

SECTION 106 RECOMMENDED ALLOCATIONS

To: **Economy and Environment Committee**

Meeting Date: **09 June 2016**

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

Electoral division(s): **St Neots, Ramsey**

Forward Plan ref: **2016/005** *Key decision:* **Yes**

Purpose: **To seek approval from Committee to allocate 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 from developments in St Neots to the following schemes in St Neots:**

- a) **Public Footpath 32 between Monarch Road and Queens Garden (£50,000)**
- b) **Upgrading Urban Traffic Control (UTC) signals in St Neots town centre (£15,000)**
- c) **Cycle route St Neots Road between Crosshall Road roundabout and Ford Close (£150,000)**
- d) **Great North Road Cycle Route missing link between Queens Gardens and Lowry Road (£400,000)**

<i>Officer contact:</i>	
Name:	Jeremy Smith
Post:	Head of Transport and Infrastructure Policy and Funding
Email:	Jeremy.Smith@cambridgeshire.gov.uk
Tel:	01223 715483

1. BACKGROUND

- 1.1 S106 transport contributions are collected from developments in Fenland and Huntingdonshire largely through the Market Town Transport Strategies. Contributions are collected from a number of developments, and are pooled towards a range of schemes that meet the principles set in the relevant strategies and plans. The plans were formally adopted and the allocation of funds must adhere to the approach outlined 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 such as bus or cycle.
- 1.2 Since April 2015 the ability to pool S106 contributions has been limited to a maximum of five contributions per identified project. This means that new S106 Agreements do not have contributions for a non-scheme-specific Transport Plan pot. However, some market towns still have Transport Plan contributions received or expected from signed S106 Agreements before Community Infrastructure Levy (CIL) or before April 2015.
- 1.3 Cambridgeshire local transport planning is moving towards district-wide transport strategies e.g. Transport Strategy for East Cambridgeshire is in draft form and has been consulted on. The process for a strategy for Huntingdonshire will commence soon. Therefore it is not intended that individual MTTS would be refreshed.
- 1.4 Currently St Neots and Ramsey have S106 contributions received for MTTS. The amounts available are shown below. The contributions received have specific dates by which the amount received will have to be spent. There is a need to allocate these funds to schemes for delivery within these periods.
- 1.5 While many of the schemes in the MTTS have been delivered, the principles and objectives remain relevant for allocating funds. In Huntingdonshire district area, officers have identified schemes that are consistent with the relevant MTTS. Schemes are then assessed on feasibility, deliverability, economic case and integration with other transport infrastructure. The highest scoring schemes are recommended to the Economy and Environment Committee for approval to allocate funds.

2. PROPOSED S106 ALLOCATIONS

- 2.1 St Neots MTTS S106 fund currently contains £1,232,761, half of which is from the Loves Farm development and should be spent by 2018. The remaining received fund should be spent by November 2020 and beyond. Approximately a further £138,000 is expected when the obligation triggers are met. The following schemes, with total estimated cost of £665k, are proposed to be funded which help to improve accessibility and mitigate the impacts of growth. It is recommended that allocation of the remaining St Neots MTTS S106 fund be considered when the future Transport Strategy for Huntingdonshire is adopted.
 - a) Public Footpath 32 between Monarch Road and Queens Garden
£50,000
This scheme fits with the accessibility objective of the MTTS, though not an identified scheme in the Plan. Much of the path has been delivered. The section between Monarch Road and Queens Garden is

a missing link of approximately 185 metres. This scheme has scored well on feasibility and deliverability. Some lighting columns will need to be moved, which is reflected in the cost estimate. This scheme has been considered under Integrated Transport Block but recommended for funding through S106 MTTS.

b) Upgrading of Urban Traffic Control (UTC) signals in St Neots Town Centre £15,000

Most of the signals upgrade work in St Neots Town Centre has been completed. However, some of the controllers are currently only low voltage. Further improvements could be made to upgrade these to extra-low voltage with LED signal heads, which is the current standard. It is also recommended to make improvements to the UTC communications in the town centre implemented in 2012, to make the system more robust and to reduce instances of dropouts. These low cost upgrades offer good value for money.

c) Cycle route missing link St Neots Road between Crosshall Road roundabout and Ford Close £150,000

This scheme fits with the accessibility objective of the MTTS, though not an identified scheme in the Plan. Much of the cycle route has been completed. The missing section between Crosshall Road roundabout and Ford Close is feasible and deliverable. The section between Ford Close and the back path will require further investigation for any widening option as the footway is significantly higher than the carriageway.

d) Great North Road Cycle Route missing link between Queens Gardens and Lowry Road £400,000

Many sections of this route have been upgraded over the past few years, but there is a substantial missing link of approximately 885 metre between Queens Gardens and Lowry Road. Although currently designated as a shared use cycle facility, the width of 1.2m-1.8m is far below standard. Upgrading to current standard is recommended. The costs are based on £300 per linear metre, plus costs for the relocation of lighting columns, illuminated signs, a CATV cabinet and a BT pole.

- 2.2 Ramsey MTTS S106 fund currently contains £7,706 and no further contributions are expected. The deadline for spending this fund is £2,706 by June 2021 and £5,000 by November 2022. It is recommended that allocation of this small amount of MTTS S106 fund be considered when the future Transport Strategy for Huntingdonshire is adopted.

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 recommended schemes for approval will help improve accessibility by improving cycling and pedestrian facilities, and as such help people live healthy and independent lives.

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

Implications	Team	Name of Officer Consulted
Resource	Finance	Sarah Heywood
Statutory, Legal and Risk	Legal	Richard Pitt / Karen White
Equality and Diversity	HR	Janet Maulder
Engagement and Consultation	CS&T	Mark Miller
Localism and Local Member Involvement	CS&T and Democratic Services	Mark Miller
Public Health	Public Health	Iain Green

4.1 Resource Implications

There are no significant implications within this category. There will be limited resource impact, in terms of the potential to design and deliver schemes quickly. This impact is managed by programming schemes for delivery as part of the Transport Delivery Plan (TDP).

4.2 Statutory, Risk and Legal Implications

The monies in question were secured to be spent in line with the relevant Market Town Transport Strategies. 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

There are no significant implications within this category. However, the recommended schemes should help improve accessibility especially for non-car users, and facilitate more people engaging in more active and low cost forms of travel.

4.4 Engagement and Consultation Implications

There are no significant implications within this category. Consultation for individual schemes will be undertaken as appropriate.

4.5 Localism and Local Member Involvement

Officers have sought the views of local Members on these schemes. A range of responses have been given with some Members supporting the proposals, specific suggestions being made by others and not comments received from some.

4.6 Public Health Implications

The report above sets out details of significant implications in paragraphs 3.2 and 3.3.

Source Documents	Location
Local Transport Plan Market Town transport strategies	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies