

WEST AREA CORRIDOR FUNDING

Note to Members of Cambridge City -West Area Committee (Revised)

From: Dan Clarke, Capital and Funding Manager

Date: 14th Nov 2013

1.0 INTRODUCTION

1.1 The purpose of this paper is to inform Members of the process for allocating Corridor Area Transport Plan (CATP) S106 funding. It is also to update on progress on funding and schemes. Views of the Committee are also welcome on additional schemes for future consideration and assessment for funding.

2.0 BACKGROUND

2.1 Transport s106 contributions are collected in Cambridge City and South Cambridgeshire largely through the Corridor Area Transport Plan (CATP) process. Contributions are collected from a number of developments, towards a range of schemes and principles that are included in the plans

2.2 The plans have been formally adopted by the City, South Cambridgeshire and the County and the allocation of funds must adhere to the principles in the plans. This is principally about mitigating the impacts of growth and improving accessibility and travel by sustainable modes.

2.3 A process is in place between Cambridge, South Cambridgeshire and Cambridgeshire, for making recommendations for allocating the pot of S106 funding which currently includes some £156,874 for the Western Corridor, £239,199 for the Eastern Corridor and £2.6m for the Southern Corridor. The Plans themselves form the starting point for considering schemes for funding, and officers from the authorities are asked for views on appropriate schemes that mitigate the effect of additional transport related movements from new development.

2.4 Views are also sought from the Area Committees on proposed schemes as well as suggestions for schemes which fit with the objectives of the CATP. Suggestions are then assessed using a Project Assessment Form, to establish a value for money score. The schemes and their assessment results are then taken back to the Area Committees to seek views on priorities/ additional schemes for consideration

2.5 Further consideration is then undertaken on the proposals to ensure fit with Area Transport Corridor Plan approach ahead of making

recommendations to Lead Portfolio holder and Cabinet for proposed funding allocations.

3.0 PROGRESS UPDATE

3.1 The table below sets out status and next steps with projects in the Western Corridor.

WCAPT Schemes	Original S106 funding allocation	Current Status	Next Steps	Date
Madingley Rd Cycleway Improv	£246,000	Complete		
Increased frequency of Citi service 6	£475,000	Complete		
Cambridge-Cambourne – St Neots bus service improvements	£500,000	Complete		
Ring Road Signage	£13,000	Project in progress due to complete 13/14	Complete project	March 2014
Improvements to western bus journeys	£10,000	Complete		

The table below sets out status and next steps with projects in the Southern Corridor.

SCAPT Scheme	Original S106 Funding allocation	Current status	Next Steps	Date
Lighting the guided busway cycle way	£100,000	A Design Brief has been prepared, planning applications being prepared	Discussions with Planning Officers. May need additional budget	Jan-14
Feasibility study into installation of bridge linking Leisure park & CB1Station area	£12,500	To be commenced	Initial stages of work have flagged a land rights issue. Following a small change in layout	Oct 2013

			between outline and detailed planning permission there is now an issue with the landing site for the bridge. This will need to be resolved before any further work is carried out.	
Remodelling Long Road Cycleways	£100,000	Package of minor improvements has been developed and detailed cost estimate obtained. Two cost options, one at £150,000 and one at £180,000	Additional £80,000 needed for scheme. Consultation on scheme.	Jan-14
Improvements to Brooklands Avenue Bus Stops & Shared use paths	£50,000	City Council has commenced design of improvements to shared use path. Bus	Follow up discussions with local members to ascertain specific issues to be addressed	Apr-14
Improvements to Cherry Hinton High St traffic calming	£250,000	Two consultation events have been held in Cherry Hinton to seek the public's view on how the High Street could be improved.	Consultation responses to be reviewed. Discussions with local members. Start to develop range of options for consultation. Likely to need additional funds for a high quality scheme.	Jan-14
Ring Road and Radial Route Signing review	£50,000	Scope of Project to be defined in consultation with members to ascertain problems.	Surveys/sign audits undertaken.	Aug 2013
Feasibility study into improving access from Hauxton Road Bridge to Busway:	£10,000	To be commenced	Follow up with local members to ascertain specific issues to be addressed in project. Queries have been raised regarding specific need for	Apr-14

			this.	
Hills Road Bridge Steps	£500,000	Mott McDonald are developing designs which includes a steel structure incorporating steps.	Review designs. If planning required submit application.	Jan-14

The table below sets out status and next steps with projects in the Eastern Corridor.

RTPI along Coldhams Lane	£155,000	Continuing to install RTPI along this transport corridor	Final phase to be completed in 2013/14	April 2014 Finish
Newmarket Road bus priority- part 1	£100,000	Detailed design work to start. Consultation with the local community	3 options have been drawn up which now need to be assessed by the road safety team. Consultation with members and local residents	Oct 2013 Nov 2013
Crossing provision, Ditton Lane/Newmarket Rd	£60,000	Following preliminary work, modeling of impact of potential schemes has begun. To be wrapped up with review of Newmarket Road/Ditton Lane roundabout.	Once modeling is complete, options will be worked up. Further funding may be required and so may return to the Area Committee for a further allocation.	Jan-14
The Tins Phase 2	£275,000	Ongoing discussions with landowner. Scheme proposal has been consulted on via extensive letter drop. Good level of support.	Detailed negotiations with landowners on purchase of land and timings for construction	Apr-14
Radial Route Signing	£50,000	Currently the team responsible are assessing the scope of the project.	Carry out an audit on existing signs on the radial route.	Jan 2014
Feasibility study into installation of bridge	£12,500	To be commenced	Initial stages of work have flagged	Oct 2013

linking Leisure park & CB1 Station area			a land rights issue. Following a small change in layout between outline and detailed planning permission there is now an issue with the landing site for the bridge. This will need to be resolved before any further work is carried out.	
Removal of unnecessary street signage	£50,000	Currently the team responsible are assessing the scope of the project.	Carry out an audit on existing signs within the city but not on the radial route.	Jan 2014
Refreshing cycle path and cycle lane Perne Rd/Cherry Hinton Rd r/about, traffic flow and safety issues	£105,000	Project being considered as part of on-going programme of cycle works.	Engagement with local members to understand issues and to begin work on scope of the scheme.	Apr-14
Contraflow cycling signage. First Phase - 15 sites across the city, with a number in East Area.	£50,000	Possible schemes are now with Road Safety Team to undertake Safety Audits on each scheme.	Focussed consultations on each individual scheme.	Jan-14
Tenison Rd traffic calming scheme	£245,370 (Match funded with an additional £250,000)	Preliminary designs are complete and currently being reviewed by CCC and the City	Consultation on preliminary designs before detailed design work is complete.	Dec 2013/Jan 2014

Next Steps in the Approval/Implementation Process

- 4.1 Views from the Area Committee will be fed back and considered when making recommendations on proposals for funding allocations to a future County Cabinet meeting. Following Cabinet approval to allocate s106 funding to any scheme, the usual separate approval scheme process will follow, with design and consultation on proposed options prior to implementation.
- 4.2 The Area Committees is asked to note the programme for progressing schemes in the area and welcome your views on other suggestions

/schemes for consideration and assessment of fit with Area Corridor funding.

Corridor Transport Plan S106 contributions – Briefing Note

Planning obligations

Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy. One of the common uses of planning obligations is to secure financial contributions to provide infrastructure.

The legal tests for when you can use s106 agreements are set out in regulation 122 and 123 of the Community Infrastructure Levy (CIL) Regulations 2010 as amended. Prior to this act coming into force these tests were outlined in guidance; however since the introduction of the CIL regs the tests have legal force.

The tests are:

1. necessary to make the development acceptable in planning terms
2. directly related to the development; and
3. fairly and reasonably related in scale and kind to the development.

Within the Area Corridors the county council collects S106 payments for transport infrastructure in two ways

- Contributions for specific pieces of infrastructure
- Contributions toward delivery of the Corridor Transport plans

Corridor Transport Plans

The purpose of the Corridor Transport plans is to;

- identify new transport infrastructure and service provision that is needed to facilitate the development of Local Plan allocations in Cambridge and adjoining parishes in South Cambridgeshire. The plans set out measures considered necessary to mitigate the impacts of new trips generated by the proposed new development within the local plan.
- identify a fair and robust means of calculating how individual development sites in the area should contribute towards the fulfillment of that transport infrastructure. The mechanism for calculating contributions was formulated

with regard to the guidance of DETR Circular 1/97 (Planning Obligations) and Planning Policy Guidance Note 13 (Transport), with the emphasis on achieving necessary transport infrastructure to allow development in a fair, open and equitable manner.

In line with current national and local transport policy, the emphasis of any new transport capacity created in the corridor will be on pedestrians, cyclists and public transport. By identifying how additional capacity of this nature can be provided, the plan aims to:

- not increase 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.

CCC recognises that the schemes contained within the Corridor Transport Plans are not exhaustive and so whilst funding collected has been used to fund those schemes listed within the plans, CCC have also collected suggested schemes from local members which will help deliver the aims of the plan. These schemes are then filtered to ensure that they comply with both the legislation which relates to S106 contributions and meets the aims of the Corridor Transport Plans. Below is the filtering process.

Legal Filter

Does the proposal meet the tests contained with Reg 122.

First Filter – Proposed project fit with Cambridge Corridor Area Transport Plans and Market Towns Transport Strategies

1. In line with current national and local transport policy, the emphasis of any new transport capacity in the area is on public transport, traffic restraint, cyclists and pedestrians. By identifying how additional capacity of this nature can be provided, the plan aims to:
 - a. minimize, mitigate or manage any increase in car traffic in the area, particularly during the peak hours;
 - b. increase the proportion of journeys made by bus, cycle and on foot;
 - c. manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
 - d. minimise the environmental and economic impact of transport;

- e. direct relationship to development providing contribution.

Second Filter- deliverability, affordability and value for money of proposed project

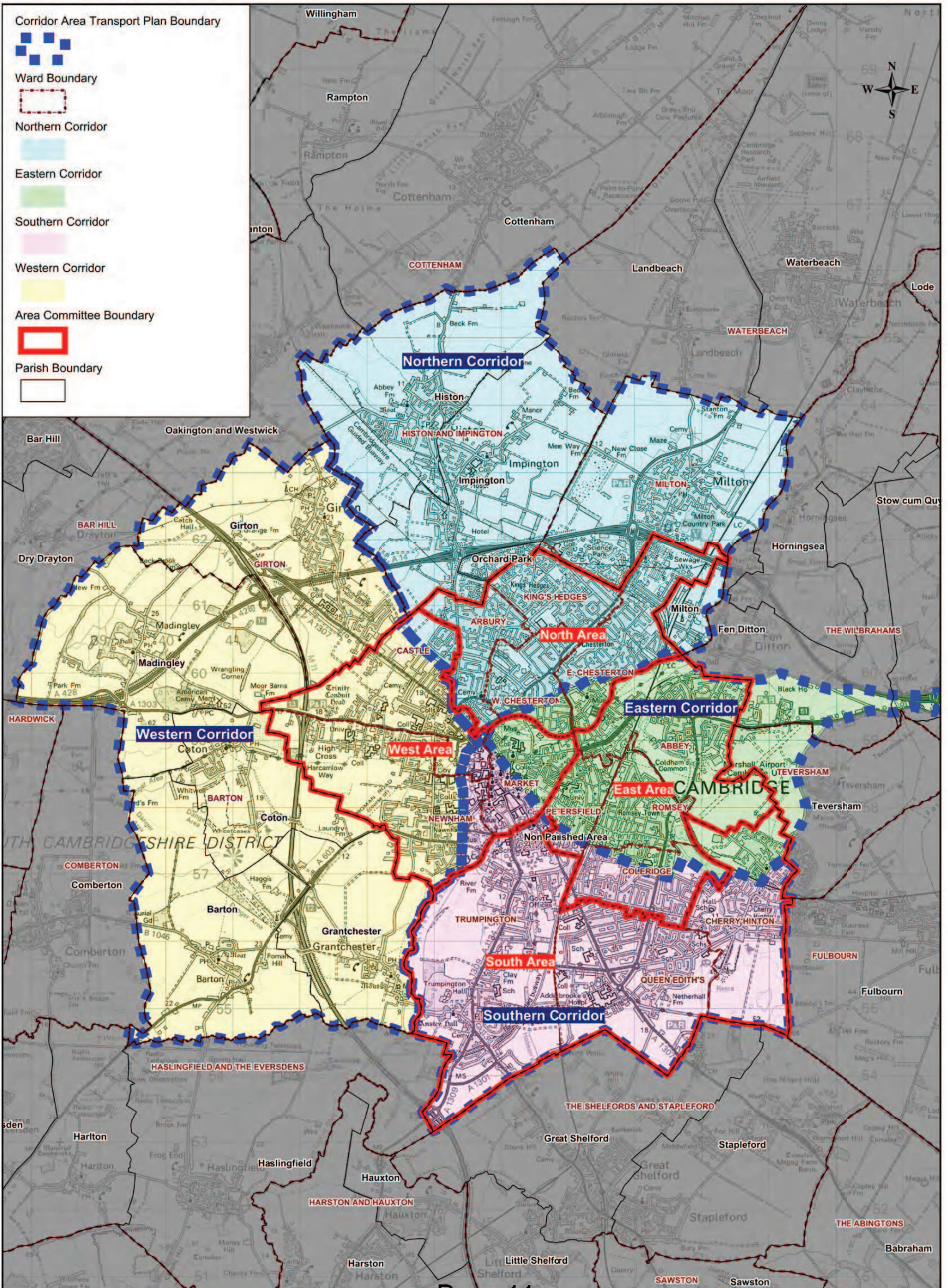
2. Consider proposed project in respect of each of the following criteria:
 - a. Deliverability – The extent to which a project is deemed likely to deliver the expected benefits within the declared cost/time/quality envelope.
 - b. Affordability – The extent to which the level of expenditure and financial risk involved in a project can be taken on, given total level of financial contribution received from developers in area of transport plan or strategy.
 - c. Value for money – The optimum combination of whole-life cost and quality (or fitness for purpose, ensuring all points raised in first filter above are met), as well as to meet the expected transport infrastructure of service improvements of the local community
 - d. Match funding – The level of match funding that the project will attract, where applicable, that will increase affordability and raise project profile accordingly.

Third Filter – Prioritisation of proposed projects based on Cost Benefit Analysis

3. To quantify in monetary terms as many of the costs and benefits of a proposal as feasible, considering for transport purposes the points in the above filters and the following when completing the Transport Project Assessment and Prioritisation Form:
 - a. changes in business and non-business travellers' journey time and journey reliability, vehicle operating costs, fares and other related changes
 - b. the potential to reduce road casualties
 - c. the effects of better transport interchange on traveller journey times
 - d. impacts of noise
 - e. impacts on greenhouse gases
 - f. Impact on public health in terms of opportunities for individuals to participate in exercise, as well as resulting in reduced emissions
 - g. Supporting businesses by considering positive effects, for example provision or enhancement of infrastructure to encourage sustainable methods of travel, as well as considering negative effects, such as loss of customer parking.

If a scheme successfully passes through these three criteria then it will be recommended for approval by Cambridgeshire County Council Cabinet.

Cambridge Corridor Area Transport Plan, Area Committee, Ward and Parish Boundaries



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