

Southern Corridor Area Transport Plan Funding and Project Proposals

Note to Members of South Area Committee – 5th September 2012

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1. Background

- 1.1 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.
- 1.2 The purpose of this paper is to update members, following the paper presented at the March Committee meeting, on the process for allocating s106 funding and review the project suggestions made by members that have the potential to be supported by Southern Corridor Area Transport Plan (SCATP) funding. The principal factor for fit with the CATP is to mitigate the effect of additional transport related movements from new development, with 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>
- 1.3 As in the previous note on context, it is important to note that the process has been developed by Officers from Cambridge City, South Cambridgeshire and County Councils.
- 1.4 It is important to work with local communities in developing a rolling programme of projects funded from s106 allocations. This process commences with South Area Committee Member project proposals, provided after the initial note to Members outlining the requirements that projects need to meet in order to comply with the conditions of the SCATP, which are then assessed against the Project Selection Criteria, approved at County Cabinet on 10th July 2012 for allocating contributions to future transport schemes. The Project Selection Criteria approach incorporates the Transport Project Assessment and Prioritisation Form to provide scores from the assessment and the estimated cost resulting in a value for money score.
- 1.5 Results of the project proposal scores are reviewed by South Area Committee Members to agree allocations of s106 funding to a rolling programme of projects that form the recommendations to 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.

2. Assessed Member Project Proposals by Value for Money Score

Lighting on the Guided Busway cycleway (Trumpington)

- 2.1 The Guided Busway from the City Rail Station to the Trumpington Park and Ride Site is not lit. This scheme will significantly improve safety at night and increase pedestrian and cycle usage at night. Provision of solar studs would cost £30,000 or lighting columns would cost £100,000. Value for Money score: **10.5**.

Installation of a bridge to link the Leisure Park with the Railway Station (Trumpington and Coleridge)

- 2.2 A pedestrian bridge over the rail line between the 2 sites would provide a direct link to the Leisure Park facilities and multi-storey car park at a cost of £3 million. The link would significantly improve access between the station and leisure area and reduce walking time leading to a likely increase of use of both facilities. However, planning permission and the agreement of Network Rail would be required. Value for Money score: **6.4**.

Re-modelling of Long Road Cycleways (Queen Edith's and Trumpington)

- 2.3 Improvements can be made to the existing shared use paths on both sides of Long Road by widening and resurfacing where appropriate, and relocating posts between Trumpington Road and Hills Road as appropriate. These works will improve access to the hospital and 6th Form college. All works are within the highway at an estimated cost of £100,000. Value for Money score: **5**.

Re-siting of the Brooklands Avenue bus stop away from grass verges and improvements to the infrastructure for cyclists and pedestrians (Trumpington)

- 2.4 It is proposed that the existing bus stop on the north side of Brooklands Avenue at the Trumpington Road end be re-sited away from the grass verge or that the existing verge at the stop is paved over. Also the existing shared use path on the north side be widened to match the already improved section of shared use path for a distance of 50 metres at the Trumpington Road end. This proposal will improve facilities and safety for pedestrians and cyclists. All works are within the existing highway at an estimated at £50,000. Value for Money score: **4.5**.

Radial Route Signing extended to include other major routes in the area such as Babraham Road, Queen Edith's Way, Mowbray Road and Fendon Road (Cherry Hinton and Queen Edith's)

- 2.5 Removal of unnecessary signs to reduce clutter, improve the visual environment and ensure all statutory restrictions and controls are enforceable at a cost of £50,000. Value for Money score: **3.33**.

Improvements to Cherry Hinton High Street (Cherry Hinton)

- 2.6 The existing village High Street is already traffic calmed with some facilities for pedestrians and cyclists. It is proposed to enhance the existing features in order to improve safety for cyclists and pedestrians. These improvements can be done within the existing highway at an estimated cost of £250,000. Value for Money score: **3.25**.

Improvements to Hauxton Road Bridge (Trumpington)

- 2.7 It is proposed to provide a pedestrian/cycle access from the highway bridge on Hauxton Road over the Guided Busway near the Trumpington Park and Ride site. This will significantly improve pedestrian and cycle access to The Busway. However, land outside the highway may be required as the site is constricted by adjacent housing. The works are at an estimated cost of £500,000. Value for Money score: **1.8**.

Long Road Bridge Ramp / Steps (Queen Edith's and Trumpington)

- 2.8 It is proposed to provide a pedestrian/cycle access from the highway bridge on Long Road over the Guided Busway. This will provide further access for pedestrians and cyclists to The Busway. However, an access already exists some 100 metres from the bridge. Land outside the highway may be required. The works are at an estimated cost of £500,000. Value for Money score: **0**.

Supporting the implementation of the South Area Parking Review (Cherry Hinton, Queen Edith's and Trumpington)

- 2.9 The South Area Parking Plan will be subject to exhibitions and local input this autumn with a tentative timescale of being adopted by the Cambridge Area Joint Committee in January 2013. If adopted it would then be possible to consider costs of implementation and the spend profile. Value for Money score: **Not Determined** at this stage due to lack of cost estimate.

Reverse rural bus subsidy cuts (All Wards)

- 2.10 A proposal to reverse rural bus subsidy cuts would have to be a countywide decision taken by the County Council Cabinet. Value for Money score: **Not Determined** at this stage due to lack of cost estimate.

Improved maintenance of trees where they overhang signage (All Wards)

- 2.11 The proposal is to improve tree maintenance where they overhang signage, however, this is a maintenance function which has its own budget. Value for Money score: **Not Determined** as budget provision is with Area Maintenance Manager, South Highways Division.

3. Next Steps in the Approval/Implementation Process

- 3.1 When County Council Cabinet are asked to approve the recommendations, next report planned for November 2012, the views expressed by South Area Committee Members will be included as this is key input into the decision to make these local transport improvements.
- 3.2 Following approval by Cabinet 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 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.