

**ALLOCATION OF S106 DEVELOPER CONTRIBUTIONS TO TRANSPORT SCHEMES  
AND PROJECT SELECTION CRITERIA FILTERS FOR FUTURE FUNDING FROM S106  
DEVELOPER CONTRIBUTIONS**

*To:* Cabinet

*Date:* 10<sup>th</sup> July 2012

*From:* Executive Director: Economy, Transport and Environment

*Electoral divisions:*

Abbey	Newnham
Arbury	Petersfield
Castle	Queen Edith's
Cherry Hinton	St Neots, Eaton Socon & Eynesbury
Coleridge	Romsey
East Chesterton	St Ives
King's Hedges	Cottenham, Histon & Impington
Ramsey	Trumpington
Market	Little Paxton & St Neots North
Waterbeach	West Chesterton
Fulbourn	

*Forward Plan ref:* 2012/034

*Key decision:* Yes

*Purpose:*

1. To seek approval from Cabinet to spend s106 contributions in accordance with the recommendations outlined for projects in Huntingdonshire and within the Southern, Northern and Eastern Area Corridor Plan areas of Cambridge
2. To seek approval of the project selection criteria for assessing future transport schemes eligibility for s106 funding.

**Recommendation:** Cabinet is recommended to approve the allocation of s106 contributions to the following schemes:

- a) ***Newmarket Road Bus Priority – Part 1***
- b) ***Crossing Provision, Ditton Lane/Newmarket Road***
- c) ***The Tins Phase 2***
- d) ***Radial Route Signing (ECATP)***
- e) ***Radial Route Signing (SCATP)***
- f) ***Hills Road Bridge Steps***
- g) ***Mere Way/Carlton Way Traffic Calming Measures***
- h) ***Kings Hedges Road/Arbury Road Crossing***
- i) ***Feasibility Study for Chesterton Cycle Bridge***
- j) ***Radial Route Signing (NCATP)***
- k) **Ramsey – Real Time Passenger Information Signs**
- l) **St Neots - Installation of new pedestrian and cycle bridge**
- m) **St Neots - Little Paxton to the Station Cycle Route**
- n) **St Ives - High Leys & Green Leys Traffic Calming & Cycling**
- o) **St Ives - Route 6 Cycle Route**

Cabinet is also recommended to approve the project selection criteria for allocating s106 contributions to future transport schemes.

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## **1. BACKGROUND**

- 1.1 Financial contributions are often secured from developers who are taking forward growth proposals in order to make improvements to infrastructure necessitated by the development. These are referred to as s106 contributions, and in Cambridge City and South Cambridgeshire are largely collected on the basis of policy contained in the Area Transport Plans.
- 1.2 Contributions are pooled towards a list of general areas for improvement that are included in the plans themselves, with the schemes then being worked up at the time of fund allocation.
- 1.3 A process was agreed some time ago between Cambridge City, County and South Cambridgeshire for making recommendations for allocating this funding. This consists of an officer group which assesses potential schemes against objectives of the plans and makes recommendations for appropriate schemes on which the money can be spent. This is then followed by Member consideration through Portfolio Holders at each of the three Councils, Local Area Committees in Cambridge and then with final sign off by the County Cabinet.
- 1.4 In the Huntingdonshire District Council (HDC) area, officers from HDC and County meet to make recommendations on schemes consistent with the relevant Market Town Transport Strategy (MTTS), followed by consideration by Portfolio Holders at both Councils, and the HDC s106 Agreement Advisory Group, with approval granted by County Cabinet, where appropriate.
- 1.5 It is important to clarify that the current stage is only for approval by Cabinet to allocate the S106 funding to schemes. This will enable the proposals to come forward for detailed work as part of the Council's Capital programme. As these schemes are developed, detailed consultation will be undertaken.

## **2. PROPOSED S106 ALLOCATIONS**

- 2.1 Officer recommendations by City Area Committees and Huntingdonshire District Council Section 106 Agreement Advisory Group are outlined in this section of the report. Within the City and South Cambridgeshire Area the total of proposed allocations is £1,395,000, with 4 schemes considered by East Area Committee, 2 schemes considered by South Area Committee and 4 schemes considered by North Area Committee. A Plan of project proposals for Cambridge Corridor Area Transport Plans is provided in Appendix 1 to show the locations and routes of these proposed schemes. In the Huntingdonshire District Council Area the total of proposed allocations is £425,579, with 1 scheme in Ramsey, 2 schemes in St Neots and 2 schemes in St Ives.

### **Cambridge - East Area**

- 2.2 For the East Area of Cambridge, the East Area Committee met on 15<sup>th</sup> December 2011 and resolved to approve the recommendations set out below unless otherwise stated.

In addition to this, the proposals for this area were considered at a stakeholder workshop, with representation from City Council, Cambridge Cycling Campaign, Sustrans, Cyclists Touring Club and South Area Committee where the group expressed support for the recommendations for this area.

***Newmarket Road Bus Priority – Part 1: £100,000 (ECATP)***

- 2.3 Newmarket Road is one of the busiest radial routes in the city. There are a number of areas where congestion impacts on journey times, having a significant effect on the reliability of bus journeys. One area where there is scope to improve the situation, is the eastbound approach to the Barnwell Road roundabout.
- 2.4 The proposal is to provide enhanced capacity for buses on Newmarket Road close to the roundabout with Barnwell Road (see Appendix 1 – no 1 on the plan). This would involve redesigning the current road space to make better use of the little utilised left turn lane to provide priority for buses, while still enabling left turns. The design would need to incorporate adjustments to the kerbs and traffic islands and facilities to accommodate cyclists using the junction.
- 2.5 Significant benefits are envisaged by this scheme which addresses a pinch points for busses and would help reduce congestion, and improve the reliability of the Park and Ride service.

***Crossing improvements for Ditton Lane/Newmarket Road: £60,000 (ECATP)***

- 2.6 This busy area caters for large amounts of traffic quite effectively, although there is no dedicated pedestrian or cyclist provision for crossing the busy Ditton Lane currently. This area has a high cycle and pedestrian use, many of whom are accessing local schools and nurseries.
- 2.7 This proposal is for a Toucan crossing across the end of Ditton Lane where it links with Newmarket road, (see Appendix 1 - no 2 on the Plan) and includes new signals to provide improved pedestrian and cyclist crossing facilities. The proposal will help make this area both safer and more accessible as a crossing for both pedestrians and cyclists.

***The Tins Phase 2: £275,000 (ECATP)***

- 2.8 Tins is a strategic cycle route which runs from the end of Mill Road to Cherry Hinton. While parts of the route have been improved, there are other areas which are narrow, enclosed and not as accessible or as well used as they could be.
- 2.9 This proposal involves the widening and extension of the Tins path from its end point (west of Next Generation Gym) to Railway Street in Cherry Hinton. (see Appendix 1 – no 3 on the plan). This would enable it to link up with the path which has already been improved, which runs from Brookside, off Perne Road, to just beyond Next Generation.

- 2.10 Extending the Tins path would help to make it more attractive to cyclists and pedestrians and help to ensure greater use of this path as a strategic route between Cherry Hinton and Mill Road and as such help in reducing the need to travel by car.

***Radial Route Signing: £50,000 (ECATP)***

- 2.11 Over the years, road signage has built up in an ad-hoc fashion meaning that it is often confusing and ineffective. Much of the city's ring road has been re-signed and there is now a need to review and rationalise signage on the radial routes to ensure consistency in routeing and destinations to remove unnecessary signs and to meet legal requirements.
- 2.12 This proposal involves reviewing and amending signage for Newmarket Road within the ECATP (see Appendix 1 – no 4 on the plan). Benefits of this proposal would be clear and concise signage which should help in reducing congestion and maintain safety
- 2.13 The East Area Committee did not see this as a priority, and resolved to refuse this grant allocation. Further consideration has been given to this proposal by officers in consultation with the Cabinet Member and this has concluded with the view that this proposal should be approved given the wider benefits that this would help to deliver. This proposal will help to provide more consistent signage, to help improve safety, reduce congestion and help ensure that we meet current legal requirements

**South Area**

- 2.14 For the South Area of the City, the South Area Committee met on 5<sup>th</sup> March 2012 and they were generally supportive of the recommendations set out for this area. This Committee's views were also sought on Radial Route Signing, as a proportion of East Area is within the SCATP area, and the Committee was generally supportive of this proposal.
- 2.15 In addition to this, the proposals for this area were considered at a stakeholder workshop on 7<sup>th</sup> April, with representation from City Council, Cambridge Cycling Campaign, Sustrans, Cyclists Touring Club and South Area Committee where the group expressed support for the recommendations for this area.

***Radial Route Signing: £50,000 (SCATP)***

- 2.16 As previously referred to in paragraph 2.11, there is a need to review signage on all radial routes, with the aim of removing unnecessary signs, to improve safety and to meet current legal requirements.
- 2.17 This proposal involves a full review of directional signs that would include Cherry Hinton Road, Hills Road and Trumpington Road within the SCATP. (see Appendix 1 – no 5 on the plan).

- 2.18 This proposal will help to provide more consistent signage, to help improve safety, reduce congestion and help ensure that we meet current legal requirements

***Hills Road Bridge Steps: up to £500,000, dependent on study (SCATP)***

- 2.19 There is a lack of direct and quick access to the Busway cycle route from Hills Road Bridge, which is a heavily trafficked area for both cyclists and pedestrians. Those wishing to cross have to do lengthy detours and traverse key routes currently.
- 2.20 This proposal is for a feasibility study and potentially works to link the southern side of Hills Road Bridge with the southern Busway Cycle Route to enable a quick and easy link on to the cycle track for access to Clay Farm, Trumpington and Trumpington Meadows in addition to Cambridge Railway Station avoiding the need to cross Hills Road. (see Appendix 1 – no 6 on the plan).
- 2.21 It would consist of steps for pedestrians, as well as channels for cyclists, leading to the rail/bus/cycle corridor. Available space and land ownership are potentially significant issues which need scoping out further as part of a feasibility study, estimated at £10,000. Should the scheme prove to be deliverable on the basis of that study, design and works could proceed.
- 2.22 Benefits of this scheme include providing enhanced linkage for users as part of the potential development of the 'Chisholm Trail' and providing a more attractive route for commuters to Addenbrooke's, as well as students at Hills Road and Homerton Colleges. The steps would offer direct, quick access to the Busway cycle route reducing the need to cross the road at the Toucan crossing. This would reduce traffic congestion on Hills Road bridge.

**North Area**

- 2.23 For the Northern part of the City, the North Area Committee, which included an invitation to members of Histon, Impington and Milton parishes, met on 17<sup>th</sup> May 2012. A presentation was made where each proposal was outlined and views were invited. There was much interest and discussion and in particular regarding the proposal for Chesterton Cycle Bridge where views for and against were made. A follow up workshop was also held on 18<sup>th</sup> June 2012. At this workshop, views and suggestions were sought from local Members in the area from Cambridge City, South Cambridgeshire and the County Council regarding potential future schemes for assessment as well as views regarding the current recommendations set out below. Comments are included below where relevant.

***Cycle route improvements from Orchard Park to City Centre: £250,000 (NCATP)***

- 2.24 This route is the main link from The Busway to the City Centre and is well used as a key cycling route. However some improvements are needed to improve the infrastructure and safety along this route.

- 2.25 This proposal is to review the route in terms of functionality and safety for cyclists from the city centre to The Busway/Orchard Park (see Appendix 1 – no. 7 on the plan). The route for review will include Northfield Avenue, Roxborough Road, Mere Way, Carlton Way, Stretton Avenue, St Luke's Street to Searle Street and Carlyle Road.
- 2.26 Infrastructure improvements will be implemented as part of the review to include works to Stretton Avenue speed humps to better accommodate cyclists. Improvements are also proposed for Mere Way/Arbury Road junction to improve safety and layout for cycling.
- 2.27 Benefits of this proposal will include an improved and safer strategic cycling route, which should help to reduce traffic congestion and reduce pressure on the Histon Road cycle route.

***Kings Hedges Road/Arbury Road Crossing: £50,000 (NCATP)***

- 2.28 Currently, the crossing for pedestrians of Arbury Road where this meets Kings Hedges Road is inadequate. The Community Centre off St Catherine's Road is effectively inaccessible, with no dropped kerbs at the crossing point. There are also difficulties for westbound pedestrian journeys along Kings Hedges Road beyond Arbury Road. Also, the eastbound journey towards the Buchan Street shops is similarly difficult for pedestrians. Local members were supportive of this proposal to provide a means of access to the community facilities.
- 2.29 The provision of a crossing, signals and appropriate dropped kerbs would provide pedestrians with suitable access to the community centre (see Appendix A – no 8 on the plan). Future crossing movements would then become much easier and safer.

***Chesterton Cycle Bridge: £10,000 feasibility study (NCATP)***

- 2.30 There has been a long held ambition for a river crossing to be provided for cyclists and pedestrians between Stourbridge Common and Fen Road to complete the key missing link for a north south strategic network. Currently the nearest pedestrian and cycle bridge is the Green Dragon Bridge, some considerable distance away and this is heavily used and on a differing alignment.
- 2.31 If a new river crossing were to be provided between Stourbridge Common and Fen Road, this would enable the network to link up on both sides of the river, providing a strategic route stretching from the proposed Science Park Station, guided busway and Science Park to the station, before ending at Addenbrooke's Hospital.
- 2.32 With the prospect of a new Science Park railway station this alignment becomes of even greater critical strategic importance. A bridge here could form a crucial part of a north-south strategic cycling and walking corridor, the so called "Chisholm Trail", which would take shape over time as elements become available for implementation.

- 2.33 At this stage, the proposal is for a feasibility study only to identify potential for a pedestrian and cycling river crossing and would consider options, routes, costs and benefits. (see Appendix 1- no 9 on the plan). Dependent on the outcome of this study and public consultation on the results, a cycle and pedestrian bridge could be provided in future. If progressed, proposals would be subject to due process which would involve wide consultation and relevant approvals would need to be sought.
- 2.34 Undertaking a feasibility study now would enable the issues and options, costs and benefits to be scoped out, providing greater clarity regarding the potential for a river crossing for cyclists and pedestrians to join the north of the City to the south. Benefits if such a link were to be provided could include greater accessibility for cyclists and pedestrians, reduced congestion and direct strategic links from major housing and employment areas along this direct alignment. Such a crossing could give a real advantage to cycling and walking over other modes of travel.
- 2.35 There were a number of views expressed at the North Committee regarding this proposal including need for consultation on proposals, consideration of the sensitive local environment and engagement with the local community on issues and options. Officers confirmed that proposals were at a very early stage and feasibility work would need to be undertaken first and that if proposals were to progress, full public consultation would take place early on issues and options.
- 2.36 Local members provided their support for this proposal at the workshop, subject to a positive outcome of the feasibility study and appropriate public consultation on the issues and options.
- 2.37 If Cabinet agree to approve this recommendation, it is proposed that the results of the feasibility study will be reported back to the local community through the Area committees and relevant Parish Councils for the area and then a further report made to Cabinet on the way forward.

***Radial Route Signing: £50,000 (NCATP)***

- 2.38 Over the years signage has built up in an ad-hoc fashion leading to unnecessary and confusing signage. Much of the city's ring road has been largely re-signed and there is now a need to review and rationalise signage on the radial routes to ensure consistency in routeing, destinations.
- 2.39 This proposal is for a full review of directional signs that would include Milton Road and Histon Road within the NCATP (see Appendix 1 – no 10 on the plan). Benefits of this proposal would be, clear and concise signage which should help in reducing congestion and maintaining safety

**West/Central Area**

- 2.40 A report was provided to West and Central Area Committee on 1<sup>st</sup> March 2012 to inform members of the process for allocating s106 funding in Western Corridor Area



Transport Plan (WCATP). Members were also advised that there is currently an insufficient level of funding to allocate to any project. In this case, Members were advised that further contributions are expected in the near future, and that officers would return to seek their views and suggestions for transport project suggestions consistent with the WCATP when that funding is available.

### **Huntingdonshire District Council Section 106 proposals**

- 2.41 A meeting was held on 2<sup>nd</sup> April 2012 of the Huntingdonshire District Council S106 Advisory Group where the group considered the recommended schemes and did not raise any objections.

### **Ramsey – Real Time Passenger Information Signs: £80,000 (Ramsey MTTS)**

- 2.42 The County Council is seeking to expand the already successful Real Time Passenger Information (RTPI) system to other areas in the County where there are a significant number of key bus routes with no RTPI signage.
- 2.43 This proposal is for the purchase and installation of approximately 8 RTPI signs, including power, communications and maintenance costs for 5 years in Ramsey and surrounding villages in the MTTS area. Costs for the proposed project would potentially be £80,000 based on estimates from previous projects. An initial review of the most appropriate locations for providing RTPI will be undertaken in the first instance. This will include considering opportunities for utilising existing screens (Ramsey library) to provide flags on bus information as well as other local information.
- 2.44 These schemes should help enhance confidence in bus services with improved information on timetables and destinations. Consultation indicates that this should result in increased service use and help improve accessibility and reduce social exclusion and encourage modal shift to public transport, thus helping to reduce congestion.

### **St Neots - Installation of new pedestrian and Cycle Bridge: £16,000 (route 32 Footpath) (St Neots MTTS)**

- 2.45 This route is currently well used by pedestrians however it needs improving and the bridge is in need of replacement to ensure its ongoing and safe future usage.
- 2.46 This proposal is to deliver an off-road pedestrian and cycle route as part of the St. Neots Market Town Strategy between Beaver Close and Prince Close. This involves providing a new surface to link to surrounding path networks and replacing the current bridge with a shared use bridge as part of the wider proposed cycle network for St. Neots. This would enable improved and safe access across Duloe Brook. It would provide an improved surface and link to surrounding networks thus enabling better access to the wider area.

**St Neots - Little Paxton to the Station Cycle Route: £73,563 (St Neots MTTS)  
(parts of Route 7)**

- 2.47 This project has been identified as a priority in St Neots Market Town Transport Strategy for pedestrian and cycling improvements. This proposal involves survey work and works to improve parts of this route, focussed on the area between the recreation ground, Priory Park and Longsands. This route links Little Paxton, Longsands Community College and the Railway station bridge crossing and Loves Farm development.
- 2.48 The new route forms a safer route to school and improvements should encourage more cycling and walking, as well as help to reduce car dependency.

**St Ives - High Leys & Green Leys Traffic Calming & Cycling: £97,737 (St Ives MTTS)**

- 2.49 This project has been identified in the St Ives Market Town Transport Strategy for traffic management measures and cycling and is also identified in the St Ives West, Urban Design Framework (UDF).  
The proposed measures are to address vehicle speed and discourage rat running, as well as help improve cycling provision along High Leys, Green Leys and Paragon Road.
- 2.50 This proposal should help to increase cycling and discourage use of area as a rat run and help improve the accident safety record in St Ives.

**St Ives - Route 1 Cycle Route: £158,279 (St Ives MTTS)**

- 2.51 This project has been identified in the St Ives Market Town Transport Strategy as a key route which needs to be developed for walking and cycling to help encourage modal shift and use of sustainable transport.
- 2.52 This section of the route needs widening and improving for cycling to complete the link from the existing cycle route from west of Harding Way northwards to join Marley Road. This would provide a key cycle route between residential and industrial areas and links to bus stop. Benefits of the proposal would involve increased cycling and help to reduce congestion.

**3. ASSESSING FUTURE SCHEMES' ELIGIBILITY**

- 3.1 Looking forward, it is important that we continue to work closely with local communities regarding future allocations for S106 funding, and how spend will be prioritised to address local transport issues in line with the approach set out in the Area Corridor Plans or Market Town Transport Strategies.

- 3.2 There has been good engagement with Local Members and Area Committees on the proposals thus far, and the intention is to return to seek views again on future proposals during the autumn. This will help to ensure that there is a rolling programme of schemes being developed, assessed for prioritisation and implementation where relevant. Future schemes will continue to be assessed on the basis of the Area Corridor Transport Plans in Cambridge and South Cambridgeshire, and the Market Town Transport Strategies where relevant elsewhere. However, to aid transparency and efficiency, a system of assessment of schemes using selection criteria has been developed.
- 3.3 This selection criteria format should help to enhance understanding regarding the basis for scoring future potential transport schemes. This is still based on fit with Area Corridor Plan/ MTTS approach to ensure funding is spent where most required to mitigate the impacts of development and will include consideration of costs and benefits, scheme deliverability and value for money.
- 3.4 An example of the Project Selection Criteria approach which will be used to assess the suitability of proposals for consideration for allocation of s106 funding is attached in Appendix 2.

#### **4. CONCLUSION**

- 4.1 The proposed projects listed in this report are considered priorities and should deliver benefits in line with objectives of the respective Area Plan or Strategy. The proposals have all been considered by the local communities, and for the most part have all received local member support, with the exception of Radial Route Signing in ECATP, Para 2.6. However this recommendation has been included following consultation with the Cabinet Member who supports this proposal given the wider benefits that this would help to deliver and as such is recommended for approval.
- 4.2 The Project Selection Criteria approach proposed for assessing proposals eligibility for S106 funding and level of priority should help to ensure a transparent and accessible system is in place to ensure that priority schemes which deliver against key agreed objectives can continue to be implemented into the future.
- 4.3 Therefore, Cabinet is recommended to approve the allocation of s106 contributions to the following schemes:
- a. *Newmarket Road Bus Priority – Part 1*
  - b. *Crossing Provision, Ditton Lane/Newmarket Road*
  - c. *The Tins Phase 2*
  - d. *Radial Route Signing (ECATP)*
  - e. *Radial Route Signing (SCATP)*
  - f. *Hills Road Bridge Steps*
  - g. *Mere Way/Carlton Way Traffic Calming Measures*
  - h. *Kings Hedges Road/Arbury Road Crossing*
  - i. *Feasibility Study for Chesterton Cycle Bridge*

- j. *Radial Route Signing (NCATP)*
- k. Ramsey – Real Time Passenger Information Signs
- l. St Neots - Installation of new pedestrian and cycle bridge
- m. St Neots - Little Paxton to the Station Cycle Route
- n. St Ives - High Leys & Green Leys Traffic Calming & Cycling
- o. St Ives - Route 6 Cycle Route

Cabinet is also recommended to approve the project selection criteria for allocating s106 contributions to future transport schemes.

## **5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

### **Supporting and protecting vulnerable people when they need it most**

- 5.1 Improvements to the transport network will address safety and travel mode choice.

### **Helping people live healthy and independent lives in their communities**

- 5.2 Encouraging use of buses and cycles, rather than cars, with journeys that often include a cycling or walking element will also help to improve health.

### **Developing the local economy for the benefit of all**

- 5.3 Providing improved accessibility will allow people to access services they need and jobs.

### **Ways of working**

- 5.4 The following bullet points set out implications identified by officers for the four ways in which the Council wishes to work:
  - Being a truly local Council - the project proposals in this report have been commented on by local members and presented to members at the respective local authorities ;
  - Making sure that the right services are provided in the right way - these proposed projects will significantly improve transport infrastructure and services into and within Cambridge, Ramsey, St Neots and St Ives;
  - Investing in prevention - there are no significant implications;
  - Working together - these schemes have been discussed and developed jointly with our partners.

## **6. SIGNIFICANT IMPLICATIONS**

### **Resource and performance implications**

- 6.1 Each of these schemes will need officer and other resource to deliver. At this stage, it is considered that there is enough internal and external resource available to do that efficiently.

### **Statutory, risk and legal implications**

- 6.2 The following issue has been identified by officers:
- i) It is important that s106 funds are spent on schemes for which they were negotiated to avoid challenge. These schemes meet this test.

### **Equality and diversity implications**

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

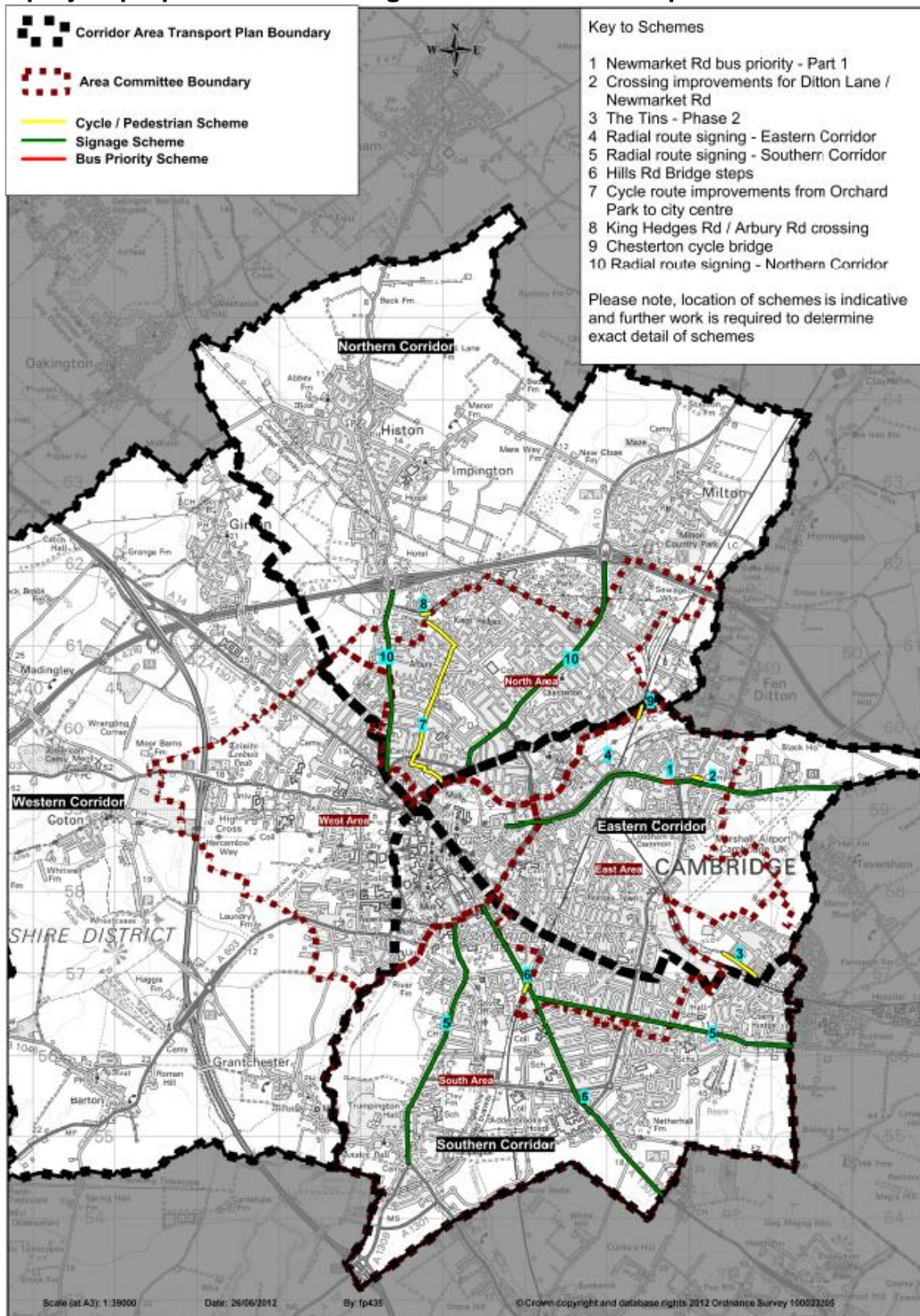
### **Engagement and consultation**

- 6.4 There has been engagement with the Area Committee's from the City and Local Members for relevant areas in South Cambridgeshire, and Huntingdonshire to consider the officer recommended projects and to seek views on future potential projects.
- 6.5 Where approval has been granted to allocate the S106 funding for schemes outlined, further consultation will be undertaken with local communities for some key projects outlined.

<b>Source Documents</b>	<b>Location</b>
Eastern, Northern and Southern Corridor Area Transport Plans Ramsey Market Town Transport Strategy St Neots Market Town Transport Strategy St Ives Market Town Transport Strategy	Transport and Infrastructure Policy and Funding, 2 <sup>nd</sup> Floor A Wing, Castle Court Shire Hall, Cambridge

## Appendix 1

### Plan of project proposals in Cambridge Corridor Area Transport Plans



## **Appendix 2**

### **Project Selection Criteria Filters for funding from s106 developer contributions**

#### First Filter – Proposed project fit with Cambridge Corridor Area Transport Plans and Market Towns Transport Strategies

1. In line with current national and local transport policy, the emphasis of any new transport capacity in the area is on public transport, traffic restraint, cyclists and pedestrians. By identifying how additional capacity of this nature can be provided, the plan aims to:
  - a. minimize, mitigate or manage any increase in car traffic in the area, particularly during the peak hours;
  - b. increase the proportion of journeys made by bus, cycle and on foot;
  - c. manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
  - d. minimise the environmental and economic impact of transport;
  - e. direct relationship to development

#### Second Filter- deliverability, affordability and value for money of proposed project

2. Consider proposed project in respect of each of the following criteria:
  - a. Deliverability – The extent to which a project is deemed likely to deliver the expected benefits within the declared cost/time/quality envelope.
  - b. Affordability – The extent to which the level of expenditure and financial risk involved in a project can be taken on, given total level of financial contribution received from developers in area of transport plan or strategy.
  - c. Value for money – The optimum combination of whole-life cost and quality (or fitness for purpose, ensuring all points raised in first filter above are met), as well as to meet the expected transport infrastructure of service improvements of the local community
  - d. Match funding – The level of match funding that the project will attract, where applicable, that will increase affordability and raise project profile accordingly.

#### Third Filter – Prioritisation of proposed projects based on Cost Benefit Analysis

3. To quantify in monetary terms as many of the costs and benefits of a proposal as feasible, considering for transport purposes the points in the above filters and the following when completing the Transport Project Assessment and Prioritisation Form:
  - a. changes in business and non-business travellers' journey time and journey reliability, vehicle operating costs, fares and other related changes
  - b. the potential to reduce road casualties

- c. the effects of better transport interchange on traveller journey times
- d. impacts of noise
- e. impacts on greenhouse gases
- f. Impact on public health in terms of opportunities for individuals to participate in exercise, as well as resulting in reduced emissions
- g. Supporting businesses by considering positive effects, for example provision or enhancement of infrastructure to encourage sustainable methods of travel, as well as considering negative effects, such as loss of customer parking