

**LIGHTING THE GUIDED BUSWAY MAINTENANCE TRACK**

**To:** Economy and Environment Committee

**Meeting Date:** 8<sup>th</sup> July 2014

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

**Electoral division(s):** Waterbeach, East Chesterton, Cottenham, Histon and Impington, Coleridge, Trumpington, Queen Edith's.

**Forward Plan ref:** Not applicable      **Key decision:** No

**Purpose:** To consider the allocation of additional funding from available developer contributions for the installation and operating costs of lighting along the urban sections of the Busway maintenance track.

**Recommendation:** The Committee is asked to approve:

- a) the allocation of an additional £300,000 for the provision of lighting on the southern section of the Busway maintenance track from the Southern Cambridge Area Transport Corridor Funds.
- b) the allocation of £40,000 from the Southern Corridor Area Transport Plan and £10,000 from the Northern Corridor Area Transport plan towards the maintenance and operation of lighting on the Busway maintenance track.

<b><i>Officer contact:</i></b>		<b><i>Member contact:</i></b>	
Name:	Bob Menzies	Name:	Councillor Ian Bates
Post:	Director, Strategy and Development	Chairman:	Economy and Environment Committee
Email:	<a href="mailto:Bob.menzies@cambridgeshire.gov.uk">Bob.menzies@cambridgeshire.gov.uk</a>	Email:	<a href="mailto:Ian.Bates@cambridgeshire.gov.uk">Ian.Bates@cambridgeshire.gov.uk</a>
Tel:	01223 728368	Tel:	01223 699173

## **1. BACKGROUND**

- 1.1 In December 2012 Cabinet approved the provision of lighting on the urban sections of the Busway maintenance track for the benefit of pedestrians and cyclists to be funded from contributions from developers. An indicative sum of £100,000 was allocated for the southern section of the Busway and £100,000 for the northern section of the Busway.
- 1.2 In Cambridge contributions have been obtained over a number of years on an area basis from developers towards transport infrastructure to mitigate the impacts of their developments. To facilitate this the City is split into four corridors, north, south, east and west, with the contributions allocated to the corridor in which the development takes place. As the bulk of development to date has been in the southern and northern corridor, this is where the bulk of funds have accrued.
- 1.3 The maintenance track adjacent to the Busway is used by a considerable number of pedestrians and cyclists at all times of the year. Apart from some lighting at the bus stops and junctions, and solar studs on the northern section, the Busway route is currently unlit, in accordance with the original Transport and Works Act consent.
- 1.4 Lighting the route in the urban areas would increase perceptions of safety, thereby further encouraging the use of this outstanding pedestrian and cycle facility, and active travel modes, in and around Cambridge. By encouraging increased walking and cycling the lighting assists in mitigating the impacts of the developments that have contributed the funds, and is an appropriate use of these developer contributions.
- 1.5 Please see Appendix A for a location plan showing the extent of the proposed lighting. Lighting along the new Chesterton section is being provided as part of the implementation of the Busway extension.

## **2. MAIN ISSUES**

- 2.1 It is proposed to install street lighting columns along the length of the Busway on the northern section from the A14 Bridge to the Milton Road junction, and the southern section, from Cambridge Station to Trumpington Park and Ride, including the Addenbrookes spur.
- 2.2 Following the completion of feasibility and design work, the total estimated cost for the northern section is £100,000. The total estimated cost for the southern section is £400,000. The allocated funding of £100,000 for the southern section is therefore insufficient to light the length of the Busway, but could still be met from currently unallocated funds in the Southern Area Corridor Transport Plan.
- 2.3 The main reason for the increased funding required is simply in consequence of the additional amount of lighting required. The northern section that is to be lit is approximately 1.6km in length and includes some existing lit areas. The southern section is approximately 4km in length and is all unlit. The cost to light the southern section is therefore proportionally higher than the cost to light the northern section.

- 2.4 The lighting scheme for the northern and southern section incorporates a modern and efficient column and lantern design. It proposes 6m tall columns with Light Emitting Diode (LED) lanterns that will effectively direct the light downwards to illuminate the width of the maintenance track with very little light spill onto the surrounding environment. This is an important consideration to ensure that the lighting will have minimal impact on the identified bat corridor on the southern section of the Busway, and also on adjacent properties.
- 2.5 Options to reduce the costs to the original allocation for the southern section have been considered, but would result in higher running costs and would not bring the savings that are required to bring this project within the original allocated funding.
- 2.6 The use of LED lighting minimises both energy use and maintenance costs. The annual energy and maintenance cost is estimated to be £4,000 in the southern section, and £1000 in the northern section. It is proposed to meet this cost through allocating commuted sums equivalent to ten years maintenance from the respective Area Corridor Transport Plans.
- 2.7 Committee will be asked to consider the allocation of accrued developer funds in the Cambridge Area Corridor Transport Plans in September, but this Committee is being asked to make a decision on these particular allocations now to allow the procurement and planning process to take place in order to achieve delivery of the lighting for this winter.
- 2.8 The additional contributions will be included in reports to be considered by the City Council's Southern and Northern Area Committees in June as part of a consultation and funding review. The views of the Area Committees will not be available before the publication date of the report but will be reported orally to the Economy and Environment Committee.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

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

This project aligns with the Council's objective of developing the local economy for the benefit of all by encouraging journeys that are currently undertaken by car to be undertaken by foot or bicycle, thereby reducing the congestion problems that are experienced in and around Cambridge and which constrain the local economy. This should help to make doing business in and around Cambridge easier and more attractive by enhancing key links, e.g. to Cambridge Science Park and Cambridge Station.

#### **3.2 Helping people live healthy and independent lives**

This project aligns with the Council's objective of helping people to live independent and healthy lives in their communities by making active travel (by foot and bicycle) easier, safer and more attractive for communities around the Busway route. Lighting these sections of the route will increase perceptions of safety, thereby encouraging the use of the route to access key services and employment. This allows a reduction in the dependence on driving for this

access. It also contributes to helping people live healthy lives by encouraging active travel, which reduces rates of obesity and heart problems.

### **3.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority. The project will be designed to meet all relevant accessibility criteria.

## **4. SIGNIFICANT IMPLICATIONS**

### **4.1 Resource Implications**

The funding for these works can be met by the currently unallocated developer contributions in the Southern Area Corridor Transport Plan budget.

### **4.2 Statutory, Risk and Legal Implications**

There are no significant implications within this category.

### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

### **4.4 Engagement and Consultation Implications**

The design of the lighting of the Busway maintenance track is being considered by the Planning Authority and Stakeholders.

### **4.5 Localism and Local Member Involvement**

Local member have been engaged with during the design phase of this lighting project.

### **4.6 Public Health Implications**

There are no significant implications within this category.

<b>Source Documents</b>	<b>Location</b>
<i>Cabinet Report December 2012</i>	Democratic Services Room 114, Shire Hall, Cambridge