

EASTERN AREA CORRIDOR FUNDING

Note to Members of Cambridge City - East Area Committee

From: Dan Clarke, Capital and Funding Manager

Date: June 2014

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 with funding and schemes. Views are also welcome on additional scheme suggestions for consideration and assessment for eligibility of funding.

2.0 BACKGROUND CONTEXT & POLICY UPDATE

- 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, and pooled towards a range of schemes and principles that are included in the plans
- 2.2 The plans were formally adopted by the City, South Cambridgeshire and the County more than a decade ago and allocation of funds must adhere to the principles or support delivery of schemes identified in the plans. In broad terms, schemes need to demonstrate a link to growth, and mitigating the impacts of that growth and or improving accessibility and travel by sustainable modes. While a substantial number of the schemes set out in the Area Plans have now been delivered, the principles and approach remain relevant.
- 2.3 In addition, the County Council has adopted a new Transport Strategy on the 4th of March 2014 for Cambridge and South Cambridgeshire. The aim of the strategy is to ensure that the transport network continues to support economic growth and development. It prioritises sustainable alternatives to the private car with the aim of reducing the impacts of congestion on sustainable modes of transport. This sets out a clear strategy and policy approach, outlining the key measures and interventions needed to support growth and mitigate its' impacts. This also provides an update in terms of key measures and interventions needed as a follow on to the Area Corridor plans. Link below to Strategy
- <http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Agendaltem.aspx?agendaltemID=9402>
- 2.4 Consideration will be given to the adopted Transport Strategy when assessing the suitability of the Area Corridor S106 scheme proposals.

- 2.6 In addition, it is worth drawing Members attention to the fact that a Community Infrastructure Levy (CIL) charge is to be introduced shortly. This is a levy that local authorities can choose to charge on new developments in their area towards infrastructure needed to support growth. This will also mean restrictions on the pooling of Section 106 contributions (allowing a maximum of five contributions to be pooled). Both the City Council and South Cambridgeshire District Council propose to introduce CIL from April next year. Both authorities propose to fund transport infrastructure (unless on major strategic sites) through CIL. This means that from April 2015, we will only be able to collect S106 towards site specific infrastructure and infrastructure needed to mitigate the impacts of growth. Therefore the need for prioritising S106 funding will cease and a process for prioritising CIL funding will need to be agreed.
- 2.7 In addition, a City Deal for the Greater Cambridge area has been successfully agreed with Government, which commits £100m to the area to support delivery of schemes from 2015 to 2020 with potential to secure up to £400m beyond that period if key milestones are met. The funding is for delivering transformative improvements to the transport network in support of growth and economic prosperity. A programme of priorities and timetable will need to be agreed by the City Deal Board in due course based on the Transport Strategy. Consideration will need to be had regarding the City Deal programme when recommending schemes for Area Corridor funding to ensure a coordinated approach is taken.

3.0 PROCESS

- 3.1 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 £254,907 for the Eastern Corridor. There is currently £500,000 of contributions within signed S106 agreements but not yet collected.
- 3.2 Officers review Area Corridor Plans/ Transport Strategy and make recommendations for schemes and proposals for progressing. Views are then sought from the Area Committees on proposed schemes as well as suggestions for schemes which fit with the objectives of the CATP. Schemes are initially sifted to ensure that they fit with the aims of the Area Corridor plans, being linked to development in the area, mitigating the impacts of additional trips generated from those developments, as well as helping to deliver the aims of the Cambridge and South Cambridgeshire Transport Strategy. Schemes should also improve accessibility and support travel by more sustainable modes such as public transport, cycling and walking.
- 3.3 Suggestions are then assessed using a Project Assessment Form where eligible schemes are scored against criteria which include

deliverability, safety, environment, economy, accessibility and integration with other transport infrastructure. This then gives a value for money score. Schemes with a score of 3 or more are considered to be acceptable in outline value for money terms. The higher the score is the better the value for money. The schemes and their assessment results are then taken back to the Area Committees to seek views on priorities/ additional schemes for consideration. Feedback from the Area Committees is taken into account when making recommendations to the County Council Committee

4.0 PROGRESS UPDATE

4.1 The table below sets out status and next steps with agreed priority projects in the Eastern Area.

| Scheme | Est cost | Current status | Next steps | Date |
|--|-----------------|--|--|-------------|
| RTPI along Coldhams Lane | £155,000 | Complete | Complete | |
| Newmarket Road bus priority- part 1 | £100,000 | Prelim designs completed, review process has highlighted need for wider network impacts to be assessed. | Further traffic modelling being undertaken. | Aug 14 |
| Ditton Lane/Newmarket Rd Cycle & pedestrian improvements) | £60,000 | Detailed Modelling on hold as work is on-going looking at the N/mkt Rd – Barnwell Rd roundabout. | Detailed design work, once a scheme has been established for the roundabout and implications are understood for this crossing. | Nov- 14 |
| The Tins Phase 2 | £275,000 | Detailed negotiations with landowners on purchase of land | Design from developer and planning agreement from City. Land transfer – legal agreement. | Sept- 14 |
| Radial Route Signing | £50,000 | Survey of the existing signs to be undertaken through Skanska. | Signs and posts to be removed or replaced will be identified and the subsequent work will be undertaken by Skanska. | Nov 2014 |
| Feasibility study into installation of bridge linking Leisure park & CB1Station area | £12,500 | Initial stages of work have flagged a land rights issue. Following a small change in layout between outline and detailed planning permission. The landing site for the bridge in the CB1 area needs to be determined in view of change. This is currently being investigated in the context of the approved layout by Cambridge City | Once issues resolved a brief will be written. | Oct 2014 |

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| | | Council. This is holding up any further work being undertaken. | | |
| Removal of unnecessary street signage | £50,000 | Survey work being carried out. Skanska have been appointed to carry out the work removing or amalgamating signs where appropriate. | A works order to be agreed for the removal of signs and posts as appropriate | Nov 2014 |
| Refreshing cycle path and cycle lane Perne Rd/Cherry Hinton Rd r/about, traffic flow and safety issues | £105,000 | Awaiting the completion and assessment of the Radegund Rd/Perne Rd scheme. This will inform the design of this scheme. | Detailed design following finding of Radegund Rd trial and consultation process to begin. | Oct - 14 |
| Contraflow cycling signage. First Phase - 15 sites across the city, with a number in East Area. | £50,000 | Stage 2 safety audit complete. Consultation process complete. | Traffic Survey on Panton Street needed. Finalise discussions regarding which sites need Traffic Regulation Orders. | Jan- 14 |
| Tenison Rd traffic calming scheme | £245,370 (Match funded with an additional £250,000) | Steering group did not support revised design. Further design work is being undertaken. County traffic signals team are working on revised designs for the signalled junctions on Tenison Road. | A Public Exhibition/Consultation will be held in early summer. | June 2014 |
| Eastern Gateway Feasibility Study | £50,000 | Traffic data collection commissioned including pedestrian and cycle movements | Initial traffic modelling. Topographic survey, engineering requirement assessment and estimated costs. | Dec 14 |

5.0 Schemes Suggested at the East area Committee meeting Oct 2013

The schemes below were suggested at the East Area Committee on the 17th October 2013. They have been assessed for eligibility given a Value for Money Score (3 or above being considered acceptable).

Schemes to be considered for recommendation to the County Councils Economy and Environment committee;

The following schemes are eligible for Area Corridor funding and have been scored to assess their value for money. The Area Committee is

asked to consider the amount available and the schemes suitable for funding and to recommend which schemes should go to the County Council Economy and Environment Committee for consideration.

5.1 Entrance to Stourbridge Common (£50,000) Value for Money Score 7.5

This is part of the strategic cycle route 11 and is an important route for residents from the city and surrounding villages into the City Centre and employment sites. The entrance to Stourbridge Common is currently a pinch point on this route, which impacts on accessibility. The scheme aims to improve access at the entrance and will encourage cycling, mitigating the impact of additional trips generated by new developments in Chesterton.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality strategic cycling and pedestrian network.

5.2 Chisholm Trail (Bridge) (£50,000) Value for Money 5

The Chisholm Trail is a proposal for a strategic route from the science park to the main station, including a link to the new science park station. The proposal is for the East Area Committee to contribute funding toward the bridge element of the Chisholm Trail which would provide access to the new Science Park Station. This element of the Chisholm Trail is anticipated to cost approx. £4.5m

This schemes meets the objectives of the Area Corridor plans as it is a piece of infrastructure that will significantly help to increase levels of cycling in the city, helping to off-set the impacts of additional trips generated by development.

This scheme is identified as a proposal in the Cambridge and South Cambridgeshire Transport Strategy.

5.3 Additional funding for Tenison Rd (£500,000)

The proposal is to extend the current Tenison Rd scheme to the surrounding area.

The work being carried out at Tenison Rd has identified further improvements that could be made to the surrounding roads which would help deal with the impacts of additional trips generated by the development at CB1 and the re-structuring of the traffic network in the station area. It is estimated that this work would cost an additional £500,000. If the committee wanted to see this work progress then they

would need to pool any future income as there is currently not enough funding in the pot for this work.

5.4 Bus Service from Newmarket Rd Park and Ride to Addenbrooke's (£95,000) Value for Money 6.3

A need has been identified for a bus service to run from Newmarket Rd Park and Ride to Addenbrooke's eventually serving the Wing development. It is proposed to run a pilot for 6 months which will need to be pump primed. The cost will be approx. £100,000 (with a potential £5,000 from Marshalls). Discussions are currently on-going between the transport assessment team at the County Council and Marshalls regarding which transport items will be included in the Section 106 agreement. Part of these discussions is the possibility of Marshalls providing S106 funding for this proposed bus service. It is recommended that we await the outcome of negotiations. However Members views are welcome on principle and whether Area Committee could contribute.

6.0 Next Steps in the Approval/Implementation Process

- 6.1 The Committee are asked to consider the proposals and recommend which schemes funding should be allocated to. Members will need to bear in mind the levels of funding when making recommendations, as there is insufficient funding to deliver all the schemes. Therefore priorities will need to be established; with reserves agreed should any additional funding be forthcoming.
- 6.2 Views from the Area Committee will be fed back and considered when making recommendations on proposals for funding allocations to a future County Committee meeting. Following 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.
- 6.3 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.