

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

**To:** West/Central Area Committee 5 March 2009

**Wards:** Castle, Newnham and Market

### Environmental Improvements Programme

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

- **Canterbury Street:** *(subject to the subsequent consent of the Cambridge Environment and Traffic Management Area Joint Committee)*  
*To decide whether to abandon or further develop the closure to motor vehicles of Canterbury Street between Histon Road and North Street.*  
*To decide whether to abandon or further develop a 20 mph speed limit for the Victorian streets within the Canterbury Street area.*
- **Histon Road Recreation Ground Replanting Mound**  
**Decision:** *Agree to a planting budget of £4,500 if consultation proves to be 50% or over in support and to allow officers to continue to work with the Friends of Histon Road Recreation Ground on further landscape work.*
- **Marlowe Road/Eltisley Avenue Yellow Lining**  
**Decision:** *Agree to implement as soon as legal notices are complete.*
- **Round Church grounds**  
**Decision:** *Agree to a budget of £7,800 for works to the inner wall and cobbled area of the grounds of the Round Church and to investigate the re-instatement of the boundary railings.*
- **Change of procedure :**  
**Decision:** *To approve the default allocation of £1,000 (per project) to be spend on investigatory work such as trial pits with prior approval of the Area Chair, Project Lead Councillor and Spokes.*

## 2. BUDGET

<b>WEST/CENTRAL AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2008/2009</b>		
	<b>£</b>	<b>£</b>
Budget for 2008/2009 financial year	£89,700	
Add roll-over from 2007/2008 budget	£146,620	
<b>TOTAL BUDGET FOR 2008/2009 FINANCIAL YEAR</b>		<b>£236,320</b>
Minus Actual 08/09 Budget Spend to end Jan 09		-£25,144
	<b>Estimated Reserved Cost</b>	
<b>Committed Projects</b>	<b>£</b>	
Auckland Road/Parsonage St paving and lighting	£22,000	
Contribution towards Burleigh/Fitzroy Phase 3 refurbishment	£50,000	
Marlow Road/Eltisley Avenue yellow lining	£1,100	
<b>Minus Committed project budgets</b>		<b>-£73,100</b>
<b>BALANCE OF 08/09 BUDGET as at end Jan 09</b>		<b>£138,076</b>
<b>Projects agreed by Cttee 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>	
	<b>£</b>	
Canterbury Street traffic calming and Oxford Road traffic calming	£100,000	
Wall adjacent to the Union Society, Park Street	£15,000	
Lammas Land Pavilion rebuild	£20,000	
Histon Road recreation ground planting	£1,000	
Mud Lane lighting	£5,000	
Round Church grounds	£7,500	
<b>Estimated costs for projects under investigation</b>	<b>£148,500</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 APPROVED SCHEMES – PROGRESS**

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

Installation of wall mount cycle racks or a rail. We 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 is being drawn up.

#### **3.2 Round Church Street**

The bins have been removed from the street. The Union Society is investigating the cost of the repairs to the wall.

#### **3.3 Oxford Road additional traffic calming**

Officers were asked at the September committee meeting to investigate additional traffic calming in Oxford Road. Investigation work has been started but with no firm outcome to report as yet.

#### **3.5 Lammas Land pavilion**

Following initial public consultation in the summer, 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.

#### **3.7 Mount Pleasant Mobility Crossing**

One mobility crossing in Mount Pleasant is complete. This crossing was the most essential one for the requester. However two further crossings have been identified in the 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.

### **4 APPROVED SCHEMES REQUIRING DECISIONS**

#### **4.1 Canterbury Street Traffic Calming**

Public consultation on proposals for Canterbury Street has been carried out. A separate report on the project is shown in Appendix 1.

#### **4.2 Histon Road Recreation Ground Replanting Mound**

Consultation with the Murketts Garage and the Friends of Histon Road Recreation Ground has taken place and consultation with neighbouring residents will be completed by the end of February. We would hope to implement the project in March.

Friends of Histon Road Recreation Ground have expressed a wish that additional planting and path work be carried out over a larger area.

Officers anticipate that the consultation will be supportive and would like to ask West/Central Committee that if that is the case that the planting is carried out as soon as possible.

***Recommendation*** : Officers recommend that the West/Central Area Committee agree to implementation of the planting shown in Appendix 2 at a cost of £4,500 if the consultation with neighbouring residents proves to be 50% or over in support.

*Officers would also ask that they continue to work with the Friends of Histon Road Recreation Grounds and Active Communities regarding any further landscape work.*

***Decision***: Agree to a planting budget of £4,500 and to allow officers to continue to work with the Friends of Histon Road Recreation Ground on further landscape work.

#### **4.3 Marlowe Road and Eltisley Avenue junction**

The double yellow lining in Marlowe Road/Eltisley Avenue was advertised in November. The City Council need to complete the legal processes to make the Traffic Regulation Order and to specify the date it should come into operation. A minimum of five weeks notice prior to the TRO coming into operation is needed to complete the legal processes. The notice will be given during w/c 23<sup>rd</sup> February 2009.

***Recommendation*** : Officers recommend that the West/Central Area Committee agree to implementation of the double yellow lining as soon as the legal processes are complete at the already agreed budget of £1,100.

***Decision***: Agree implement as soon as the legal processes are complete.

#### **4.4 Round Church grounds**

Christian Heritage have received quotations for work of the inner wall and cobbled area within the grounds of the Round Church and request funding of £7,800 to implement.

We have also been discussing the possibility of re-instating the railings on top of the low wall along the Sydney and Round Church Street boundaries to increase night time security. Officers request that this possibility is investigated.

***Recommendation*** : Officers recommend that the West/Central Area Committee agree to implementation of works to the inner wall and cobbled area of the grounds of the Round Church at a cost of £7,800.

*Officers also request that they investigate the form and the cost of re-instating the metal railings around the Round Church boundary.*

***Decision***: Agree to a budget of £7,800 for works to the inner wall and cobbled area of the grounds of the Round Church and to investigate the re-instatement of the boundary railings.

#### **5.0 PROCEDURAL CHANGE TO BE APPROVED**

##### **5.1 Project Investigatory Works**

There is a need to formalise the procedure for requests for investigatory works, (i.e. the digging of trial holes to ascertain the exact location of utilities routes and other project investigation work (not including officer time)) and each Area Committee is being required to consider a revised process.

West/Central Area Committee is therefore are asked to consider the following procedure:

As at present, all newly proposed projects would be considered by the Area Committee for adoption. If the Area Committee give approval to the project concept, there may be a requirement to carrying out site investigation works (e.g. trial holes) prior to producing draft proposals.

It is proposed that approved projects would be allocated a default £1,000 for investigative work.

If it is felt necessary to carry out investigative work, Officers would only spend the allocation with direct, prior agreement from the

appropriate Area Chair, Project Lead Councillor and Spokes. This could be done via e-mail, but should be in writing.

If any projects are likely to have the cost of investigatory works above £1,000, the Officers would advise the Committee when the decision to progress with the project and a maximum figure would be suggested by Officers for the Area Committee to discuss and agree.

For information, a flowchart is attached to this report setting out the authorisation process of Environmental Improvement projects of varying values.

***Recommendations:*** Officers recommend that West/Central Area Committee approve the default allocation of £1,000 for investigatory works for each approved project. The allocation will only be spent with prior written approval of the Area Chair, Project Lead Councillor and Spokes.

***Decisions to be made:***

*To approve the default allocation of £1,000 per project to be spend with prior approval of the Area Chair, Project Lead Councillor and Spokes.*

## **6. BACKGROUND PAPERS**

None.

## **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](mailto:Dinah.foley-norman@cambridge.gov.uk)

## APPENDIX 1

### Canterbury Street Area Traffic Calming

**Recommendation:** *It is the officer recommendation that the proposals relating to the closure to motor vehicles of Canterbury Street between Histon Road and North Street be abandoned.*

*It is the officer recommendation that the proposal to introduce a 20 mph speed limit for the Victorian streets within the Canterbury Street area be progressed.*

**Decisions:** *South Area Committee are asked to decide whether to abandon or further develop the closure to motor vehicles of Canterbury Street between Histon Road and North Street.*

*The Committee is also asked to decide whether to abandon or further develop a 20 mph speed limit for the Victorian streets within the Canterbury Street area.*

#### 1.1.1 Background

At its meeting of 08/01/09 the West Central Area Committee authorised consultation concerning traffic calming proposals for the Canterbury Street area, comprising the possible closure of Canterbury Street between Histon Road and North Street, and a 20 mph speed limit for the Victorian streets within the Canterbury Street area.

#### 1.1.2 Consultation

These proposals have been the subject of a public consultation amongst all residents and other stakeholders within the area indicated in **Plan 1**. The consultation documentation was as shown in **Appendix A**.

#### 1.1.3 Consultation Response Analysis

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

Responses show that the majority of respondents believe that there are traffic and parking problems in the area; the most problematic being speeding.



There is not majority support for the proposal to close Canterbury Street between Histon Road and North Street to motor vehicles.

There is majority support for the introduction of a 20 mph speed limit for the Victorian streets within the Canterbury Street area.

The most common comment made was that a closure to motor vehicles of Canterbury Street between Histon Road and North Street would simply move the rat-running problem elsewhere.

Another common comment was that changes should be made to the Huntingdon Road / Histon Road / Victoria Road junction. (Consultations with the Highway Authority have discounted this option).

#### **1.1.4 Conclusions**

In view of the lack of support for the proposal to close Canterbury Street between Histon Road and North Street to motor vehicles, this should be abandoned.

Majority support for the introduction of a 20 mph speed limit within the Victorian streets of the Canterbury Street area has been demonstrated and should therefore be progressed.

#### **1.1.5 Funding**

It is only possible at this stage to provide a preliminary estimate of £10,000 for the introduction of the 20 mph speed limit.

#### **1.1.7 Programme**

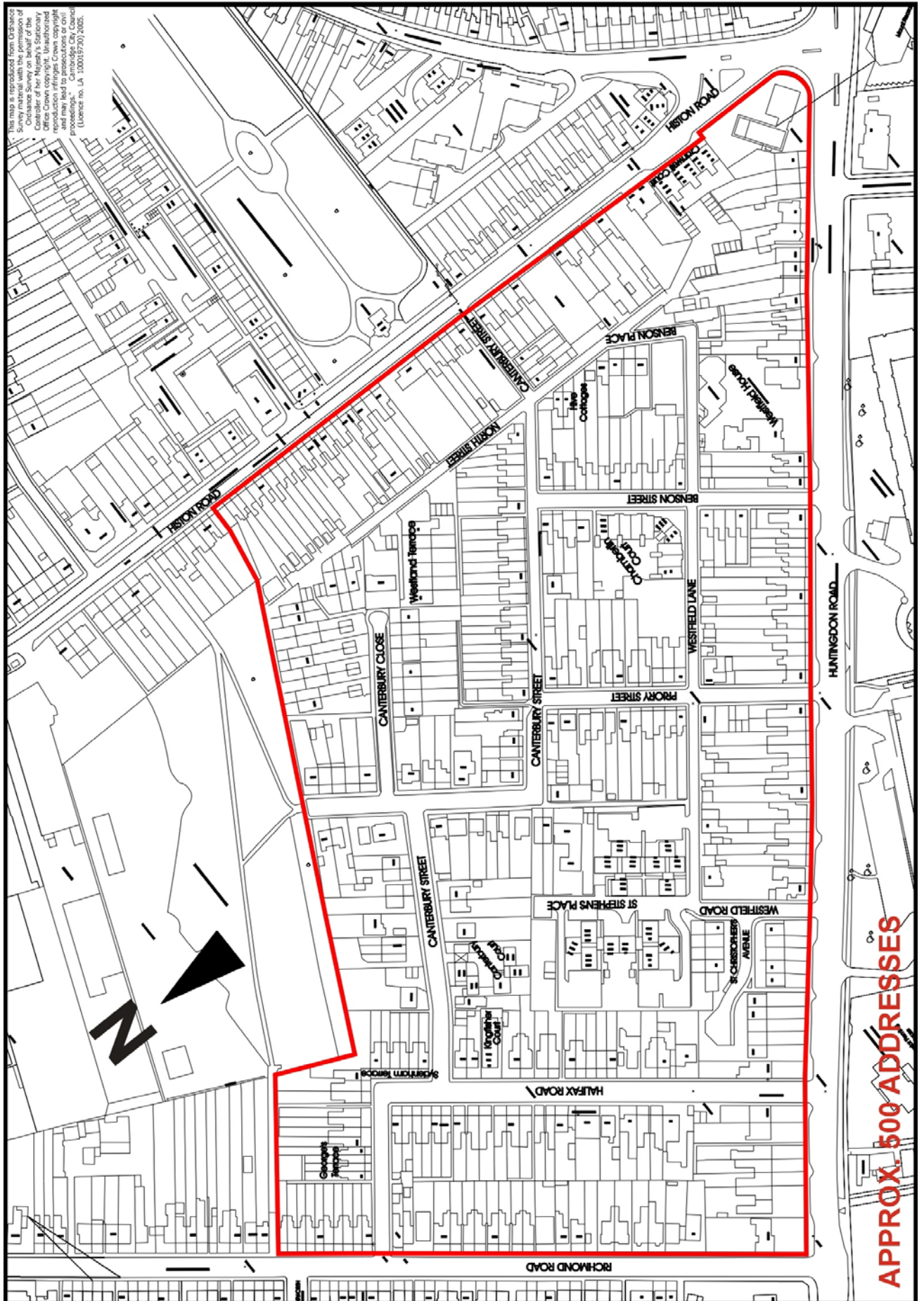
If the Committee decides to progress either or both of the proposals outlined in the consultation it will be necessary to seek the consent of the Cambridge Environment and Traffic Management Area Joint Committee in order to advertise Traffic Regulation Order(s). That consent could be sought at the Joint Committee meeting of 27/04/09.

A report could be brought to the meeting of the West Central Area Committee of late June / early July 2009 detailing the response to the advertisement of the TRO(s), and detailed costings; seeking consent to implement the scheme subject to the consent of the Cambridge Environment and Traffic Management Area Joint Committee.

That consent could be sought at the meeting of the Cambridge Environment and Traffic Management Area Joint Committee of 20/07/09.

It should therefore be possible to commence work on site during the late summer / early autumn of 2009.

# PLAN 1



## APPENDIX A

### WHAT IS PROPOSED AND WHY ?

Earlier this year, the City Council's West Central Area Committee responded to local traffic-related concerns by commissioning an investigation into the nature of these problems and their possible solution.

During April a workshop, attended by an invited representative group of local residents and stakeholders, provided extremely useful and detailed information as to the nature of the traffic problems which they experience. The workshop also reviewed the traffic calming measures which have been used elsewhere in Cambridge and made some recommendations as to possible remedial works which could be considered.

The principal problems which were identified related to the use of the streets between Huntingdon Road and Histon Road as a 'rat run' in both directions; excessive speed / aggressive driving; parking difficulties; together with the difficulties in turning into and out of the area from Histon Road and Huntingdon Road.

Solutions considered for the 'rat run' and access / egress problems included making it easier to turn left at the Huntingdon Road / Histon Road / Victoria Road junction, thereby shortening the traffic queue in Huntingdon Road. It initially appeared that it might be possible to extend the left turn lane, but it then became apparent that traffic wanting to turn left into Histon Road would still be blocked by the queue waiting to turn into Victoria Road..

Another solution considered involved making Canterbury Street, between Histon Road and North Street, one way for motor vehicles, or even closing it to motor traffic. Due to the narrow width of this section of road it would not be possible to make it one-way for motor traffic and still permit two-way cycle traffic.

A complete closure for motor traffic would be possible, and this would completely eliminate the 'rat-run' through the Canterbury Street area. However, residents would be obliged to access and leave the area by motor vehicle via Huntingdon Road only. Additional signing would be needed indicating the closure to motor vehicles and the removal of through access to Histon Road.

The perceived problem of excessive speeding and aggressive driving by some motorists is difficult to address as speeds are not actually particularly high, though residents can feel intimidated by aggressive and inappropriate driving. It would be possible to introduce a 20 mph speed limit in the narrow Victorian streets, though additional signing would inevitably be required.

We looked at the possibility of a 'home zone' where the streets are flush-paved wall-to-wall, and a most helpful presentation on this approach was given by two local residents. However, the narrowness of the streets in question and the need to ensure that parking capacity is not reduced ultimately precluded this option.

We also looked at the introduction of raised junction tables at the crossroads junctions within the area. These raised junction tables could have helped to reduce the speed of traffic travelling along Canterbury Street and Westfield Lane. However, raising the level of the carriageway at junctions would blur the definition between pedestrian and vehicle areas and pedestrians could be put in danger if motorists were to cut corners. It would not be effective to introduce speed humps or speed cushions within the intermediate lengths of street, as these are of insufficient length to allow such features to be effective in speed reduction.

The plan overleaf illustrates proposals for closing part of Canterbury Street to motor traffic and introducing a 20mph speed limit in the Victorian streets.

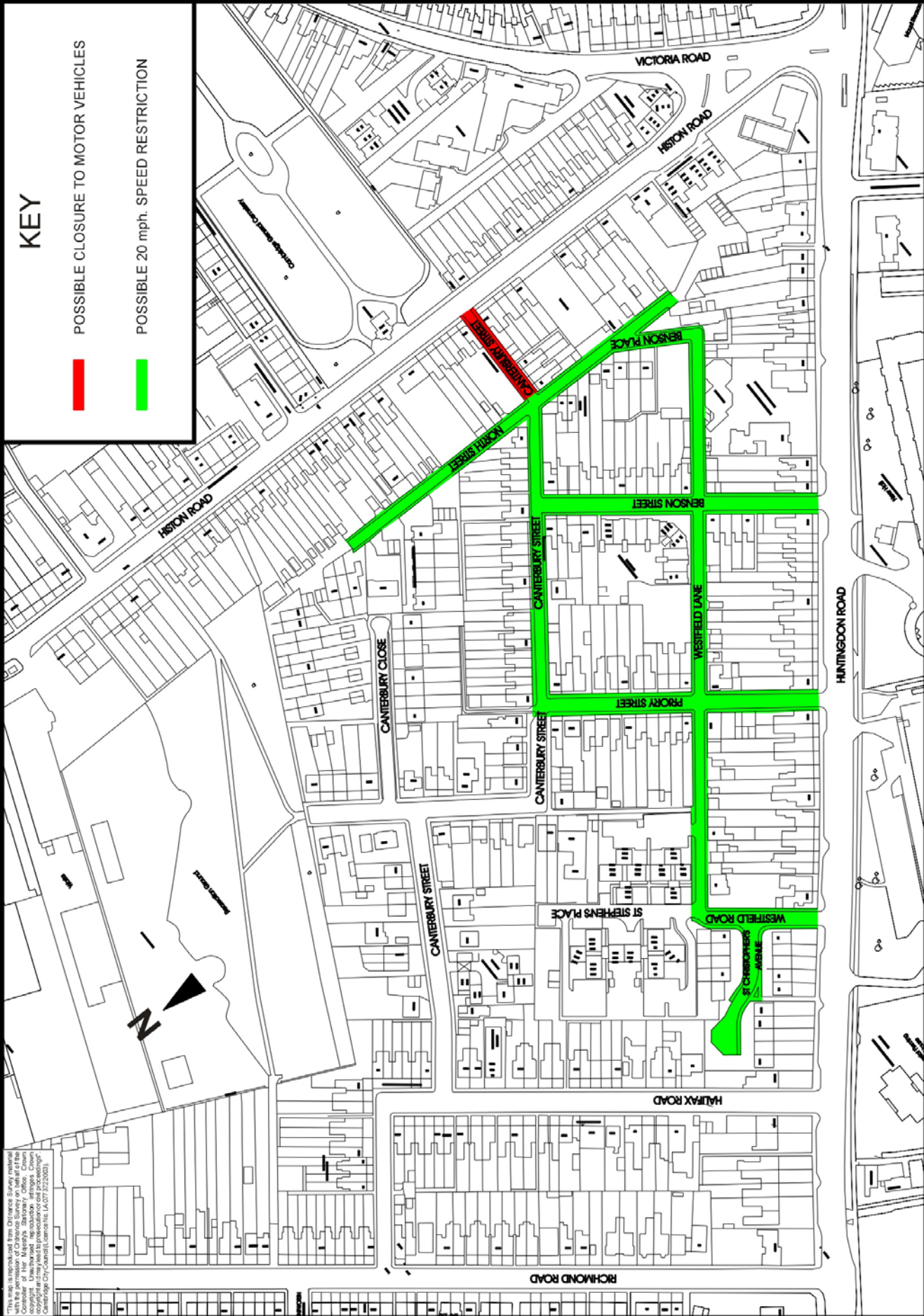
We would like to know your views concerning these proposals so we have enclosed a reply-paid questionnaire with this leaflet. Please complete the questionnaire and post it back to us to arrive not later than **20/02/09**. If you have any questions, please telephone **John Isherwood**, (Engineering Projects Manager, Cambridge City Council) on **01223-457392**.

The results of the public consultation will be reported to the West Central Area Committee at the meeting scheduled for 5th March 2009. If a scheme is ultimately approved work could start during late summer 2009.



### CANTERBURY STREET AREA TRAFFIC CALMING PROPOSALS

Residents' & Stakeholders' Consultation



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The length of Canterbury Street, between Histon Road and North Street, as it currently appears.



An artist's impression of how the length of Canterbury Street, between Histon Road and North Street, might appear if it was closed to motor traffic.

**CANTERBURY STREET AREA TRAFFIC CALMING CONSULTATION**

*\* Please delete as appropriate.*

I **believe\*** / **do not believe\*** that there are traffic / parking related problems in Canterbury Street and the surrounding area.

*Please write below the nature of any problems; (ie. traffic speed, volume, parking, etc.)*

I **support\*** / **oppose\*** the proposal to close to motor traffic the section of Canterbury Street between Histon Road and North Street.

I **support\*** / **oppose\*** the proposal to introduce a 20 mph speed limit to the Victorian streets.

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

**ADDRESS :**

## **APPENDIX B**

### **SUMMARY OF CONSULTATION RESPONSES**

Number of questionnaires distributed : 500 approx.

Number of questionnaires returned : 118

*I believe that there are traffic / parking related problems in Canterbury Street and the surrounding area : 56%*

*I do not believe that there are traffic / parking related problems in Canterbury Street and the surrounding area : 30%*

The nature of any problems :-

*Traffic speed : 31%*

*Parking : 25%*

*Rat-running : 16%*

*Traffic volume : 7%*

*Poor visibility : 4%*

*Excessive noise : 3%*

*I support the proposal to close to motor traffic the section of Canterbury Street between Histon Road and North Street : 41%*

*I oppose the proposal to close to motor traffic the section of Canterbury Street between Histon Road and North Street : 57%*

Suggestions and comments made :-

*The road closure would only move the problem elsewhere : 14%*

*Make changes to Huntingdon Road / Histon Road / Victoria Road junction : 13%*

*Access via Huntingdon Road only would be difficult : 9%*

*There is not excessive traffic : 5%*

## **BACKGROUND PAPERS**

As appended.

### **1 INSPECTION OF PAPERS**

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

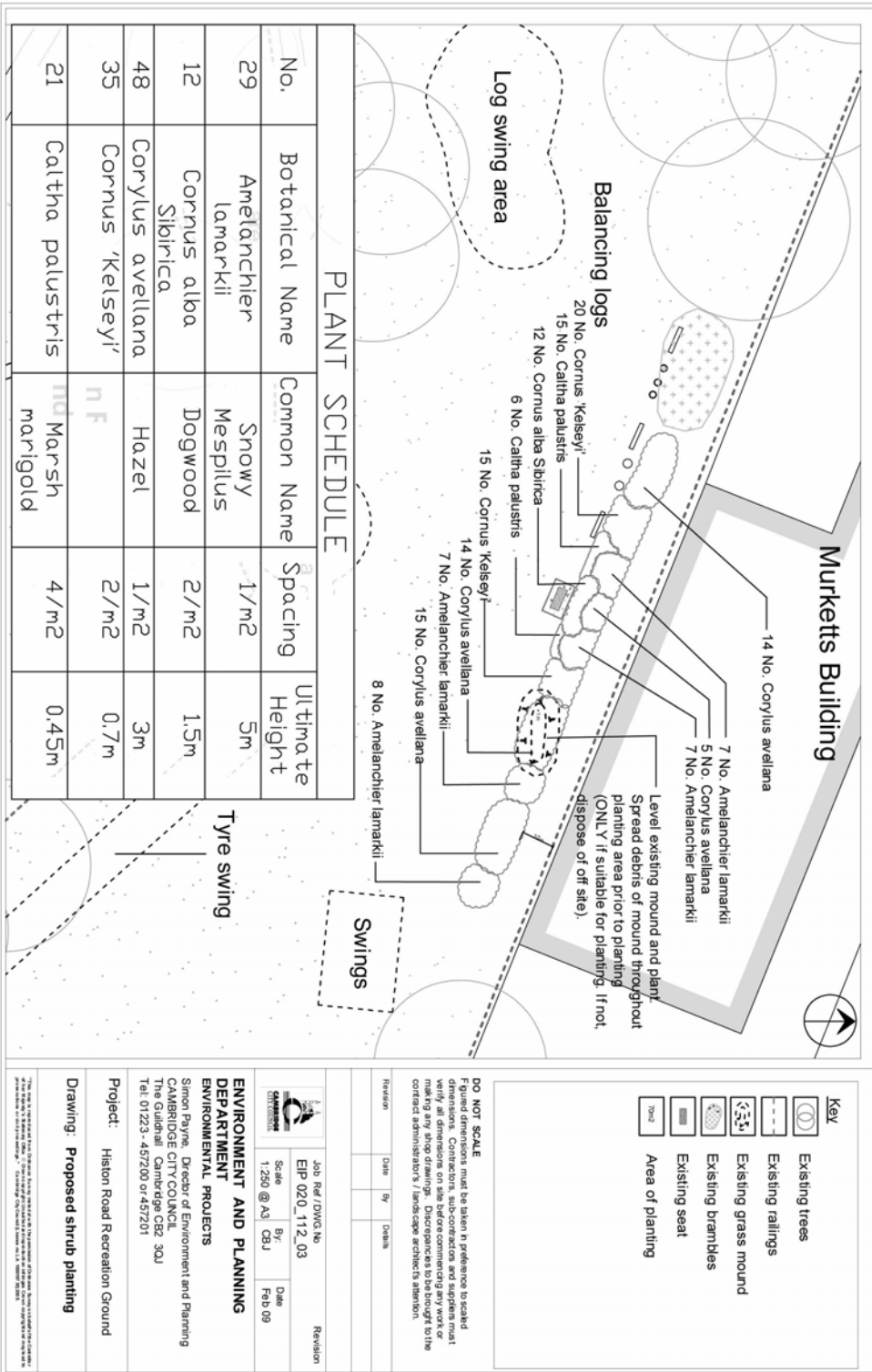
John Isherwood, Engineering Projects Manager

**Telephone:** 01223 - 457392

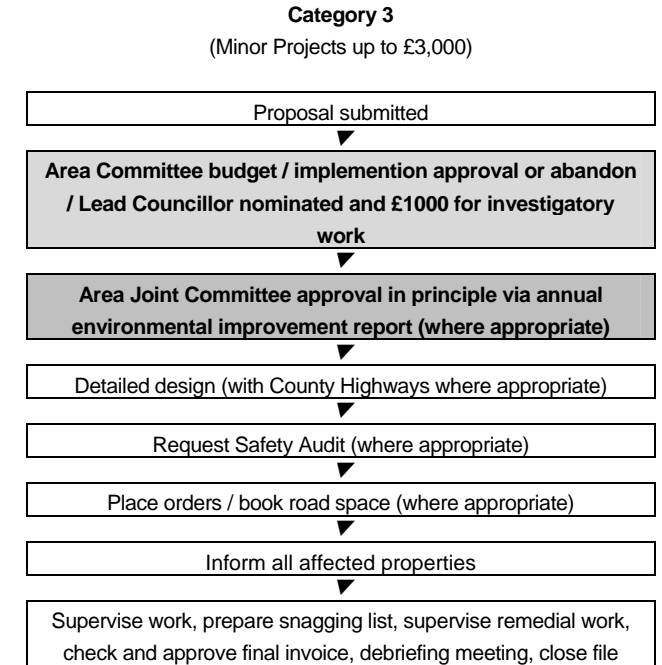
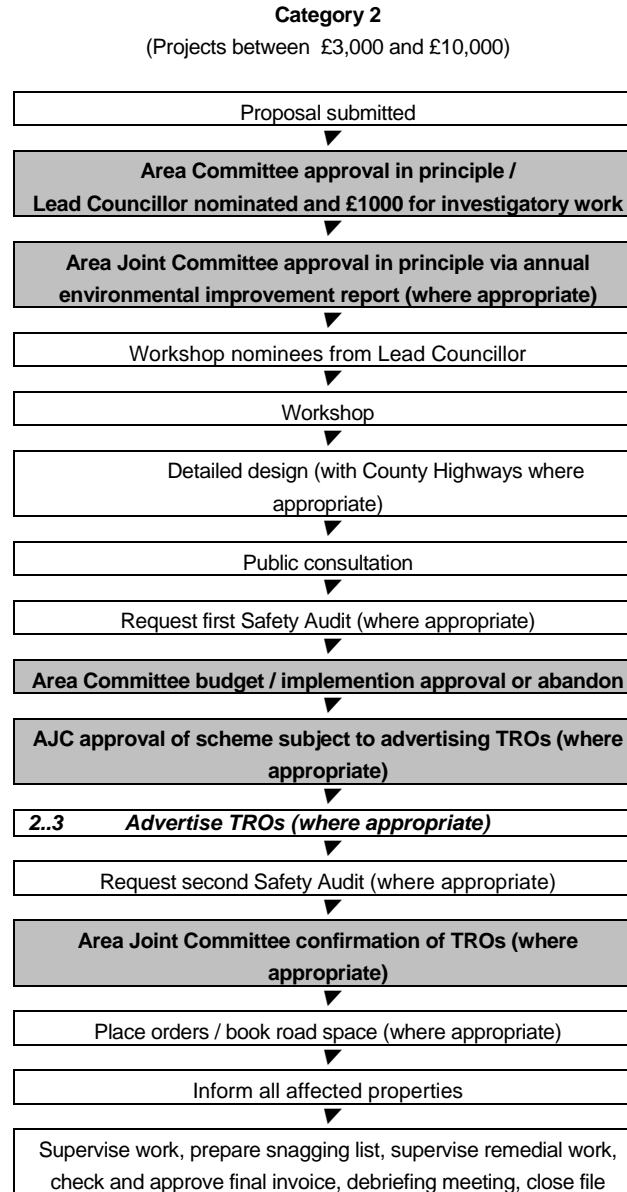
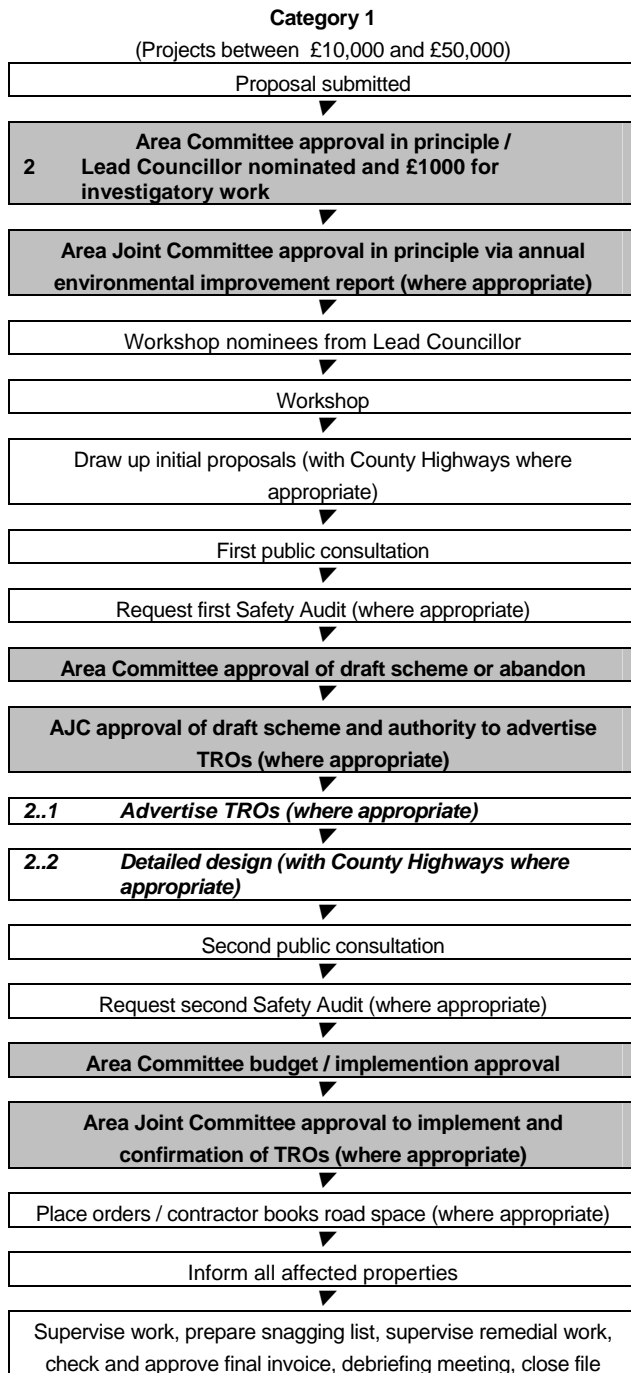
**Email:** [John.Isherwood@cambridge.gov.uk](mailto:John.Isherwood@cambridge.gov.uk)



# APPENDIX 2 : HISTON ROAD RECREATION GROUND PLANTING PLAN







**NOTE :**

Procedures marked "where appropriate" do not apply to schemes which do not affect the public highway.

[N:/POLICY AND PROJECTS/Environmental Projects Management/EPM 010 Programme and Project Management/Procedures/Scheme management procedures flow chart](#)