



Public Document Pack

Cambridge City Council

**Northern Corridor Area Transport Plan:  
Workshop 8.30pm**

This page is intentionally left blank

## Northern Corridor Area Transport Plan Funding and Project Proposals

Note to Members of Northern Corridor Workshop – 27<sup>th</sup> September 2012

From Dearbhla Lawson, Head of Transport and Infrastructure (Policy and Funding), Cambridgeshire County Council

### **1. Introduction**

1.1 This report provides an outline of the background, process and criteria assessment approach for funding transport schemes in the Northern corridor, along with an update on progress since the May/ June meetings for this area on proposed schemes for funding. An outline of suggested schemes for the area has also been provided (based on suggestions from the North Area Committee in May and the Member workshop in June). This includes a scoring for each of the schemes assessed. The intention is to go through the list of proposed schemes at the meeting, to explain outline proposals and seek views from the workshop members on what the priority projects should be for recommending to Cabinet for funding approval. In order to go forward as recommendations for funding though, projects need to demonstrate strong fit with the Corridor Area Transport Plan approach and further information is provided in 2.3 below. At the workshop, ideas for future schemes will also be welcome and these can be assessed and brought back to a future meeting for consideration.

### **2.0 Background**

2.1 S106 contributions for transport, received from developers in Cambridge City and South Cambridgeshire, are largely collected through the Corridor Area Transport Plan (CATP) process. Contributions are collected from a number of developments, pooled and then spent on a range of schemes that are included in the plans themselves. A number of the schemes in the plans have now been delivered and we are keen to develop a rolling programme of schemes for delivery in line with the principles and approach set out in the Corridor Area Transport Plan.

2.2 Since the May North Area Committee meeting and June Workshop, where proposals and suggestions for funding were discussed, the County Council Cabinet has approved the allocation of s106 funds to, Cycle Route improvements from Orchard Park to City Centre including Northfield Avenue, Roxborough Road, Mere Way, Carlton Way, Stretton Avenue, St Luke's Street to Searle Street and Carlyle Road (£250,000), Kings Hedges Road/Arbury Road Crossing (£50,000), Radial Route Signing (£50,000) and Chesterton Cycle Bridge feasibility study (£10,000). Scoping work on some of these proposals has begun, and some will require additional public consultation (and updates will be notified) and others are being programmed for progressing.

- 2.3 A number of projects have already been delivered through NCATP including Orchard Park Bus Service – Citi 4 extension over four years (£741,000) and Gilbert Road Cycleway improvements (£150,000).
- 2.4 The principal factor for fit with the CATP is to mitigate the effect of additional transport related movements from new development, where the aim of the plan includes the following:
- minimize, mitigate or manage any increase in car traffic in the area, particularly during the peak hours;
  - increase the proportion of journeys made by bus, cycle and on foot;
  - manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
  - minimise the environmental and economic impact of transport;
  - direct relationship to development providing contribution.

The link to the plan and area covered attached. This report will be updated on a bi-annual basis.

<http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/atp.htm>

- 2.5 We are keen to work with local communities in developing a rolling programme of projects funded from s106 allocations. This process commenced with discussion at the previous Area Committee followed by a Member workshop seeking suggestions for projects that would comply with the conditions of the NCATP. Subsequent to this suggested schemes were then assessed against the Project Selection Criteria, approved at County Cabinet on 10<sup>th</sup> July 2012 for allocating contributions to future transport schemes. The Project Selection Criteria approach provide scores from the assessment, that takes into account fit with Corridor Area Plan approach, deliverability of proposal, safety, environment, economy, accessibility and social inclusion, as well as integration, and the estimated cost. Schemes are assessed and then scored in terms of a value for money score.
- 2.6 The project proposals along with the scores are to be considered at the Northern Corridor Workshop to agree what the recommended priority projects should be for allocation of s106 funding to form part of the rolling programme. Recommendations will be put to County Council Cabinet for approval. It is important to note that approval by Cabinet is to only allocate the s106 funding to schemes. The approved allocations of funding will enable the proposals to come forward for detailed work as part of the Council's Capital Programme. As these schemes are developed, detailed consultation will be undertaken on relevant schemes including further public consultation where appropriate.

### 3. **Assessed Member Project Proposals by Value for Money Score**

#### **Solar stud lighting along The Busway for pedestrians and cyclists (Histon and Impington)**

- 3.1 The provision of solar stud lighting at a cost of £100,000 or lighting columns at a significant extra cost for pedestrians and cyclists along the maintenance track between Milton Road and St.Ives. However, part of the length of the route is outside the Northern Transport Corridor Area and there will be a need to consider this holistically in terms of what is best in terms of improving accessibility for this strategic route. Further investigation is recommended .Value for Money Score: **8.33**.

#### **Station Road / High Street, Histon junction to improve traffic flow and increase safety (Histon and Impington)**

- 3.2 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. The cost of the scheme will be £70,000. Value for Money Score: **6.0**.

#### **Existing traffic calming measures on Arbury Road, near King's Hedges Road (Arbury)**

- 3.3 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. Value for Money Score: **5.0**.

#### **Address rat-running issue through Ramsden Square (King's Hedges)**

- 3.4 The proposal is to introduce traffic calming at a cost of £100,000 to reduce rat-running through Ramsden Square. There is limited scope to improve the signals settings at the Golden Hind junction to reduce delays that cause traffic to divert. Value for Money Score: **5.0**.

#### **Address rat-running issue through Lovell Road (King's Hedges)**

- 3.5 The proposal is to introduce traffic calming at a cost of £200,000 to reduce rat-running on Lovell Road. There is limited scope to improve the signals settings at the Golden Hind junction to reduce delays that cause traffic to divert. Value for Money Score: **5.0**.

#### **Review bus delays and parking on Cambridge Road and New Road, Impington (Histon and Impington)**

- 3.6 Review and develop ways of reducing bus delays, including a review of parking, at an estimated cost of £50,000. Buses are being delayed due to parked cars along Cambridge Road and New Road, Impington Value for Money Score: **4.5**.

### **Milton to Landbeach Cycle Route (Milton)**

- 3.7 The provision of a shared use pedestrian / cycleway between Landbeach and the A10 at Milton within the existing highway boundary at a cost of £250,000. Value for Money Score: **4.25**.

### **Improvements to Gilbert Road/Milton Road junction (West Chesterton)**

- 3.8 Safety improvements to the cycle lanes at the junction at a cost of £20,000 with possible 50% match funding. Value for Money Score: **4.0**.

### **Ring Fort Path (Orchard Park)**

- 3.9 Proposal to build a shared use path from Ring Fort Road to the roundabout on the A14 intersection at Histon to provide a direct access for pedestrians and cyclists. This new link will provide a shorter route between Orchard Park and Histon and increase the number walking and cycling. Construction will be costly at £350,000, as the link will cross the A14 embankment, which has stability problems and may need strengthening. Value for Money Score: **4.0**.

### **King's Hedges Speed Reduction and Parking Controls (King's Hedges)**

- 3.10 Proposal to introduce traffic calming/management features to reduce vehicle speeds between St.Kilda Avenue and Milton Road and review parking on King's Hedges Road following the introduction of parking charges at CRC. Estimated scheme cost £200,000. Value for Money Score: **3.33**.

### **Fen Road Link Road (East Chesterton and Milton)**

- 3.11 The proposal is to provide a link road between Fen Road and the proposed Science Park Station and Cowley Road. This would involve the construction of a new bridge over the rail line requiring planning permission and land acquisition at a cost of approx £10 million. Scores poorly in terms of improving strategic accessibility and value for money. However improved pedestrian and cycle links are planned from Fen Road to the proposed station as part of that scheme which is proposed to be consulted on shortly. Value for Money Score: **2.4**.

### **Elizabeth Way Cycle Lanes (West Chesterton)**

- 3.12 To provide 2 x 1.8 metre wide cycle lanes on road on the single carriageway section of Elizabeth Way by removing the second northbound traffic lane at a cost of £200,000. However, the route is not a high priority blue route for cycling in the city. Value for Money Score: **2.33**.

### **Fen Road Traffic Calming (East Chesterton and Milton)**

- 3.13 Review and improve the existing traffic calming to provide a better environment for cyclists and pedestrians. Estimated cost £250,000. However, the proposal does not link directly to mitigating the impact of new development and the funding use may be challenged. Issues and

options are being considered by the Fen Road members Steering Group who are looking at long and short-term objectives for this area. Value for Money Score: **1.75**.

**Victoria Road improvements for cyclists (Arbury and West Chesterton)**

- 3.14 Provision of cycling facilities along Victoria Road. However, space is limited. There is no room for off road facilities and reallocation of road space could lead to safety issues. Estimated cost £25,000. Value for Money Score: **1.0**.

**B1049 Cottenham Road Junction, Histon (Histon and Impington)**

- 3.15 To consider junction improvements to assist traffic emerging onto the B1049 from Cottenham Road by construction of a mini-roundabout or traffic signals at an estimated cost of £150,000. A mini roundabout is unlikely to be considered safe at this location and signals may encourage increased traffic on Cottenham Road. Value for Money Score: **0.33**.

**King's Hedges Road/Arbury Road/Circus Drive Junction (Orchard Park)**

- 3.16 This proposal to add a right turn stage from the east will increase delay and congestion for all users in the area. The additional delays may make it quicker for drivers to turn off at the previous junction as they currently do. For these reasons the scheme scores **negative**.

**Arbury Road/Mere Way Junction, Mere Way/Carlton Way and Stretton Avenue (Arbury)**

- 3.17 The above proposals to improve safety, cycling facilities and existing traffic calming which is not cycle friendly have already been approved by County Cabinet in July under *Cycle route improvements from Orchard Park to City Centre*.

**Real Time Passenger Information on the A10 (Milton)**

- 3.18 S106 funding of £175,000 is already earmarked for RTPI displays at Milton, Histon, Impington and Cottenham, and Better Bus Area Funding for Milton Road, Green End Road and Histon Road.

**Bus Routes and Services along Milton Road (King's Hedges and West Chesterton)**

- 3.19 The services provided along Milton Road are operated on a commercial basis by Stagecoach without any financial contribution from the County Council. An increased frequency currently would not be commercially viable.

**Improving/reinstating direct bus service from Landbeach to Ely (Milton)**

- 3.20 The decision to change Service 9 was a commercial decision by Stagecoach over which the County Council has no direct control.

Officers have raised concerns with Stagecoach and will explore whether there are alternative ways of providing a service.

**Guided Buses at Orchard Park (Orchard Park and King's Hedges)**

- 3.21 Buses are often full when reaching Orchard Park, but frequency has been increased to 15 minutes from 20, which should help to alleviate capacity problems.

**Mitcham's Corner transport issues (West Chesterton)**

- 3.22 The County Council has received funding to improve accessibility/reliability of northbound buses onto Milton Road. This work is funded through the Better Bus Area Fund (BBAF) programme and a proposal will be consulted on soon, for implementation in 2013. It is understood that the local community has aspirations to improve the quality of the environment of Mitcham's Corner and the City Council considers that long term improvements to the built environment (including the public highway and pedestrian/cycle experience) can be considered and investigated in line with Local Plan and Transport Strategy which are being progressed.

**Bus Journey Times and Reliability (All Wards)**

- 3.23 Bus priority equipment, which is able to give priority to buses that are late, is being introduced at a number of sites on radial routes within the city, and is funded from a combination of S106 and Better Bus Areas Fund.

**4. Next Steps in the Approval/Implementation Process**

- 4.1 Following outcome of the workshop to discuss and agree priorities, it is intended to make a report to Cabinet in November 2012. The views expressed by local members of the Northern Corridor Workshop will be included as this is key input into the decision to make these local transport improvements.
- 4.2 If Cabinet approve allocation of s106 funding to any scheme, the usual separate approval scheme process will follow, with design and consultation on proposed options prior to implementation.
- 4.3 Member's comments are invited on the proposals contained within this report, as well as further proposals invited for future assessment in building the rolling programme referred to earlier.