

SOUTHERN AREA CORRIDOR FUNDING

Note to Members of Cambridge City Council - South Area Committee

**From: Philip Crack, Head of Major Transport Infrastructure Delivery,
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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 South Corridor funding. This report will be the first in a series.
- 1.3 To provide context, South Area Committee (SAC) 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.
- 1.4 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 Southern CATP, that mitigate the effect of additional transport related movements from new development.
- 1.5 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.
- 1.6 Originally funding in the SCATP had being reserved for major improvements to widen or replace Hills Road Bridge, as this has now been improved by a lower cost option there is now approximately £4M in the pot available. Initial officer recommendations for some s106 spending are set down below. Members are invited to comment on those recommendations.
- 1.7 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 Southern CATP plans and also comply with the requirements of 1.1, 1.4 and 1.5 above.

2. Current Officer Recommendations for Scheme Funding

SCATP Schemes

2.1 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 members 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 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.

2.2 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 Trumpington Road and Cherry Hinton Road within the SCATP.

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 South 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.

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