

WEST 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 £156,874 for the Western Corridor, £239,199 for the Eastern Corridor, £2.6m for the Southern Corridor. There is currently £300K of contributions within signed S106 agreements but yet collected (This includes the payment from the NW University site) for the Western Corridor.
- 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 tables below up-date on priority schemes in the Area Corridors covered by the West and Central Area Committee.

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

WCAPT Schemes	Original S106 funding allocation	Current Status	Next Steps	Date
Ring Road Signage	£13,000	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

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

Scheme	Funding allocated	Current status	Next steps	
			Activity	Date
Lighting the guided busway cycle way (southern Section)	£100,000	Detailed design and costing coming to completion. Additional £300K of funding is required.	Moving to planning submission – Committee in July Installation late summer.	July 2014 Sept 2014
Feasibility study into installation of bridge linking Leisure park & CB1 Station 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 to be	Once issues resolved a brief will need to be written.	Oct 2014.

		determined in view of change. This will need to be resolved in the context of the approved layout before any further work is carried out.		
Remodelling Long Road Cycleways	£180,000	Works complete, project out turn was £170,000.	Maintenance walkover and handover, final account to be agreed.	Sept 2014
Improvements to Brooklands Avenue Bus Stops & Shared use paths	£50,000	City Council working on designs.	Follow up discussions with local members on final scheme. Consultation.	July 2014
Improvements to Cherry Hinton High St traffic calming	£250,000	Initial consultation complete	Appoint consultants to draw up options for consultation.	Sept 2014
Ring Road and Radial Route Signing review	£50,000	Survey of the existing signs to be undertaken through Skanska.	Signs and poststo be removed or replaced will be identified and the subsequent work will be undertaken by Skanska.	Nov 14
Hills Road Bridge Steps	£500,000	Preliminary design complete and reviewed.	Continuing discussions with landowners.	July 2014

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

Scheme	Est cost	Current status	Next steps	Date
Real Time Passenger Information 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
Orchard Park to City Centre (Crossing provision, Ditton Lane/Newmarket Rd)	£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	£50,000	Survey of the existing signs to be undertaken	Signs and posts to be removed or replaced	Nov 2014

Signing		through Skanska.	will be identified and the subsequent work will be undertaken by Skanska.	
Feasibility study into installation of bridge linking Leisure park & CB1 Station 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 to be determined in view of change. This will need to be resolved in the context of the approved layout before any further work is carried out.	Once issues resolved a brief will need to be written.	Oct 2014
Removal of unnecessary street signage	£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
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 ped and cycle movements	Initial traffic modelling. Topographic survey, engineering requirement assessment and estimated costs.	Dec 14

5.0 Assessed Member Project Proposals

5.1 The schemes below were suggested at the West and Central Area Committee on the 14th November 2013. They have been assessed for eligibility given a Value for Money Score (3 or above being considered acceptable).

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

5.3 Huntingdon Rd Cycling improvements (Option 1 £500,000 and Option 2 £2,000,000) Value for Money 4.2

The purpose of this scheme is to extend the current proposed Huntingdon Rd cycle scheme. The County Council are currently consulting on a Cycling Scheme for Huntingdon Rd, it is proposed to move towards segregated cycle provision of the highest quality to give safe, direct, high capacity route that will attract non cyclists, and thus raise mode share for cycling towards 40% over a 10 year period. Huntingdon Road is a key route into the city for cyclists. There is currently a 1.4 metre wide mandatory on road cycle lanes in place.

It is proposed to remove some of the grass verge so as to be able to construct a 2.1 metre wide, uni directional cycle lane that is segregated from motor traffic and that segregates cyclists from pedestrians.

The scheme that is being consulted on currently runs from Girton Corner to Oxford Rd. This proposal looks at two options – Option 1 to continue the cycleway from Oxford Rd into Castle Hill (£500,000) or option 2 which would include option 1 and the continuation of the cycleway outbound to Girton (£2,000,000)

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by improving accessibility to key destinations, contributing towards the development of a high quality cycling and pedestrian network.

5.4 Renewal of Cyclepaths on Midsummer Common (£400,000) Value for Money 2.75

The aim of this project is to widen and improve the paths across Midsummer Common to make them better for both cyclists and pedestrians. Currently the paths are narrow and in poor condition. This causes conflict between pedestrians and cyclists. This project allocation would supplement the allocation of funding for maintenance of the paths on Midsummer Common allocated through the Transport Delivery Plan (£306,452). It would look to widen the existing paths creating better separation between pedestrian and cyclists encouraging

more cycling within the city. These paths link a number of new developments with the centre of town.

Consultation would be needed to ensure a wide range of views are sought on the scheme including the friends of midsummer common. There is the potential that this scheme would not be supported through the consultation process.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network, encouraging cycling into the city centre and militating against the impacts of developments particularly on the Northern Fringe for who this is a key route.

6.0 Schemes to be considered once the Access and Capacity Study is complete.

The County Council Access and Capacity study be looking at the issues outlined below and considering their impact on the wider network. Further funding may be required for more detailed studies or to implement recommendations. The Area Committee are asked to consider whether funding should be set aside to support any further work that may be required

6.1 Ring Road Junctions Study (£100,000) Value for Money 7.5

The purpose of this funding would be to look at more detail at any recommendations for junctions which come from the Access and Capacity study and look at detailed scheme design. The Junctions on the ring road have been identified as potential barriers to cycling and working as in many cases they present a risk to users due to poor design.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards the development of safety improvements at some of the key junctions within the city and by encouraging a move to more sustainable forms of transport..

6.2 Trumpington – City Centre Corridor additional schemes

The findings of the access and capacity study and the City Deal proposals for this corridor will inform any further work that is required. The committee is asked to consider whether funding should be set aside for further work on each of the individual areas outlined below.

6.3 Pembroke to Lensfield incl Double Roundabouts (£150,000) Value for Money 4 (Match funded with Safety Scheme funding)

This roundabout presents significant challenges to pedestrians and cyclists as well as being a pinch point for traffic. It is a current cluster site number CN6 and is number 27 on the cluster site list. It has been investigated by the safety team and there are initial recommendations which are in the process of a feasibility study. If the recommendations are feasible then this scheme could be delivered in 2015/16.

This delivers the aim in the Cambridge and South Cambridgeshire Transport Strategy to make safety improvements at the Trumpington Street/Fen Causeway / Lensfield Road / Trumpington Road junction

6.4 Package of measures to make Cycling Safer on Trumpington Street (£75,000) Value for Money 6.5

There are issues with cycling and pedestrian safety along Trumpington Street particularly at the Junctions. This work will improve cycling and pedestrian facilities, it ties in with work completed on Trumpington Rd and proposed work to the Pembroke double roundabout project and will encourage cycling by making this stretch of Trumpington Street safer for cyclists and also improve pedestrian facilities. This will encourage modal shift, mitigating the impacts of new development as it sits on a strategic corridor from the southern fringe sites to the city centre.

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

7.0 Madingley Rd to City Centre Corridor

The findings of the access and capacity study and the City Deal proposals for this corridor will inform any further work that is required. The committee is asked to consider whether funding should be set aside for further work on each of the individual areas outlined below.

7.1 Junction Improvements City end of Madingley Road (£100,000) Value for Money 4.6

Issues have been identified with the ability of Pedestrians and cyclists to be able to navigate the Junctions at the bottom of Madingley Rd. This scheme would support the existing cycle way along Madingley Road and make Madingley Rd, St Margret Road and Madingley Rd and Northampton Street Junctions safer for pedestrians and cyclists. This would improve accessibility for both cyclists and pedestrians.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network. As well as being considered as part of the Access and Capacity study these junctions may form part of the scope for the City Deal work proposed for this corridor.

- 7.2 Queens Rd (tbc)** – This scheme would look to improve the path on the West side of Queens Rd from west Rd to Madingley Rd as well as looking at the possibility of creating a wider path between West Rd and Sidgwick Avenue. This path currently is uneven and narrow and is unsuitable for cyclists; it also has significant pinch points. The aim would be to create a high quality cycleway to encourage cycling use.

This scheme meets the aims of the Cambridge and South Cambridgeshire Transport Strategy by contributing towards development of a high quality cycling and pedestrian network, encouraging cycling along a key route.

8.0 Ineligible schemes

- 8.1 Magdelene Bridge area, improve cycle safety** – There is no space in this area to put cycling/pedestrian improvements in place. It needs a more radical approach with traffic either being restricted to one way or restricted from entering the area. Interventions such as this will be considered as part of the on-going work to support the Cambridge and South Cambridgeshire Transport Plan.
- 8.2 Madingley Road Phase 2 Cycle Path Conduit Head to Madingley Park and Ride** – This project will be considered as part of the City Deal.
- 8.3 St Andrews Street and Sidney Street** – Having discussed with the Cycling Team what is required here is minor interventions such as signing and possible public realm works which don't fall within the remit of the Area Corridor Funding.

9.0 Schemes on hold

These schemes are on-hold awaiting further work and will come back to the Area Committee for consideration once work is complete.

- 9.1 Junction Improvements Grantchester St/Barton Rd** – A feasibility study is being funded through a Highways Improvement process. Once this study is complete a scheme can be developed and costed for this junction.
- 9.2 Lighting Barton Rd to Trumpington Rd (tbc)** – The aim of the scheme would look to light the road along the edge of Lammas Land

and the path which links Sheep's Green with Strategic Cycle route 11 through to Trumpington Rd. This would encourage more cycling by making this route safer. It would also encourage pedestrians. Further work is required to understand the on-going revenue implications for this scheme and discussion have started with colleagues in the County Council.

10.0 Next Steps in the Approval/Implementation Process

- 10.1 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.

Table: Summary of recommendations

Funding Available: £156,874	
Schemes to be considered for recommendation to the County Councils Economy and Environment committee	
Huntingdon Rd Cycling improvements	Option 1 £500K Option 2 £2m
Renewal of Cyclepaths on Midsummer Common	£400K
Schemes to be considered once the Access and Capacity Study is complete.	
Ring Road Junctions Study	£100K
Pembroke to Lensfield incl Double Roundabouts	£150K
Package of measures to make Cycling Safer on Trumpington Street	£75K
Junction Improvements City end of Madingley Road	£100K
Queens Rd Cycling Improvements	tbc

- 10.2 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.
- 10.3 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.