

**Report by:** Head of Policy and Projects

**To:** West/Central Area Committee 20 August 2009

**Wards:** Castle, Newnham and Market

## Environmental Improvements Programme

### 1. **DECISIONS TO BE MADE: -**

#### **Oxford Road & Windsor Road**

*To decide whether to authorise the implementation of a 20 mph speed limit for Oxford Road and Windsor Road and the installation of an additional speed hump in Oxford Road and, if appropriate, to allocate funding of £30,000.*

#### **Canterbury Street Area 20 mph Restriction**

*To decide whether to authorise the implementation of a 20 mph speed limit for the Canterbury Street area and, if appropriate, to allocate funding of up to £20,000.*

#### **Fitzroy/Burleigh Street refurbishment**

*To authorise consultation on refurbishment proposals with local residents, local residents' associations and interest groups, local traders and landowners.*

#### **Holy Trinity War Memorial**

**Decisions:** *To adopt the scheme as an environmental improvement and to authorise a contribution of up to £9,000 towards the restoration of the War Memorial.*

## 2. BUDGET

<b>WEST/CENTRAL AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2009/2010</b>		
	£	£
Budget for 2009/2010 financial year	£89,709	
Add roll-over from 2008/2009 budget	£189,255	
<b>TOTAL BUDGET FOR 2009/2010 FINANCIAL YEAR</b>		<b>£278,964</b>
<b>Minus Actual 09/10 Budget Spend to date</b>		<b>-£2,200</b>
<b>Committed Projects</b>	<b>Estimated Reserved Cost £</b>	
Contribution towards Burleigh/Fitzroy Phase 3 refurbishment	£100,000	
Round Church Grounds	£7,800	
Canterbury Street traffic speed restriction	£20,000	
Oxford Road additional speed hump	£30,000	
Traffic calming features on Granchester Road, Newnham	£15,000	
Fencing beside path from Gough Way to Cranmer Road (contribution from landowner to be sought)	£5,000	
Tree planting on Midsummer Common, Jesus Green and New Square (£50000 funding over two years)	£25,000	
Riverside conflict reduction scheme (provisional allocation)	£40,000	
<b>Minus Committed project budgets</b>		<b>-£242,800</b>
<b>UNCOMMITTED 09/10 BUDGET</b>		<b>£33,964</b>
<b>Projects agreed by Ctte to be investigated, but no budget committed. Costs shown are estimated and will depend on detailed design and site investigation</b>	<b>Estimated Cost £</b>	
Wall adjacent to the Union Society, Park Street	£15,000	
Lammas Land Pavilion rebuild	£20,000	
Mud Lane lighting	£5,000	
<b>TOTAL</b>	<b>£40,000</b>	
<b>N.B.</b> The estimated costs shown above are merely given as a rough guide until the projects can be designed and costed.		

### **3. EXISTING SCHEME REQUIRING DECISIONS**

#### **3.1 Oxford Road Additional Traffic Calming & Oxford Road / Windsor Road 20 mph. Speed Limit**

##### **3.1.1 Background**

At its meeting of 27/04/09 the Cambridge Environment and Traffic Management Area Joint Committee authorised the advertisement of a proposal to install an additional speed hump in Oxford Road and the draft traffic regulation order required to implement the 20 mph speed limit.

##### **3.1.2 Consultation**

The proposal to install an additional speed hump and the draft 20 mph. traffic regulation order has been advertised by Cambridgeshire County Council; at the time of writing this report, no objections have been received.

Concurrent with the advertisement, residents' and stakeholders' consultation documentation was distributed to all addresses in Oxford Road and Windsor Road. The consultation documentation was as shown in **Appendix 1A**.

##### **3.1.3 Consultation Response Analysis**

A summary of the responses to the public consultation is given in provided as **Appendix 1B**.

##### **3.1.4 Conclusions**

At the time of writing this report, no objections have been received and there is an indication of majority support for the proposals. If objections are received prior to West/Central Area Committee meeting, they will be verbally reported on the day.

In view of the majority support for the proposals to introduce a 20 mph speed limit for Oxford Road and Windsor Road and the installation of an additional speed hump in Oxford Road it is felt that this scheme should proceed.

In the absence of objections to the advertised draft traffic regulation order it is not necessary to refer the matter back to the Area Joint Committee and County Council officers can make the order under delegated powers.

### **3.1.5 Funding**

It is recommended that expenditure of £30,000 be authorised for the construction of the additional speed hump and the introduction of the 20 mph speed limit.

### **3.1.6 Programme**

If the Committee decides to implement this scheme the County Council will be requested to make the necessary traffic regulation order. It is anticipated that the necessary construction and signing could be undertaken and the speed limit could become operational during the autumn of this year.

#### ***Recommendation:***

*It is the officer recommendation that the proposal to install an additional speed hump in Oxford Road and to introduce a 20 mph speed limit for Oxford Road and Windsor Road be implemented and expenditure of £30,000 be authorised.*

***Decisions:*** *The West Central Area Committee is asked to decide whether to install an additional speed hump in Oxford Road and to introduce a 20 mph. speed limit for Oxford Road and Windsor Road and, if appropriate, to allocate funding.*

## **3.2 Canterbury Street Area 20 mph. Speed Limit**

### **3.2.1 Background**

At its meeting of 27 April 2009 the Cambridge Environment and Traffic Management Area Joint Committee authorised the advertisement of the draft traffic regulation order required to implement the 20 mph speed limit in the Victorian streets of the Canterbury Street area.

### **3.2.2 Consultation**

The draft 20 mph. traffic regulation order has been advertised by Cambridgeshire County Council; at the time of writing this report, no objections have been received.

### 3.2.3 Conclusions

At the time of writing this report, no objections have been received and there is an indication of majority support for the proposals. If objections are received prior to West/Central Area Committee meeting, they will be verbally reported on the day.

In view of the majority support for the proposals to introduce a 20 mph speed limit it is felt that this scheme, as shown in **Appendix 2 Plan 1**, should proceed.

In the absence of objections to the advertised draft traffic regulation order it is not necessary to refer the matter back to the Area Joint Committee and County Council officers can make the order under delegated powers.

### 3.2.4 Funding

It is recommended that expenditure of up to £20,000 be authorised for the construction of the additional speed hump and the introduction of the 20 mph speed limit.

### 3.2.5 Programme

If the Committee decides to implement this scheme the County Council will be requested to make the necessary traffic regulation order. It is anticipated that the necessary construction and signing could be undertaken and the speed limit could become operational during the autumn of this year.

#### ***Recommendation:***

*It is the officer recommendation that the proposal to introduce a 20 mph speed limit for the Canterbury Street area be implemented and expenditure of up to £20,000 be authorised.*

***Decisions:*** *The West Central Area Committee is asked to decide whether to introduce a 20 mph. speed limit for the Victorian streets of the Canterbury Street area and, if appropriate, to allocate funding of up to £20,000.*

### **3.3 Fitzroy Street/Burleigh Street**

#### **3.3.1 Background and consultation**

At the January meeting of the Area Committee, a decision was made to convene representatives of key interested bodies with a power to influence the vitality of this shopping area in order to explore means of enhancing its attractiveness. An informal group has so far met three times, chaired by Cllr Bick and attended by other ward councillors, Cllr Kightley (as Chair of the Area Committee), Cllr Cantrell (as Executive Cllr with responsibility for the City Centre) and representatives of the City (Principal Landscape Architect and Engineering Projects Manager), the County Highways Authority, local residents, major landowners and traders and supported by the Head of Tourism & City Centre Management (Emma Thornton).

A number of different aspects of the vitality of the area have been and are continuing to be addressed by the group in an integrated manner, including attractive temporary uses of empty shops (particularly assisted by the Cambridge Film Festival and the Prudential), progress in attracting a foodstore to the area, anti-social behaviour problems and the role of traffic circulation and parking.

In examining the scale of finance available for such a project at the present time, it became apparent that although the original outline plans for those parts of the two streets that were not upgraded in 2005, they were still widely supported as a vision for the future, full implementation was likely to be unaffordable in the near future. Aware that its objective was to make tangible improvements in the current situation, the group therefore concentrated on measures that are consistent with the original plan and would serve as stepping stones to its eventual achievement.

Combining this approach with the results of the survey, the group prioritised elements which seemed to constitute the basis for an early project, the focus of which will include, but may not be limited to:

- Rationalise street signage in order to reduce street clutter,
- Refresh and rationalise street furniture including seats, bins and bollards,
- Remove all but one telephone box and relocate it,
- Install a hardscape treatment to the base of two trees in Fitzroy Street where roots are lifting the existing paving,
- Possible installation of directory signs in order to avoid the use of A-boards,
- Renew the lighting in Fitzroy Street to match that on Burleigh Street.
- Patch repairs of existing blockwork surface,

- Cleaning of Fitzroy and Burleigh surfaces (one-off clean only),
- Possible installation of hanging baskets provided that the load testing of lighting columns allows.

### **3.3.2 Funding**

Funding for the above proposals would come from a mix of sources including S.106, Environmental Safety Fund, County Council as well as the allocation from the West/Central Area's Environmental Improvement fund which has already been made.

Proposals are being discussed at present with the Project Lead Councillor and County Highways and we would ask that Committee agree to a formal consultation with local residents, local residents' associations and interest groups, local traders and landowners, when these are firmed up.

***Recommendation:*** *Following agreement by the Project Lead Councillor and County Highways to authorise consultation on the proposals to local residents, local residents' associations and interest groups, local traders and landowners.*

***Decisions:*** *To authorise consultation with local residents, local residents' associations and interest groups, local traders and landowners.*

## **4. ADDITIONAL SCHEME REQUIRING A DECISION**

### **4.1 Holy Trinity Church War Memorial, Sidney Street**

#### **4.1.1 Background**

The condition of the Holy Trinity War Memorial Shelter, facing Sidney Street has been of concern for some time as was noted at Full Council on 11 September 2008.

The Council's officers were asked to investigate (i) the ownership of and responsibility for the memorial and (ii) ways to protect the memorial against vandalism and to safeguard its proper use as a place of rest and reflection for visitors to it.

On 3 March 2009, Environment Scrutiny Committee authorised funds for the Survey and Specification of Works for the Memorial. This has now been done and West/Central Area Committee are asked to consider making a contribution to the restoration of up to £9,000 and the remaining contribution from the Historic Buildings Grant Fund.

**Recommendation:** *That West/Central Area Committee adopt the scheme as an environmental improvement and make a contribution of up to £9,000 towards the restoration of the War Memorial.*

**Decisions:** *To adopt the scheme as an environmental improvement and to authorise a contribution of up to £9,000 towards the restoration of the War Memorial.*

## **5. APPROVED SCHEMES – PROGRESS**

### **5.1 Manor Street / King Street Cycle Parking**

Officers are in consultation with the landowner Jesus College and with King Street Housing and anticipated that a tripartite agreement will be needed between the parties. A draft agreement has been drawn up.

### **5.2 Round Church Street**

The Union Society has not returned to us with a cost for the rebuilding of the retaining wall along Round Church Street in order that West/Central Area Ctte can consider a contribution. It is suggested that the project be omitted from the Environmental Improvement Programme.

### **5.3 Lammas Land pavilion**

Following initial public consultation in summer 2008, a draft design has been drawn up for the replacement of the pavilion on Lammas Land.

Officers are currently investigating an additional funding contribution from Section 106 monies as the scheme design has proved more expensive than anticipated. If a Section 106 contribution is secured, the scheme could be put to full public consultation in the autumn.

Officers propose to return to West/Central Area Committee later in the year with this project.

### **5.4 Mount Pleasant Mobility Crossing**

Two further mobility crossings have been identified in the Mount Pleasant area to bring the area up to DDA standards. West/Central Area Committee have agreed the budget for the two additional mobility crossings and as soon as the details are drawn up and the Lead Councillors consulted, implementation can take place.

### **5.5 Round Church grounds**

An order has been placed for the works to the paving and wall in the Round Church Grounds. The works are programme to be carried out shortly.



## **5.6 Grantchester Road traffic calming features**

A design is being detailed for consultation firstly with County Highways and Councillors and then with the public.

## **5.7 Gough Way to Cranmer Road fence**

A draft design has been drawn up and is with the landowner and grazier for comment prior to being costed.

## **5.8 Mobility Crossings in Newnham**

The full extent of the requirement for mobility crossings in Newnham is being established.

## **5.9 Tree Planting on Midsummer Common, Jesus Green and New Square**

Work is being undertaken to develop a consultation/workshop strategy to be organised by Active Communities in order to discuss with residents and other interested parties the current approaches to tree management and planting and then a scheme will go to public consultation.

## **5.10 Riverside conflict reduction and environmental improvement scheme**

A separate paper on the Riverside scheme, the budget cost and funding resources will be issued shortly to all councillors and a meeting with Area Chairs and Spokes to discuss Member views on Riverside and other strategic schemes, is due to take place in September. A report will be presented to North Area Committee as soon as possible thereafter.

## **6. BACKGROUND PAPERS**

See appendices.

## **7. IMPLICATIONS**

- a) **Staffing Implications:** Staff resources will result in only a limited amount of progress on Environmental Improvement projects in the near future.
- b) **Equal Opportunities Implications:** These are taken into account on individual schemes.
- c) **Environmental Implications:** All of the projects seek to bring about an improvement in the local environment.
- d) **Community Safety:** This has been included as one of the assessment criteria agreed by Committee and is considered on each project.

## 8. INSPECTION OF PAPERS

To inspect or query the background paperwork or report, please contact,

Dinah Foley-Norman, Principal Landscape Architect

**Telephone:** 01223 - 457134

**Email:** Dinah.foley-norman@cambridge.gov.uk

For Canterbury Street and Oxford Road projects contact:

John Isherwood, Engineering Projects Manager

**Telephone:** 01223 - 457392

**Email:** John.Isherwood@cambridge.gov.uk

# APPENDIX 1A

## WHAT IS PROPOSED AND WHY?

Residents and stakeholders will be aware that a width restriction, priority Give Way and a speed hump were installed in Windsor Road in recent years. A number of years ago speed humps were also installed in Oxford Road.

All of these measures were intended to reduce the speed of traffic and to discourage rat-running, especially by larger vehicles. Whilst these works were largely successful, complaints are still received of excessive speed, particularly at the Huntingdon Road end of Oxford Road.


It has been brought to our attention that there is a particularly long gap between the first and second speed humps at the Huntingdon Road end of Oxford Road. Indeed, the spacing is nearly twice that recommended for effective speed reduction.

For this reason it is proposed to install an additional speed hump at the mid-point of this long gap; ie. outside Nos. 25 and 34 Oxford Road.

In addition to the installation of this additional speed hump it is proposed to introduce a 20 mph speed limit throughout Oxford Road and Windsor Road. The introduction of a 20 mph speed limit would be conditional on the installation of the additional speed hump.

We would welcome your opinion of these proposals and so we have enclosed a reply-paid response card so that you can give us your views.

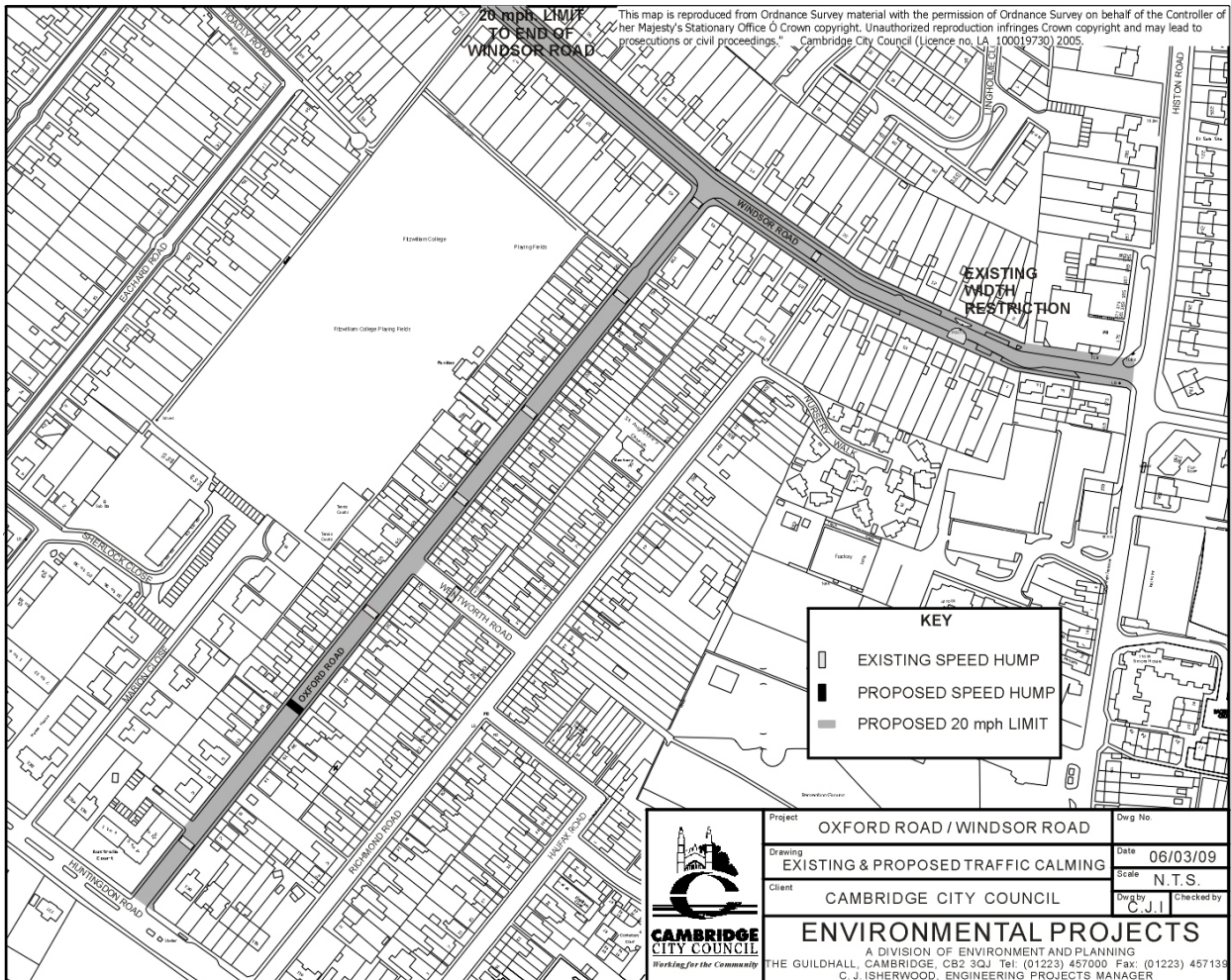
Please complete the questionnaire and post it back to us to arrive not later than **31/05/09**. If you have any questions, please telephone **John Isherwood**, (Engineering Projects Manager, Cambridge City Council) on **01223-457392**.



**CAMBRIDGE CITY COUNCIL**  
Environmental Projects

**OXFORD ROAD / WINDSOR ROAD TRAFFIC CALMING PROPOSALS**

**Residents' & Stakeholders' Consultation**



**OXFORD ROAD / WINDSOR ROAD TRAFFIC CALMING CONSULTATION**

*\* Please delete as appropriate.*

I **support\*** / **oppose\*** the proposal to install an additional speed hump in Oxford Road.

I **support\*** / **oppose\*** the proposal to introduce a 20 mph speed limit in Oxford Road and Windsor Road.

*Please write below any comments or alternative suggestions which you may wish to make.*

**ADDRESS :**

## APPENDIX 1B

### CONSULTATION RESPONSE ANALYSIS

The Oxford Road / Windsor Road traffic calming consultation leaflet and response card were delivered to all addresses in those two streets; (approximately 250).

The consultation period was 4th to 31<sup>st</sup> May 2009.

The response rate to the consultation was good at 37% ; (92 households).

#### The Questions and Comments / Suggestions:

1. I support / oppose the proposal to install and additional speed hump in Oxford Road.
2. I support / oppose the proposal to introduce a 20mph speed limit in Oxford Road and Windsor Road.
3. Please write below any comments or alternative suggestions which you may wish to make.

#### Responses to questions as above:

	<b>Question 1 : I support / oppose the proposal to install and additional speed hump in Oxford Road</b>	<b>Question 2 : I support / oppose the proposal to introduce a 20mph speed limit in Oxford Road and Windsor Road.</b>
"I Support"	76 (83% of responses)	83 (90% of responses)
"I Oppose"	15 (16% of responses)	6 (7% of responses)
Neutral	1 (1% of responses)	3 (3% of responses)

#### 1 Comments / Suggestions : Please write below any comments or alternative suggestions which you may wish to make.

- A lot of the residents felt that there was a problem with speeding in the area and welcomed the new idea.
- A lot of residents raised the question of how the speed limit would be policed.

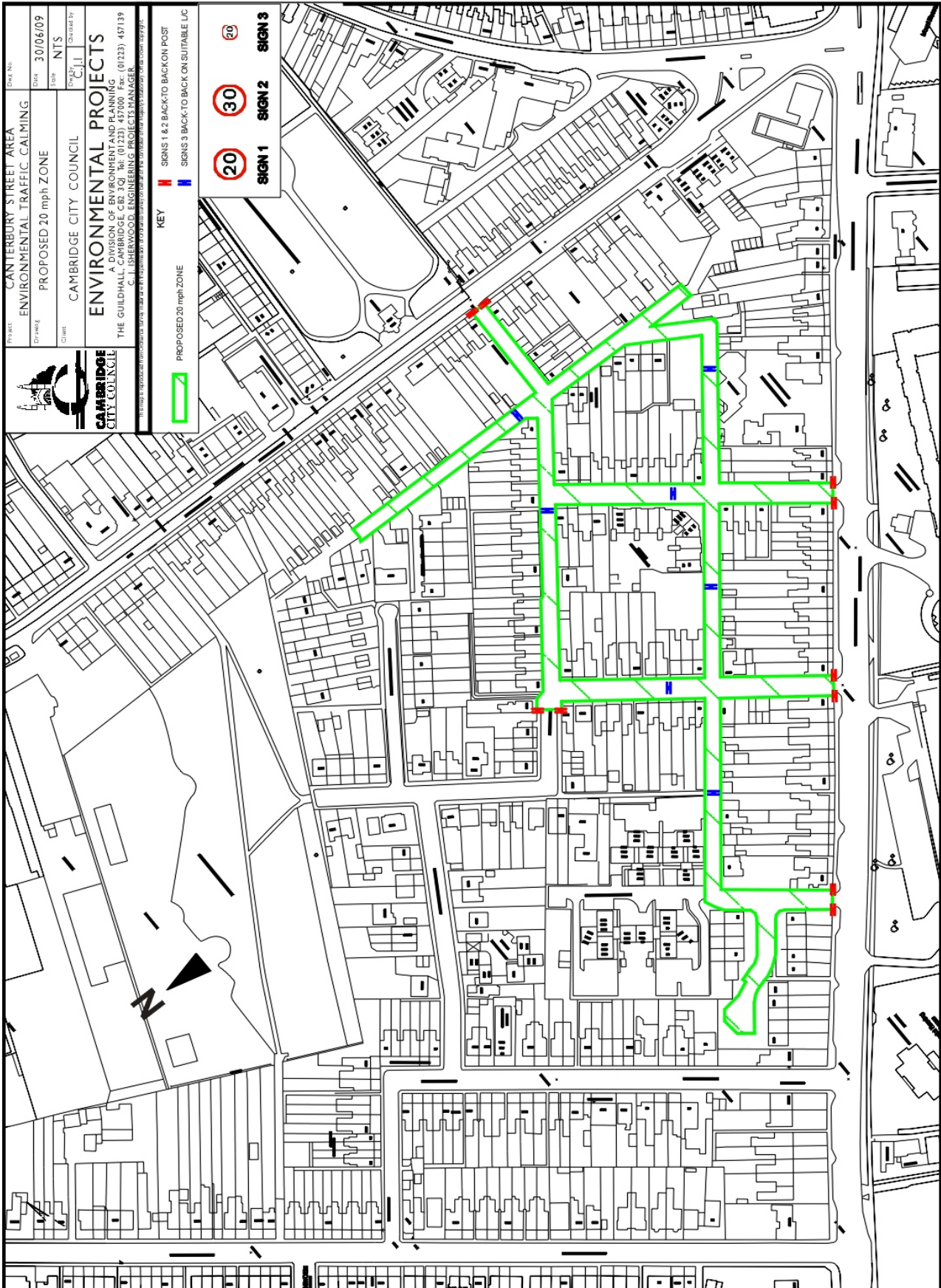
- Some residents raised concerns about the speed hump. One was worried about emergency access and another about delivery vehicles.
- Some residents felt that the speed limit alone would help the situation without an additional speed hump.
- A lot of residents asked whether residents parking could be introduced.
- A few residents suggested that the road be narrowed at the Huntingdon Road end of Oxford Road, whilst one raised concerns about the current width restriction blocking emergency vehicles access.

## 2 Where the Consultees Live (where identified)

<b>2.1 Street</b>	<b>2..1 Number of Responses</b>
Oxford Road	43
Windsor Road	31
No address	18

# APPENDIX 2 Canterbury Street Plan 2A

# Plan 1



## APPENDIX 2A

### WHAT IS PROPOSED AND WHY ?

Residents and stakeholders will be aware that various traffic calming proposals have been considered for the Canterbury Street area.

Earlier this year we asked your views concerning two proposals; the closure to motor traffic of the length of Canterbury Street between Histon Road and North Street; and the introduction of a 20 mph speed limit for the Victorian Streets.

The response to our questionnaire was good. The road closure proposal did not receive majority support and has therefore been abandoned. However, the 20 mph speed limit did receive majority support and permission has now been given to advertised a draft Traffic Regulation Order; the public notices will be posted on street very shortly.

The plan overleaf shows the extent of the proposed 20 mph speed limit.

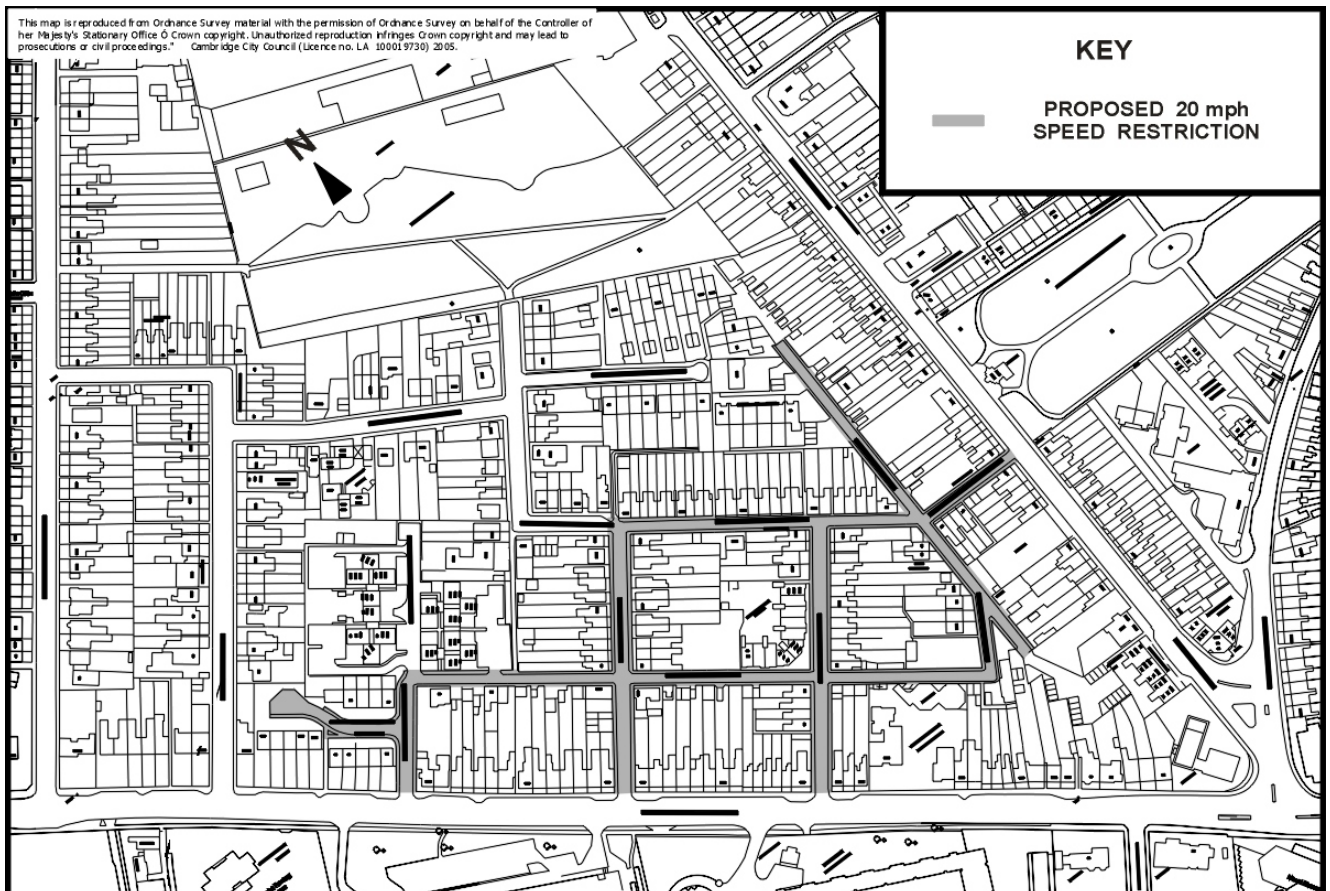
If permission is subsequently given to make the Traffic Regulation Order, we envisage that this could come into force during the late summer / early autumn.

If you have any questions, please telephone **John Isherwood**, (Engineering Projects Manager, Cambridge City Council) on **01223-457392**.



### CANTERBURY STREET AREA TRAFFIC CALMING

Residents' & Stakeholders' Newsletter





## APPENDIX 3

### **Additional Environmental Improvement Scheme - Holy Trinity War Memorial**

The condition of the Holy Trinity War Memorial Shelter, facing Sidney Street (and closed due to anti-social behaviour) has been a matter of concern for some time.

On 11 September 2008 Full Council noted that:

**“The Holy Trinity Church War Memorial is in need of repair.**

**The Council’s officers are asked to investigate (i) the ownership of and responsibility for the memorial and (ii) ways to protect the memorial against vandalism and to safeguard its proper use as a place of rest and reflection for visitors to it.**

**Notwithstanding the fact that the Council does not itself have a clear duty to maintain the memorial, the Council will endeavour through its officers to obtain grants from English Heritage, from Friends of War Memorials, from the Wolfson Foundation and from other appropriate charitable sources in order to have this important city-centre memorial repaired and properly maintained.”**

On 3 March 2009, Environment Scrutiny Committee authorised funds for the Survey and Specification of Works for the Memorial. The survey and specification were prepared in time to allow submission of a grant application to the War Memorials Trust for the English Heritage / Wolfson Foundation grant applications deadline (30 April).

### **Finance**

The Council has now received a grant offer of up to £10,000, towards work and fees with an estimated cost of £21,562. This estimate was based on the lowest tender received; it does not include related architects’ fees. 70% of the architects’ fees have already been paid; the outstanding element (supervision of the works) will be in the range £600 - £1,000.

The total cost of the works, including fees, should not exceed £23,000, leaving the Council to find up to £13,000 for its contribution.

## **Grant Conditions**

The grant has been offered subject to a condition that the War Memorial remains open during the day. This requirement has management implications, which are the subject of ongoing discussions.

A response has to be made to the grant offer within 2 months from 24 July 2009. This matter is therefore being brought to Committee now, to consider the financial aspects, prior to resolution of the management arrangements.

### **Possible Council funding options**

- 1) Environmental Improvements Fund
- 2) Historic Building Grant Fund

It is suggested that the Council's contribution be funded through a combination of the above sources.

## APPENDIX 4

### ELIGIBILITY CRITERIA - as agreed by Executive Councillor (Environment) on 18 March 2003 with amendments agreed 22 March 2005

The essential criteria for consideration of funding of Environmental Improvement works are:

- Schemes should have a direct, lasting and noticeable improvement to the appearance of a street or area.
- Schemes should be publicly visible and accessible.
- Schemes must have the owners consent if on private land – unless there are exceptional circumstances by which Area Committee may wish to act unilaterally and with full knowledge and responsibility for the implication of such action.
- Schemes must account for future maintenance costs.

Desirable criteria – potential schemes should be able to demonstrate some level of:

- Active involvement of local people.
- Benefit for a large number of people.
- 'Partnership' funding.
- Potential for inclusion of employment training opportunities.
- Ease and simplicity of implementation.
- Potential for meeting key policy objectives (e.g. improving community safety or contributing to equal opportunities).

Categories of scheme ineligible for funding:

- Where a readily available alternative source of funding is available.
- Revenue projects.
- Schemes that have already received Council funding (unless it can be clearly demonstrated that this would not be 'top up' funding).
- Works that the City or County Council are under an immediate obligation to carry out (e.g. repair of dangerous footways)
- Play areas (as there are other more appropriate sources of funding including S106 monies)

The following categories of work were agreed as being eligible for funding by the Area Committees:

- Works in areas of predominately council owned housing
- Works to construct lay-bys where a comprehensive scheme can be carried out which not only relieves parking problems but achieves environmental improvements.

