Ipswich Park and ride service self funding

Two aspects

- Secure provision of services
- Make the maintenance of the sites self funding

Provision of services

- Working with operators
- Break the service into two parts
- Separate operators for Copdock & Martlesham
- Will need to terminate current contract
- Looking at how we can promote services
 - Ipswich hospital
 - Large employers
- Need to consider infrastructure changes

Generate income to maintain sites



- Other public sector uses share the sites
- Retail possibilities
- Interim use of unused spaces

Next steps

- Agree service proposals with operators
- Likely service change January 2017
- Consider infrastructure ideas to see if can improve bus priorities and timings
- SCC consider the acceptability of possible income generating uses.