

EAST AND SOUTH AREA CORRIDOR FUNDING

To: Cambridge City Council - East Area Committee

Date: 15th December 2011

From: Joseph Whelan, Head of New Communities Service, Cambridgeshire County Council

1. Background

- 1.1 Transport s106 contributions are collected in Cambridge City and South Cambridgeshire largely through the Area Transport Plan 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 On 23 June 2011 the East Area Committee (EAC) received a report from the Head of Parking & Road Safety plus Head of New Communities Service at Cambridgeshire County Council regarding Southern Corridor Area Transport Plan (SCATP) and Eastern Corridor Area Transport Plan (ECATP) funds that have been collected. The report and discussion at Committee focused on the potential uses of the funds in the Cambridge City wards of Petersfield, Coleridge, Abbey and Romsey (these being the City Wards covered by the East Area Committee).
- 1.3 An action from that meeting was for the County Council's Head of New Communities to bring future reports to EAC for a review of potential projects that could be supported by East and South Corridor funding. This report is the first in that series.
- 1.4 The wards comprising the EAC 'area' sit almost completely within the ECATP area. However part of the Coleridge Ward sits within the SCATP area, hence this report deals with both ECATP and SCATP funding issues. A plan illustrating these boundaries is attached as Appendix 1.
- 1.5 To provide context, East Area Committee 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. 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 ECATP and SCATP 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 The Officer recommendations for 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 projects for consideration for funding, noting that the funds would have to be spent on schemes/improvements within the geographical boundary of the ECATP and SCATP plans.

2. Recommendations for Scheme Funding

ECATP Schemes

2.1 Newmarket Road Bus Priority – Part 1: £100,000

Newmarket Road is one the busiest radial routes in the city. There are a number of areas where congestion impacts on journey times, having a significant effect on the reliability of bus journeys. One area where there is scope to improve the situation, is the eastbound approach to the Barnwell Road roundabout.

The eastbound approach would be redesigned to make better use of the little utilised left turn lane. The design would need to incorporate facilities to accommodate cyclists using the junctions. Adjustments to the kerbs and traffic islands would be necessary and clear signage would also be

required. The removal of existing road markings and surface treatments and the reinstatement of service ducts will shorten the residual life of the carriageway and the most appropriate way of achieving this will be to resurface.

It is envisaged that there would be significant benefits in reducing congestion and improving the reliability of the Park and Ride service. Additional benefits would be achieved in reduced vehicular exhaust emissions.

2.2 Crossing Provision, Ditton Lane/Newmarket Road: £60,000

This busy area caters for large amounts of traffic quite effectively, although the needs of cyclists and pedestrians are not taken properly into account. Essentially, there are two sections of path separated by the busy Ditton Lane with pedestrian or cyclist provision for crossing. The lack of a toucan crossing at this location devalues the existing cycling facilities along this part of Newmarket Road.

The site has a high cycle use and pedestrian footfall, many of whom are accessing local schools and nurseries.

Advice from the County Council Traffic Signals Team notes that changes to the way the signals operate will be required in order to incorporate a pedestrian/cycle phase. This change will have an effect on waiting time for general traffic at this junction.

2.3 The Tins Phase 2: £275,000

This is an extension of the newly improved Tins path, as previously planned, and was approved by Cabinet subject to additional funding becoming available. It would link with the improved path, which runs from Brookside, off Perne Road, to just beyond Next Generation by continuation of the widened Tins Path from its end point (west of Next Generation) to Railway Street in Cherry Hinton.

The Tins is on a Blue Strategic Cycle Route on the Cambridge City Cycle Map and this extension was considered at a recent stakeholder workshop, with

representation from City Council, Cambridge Cycling Campaign, Sustrans, Cyclists Touring Club and CCC – Highways & Access, where The Tins Extension received widespread approval from all present.

2.4 Radial Route Signing: £50,000

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 seen provision of new signage in recent 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. Improved signage will assist effective travel into and out of the City. Reduction of street clutter will help enhance the street environment too.

All of the radial routes require a full review of directional signs, with the routes funded from the corridor area transport plan. This would include Newmarket Road within the ECATP.

SCATP Schemes

2.5 Hills Road Bridge Steps: Cost subject to study

This proposal is to link the southern side of Hills Road Bridge with the southern Busway Cycle Route. This would enable a quick and easy link on to the cycle track for access to Clay Farm, Trumpington and Trumpington Meadows in addition to Cambridge Railway Station avoiding the need to cross Hills Road. The route is part of the "Chisholm Trail", although there is true standalone value, which will also be of great value to commuters to Addenbrooke's, in addition to students at Hills Road and Homerton Colleges.

Committee are advised that following detailed consideration it has been concluded that it is not possible to physically build a ramp in this location.

It would consist of a some form of steps for pedestrians, as well as channels to assist cyclists with their cycles, leading to the rail/bus/cycle corridor, dropping down from the existing road bridge at suitable gradient and width. Dependent upon the outcome of initial studies, estimated at £10,000, the project could simply involve shallow gradient steps, with channels, due to the lack of space and available land. The steps would offer direct, quick access to the Busway cycle route giving added value and functionality, as well as avoiding need for a road crossing and therefore would take the strain from the Toucan provided and will reduce pedestrian calls. This would result in reduced traffic congestion on Hills Road bridge caused by pedestrian crossing demand. This proposal was considered at a recent stakeholder workshop, with representation from City Council, Cambridge Cycling Campaign, Sustrans, Cyclists Touring Club and CCC.

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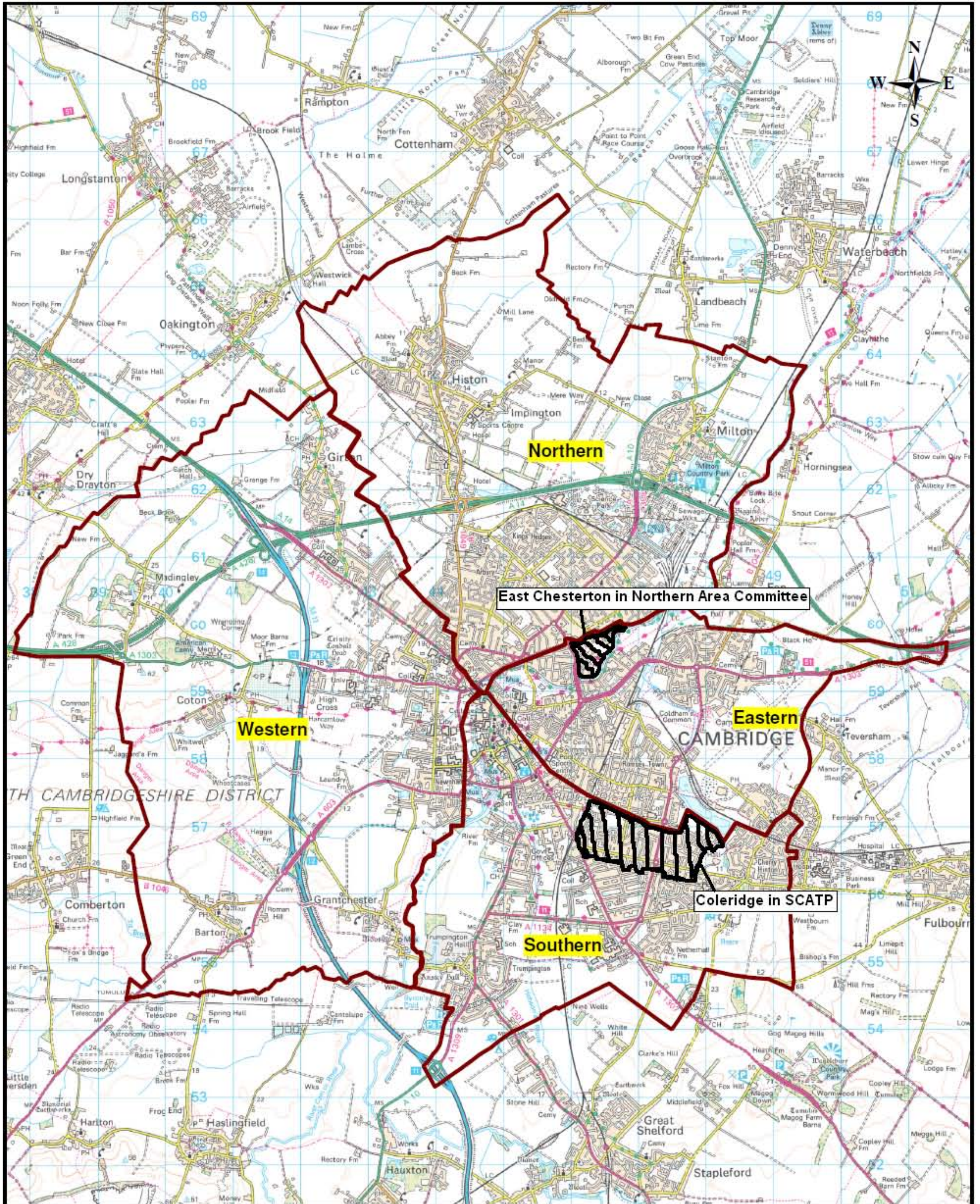
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3. Next Steps in the Approval/Implementation Process

- 3.1 When County Cabinet are asked to approve Officers recommendations they will also be advised of the views expressed at East Area Committee 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 a scheme, the usual process will follow, with design and consultation on proposed options prior to implementation.

Appendix 1

Current Corridor Area Transport Plan Boundaries - For East Area Committee Purposes



Scale (at A4): 1:75000

Date: 21/04/2010

By: fp435

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