

## **NORTHERN AREA CORRIDOR FUNDING**

### **Note to Members of Cambridge City Council - North Area Committee**

**From: Philip Crack, Head of Major Transport Infrastructure Delivery,  
Cambridgeshire County Council**

#### **1. Background**

- 1.1 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, pooled and then spent on a range of schemes that are included in the plans themselves.
- 1.2 The purpose of this paper is to inform members of the process for allocating this funding and to review of potential projects that are being considered to be supported by Northern Corridor funding. This report will be the first in a series.
- 1.3 Members should note that the wards comprising the NAC 'area' sit almost completely within the NCATP area, however the Parishes of Histon, Impington and Milton also sit in the NCATP area.
- 1.4 To provide context, North Area Committee (NAC) Members are asked to note a process has been developed by Officers of the City, County and South Cambs to formulate recommendations for use of CATP funding.
- 1.5 Officers from all three Councils will identify appropriate schemes on which the money can be spent, which in this area are for schemes within the Northern CATP, that mitigate the effect of additional transport related movements from new development.
- 1.6 Officer recommendations are followed by consideration by Portfolio Holders at each of the Councils. During this process careful consideration is given to the developments that have provided this funding (via the S106 and as part of planning permission) to ensure that the expenditure can be viewed as providing direct mitigation of the impact of that development.
- 1.7 There is now approximately £2M in the NACTP pot available. Initial officer recommendations for some s106 spending are set down below. Members are invited to comment on those recommendations.
- 1.8 Members of the Committee are also invited to suggest other similar transport projects for consideration for funding; noting that the funds would have to be spent on schemes/improvements within the

geographical boundary of the Northern CATP plans and also comply with the requirements of 1.1, 1.5 and 1.6 above.

## **2. Current Officer Recommendations for Scheme Funding**

### **NCATP Schemes**

#### **2.1 *Mere Way/Carlton Way Traffic Calming Measures: £250,000 (NCATP)***

It is proposed that implementation of a scheme be undertaken to amend the existing 125mm road humps to a traffic calming scheme that is more cycle friendly such as single central cushions with planted build outs.

This route is the main link from The Busway to the City Centre and is likely to establish itself as one of the main north-south cycle routes with usage likely to increase enormously.

#### **2.2 *Kings Hedges Road/Arbury Road Crossing: £50,000 (NCATP)***

Currently, the crossing for pedestrians (in particular) of Arbury Road where this meets Kings Hedges Road is inadequate. The Community Centre off St Catherine's Road is effectively inaccessible, with no dropped kerbs at the crossing point. No consideration has been given to the ongoing westbound journey along Kings Hedges Road beyond Arbury Road. Also, the eastbound journey towards the Buchan Street shops is similarly difficult.

The provision of appropriate dropped kerbs would provide pedestrians (many young parents with children and buggies) suitable access to the community centre. Future crossing movements would then become much easier and safer. This proposal was considered at a recent stakeholder workshop, with representation from City Council, Cambridge Cycling Campaign, Sustrans, Cyclists Touring Club and CCC.

#### **2.3 *Chesterton Cycle Bridge: up to £1,500,000, dependent on study (NCATP)***

The proposal is for a cycle and pedestrian bridge along the alignment of the rail corridor, possibly cantilevered from the existing rail bridge or possibly an independent structure, which is dependent upon the outcome of initial studies, estimated at £10,000, with ramps down to Fen Road near the level crossing and the National Cycle Network on the Jubilee path. The benefits are links between key housing and employment areas along this direct alignment, giving a real advantage to cycling and walking over other modes contributing to mode change.

A river crossing at this point is conspicuous by its absence. With the prospect of a railway station at Chesterton this alignment becomes of critical strategic importance. The bridge would form part of a north-south strategic cycling and walking corridor, the so called "Chisholm Trail", which will take shape over time as elements become available for implementation. In the interim (until full implementation is possible) the bridge crossing still has good value for users in its own right. The creation of a cycle and pedestrian crossing of the river would link to the network on both sides.

#### **2.4 *Radial Route Signing: £50,000 (NCATP)***

A key element in reducing congestion and maintaining safety is the use of clear and concise signage. Over the years signage has built up in an ad-hoc fashion leading to unnecessary and confusing signage.

Much of the city's ring road has been largely re-signed over the past few years and there is now a need to review and rationalise signage on the radial routes to ensure consistency in routeing, destinations, to remove unnecessary signs and to meet current legal requirements.

All of the radial routes require a full review of directional signs, with the routes funded from the respective corridor area transport plan. This would include Milton Road and Histon Road within the NCATP

### **3. Next Steps in the Approval/Implementation Process**

- 3.1 When County Cabinet are asked to approve Officers recommendations they will also be advised of the views expressed at North Area Committee members as this is a key input into the decision to make these local transport improvements.
- 3.2 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.
- 3.3 Member's comments and proposals are invited.

Philip Crack  
Head of Major Transport Infrastructure Delivery  
Cambridgeshire County Council  
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