

**ALLOCATION OF SECTION 106 DEVELOPER CONTRIBUTIONS TO SCHEMES IN
AREA CORRIDOR TRANSPORT PLANS**

To: Cabinet

Date: 18th December 2012

From: Executive Director: Economy, Transport and Environment

<i>Electoral divisions:</i>	Abbey	Market
	Arbury	Newnham
	Castle	Petersfield
	Cherry Hinton	Queen Edith's
	Coleridge	Romsey
	Cottenham, Histon & Impington	Trumpington
	East Chesterton	Waterbeach
	Fulbourn	West Chesterton
	King's Hedges	

Forward Plan ref: 2012/031

Key decision: Yes

Purpose: To seek approval from Cabinet to spend s106 contributions in accordance with the recommendations outlined for projects within the Southern, Northern and Eastern Corridor Area Transport Plan areas of Cambridge/South Cambridgeshire.

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

- a) Lighting on the Guided Busway cycleway: £100,000 (Trumpington)
- b) Feasibility study into installation of a bridge to link the Leisure Park with the Railway Station: £12,500 (Trumpington and Coleridge)
- c) Re-modelling of Long Road Cycleways: £100,000 (Queen Edith's and Trumpington)
- d) Re-siting of the two Brooklands Avenue bus stops away from grass verges or provide paved areas and improvements to the infrastructure for cyclists and pedestrians: £50,000 (Trumpington)
- e) Radial Route Signing extended to include other major routes in the area such as Babraham Road, Queen Edith's Way, Mowbray Road and Fendon Road: £50,000 (Cherry Hinton and Queen Edith's)

- f) Improvements to Cherry Hinton High Street: £250,000 (Cherry Hinton)
- g) Feasibility study into improving Hauxton Road Bridge: £10,000 (Trumpington)
- h) Refreshing cycle path and cycle lane markings around the Perne Road/Cherry Hinton Road roundabout and improvements at this roundabout to address traffic flow and safety issues: £105,000 (Coleridge)
- i) Contraflow Cycling Signage following audit to identify need: £50,000 (All East Area Committee Wards)
- j) Tenison Road traffic calming scheme: £245,370 (Petersfield)
- k) Removal of unnecessary street signage: £50,000 (All East Area Committee Wards)
- l) Study into access link from the CB1 development to the Leisure Park, so that both sites could access the Leisure Park multi storey car park: £12,500 (Coleridge and Trumpington)
- m) Lighting along The Busway for pedestrians & cyclists: £100,000 (Orchard Park, Kings Hedges, Milton & East Chesterton)
- n) Station Road / High Street, Histon junction to improve traffic flow and increase safety: £70,000 (Histon and Impington)
- o) Existing traffic calming measures on Arbury Road, near King's Hedges Road: £150,000 (Arbury)
- p) Review bus delays and parking on Cambridge Road and New Road, Impington: £50,000 (Histon and Impington)
- q) Milton to Landbeach Cycle Route: £250,000 (Milton)
- r) Improvements to Gilbert Road/Milton Road junction: £20,000 (West Chesterton)
- s) Ring Fort Path: £350,000 (Orchard Park)
- t) Fen Road Traffic Calming: £100,000 (East Chesterton and Milton)

<i>Officer contact:</i>		<i>Member contact:</i>	
Name:	Dearbhla Lawson	Name:	Councillor Ian Bates
Post:	Head of Transport Infrastructure Policy & Funding	Portfolio:	Cabinet Member for Growth and Planning
Email:	Dearbhla.lawson@cambridgeshire.gov.uk	Email:	Ian.Bates@cambridgeshire.gov.uk
Tel:	01223 714695	Tel:	01223 699173

1. PURPOSE

- 1.1 The paper is seeking Cabinet's views on the proposed schemes which are being recommended for S106 funding in line with objectives of the Area Corridor Transport Plans that cover Cambridge and parts of South Cambridgeshire.

2. CONTEXT

- 2.1 Financial contributions are often secured from developers who are taking forward growth proposals in order to make improvements to infrastructure necessitated by their development. These are referred to as s106 contributions, and in Cambridge City Council and South Cambridgeshire District Council areas are largely collected on the basis of policy contained in the Area Transport Plans.
- 2.2 Contributions are pooled towards a list of areas for improvement that are included in the plans themselves, with the schemes then being worked up at the time of fund allocation. These plans have been formally adopted by all three authorities and therefore the allocation of funds must adhere to the principles and approach in the plans. This is principally about mitigating the impacts of development and improving accessibility and travel by more sustainable modes of travel.
- 2.3 A process is in place between Cambridge City Council, South Cambridgeshire District Council and the County Council, for making recommendations for allocating this funding to enable a rolling programme of schemes to be delivered over time in line with the aims of the Area Transport Corridor plans. This focuses on priority being given to the views of local members and the community. Suggestions for schemes which fit with the objectives of the plan are invited from the Area Committees or specific workshops for areas such as North Area Corridor which include parts of the City and South Cambridgeshire. These suggestions are assessed using the Project Selection Criteria, (see Appendix 2), to establish a value for money score. This methodology was approved by Cabinet in July 2012 with the last round of approved s106 allocations to schemes. The schemes and their assessment results are then considered by the Area Committees/ Area workshops to seek their views on priorities/ additional schemes for consideration.
- 2.4 This report includes the most recently identified priority schemes which have been agreed locally and are now being recommended for approval for funding by Cabinet.
- 2.5 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 and subsequent approvals for scheme delivery may still be required.
- 2.6 Cabinet has already approved (in July 2012) £1,395,000 of allocations from developer contributions in the City and South Cambridgeshire area. These schemes are being programmed for design and consultation over the next

couple of years as part of implementing the rolling programme of improvements.

3. PROPOSED S106 ALLOCATIONS

3.1 A total of **£2,125,370** worth of schemes is being recommended for funding through this report. These have all been through the process noted above. Of the total:

- seven schemes are proposed by the South Area Committee at **£572,500**
- five schemes are proposed by the East Area Committee at **£462,870**
- The Northern Transport Corridor workshop which includes the City and parts of South Cambs proposed eight schemes at **£1,090,000**

Each transport plan has sufficient funds to allow all of the proposals to proceed if approved.

3.2 South Area

The South Area Committee met on 5th September 2012 and was generally supportive of the project proposals which scored highest. The main proposals are outlined below:

3.2.1 *Lighting on the Guided Busway cycleway: £100,000 (Trumpington)*

The Guided Busway from the City Rail Station to the Trumpington Park and Ride Site is not lit. A petition was submitted raising this matter as a concern, and feasibility work is currently underway to examine options. The matter is an important issue and needs to be considered strategically with key stakeholders including South Cambridgeshire District Council and Cambridge City Council and the local communities that the CGB runs through. The Area Committee agreed that lighting the busway cycleway is a top priority and this scored highly in terms of value for money and as such is being recommended for funding. Lighting could significantly improve safety at night and increase pedestrian and cycle usage at night. The cost of electricity for the lights would be covered by the Busway access charge.

3.2.2 *Feasibility study into installation of a bridge to link the Leisure Park with the Railway Station: £12,500 (Trumpington and Coleridge)*

There is significant pedestrian and cycle traffic between Hills Road and the CB1 area, and links could potentially be improved. This proposal is for a feasibility study into potential for a pedestrian bridge over the rail line between the Leisure Park facilities and multi-storey car park.

Such a link if feasible could significantly improve access between the station and leisure area and reduce walking time leading to a likely increase of use of both facilities. However, feasibility needs to be scoped first, and planning permission and the agreement of Network Rail would be required.

The Committee asked for further investigation work on this and this was also agreed as a priority by East Area Committee from the Eastern Corridor Area

Transport Plan (ECATP) funding, as the railway line forms the boundary of the two transport plan areas.

3.2.3 *Re-modeling of Long Road Cycleways: £100,000 (Queen Edith's and Trumpington)*

The poor condition of the cycleway in places has been raised as a concern. This proposal involves improving the existing shared use paths on both sides of Long Road by widening and resurfacing where appropriate, and relocating street furniture, which is a safety hazard to cyclists, between Trumpington Road and Hills Road as appropriate. These works will improve access to the hospital and Sixth Form College. All works are within the highway at an estimated cost of £100,000.

3.2.4 *Improvements to Brooklands Avenue bus stops and shared use paths: £50,000 (Trumpington)*

Concerns were raised regarding the condition of the bus stop waiting area and need for improvements to the shared use path. This proposal seeks to address the issues raised by reviewing potential for either resiting the two bus stops on Brooklands Avenue at the Trumpington Road away from the grass verge or paving the verge at the stops to make the stops more accessible. As well as this, the existing shared use path on the north side is proposed to be widened to improve safety for pedestrians and cyclists, to match the already improved section of shared use path for a distance of 50 metres at the Trumpington Road end. This proposal will improve facilities and safety for pedestrians and cyclists. All works are within the existing highway.

3.2.5 *Improvements to Cherry Hinton High Street: £250,000 (Cherry Hinton)*

The narrow road and pinch points have been raised as issues particularly for cyclists and pedestrians along the High Street. The existing village High Street is already traffic calmed with some facilities for pedestrians and cyclists. It is proposed to review where improvements can be made in consultation with local members and the public, to improve safety for cyclists and pedestrians. These improvements are expected to be undertaken within the highway at an estimated cost of £250,000.

3.2.6 *Radial Route Signing extended to include other major routes in the area such as Babraham Road, Queen Edith's Way, Mowbray Road and Fendon Road: £50,000 (Cherry Hinton and Queen Edith's)*

This proposal involves reviewing and amending signage on Babraham Road, Queen Edith's Way, Mowbray Road and Fendon Road. This will include removal of unnecessary signs to reduce clutter to increase clarity and traffic flows, improve the visual environment and ensure all statutory restrictions and controls are enforceable, as well as reduce diversions, at a cost of £50,000.

3.2.7 *Feasibility study into improving Hauxton Road Bridge: £10,000 (Trumpington)*

It is proposed to undertake a feasibility study to explore the potential to provide a pedestrian/cycle access from the highway bridge on Hauxton Road over the Guided Busway near the Trumpington Park and Ride site. A link would significantly improve pedestrian and cycle access to The Busway. However, land outside the highway may be required as the site is constricted by adjacent housing, and bridge works could cost in the order of £500,000. Feasibility work is needed prior to approving any scheme.

3.3 East Area

For the East Area of Cambridge, the East Area Committee met on 6th September 2012 and resolved unanimously to recommend the proposals below.

3.3.1 *Refreshing cycle path and cycle lane markings around the Perne Road/Cherry Hinton Road roundabout and improvements to address traffic flow and safety issues: £105,000 (Coleridge)*

Safety for cyclists and pedestrians at particular points along this route was raised as a concern by local members, which needs addressing to help improve accessibility. The proposal involves refreshing the cycle lane markings and re-aligning the kerb at the pinch point on Cherry Hinton Road eastbound at the roundabout exit to improve safety for cyclists. The aim is also to improve safety and congestion issues relating to pedestrian movements at the crossing on Cherry Hinton Road, in the vicinity of Perne Road/Mowbray Road and Wulfstan Way, with cyclists redirected to this crossing for improved safety. Improvements to the crossing and Wulfstan Way would cost in the region of £100,000, although these are limited by the highway space available and additional land may be required. Improvement proposed should improve accessibility and safety for cyclists and pedestrians.

3.3.2 *Contraflow Cycling Signage following audit to identify need: £50,000 (All East Area Committee Wards)*

The need for clear signage to help improve accessibility and cycling safety was raised as an issue. This proposal is for improving the safety for cyclists of existing contraflow cycle lanes by improved signage and markings, and to review additional sites for contraflow arrangements, in consultation with local members, at an estimated cost of £50,000. Enhanced signage should help improve safety and accessibility.

3.3.3 *Tenison Road traffic calming scheme: £245,370 (Petersfield)*

Concerns have been raised regarding the impact of additional development and traffic volumes in this area. This proposal is for a traffic calming scheme in Tenison Road, Devonshire Road, St Barnabas Road and other minor link roads between Mill Road and Station Road to mitigate against the impact of changed traffic movements relating to the CB1 development.

S106 funding of £254,630 for approximately half the scheme cost of £500,000 is already available as a specific contribution to a traffic management scheme in this area, and this additional funding which is sought will help to ensure that

the scheme can be delivered. This scheme should help to mitigate the impacts of development by helping to reduce levels of traffic passing through the area.

3.3.4 *Removal of unnecessary street signage: £50,000 (All East Area Committee Wards)*

This proposal involves reviewing and amending signage on the radial routes through the eastern transport corridor. Removal of unnecessary signs to reduce clutter to increase clarity and traffic flows, improve the visual environment and ensure all statutory restrictions and controls are enforceable as well as reduce diversions, at a cost of £50,000. The Area Committee identified this as a lower priority and recommended it for funding subject to sufficient funding being made available.

3.4 *North Area*

A Northern Transport Corridor Workshop, consisting of local members from Cambridge City, South Cambridgeshire, County, Community and Parish Councils, as well as the public, was held on 27th September 2012.

This workshop considered proposals which were put forward at a previous workshop on 18th June 2012 and had subsequently been assessed by the County. The proposals below were supported by the majority of attendees at the workshop:

3.4.1 *Lighting along The Busway for pedestrians and cyclists: £100,000 (Orchard Park, King's Hedges, Milton and East Chesterton)*

The shared footway / cycleway is not currently lit and there is a strong desire for lighting to be provided along the busway to help enhance the safety and usage for cyclists and pedestrians. Lighting needs to be considered strategically, and is being recommended in principle for funding, subject to the details being agreed with key stakeholders. This may involve providing street lighting columns along The Busway from Milton Road to where it passes beneath the A14 at an estimated cost of £100,000. It should be noted that solar stud lighting from where the Busway passes beneath the A14 to St Ives, at a further £95,000, will be provided from the Local Sustainable Transport Fund. This scheme, if approved, will significantly improve safety at night and increase pedestrian and cycle usage at night.

3.4.2 *Station Road / High Street, Histon junction to improve traffic flow and increase safety: £70,000 (Histon and Impington)*

Safety and congestion issues have been raised as a concern at this junction. The proposal is to review the potential to improve pedestrian facilities and the existing traffic management arrangements by extending the footways and reducing the road width, and to consider provision of a pedestrian crossing on the High Street by the Co-op store. This proposal could help address safety and congestion issues at this junction. The cost of the scheme is estimated at £70,000.

**3.4.3 Existing traffic calming measures on Arbury Road, near King's Hedges Road:
£150,000 (Arbury)**

Concerns were raised regarding safety in this area and this proposal is to review and replace the existing traffic calming near the St. Laurence School to provide a safer and improved environment for schoolchildren, pedestrians and cyclists at a cost of £150,000. This proposal is to address issues with the road configuration by the school and should help improve safety and accessibility.

**3.4.4 Review bus delays and parking on Cambridge Road and New Road, Impington:
£50,000 (Histon and Impington)**

Issues were raised about buses experiencing delays due to parked cars along Cambridge Road and New Road, Impington. This proposal is to review and develop ways of reducing bus delays, including a review of parking, at an estimated cost of £50,000 and could help improve accessibility and use of buses.

3.4.5 Milton to Landbeach Cycle Route: £250,000 (Milton)

This proposal is to address safety issues caused by vehicles speeding between Milton and Landbeach. It is proposed to provide a shared use pedestrian / cycleway between Landbeach and the A10 at Milton, to benefit pedestrians and cyclists from this fast road, where the works could be accommodated within the existing highway boundary at a cost of £250,000. If such a scheme were delivered this could enhance cycling and walking in this area.

3.4.6 Improvements to Gilbert Road/Milton Road junction: £20,000 (West Chesterton)

Safety issues were raised as a concern in this area where cyclists compete with vehicles on the road or join pedestrians on the foot path. This proposal is for safety improvements to the cycle lanes at this junction, as the cycle lanes end before the junction. This issue could be resolved at a cost of £20,000 from NCATP funding, a possible 50% match funding may come from the Department for Transport Cycle Safety Fund and this could enhance safety and accessibility for all.

3.4.7 Ring Fort Path: £350,000 (Orchard Park)

There is a lack of direct access for pedestrians and cyclists in this area. The proposal is to build a shared use path from Ring Fort Road to the roundabout on the A14 intersection at Histon. This new link will provide a shorter route between Orchard Park and Histon and increase the number walking and cycling. Construction is expected to cost approximately £350,000, as the link will cross the A14 embankment, which will require stabilizing and strengthening.

3.4.8 ***Fen Road Traffic Calming: £100,000 (East Chesterton and Milton)***

This proposal is to review and improve the existing traffic calming to provide a better environment for cyclists and pedestrians. Concerns have been raised about speeding, traffic management and accessibility issues in Fen Road. A local member group has been established to review issues and identify possible solutions that fit with long-term ambitions for the area. Depending on the package of proposals developed by the group, there is scope to allocate £100,000 of s106 funding to improve accessibility. This could be as part of an overall package which considers wider issues related to traffic management and local environment improvements.

4. CONCLUSION

- 4.1 The proposed projects listed are considered priorities and should deliver benefits in line with objectives of the respective Area Corridor Transport Plan. The proposals have all been considered by the local communities and have received local member as well as Cabinet member support.

5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

5.1 Supporting and protecting vulnerable people when they need it most

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

5.2 Helping people live healthy and independent lives in their communities

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.

5.3 Developing the local economy for the benefit of all

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

5.4 Ways of working

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 in and around Cambridge and the surrounding villages within the Corridor Transport Plan areas;
- Investing in prevention - there are no significant implications;
- Working together – these schemes have been discussed and developed jointly with our partners.

6. SIGNIFICANT IMPLICATIONS

6.1 *Resource and performance implications*

Each of these schemes will need officer and other resource to deliver. As capital projects, that resource can be funded within the overall cost of the scheme.

6.2 **Statutory, risk and legal implications**

It is important that s106 funds are spent on schemes for which they were negotiated to avoid challenge. These schemes meet this test.

6.3 **Equality and diversity implications**

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

6.4 **Engagement and consultation**

There has been engagement with the Area Committees from the City and Local Members for relevant areas in South Cambridgeshire to identify and prioritise project proposals and to seek their views on future potential projects. 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 as part of the usual implementation process.

6.5 **Public Health Implications**

Many of the proposals for S106 funding are aimed at improving safety and accessibility on a number of key routes to and within Cambridge. Proposals include improvements to cycle ways, new lighting, signage as well as new cycling and walking routes. Such proposals if implemented should have positive implications by helping to make it easier for people to choose to travel by more active and healthy alternatives such as walking and cycling.

Source Documents	Location
<p>Cambridge Area Transport Corridor Plans - See http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/atp.htm</p> <p>Area Committee Reports for East and South Area see http://www.cambridge.gov.uk/democracy/ieDecisionDetails.aspx?ID=1493</p> <p>For North Area Corridor Report (which includes parts City plus parts Histon & Milton) Workshop see http://www.cambridge.gov.uk/democracy/documents/b3722/North%20Corridor%20Area%20Transport%20Plan%20Workshop%2027th-Sep-2012%2019.30%20North%20Area%20Committee.pdf?T=9</p>	