

SECTION 106 FUNDING - PROPOSED EXPENDITURE

To: Cabinet

Date: 5th April 2011

From: Acting Executive Director - Environment Services

Electoral division(s):

Abbey	Milton
Arbury	Newnham
Castle	Petersfield
Cherry Hinton	Queen Edith's
Coleridge	Romsey
East Chesterton	Trumpington
Histon and Impington	Fulbourn (Teversham -The
Wilbrahams)	West Chesterton
King's Hedges	
Market	

Forward Plan ref: 2011/033 **Key decision: Yes**

Purpose: To seek approval from Cabinet to spend s106 contributions secured through the Southern Corridor Area Transport Plan, the Northern Corridor Area Transport Plan and the Eastern Corridor Area Transport Plan

Recommendation: Cabinet is recommended to approve the s106 funding allocations to enable the following schemes to be delivered:

- a) a Real Time Passenger Information scheme from Cherry Hinton and Fulbourn to Coldham's Lane**
- b) a Real Time Passenger Information scheme at the Science Park, Histon and Milton**
- c) a Real Time Passenger Information scheme for the south east of the City including Mill Road and Cherry Hinton Road**
- d) tarmac surfacing to the guided busway maintenance track between Cambridge station and Addenbrooke's Hospital/Trumpington Park and Ride**

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1. BACKGROUND

- 1.1 When new developments take place, the Council often secures financial contributions from developers to make improvements to infrastructure necessitated by the development. These contributions are referred to as s106 contributions as they are made under section 106 of the Town and Country Planning Act 1990.
- 1.2 Some years ago, the County Council, Cambridge City Council and South Cambridgeshire District Council agreed a process for securing contributions towards transport infrastructure from major developments in both Cambridge City and South Cambridgeshire. This process consisted of a series of four Area Transport Plans (Northern, Southern, Eastern and Western) that applied a formulaic approach to securing developer contributions.
- 1.3 Unlike some developer contributions, those received through the Area Transport Plans are not allocated for specific schemes but are to be applied to a list of general areas for improvement, with the details of schemes to be delivered being worked up at the time of fund allocation.
- 1.4 A process between the County Council, Cambridge City and South Cambridgeshire officers has recently been established to make recommendations on the allocation of the Area Transport Plan developer contributions. This consists of an officer group that assesses potential schemes against the objectives of each of the plans and makes recommendations which prior to any scheme implementation, need to be agreed by the County Council's Cabinet so they can formally be included in the capital programme. This report sets down the initial set of recommendations to progress through this process.

2. PROPOSED S106 ALLOCATIONS

- 2.1 Four schemes are proposed here for approval by Cabinet - one to be funded from the Eastern Corridor Area Transport Plan, one to be funded from the Northern Corridor Area Transport Plan and two from the Southern Corridor Area Transport Plan. These schemes cover improvements to the Guided Busway cycle/maintenance track and three Real Time Passenger Information (RTPI) systems. Both the Guided Busway Maintenance Track and these RTPI schemes are specifically referenced in the three Area Transport Plans in question.
- 2.2 The four recommendations here have been discussed with Portfolio holders from Cambridge City and South Cambridgeshire District Councils and are supported by both. In the case of the Real Time Passenger Information Systems in particular, there is strong local support for the proposals.
- 2.3 In more detail, the four proposed schemes for funding are as follows:

RTPI to Cherry Hinton and Fulbourn (via Coldham's Lane) - Eastern Corridor Area Transport Plan
- 2.4 This scheme is to expand the already successful Real Time Passenger Information system to Coldham's Lane, Cherry Hinton and Fulbourn by a

further 23 flag signs. This will give better coverage for Fulbourn and Cherry Hinton (not just for the corridor in and out). Currently, there are a total of 58 bus stops in the area. The introduction of RTPI in these areas will encourage modal shift to buses and influence commuters to use public transport to travel to and from work, thus helping to reduce congestion. A number of requests for RTPI along Coldham's Lane have been received from the public and local county and district councillors.

- 2.5 The total cost for this project is £154,859 which will be used to purchase, and maintain for 5 years, 23 Real Time information signs. The implementation would be phased over a 10 month period prioritising order of deployment on relative usage, routes served, position and local requirements. The bus services that will be able to use the system are the Citi1/114/16/16A/17/19.

RTPI at Science Park, Histon and Milton – Northern Corridor Area Transport Plan

- 2.6 This scheme is to expand the already successful RTPI system to Milton, Histon & the Science Park. The scheme will provide the same general benefits as noted in paragraph 2.4 and will also help to achieve some of the goals of the European Union funded Travel Plan Plus project focused on the Science Park area, run by the Council's Travel for Work Team. Currently there are no RTPI signs at all in this area which has 54 bus stops. The Citi2, Citi7 and P&R routes are three of the highest usage routes with over 4000 journeys per month.
- 2.7 The total cost for this project is £191,550 that will be used to purchase, and maintain for 5 years, 27 Real Time signs, and a large screen display to be located at Tesco, Milton, an area of concentrated footfall. The implementation would be phased over a 15 month period. The bus services that will benefit from the scheme are the Citi 2/ Citi 7/ Milton Park & Ride/ X9/9/9A/15B.

RTPI for the South East of the City including Mill Road, Cherry Hinton Road – Southern Corridor Area Transport Plan

- 2.8 The scheme is to expand the already successful RTPI system to the south eastern area of the city where there are a significant number of key arterial bus routes with no RTPI signage. The scheme will also provide the same general benefits as noted in paragraph 2.4. There are 94 bus stops in this area with potential for RTPI at 32 of them.
- 2.9 The total cost for this project is £248,197 which will be used to purchase, and maintain for 5 years, 32 Real Time signs, and 4 large screen displays at areas of concentrated footfall such as the railway station and at Addenbrooke's Hospital. The implementation would be phased over a two year period and the services that will be able to benefit from it are the Citi1/Citi2/ Citi3/16/16A/18/18A/31A/75/114/206.

Cycleway along the Guided Busway – Southern Corridor Area Transport Plan

- 2.10 The Southern Corridor Area Transport Plan (SCATP) includes a proposal to provide a cycleway along the former railway line to Bedford as far as the

Trumpington Park and Ride site at an estimated cost of £500,000. However, this scheme has been overtaken by the Cambridgeshire Guided Busway which has been built along this route. The Busway includes a maintenance track along its length which doubles as a cycle track. The Busway also includes a spur to Addenbrooke's hospital, which was not part of the original SCATP proposals but provides an entirely off road route to the hospital from both Cambridge station and Trumpington Park and Ride.

- 2.11 As part of the main Busway contract, the cycle track has been provided with an unbound surface. The proposal is to use s106 funding from the SCATP to upgrade the cycleway to a blacktop surface instead of the current unbound maintenance track surface. This will provide an all weather surface with lower rolling resistance. In addition to making the route more attractive to existing cycle commuters the combination of high quality all weather surface and complete segregation will also encourage others to take up cycling who are currently deterred by safety concerns.
- 2.12 There is a window of opportunity to carry out this work between completion of the main Busway contract and the opening of the Busway. With this in mind the surfacing works have been organised and priced. The price is £280,000 including contingencies and the works are currently programmed for April 2011.
- 2.13 Cabinet is asked to approve the allocation of these funds from the Area Transport Plans as noted to allow implementation.

3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

Supporting and protecting vulnerable people when they need it most

- 3.1 There are no significant implications under this priority.

Helping people live healthy and independent lives in their communities

- 3.2 The following bullet points set out details of implications identified by officers:
- The improvement to the Guided Busway cycleway will encourage people to walk and cycle, and through physical activity will improve health;
 - Encouraging use of buses rather than cars, journeys that often include a walking element will also help to improve health.

Developing the local economy for the benefit of all

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

Ways of Working

- 3.4 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 four proposals in this report have been discussed and agreed with Portfolio holders in the District Councils and in

the case of the Real Time Passenger Information proposals have local member support;

- Making sure that the right services are provided in the right way - these proposed schemes will significantly improve transport services into and within Cambridge. Implementation will be coordinated by the Council but implementation will be by partner organisations;
- Investing in prevention - there are no significant implications;
- Working together - these schemes have been discussed and developed jointly with our partners.

4. SIGNIFICANT IMPLICATIONS

Resource and Performance Implications

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

Statutory, Risk and Legal Implications

- 4.2 The following issue has been identified by officers

- 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

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

Engagement and Consultation

- 4.4 The report above sets out details of significant implications in paragraph 2.2.

Source Documents	Location
Eastern, Northern and Southern Corridor Area Transport Plans	Room B306 Castle Court Shire Hall, Cambridge