

CAMBRIDGESHIRE GUIDED BUSWAY – SWAVESEY SHORT STAY CAR PARK

To: **Cabinet**

Date: **25th October 2011**

From: **Executive Director: Environment Services**

Electoral divisions: **Papworth & Swavesey, Willingham**

Forward Plan ref: **Not applicable**

Key decision: **No**

Purpose: **To consider constructing a short stay car park to pick up and drop off users of the Cambridgeshire Guided Busway stop in Swavesey.**

Recommendation: **Cabinet is asked to approve a minimum standard short stay car park as proposed in Option 2 of the report.**

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1 BACKGROUND

- 1.1 The Busway scheme originally included a small short stay car park at Swavesey to allow the pick up and drop off of users of the nearby Busway stop. This was the only such facility on the scheme.
- 1.2 During the main construction phase for the Busway, a design was prepared, the relevant planning conditions were discharged, and the land was taken and used as a temporary works compound. However, in order to mitigate the risk of financial overruns, Cabinet at their meeting of 29th September 2009, decided not to build the car park itself and to review the position after the Busway was complete. A saving of around £60,000 was made on the construction cost.
- 1.3 It was noted at the time that the local Members for the electoral divisions of Papworth & Swavesey and Willingham had concerns that the absence of the car park could result in on street parking and possibly dangerous turning manoeuvres.
- 1.4 Following the opening of the Busway it is appropriate to review the implementation of this parking area in accordance with the previous decision.

2 ISSUES AND OPTIONS

- 2.1 A number of issues have been raised by local members since the opening of the busway regarding vehicles stopping and manoeuvring near the Swavesey Busway stop. The MG Owners club, which is situated between the Busway stop and the planned site of the short stay car park, have also reported issues with parking and turning and have considered it necessary to erect appropriate signs on their property.
- 2.2 Given these concerns, there are 3 options available:
 - Option 1 – Build the car park as originally planned;
 - Option 2 – Do the minimum to bring the car park into use;
 - Option 3 – Do nothing at this time.
- 2.3 Option 1, building the car park as planned, would require the formation of two new accesses (one entry and one exit), blacktop surfacing of the parking loop, a footway link to the Busway, lighting and landscaping. The planning condition for this design has already been discharged by South Cambridgeshire District Council (SCDC). However, this would cost around £100,000 as a stand alone project.
- 2.4 Option 2, the minimum necessary to provide for parking and turning, would require the formation of a single access in blacktop together with a disabled parking bay, a footway link to the Busway and signage to control access (see Appendix A). An area of the car park sufficient for turning and parking of around ten vehicles would be finished in an

unbound granular material, with the remainder of the land fenced off. The car park would not be lit. This would cost around £35,000. Final details of the design will need to be discussed with SCDC as planning authority. Members should note that this option will require a higher level of maintenance in the medium to long term, and that there may also be calls in the future to upgrade or expand the car park. If the car park were subsequently upgraded most of the work in option 2 would be incorporated into the upgraded car park.

- 2.5 Option 3 would mean the further deferral of the scheme until such time as the dispute with BAM Nuttall is resolved or if more significant parking or turning problems are experienced. As the dispute resolution will take some time, it is likely that under this option, this issue will remain live with local people until such time as the car park is built.

3 PROPOSAL

- 3.1 While it would be best to implement a full scheme as given in option 1, it is also the most expensive. Deferring the scheme as per option 3 would not give any benefit to users of the Busway until after the dispute with BAM Nuttall is resolved. Implementing option 2 is considered to represent best value at this time as it will bring more immediate benefits to users of the Busway within a smaller budget figure.
- 3.2 To implement option 2 will need discussion with SCDC, which is anticipated to be relatively straightforward as the proposal is a modification of the existing discharged planning condition. Following that, construction of the works should be complete within one month of commencing.
- 3.3 Given these points, option 2 is recommended to Cabinet for approval to address the identified issues in this area at the lowest reasonable cost.

4 ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

4.1 Supporting and protecting vulnerable people when they need it most

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives in their communities

Opening up the car park will allow people to use it to link to the Busway for commuting and recreation. The car park includes provision for disabled users.

4.3 Developing the local economy for the benefit of all

This should enhance the attractiveness of the Busway for people accessing jobs and training opportunities.

4.4 **Ways of Working**

There are no significant implications for this priority.

5 **SIGNIFICANT IMPLICATIONS**

5.1 **Resource and Performance Implications**

The scheme is to be funded from the Guided Busway budget. Given the dispute with BAM Nuttall, this is already over budget, but this proposal is the minimum reasonable cost to address the issues at this site.

5.2 **Statutory, Risk and Legal Implications**

The agreement of SCDC is required to proceed with the scheme.

5.3 **Equality and Diversity Implications**

There are no significant implications for any of the prompt questions within this category.

5.4 **Engagement and Consultation**

There are no significant implications for any of the prompt questions within this category.

Source Documents	Location
Agenda and Minutes, Cabinet 16/12/08, 29/9/09 Cambridgeshire Guided Busway Order	CGB Team Office, Old Police House, Shire Hall, Cambridge