

Babraham Road Park and Ride Extension

To: **Cabinet**

Date: **25th October 2011**

From: **Executive Director: Environment Services**

Electoral divisions: **Queen Edith's, Sawston**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To approve the expansion of Babraham Road Park and Ride Site subject to consultation and planning requirements.**

Recommendation: **Cabinet is recommended to approve:**

- a. The development and submission of the planning application for the Babraham Road Park and Ride site.**
- b. The construction of 500 – 600 additional spaces and associated infrastructure subject to planning requirements, funded from S106 contributions from the Southern Area Transport Corridor funding.**

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1.0 BACKGROUND

- 1.1 Babraham Road Park and Ride is located just outside the built up area of Cambridge City and serves both the city centre and Addenbrooke's Hospital. The current Park and Ride service runs across the city between Milton the Babraham Road Park and Ride sites.
- 1.2 The site was designed to accommodate 1,000 cars. The initial planning approval (1997) was for 500 car parking spaces, a bus passenger building and associated landscaping, lighting etc. However, as demand for the service increased, the remaining 500 spaces were consented and constructed in 2002.
- 1.3 The existing site is the most heavily used of all the park and ride sites. It is at full capacity for almost two hours per day on weekdays and slightly less at the weekends and operates at 90% occupancy for over 4 hours per week day and almost three hours at the week ends. Both Madingley Road and Trumpington Road sites also reach capacity but only for a few minutes each day. One of the reasons for this is that the site is only one mile from Addenbrooke's Hospital which means that many hospital staff use it as a free car park. Measures are now being put in place to address this. The site is, however, likely to remain under pressure given the popularity of the Park and Ride service and the areas served by this site.
- 1.4 There is currently a separate review of the operation of Park and Ride services underway with a view particularly to reducing the cost to the County Council of the service. Given the level of demand currently experienced at the Babraham Road park and ride site, it is likely that its expansion will add to the viability of the service operation and so will complement the objectives of the review.

2.0 POTENTIAL FOR EXPANSION, FUNDING AND PROGRAMME

- 2.1 Given the level of usage at the site, if Park and Ride is to continue to offer a good alternative to use of the car into Cambridge, particularly from South Cambridgeshire, expansion is necessary. The Park and Ride site is within green belt therefore any expansion is subject to a full planning application. In this respect, the site area is large enough accommodate the expansion without the need to acquire additional land.
- 2.2 Funding for this expansion is available from s106 contributions. These contributions have been secured from a number of developments in the southern part of Cambridge through what is termed the Southern Corridor Area Transport Plan (SCATP).

- 2.3 The proposed expansion of the park and ride site would cost in the order of £2m and could be delivered by late 2012, subject to planning permission. This extension is one of the schemes stated in the SCATP. The estimate for the project is based upon recent extension to Milton Park and Ride site and all opportunities to bear down on costs will be taken.
- 2.4 The benefits of the expansion are as follows:
- Increased accessibility to the City particularly for those in the A1307 corridor;
 - Improved transport services to allow people to access jobs and facilities they need and to support economic growth
 - Improved access to Addenbrookes
 - Potentially improved viability for the park and ride service and the potential as a result for improved frequency of service;
 - Providing enough parking capacity to ensure passengers do not have to queue for parking spaces is important in maintaining the attractiveness of park and ride
 - Improved customer satisfaction.
- 2.5 An outline programme for the work is contained in the consultation leaflet at Appendix A. This would mean a potential opening of the new spaces in advance of Christmas 2012.

3.0 CONSULTATION RESULTS

- 3.1 A public consultation took place at the end of September/October. Discussions have taken place with local members and interest groups, leaflets and questionnaires were prominently available at the park and ride site and to delivered to properties in the localised area. The proposals/leaflet/questionnaire could also be viewed on the County Council's website. There has also been local press coverage. A copy of the leaflet showing the proposals is attached as Appendix A.
- 3.2 Consultees were asked to complete a questionnaire indicating whether they supported the need for the expansion, they were also encouraged to add comments
- 3.3 Consultation closed on Monday 10th October, initial results show strong support for the expansion. Full results will be circulated to Cabinet before the cabinet meeting.

4.0 ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

- 4.1 **Supporting and protecting vulnerable people when they need it most**

Improved transport connections both to the city centre and

Addenbrooke's hospital provide a cost effective alternative to gain access to many vital services.

4.2 Helping people live healthy and independent lives in their communities

Park and ride continues to form a major part of the county councils transport strategy. Providing enough parking capacity to ensure passengers do not have to queue for parking spaces is important in continuing the attractiveness of park and ride.

4.3 Developing the local economy for the benefit of all

Improved transport services will allow people to access jobs and facilities they need and as such will aid economic development.

4.4 Ways of Working

There are no significant implications for this priority.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource and Performance Implications

The report sets out the outline programme for delivery of the proposals. This will require management resource which is available from existing capacity within the Major Transport Infrastructure team.

5.2 Statutory, Risk and Legal Implications

There are no statutory implications from the proposals. The risk is to be managed during the lifetime of the scheme by the Major Transport Infrastructure team.

The current site is located within the Green belt and as such planning approval is likely to be subject to the approval of the Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009.

5.3 Equality and Diversity Implications

It is unlikely that any significant impacts would result from the Equality Act 2010 assessment.

5.4 Engagement and Consultation

Local Member and District support is essential to allow a successful planning application to proceed. Therefore a Member workshop is proposed to gauge local support and ensure all issues are considered (although initial soundings are positive). The expansion of any

particular P&R site is likely to receive positive consultation results from local users. Initial local Member discussions have already taken place.

6. RECOMMENDATION

Cabinet is recommended to support the development of the project by :

- The development and submission of the planning application for the Babraham Road Park and Ride site.
- The construction of 500 – 600 additional spaces and associated infrastructure subject to planning requirements, funded from S106 contributions from the Southern Area Transport Corridor funding.

Source Documents	Location
Southern Corridor Area Transport Plan 10 th July 2002 Babraham Park & Ride document file	ET 1121 Castle Court Shire Hall Cambridge