

**ALLOCATION OF S106 DEVELOPER CONTRIBUTIONS TO TRANSPORT
SCHEMES IN CAMBRIDGE CITY AND SOUTH CAMBRIDGESHIRE**

To: Economy and Environment Committee

Meeting Date: 21 October 2014

From: Executive Director, Economy, Transport & Environment

Electoral division(s): All Cambridge City Electoral Divisions and Cottenham, Histon and Impington

Forward Plan ref: 2014/014 **Key decision:** Yes

Purpose: To seek approval from Committee to spend S106 contributions in accordance with the recommendations outlined in this report.

Recommendation: It is recommended that the Committee approve the allocation of S106 funding contributions to the following schemes:

- a) Entrance to Stourbridge Common (£50,000)
- b) The Chisholm Trail Bridge (£1,550,000)
- c) Midsummer Common Cyclepaths works (£156,874)
- d) Improvements on the B1049 southbound to the A14 (£100,000)
- e) Improvements to Junction at the Green, Histon (£150,000)
- f) Widening cycleway north of the Jane Coston Bridge over A14 (£50,000)
- g) Water Street and Fen Road Cycling Improvements (£50,000)
- h) Feasibility studies for cycle ways on Green End Rd linking to Science Park Station and along Histon Rd (£20,000)

£2,317,842 towards these 3 schemes;

- i) Queen Edith's Way Cycle Improvements
- j) Cherry Hinton Cycle improvements
- k) Robin Hood Junction Signals improvements

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1. BACKGROUND

- 1.1 Transport S106 contributions are collected from developments in and around Cambridge largely through the Corridor Area Transport Plan (CATP) process. There are four Area Corridor Plan Areas; North, South, East and West covering all of Cambridge City, with the northern corridor area extending into Milton and Histon in South Cambridgeshire.
- 1.2 Contributions are collected from a number of developments, and are pooled towards a range of schemes that meet the principles set in the plans. The ability to pool S106 contributions will be limited from April 2015 or when Community Infrastructure Levy (CIL) is introduced, whichever is sooner.
- 1.3 The Area Corridor Plans were formally adopted by the City, South Cambridgeshire and the County Council and allocation of funds must adhere to the principles or support delivery of schemes identified in the plans. In broad terms, schemes need to demonstrate a link to growth, to mitigating the impacts of that growth, or improving accessibility and travel by sustainable modes. While many of the schemes in the Plans have been delivered, the principles and approach remain relevant.
- 1.4 In addition, the County Council adopted a new Transport Strategy for Cambridge and South Cambridgeshire on the 4th of March 2014; the aim being to ensure that the transport network continues to support economic growth and development. It prioritises sustainable alternatives to the private car with the aim of reducing the impacts of congestion on those modes of transport. This sets out a clear strategy approach, and updates the Area Corridor Plans, clarifying the key measures and interventions.
- 1.5 A process is in place between Cambridge, South Cambridgeshire and the County Council, for making recommendations for allocating S106 funding. Officers review Corridor Area Transport Plans (CATP) and the Transport Strategy and make recommendations for schemes on this basis. Views are then sought from the City Area Committees and member workshops, including South Cambridgeshire representatives as appropriate, on proposed schemes as well as suggestions for schemes which fit with the objectives. Schemes are then sifted to ensure they fit with the aims of the plans, improve accessibility, and support travel by public transport, cycling and walking.
- 1.6 Schemes are then assessed using a Project Assessment Form where they are scored against criteria which include deliverability, safety, environment, economy, accessibility and integration with other transport infrastructure. This then gives a value for money score. Schemes need to score 3 or more to be acceptable in outline value for money terms. The higher the score is, the better the anticipated value for money. The schemes and their assessment results are then taken back to the Area Committees to seek views on priorities. Feedback from the Area Committees is taken into account when making recommendations to the County Council Committee who take the decision on S106 funding allocations.
- 1.7 This report includes the schemes for each of the Corridor Areas which are now being recommended for approval. It is important to note that the current stage is only for approval by the Committee 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. Subsequent approvals for scheme

delivery may still be required including relevant consultations on scheme specifics. It should also be noted that schemes will then need to be programmed for delivery in the future as part of the Transport Delivery Plan.

2. MAIN ISSUES

2.1 A total of **£4,764,726** worth of schemes is being recommended for allocating S106 funding in this report. These are tabulated below.

Corridor	S106 funding available	Proposals for allocating funding	Total Allocated and Remaining
East Area	£254,907	<ul style="list-style-type: none"> - Entrance to Stourbridge Common (£50,000) - The Chisholm Trail Bridge (£50,000) 	£100,000 proposed for allocation with £154,907 remaining in the pot.
West Area	£156,874	Midsummer Common Cyclepaths works (£156,874)	The full amount available is proposed for allocation and no funding remains.
North Area	£2,126,079	<ul style="list-style-type: none"> - Improvements on the B1049 southbound to the A14 (£100,000) - Improvements to Junction at the Green, Histon (£150,000) - Widening cycleway north of the Jane Coston Bridge over A14 (£50,000) - Water Street and Fen Road, Chesterton Cycling Improvements (£50,000) - Chisholm Trail (Bridge) (£1,500,000) - Feasibility studies for cycle ways on Green End Rd linking to Science Park Station and along Histon Rd (£20,000) - Lighting the Guided Busway – lighting/maintenance (£10,000) 	A total of £1.88m is proposed for allocation. A total of £246,079 remains in the pot.
South Area	£2,657,842	<p>£2,317,842 is proposed towards these 3 schemes (although costs are likely to be higher);</p> <ul style="list-style-type: none"> • Queen Edith's Way Cycle Improvements • Cherry Hinton Cycle improvements • Robin Hood Junction Signals improvements <p>Lighting the Guided Busway, details of this are contained in a separate report.</p>	The full £2,657,842 is proposed to be allocated and no funding remains.

- 2.2 An outline of each of the proposals is included in Appendix 1 along with a map showing where the recommended schemes are located.
- 2.3 This outline also includes other schemes supported by Members or Area Committees but not recommended for funding at this time, principally due to lack of available funding or the requirement for further work or evidence on proposals. These relate specifically to a number of proposals in the East Area, including a proposal to subsidise a new bus service from Newmarket Road to Addenbrookes' Hospital. However, further work is needed to determine the business case, costs and viability of such a service to help inform the value for money score. Officers are of the view that it is also premature while negotiations regarding the Wing development continue in a bid to ascertain whether such a service might be needed to mitigate the impacts of that development and if so, what contributions could be secured towards such a service.
- 2.4 An additional proposal sought funding towards scoping Mill Road improvements; however, a study is proposed for Cambridge City on capacity and access which will also cover the Mill Road area.
- 2.5 Schemes recommended for funding at this time have all been assessed for eligibility and fit and are expected to deliver benefits in line with the objectives of the Area Corridor Transport Plans and the adopted Transport Strategy for Cambridge and South Cambridgeshire. The projects have been discussed and agreed with local members in Area Committees or Workshops including South Cambridgeshire Members and County Council members, and will improve accessibility, especially by more sustainable means, and also to help mitigate the impacts of planned growth.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The recommended schemes for approval are aimed at enhancing accessibility and mitigating the impacts of growth which will support the development of the local economy for the benefit for all.

3.2 Helping people live healthy and independent lives

The majority of these schemes will help improve accessibility and as such help people live healthy and independent lives by improving cycling and pedestrian facilities.

3.3 Supporting and protecting vulnerable people

The recommended schemes should help improve accessibility especially for non car users, and facilitate more people engaging in healthy and more active forms of travel.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Limited resources impacts on the potential to design and deliver schemes

quickly, however, the aim is to programme schemes for delivery in future as part of the Transport Delivery Plan.

4.2 Statutory, Risk and Legal Implications

The monies in question were secured to be spent in line with the Corridor Area Transport Plans. If monies are not spent for the purposes which they were secured for, nor within the timescales specified in the S106 agreements, there is a risk that they will have to be returned to the parties from whom they were secured.

4.3 Equality and Diversity Implications

No significant implications, however the recommended schemes should help improve accessibility especially for non car users, and facilitate more people engaging in healthy and more active forms of travel.

4.4 Engagement and Consultation Implications

The report above sets out these implications under paragraphs 1.5 and 1.6.

4.5 Localism and Local Member Involvement

See wording under 4.1 and Appendix 1.

4.6 Public Health Implications

See wording under 4.1 and Appendix 1.

Source Documents	Location
Local Transport Plan Cambridge and South Cambridgeshire Transport Strategy Cambridge Area Corridor Transport Plans	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/7

APPENDIX 1

East Area

1. Entrance to Stourbridge Common (£50,000)
2. The Chisholm Trail Bridge (£50,000)

West Area

3. Midsummer Common Cyclepaths works (£156,874)

North Area

4. Improvements on the B1049 southbound to the A14 (£100,000)
5. Improvements to Junction at the Green (£150,000)
6. Widening cycleway north of the Jane Coston Bridge over A14 (£50,000)

7. Water Street and Fen Road Cycling Improvements (£50,000)

8. Chisholm Trail (Bridge) (£1,500,000)

9. Feasibility studies for cycle ways on Green End Rd linking to Science Park Station and along Histon Rd (£20,000)

10. Lighting the Guided Busway – lighting/maintenance (£10,000)

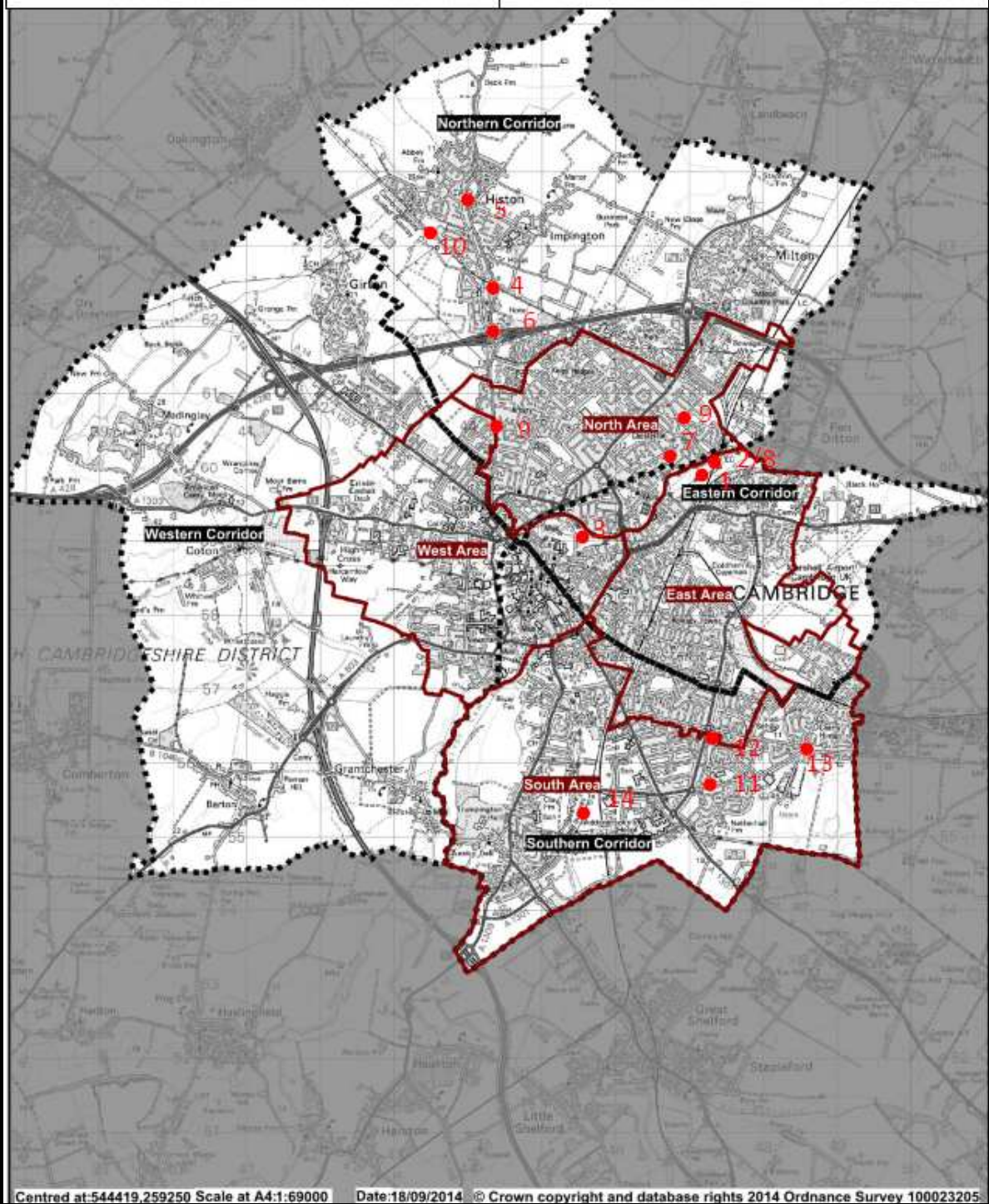
South Area

11. Queen Edith's Way Cycle Improvements

12. Cherry Hinton Cycle improvements

13. Robin Hood Junction Signals improvements ("11," "12", "13" - £2,317,842 total)

14. Lighting the Guided Busway (£340,000)



East Area

- 1.1 The East Area Committee met on 19th June where the Committee outlined support for a number of key projects which are being recommended for funding. There is currently £254,907 remaining in the S106 pot and recommendations are for projects to the value of £100,000. The East Area Committee was also supportive of a number of other proposals, which are not being recommended at this stage for reasons outlined below.
- 1.2 Other projects supported in principle by the Committee, but not recommended for funding currently include *Scoping improvements for Mill Road*, and for *improvements on Tenison Road* and towards *piloting a new bus service from Newmarket Park & Ride to Addenbrookes*.
- 1.3 In relation to Mill Road proposals, an Access Study is being undertaken for the Cambridge City area which will consider access and capacity issues for the City including the Mill Road area. Therefore it is proposed to await the outcome of this study.
- 1.4 The next proposal relates to the Tenison Rd scheme which is underway and potential for further similar improvements in the area to mitigate the impacts of growth. It is estimated that this work would cost an additional £500,000. However, there is currently insufficient funding available to support this project, and more specific proposals will need to be developed.
- 1.5 The final proposal relates to piloting a new bus service between Newmarket Road and Addenbrookes. The proposal is to run a pilot for 6 months which will need to be pump primed. The cost would be approximately £100,000 (with a potential £5,000 contribution from the developers for Wing). However, further work is needed to determine the business case, costs and viability of such a service to help inform the value for money score. Also negotiations need to be completed on the Wing development to ascertain whether such a service is needed to mitigate the impacts of the proposed development and if so, what contributions are expected towards such a service. If additional funding is needed, a proposal can be considered at a future Committee meeting. However, it will be important to await the outcome of negotiations and the detailed business case work first.
- 1.6 The two proposed recommendations for the East Area are as follows:
 - **Entrance to Stourbridge Common (£50,000) Value for Money Score 7.5**
This is part of the strategic cycle route 11 and is an important route for residents from the city and surrounding villages into the City Centre and employment sites. The entrance to Stourbridge Common is currently a pinch point on this route, which impacts on accessibility. This scheme will improve access and safety at the entrance. This will encourage cycling, as well as help in mitigating the impact of additional trips generated by new developments in Chesterton. This scheme meets the aims of the Transport Strategy by contributing towards the development of a high quality strategic cycling and pedestrian network that supports growth and sustainable development.
 - **Chisholm Trail (Bridge) (£50,000) Value for Money Score 5**
The Chisholm Trail is a proposal for a strategic route from the Science Park to the main station, including a link to the new Science Park Station. The proposal here is for the East Area Committee to contribute funding toward the

bridge element of the Chisholm Trail, which would provide access to the new Science Park Station. The proposal is also seeking £1.5m funding from the North Corridor, see section 4.7. This element of the Chisholm Trail is anticipated to cost approximately £4.5m. This scheme helps to meet the objectives of the Area Corridor Plan and Transport Strategy, supporting the delivery of a key new strategic link that is expected to help significantly increase levels of cycling in the city, and to off-set the impacts of additional trips generated by development.

West Central Area

1.5 The West and Central Committee met on 26th June and discussed and considered proposals for allocating the current available funds of £156,874 for the Corridor. While members were keen to see a number of areas improved, there was general agreement over the need to prioritise renewal of the cycle paths on Midsummer Common. While some £400,000 is expected to be needed, Members were keen to support the allocation of the £156,874 available in the first instance to enable work to start.

- **Renewal of Cyclepaths on Midsummer Common (£156,874) Value for Money Score 7.5**

The aim of this project is to widen and improve the paths across Midsummer Common to make them better for both cyclists and pedestrians. Currently the paths are narrow and in poor condition. This causes conflict between pedestrians and cyclists. This project allocation would supplement the allocation of funding for maintenance of the paths on Midsummer Common allocated through the Transport Delivery Plan (£306,452). It would look to widen the existing paths creating better separation between pedestrian and cyclists encouraging more cycling within the city. These paths link a number of new developments with the centre of town. Consultation will be important to ensure a wide range of views are sought on any scheme proposals, and that proposals not only help to enhance safety and accessibility but also respect and enhance the character of the Common. This proposal supports the aims of the Transport Strategy by contributing towards development of a high quality cycling and pedestrian network, encouraging cycling into the city centre and helping to mitigate the impacts of developments particularly on the Northern Fringe for which this is a key route.

Northern Area

1.6 A Member Workshop was held on 25th June with Members invited from the North Area Committee and South Cambridgeshire Members for the area covered by the Northern Corridor. The Corridor extends out from the City to Histon, Impington and Milton. Some £2,126,079 is currently available for allocating towards eligible priority schemes. Members have indicated support for schemes valued at up to £1.88m to be recommended for allocation. The list includes;

- **Improvements on the B1049 southbound approach to the A14 (£100,000) Value for money Score 10**

This proposal addresses a number of issues in this area. The proposal is to reduce the right turn (southbound) lane at the Cambridge Road junction; to create two lanes north from A14 through the junction; and provide a safer crossing for pedestrians, cyclists and mobility scooters. This will assist bus flows at this important junction, on a strategic route into the city. The scheme

meets the strategy aims and mitigates some of the impacts of development within Histon and Impington.

- **Improvements to the Junction at the Green, Histon (£150,000) Value for Money Score 6.3**

This proposal is to address a pinch point within the village, where right turns off the B1049 cause delay, and the main bus-route traverses this junction. This is a constrained junction and it is proposed to consider developing improvements to slow and smooth traffic flows and improve pedestrian and cycle facilities. This would mean fewer hold-ups and make bus journeys more reliable with fewer delays and help encourage cycling and walking by improving facilities, mitigating the impacts of development within Histon and Impington.

- **Widening the cycleway north of the Jane Coston Bridge over the A14 (£50,000) Value for Money Score 4.5**

The proposal aims to improve the cycle and pedestrian access to the Jane Coston Bridge from Milton. The access to the bridge is narrow which leads to some conflict between pedestrians and cyclist users. Street lights are being replaced giving the opportunity to provide more space. There are also some utilities and cable cabinets that are in the way of widening the path. The combined foot way and cycleway on the pavement north from the bridge would also benefit from being segregated and wider. These improvements would help to improve access and safety to this key strategic link with the business and science parks, and fits well with the aims of the Transport Strategy and the Area Corridor Plans.

- **Water Street and Fen Road Cycling Improvements (£50,000) Value for Money Score 6**

This scheme proposes the introduction of a segregated two way cycleway along Water Street, to just past the former Pike and Eel to link up with the Haling Way. This will require further feasibility work as a significant barrier to delivery is the road width outside the former Pike and Eel public house. The project would be likely to require some land from any proposals to develop this site. This scheme would need to be considered and delivered alongside the current proposals for Fen Rd which are currently in the Area Corridor programme - Fen Road Traffic Calming £100,000. This scheme could encourage greater cycling rates along Fen Rd and improved links to the Science Park Station and support the Transport Strategy and Area Corridor Plan objectives.

- **Chisholm Trail (Bridge) (£1.5m) Value for Money Score 5**

The Chisholm Trail is a proposal for a strategic cycling and walking route from the Science Park to the main station, including a link to the new Science Park Station. This specific proposal is for funding towards a bridge over the Cam linking Fen Road with Stourbridge Common close to the railway line. There is a separate report on the agenda regarding the public consultation. This element of the Chisholm Trail is anticipated to cost approximately £4.5m, with additional funding being sought from related developments and from Growth Deal funding from 2016/17 to support the delivery of the bridge. In addition, some £50,000 funding is being sought from the East Area Committee towards the bridge (see 1.4 above). This scheme would provide a key strategic link from key growth sites such as Wing linking to the Science Park Station , Business and Science Parks through the City to Addenbrookes and is

expected to significantly increase levels of cycling, and help in off-setting the impacts of additional trips generated by development.

- **Feasibility studies for cycle ways on Green End Rd linking to Science Park Station and along Histon Rd (£20,000)**

This proposal is for initial work to support the development of cycleways along these two key strategic routes. The Transport Strategy is seeking to put in place a comprehensive network for cycling and walking, and further work is needed to identify how new cycleways might be provided along Histon Rd including the junction with Huntingdon Rd will to encourage modal shift from cars to cycling creating capacity in the network. Improvements are proposed to bus and cycling access along this corridor as part of the City Deal - cycling scheme will need to be considered as part of this work. In addition, further work is proposed to determine the potential for a fully segregated cycleway along Green Rd and to improved safety at junctions, this would support cycling to the Science Park Station and create modal shift toward more sustainable modes. Once there is further detail on the proposals and clarity on the costs, it is anticipated that the proposals will be reported back to the members to consider potential for allocating additional funding towards the full schemes.

- **Complete the lighting along the Busway cycle path (£10,000)**
A related paper is being reported to Members which explains the background. Some £10,000 is being requested as a commuted sum to cover the costs of the operation and maintenance of the lighting for this section of the Busway cycle path.

Southern Area

1.7 Members were invited to a workshop on 26th June to consider and discuss proposals and agree priorities for the pooled S106 funding. Some £2,657,842 in S106 contributions is available for allocation towards priority eligible projects. Members agreed to allocate the total amount; including £2,317,842 towards 3 strategic interlinked schemes, and £340,000 towards lighting the Busway cycle path. Early indicative estimates for the three schemes anticipate that this funding is unlikely to fully cover costs. However this depends on the designs and specific costs estimates will be clearer once detailed designs have been worked up. Further significant contributions to the Area Transport Plan have been negotiated, and if additional funding is needed, this will be reported to and determined at a future meeting

- **Queen Edith's Way Cycling Improvements (£1,200,000) Value for Money Score 3.6 & Cherry Hinton Road Cycling Improvements (£1,000,000) Value for Money Score 4 & Robin Hood Signals Junction improvements (£800,000)**

Queen Edith's Way is a strategic Cycle route linking Addenbrookes to Cherry Hinton (National Cycleway Route 11) and although currently separate from the road it is not of a high quality and there are conflicts with pedestrians. Similarly and related to this, Cherry Hinton Road is a strategic route linking the City and improvements are needed to provide a more comprehensive link along both key routes. The proposals would look at providing a high quality segregated cycle way which would separate cyclists, pedestrians and motor vehicles. This would encourage a modal shift away from cars freeing up capacity and alleviating the effects of development on the local network. This would include work to create a safer cycling and pedestrian environment on

the only roundabout which forms part of the route at the junction with Mowbray Rd and Fendon Rd. Related to this is the proposal to enhance accessibility and safety at the Robin Hood Junction. These three linked schemes support the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality strategic cycling and pedestrian network. While some £3M is expected to be needed, Members were keen to support the allocation of the £2,317,842 in the first instance for work on scheme development and community engagement to start.