

Report by: Head of Policy and Projects

To: South Area Committee 2 April 2009

Wards: Trumpington, Queen Edith's, Cherry Hinton

Environmental Improvements Schemes

1 DECISIONS TO BE MADE

- **Sedley Taylor Road / Luard Road Traffic Calming**

Decisions : *(subject to the subsequent consent of the Cambridge Traffic Management Area Joint Committee)*

To decide whether to implement priority give-way features, speed humps and a 20 mph speed restriction within Sedley Taylor Road, Luard Road and Luard Close.

- **Hulatt Road mobility crossing (Cllr. Sanders)**

Decisions: *Agree a temporary and permanent solution for a cost of up to £3,000.*

2.0 BUDGET

SOUTH AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2008/2009		
	£	£
Budget for 2008/2009 financial year	£87,600	
Add roll-over from 2007/2008 budget	£153,630	
TOTAL BUDGET FOR 2008/2009 FINANCIAL YEAR		£241,230
Minus Actual 08/09 Budget Spend to end January 2009		-£50,654
Committed Projects	Estimated Reserved Cost £	
Foster Road allotments (remaining planting)	£767	
Orchard Estate Pinch Point Removal	£5,500	
Cherry Hinton hanging baskets (incl. load testing)	£7,620	
Sedley Taylor/Luard Road traffic calming	£75,000	
Cherry Hinton High Street verges (site investigations)	£2,500	
Church End parking area	£22,000	
Minus Committed project budgets		-£113,387
BALANCE OF 08/09 BUDGET as at end Jan 2009		£77,189
Projects agreed by Ctte to be investigated, but no budget committed. Costs shown are estimated and will depend on detailed design and site investigation	Estimated Cost £	
Cherry Hinton High Street verges (implementation estimate)	£40,000	
Gladstone Way barriers	£3,000	
Walkway from Bishops Court to Hauxton Rd Lighting	£25,000	
Boundary Court bollards	£3,000	
Hills Road verge reseeding	£8,000	
Fishers Lane verges/parking	£25,000	
Estimated costs for projects under investigation	£104,000	
N.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 Cherry High Street verges (opposite Chelwood Road)

A solution to the problem of residents parking on grass verges has been identified and is being detailed in consultation with County Highways and Housing. It has been identified that a telegraph pole will need to be moved to accommodate the required crossovers. Discussions with BT are underway.

3.2 Church End Parking area

Consultation has been carried out with 82% of respondents in favour of the scheme. The project implementation will commence during week starting 16th March.

3.3 Gladstone Way barrier

Investigations are being undertaken into the possibility of creating an alternative access point between The Orchards to Cherry Hinton Recreation Ground, which might alleviate the problem at Gladstone Way. However the owner of the land over which the link passes cannot be traced. Legal Department are being consulted over the matter.

Officers will continue to discuss with Ward Councillors and residents to pursue a solution to the problem.

3.4 Foster Road Allotments

All works have been completed apart from a small amount of herbaceous and bulb planting which will be carried out in the spring.

3.5 Lighting to Walkway from Bishop`s Court to Hauxton Road

This is a request for street lighting along a privately owned, unadopted footpath used to access Trumpington P&R and Waitrose from Bishop`s Court.

It has now been established that a revenue fund for the electrical supply and maintenance of the lighting will not be available.

It has also been established that S106 monies are not available for this scheme. We are therefore progressing this project as an EIP funded scheme.

Officers have been investigating solar powered lighting and have been sent product information giving details of 5m high lighting columns with solar panels.

Liaison with the owner of the land, Countryside Properties, will be necessary when a scheme is designed.

3.6 Pinch Point reconfiguration at Orchard Estate

The reconfiguration of the chicane and drop kerbs was complete during week starting 16th March.

4 SCHEMES REQUIRING DECISIONS

4.1 Sedley Taylor Road / Luard Road Traffic Calming (Cllr. Baker)

An explanation of the scheme, recommendations and decision to be made is shown in Appendix 1.

5. NEW SCHEMES – investigation and design work to be commenced in order of priority

5.1 Installation of bollards at Boundary Court, Rathmore Road to protect wall (Cllr Baker)

The introduction of bollards to protect a brick wall which is being continuously damaged by reversing vehicles.

5.2 Hills Road verges (Purbeck Road to Fendon Road) (Cllr Baker)

The cultivation and re-seeding of the grass verges along Hills Road.

5.3 Fishers Lane parking area (Cllr. Newbold)

A proposal to introduce a parking area to avoid car parking on grass verges.

5.4 Hulatt Road mobility crossing (Cllr. Sanders)

Cllr. Sanders has asked that a mobility crossing is put in for a resident in Hulatt Road. We have investigated the situation and suggest that we could put in a temporary measure of a small tarmac ramp until we can discuss the situation with County Highways as a permanent solution will required a road sign to be moved.

Recommendation: South Area Committee are recommended that a temporary tarmac ramp is installed and a permanent solution is discussed with County Highways. It is also recommended that if the temporary and permanent solution can be carried out for a cost of up to £3,000 that we implement both as soon as possible. If the cost is over £3,000 the project will return to Committee.

Decisions: The South Area Committee is asked to agree a temporary and permanent solution for a cost of up to £3,000.

6 CONSULTATIONS

- 6.1 It is the role of this Area Committee to ensure that an appropriate level of consultation is carried out and where necessary to make decisions about what changes to make to a scheme following consultation.

7 IMPLICATIONS

(a) Financial Implications

The Environmental Improvements Programme is a rolling budget and is divided between the four Area Committees by percentage population.

A degree of flexibility can be implemented within the programme. It will be possible for Area Committees to 'save' some, or all, of their annual budget in order to accrue funds for larger projects.

(b) Equal Opportunities Implications

Covered as one of the assessment criteria

(c) Environmental Implications

The whole purpose of this programme is to bring about improvements in the environment

(d) Community Safety Implications

Covered as one of the assessment criteria

8 BACKGROUND PAPERS

The following are the background papers that were used in the preparation of this report:

9 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

OR for Sedley Taylor/Luard Road

John Isherwood, Engineering Projects Manager

Telephone: 01223 - 457392

Email: John.Isherwood@cambridge.gov.uk

Appendix 1

Sedley Taylor Road / Luard Road Traffic Calming (Cllr. Baker)

Recommendation: *It is the officer recommendation that the proposals for priority give-way features, speed humps and a 20 mph speed limit in Sedley Taylor Road, Luard Road and Luard Close be implemented.*

Decisions: *The South Area Committee is asked to decide whether to abandon or implement priority give-way features, speed humps and a 20 mph speed limit within Sedley Taylor Road, Luard Road and Luard Close.*

1.1.1 Background

At its meeting of 18/12/08 the South Area Committee abandoned access and egress restriction proposals at the junction of Sedley Taylor Road and Long Road, and authorised further development of priority give-way features and speed humps within Sedley Taylor Road and Luard Road.

On 26th January 2009 the Cambridge Traffic Management Area Joint Committee resolved to support the draft proposals for priority give-way features and speed humps; to support the addition to the proposals of a 20mph speed limit; and to support the advertisement of a draft Traffic Regulation Order and public notice.

1.1.2 Scheme proposals

The scheme comprises two priority give-way features whereby traffic entering the two roads will have to give way to traffic leaving; five kerb-to-kerb flat-topped speed humps in blockwork and asphalt; and a 20 mph speed limit. These proposals are shown in **Plan 1**. The proposals have been scrutinised by the Highway Authority's engineering and safety audit teams.

The County Council's street lighting team has identified the need to install four additional lighting columns outside Nos. 13, 19, 25 and 40 Sedley Taylor Road.

These lighting columns will have black painted columns and will be fitted with blinds to prevent excessive light spread into the adjoining properties.

1.1.3 Advertisement of the draft Traffic Regulation Order and public notice

The draft TRO and public notice have been advertised; some objections were received; copies are available for inspection by Members.

The principal points of the objections, (*and officer comments thereon*), are

- 1] Siting a speed hump between Nos. 18 & 19 Sedley Taylor Road will make access to No. 19 more difficult.

(The height – 75 mm. - and the gradient – 1:12 – of the proposed humps are both modest, and experience with speed humps in similar locations elsewhere in Cambridge suggests that no problems should be encountered. The project engineer has visited the objector and explained exactly what is proposed; the objector has indicated that she now has no concerns).

- 2] The speed humps are unnecessary and will not work.

(Experience elsewhere in Cambridge suggests that the speed humps will be effective in ensuring that mean traffic speeds do not exceed 20 – 25 mph).

1.1.4 Budgeting

The provisional estimate, first reported to the Area Committee at its meeting of 03/07/08, was £75,000. Detailed estimates are being finalised and it is anticipated that the works will cost approximately £50,000.

1.1.5 Programme

If the Area Committee approves the implementation of this scheme it will be necessary to seek determination of the objections to the advertised draft TRO and public notice, and approval to implement the scheme, from the Cambridge Traffic Management Area Joint Committee.

That determination and approval could be sought at the meeting of the Area Joint Committee of 27/04/09.

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

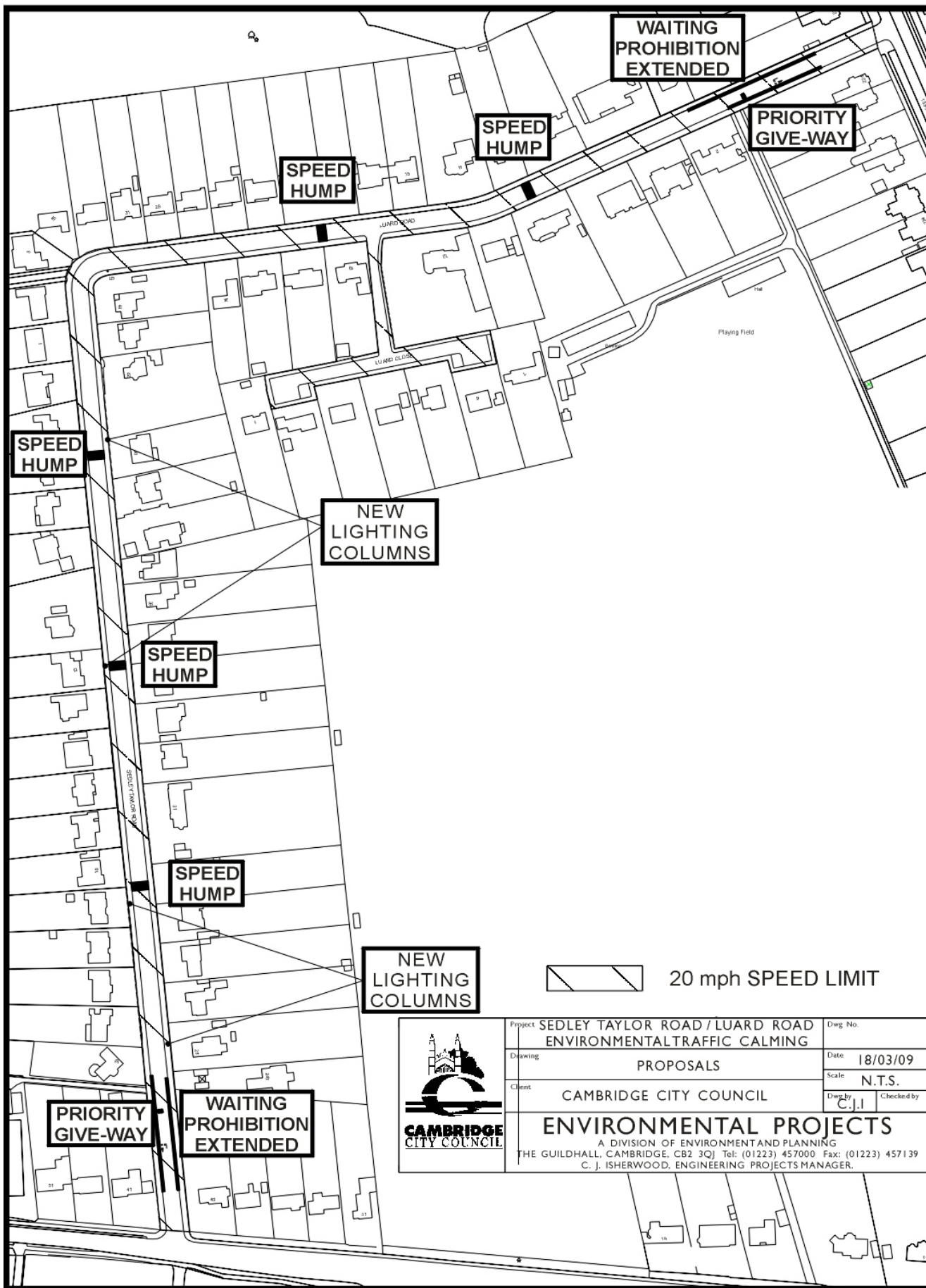
INSPECTION OF PAPERS


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



 <p>CAMBRIDGE CITY COUNCIL</p>	Project	SEDLEY TAYLOR ROAD / LUARD ROAD ENVIRONMENTAL TRAFFIC CALMING	Dwg. No.		
	Drawing	PROPOSALS	Date	18/03/09	
	Client	CAMBRIDGE CITY COUNCIL	Scale	N.T.S.	
			Dwg. by	C.J.I.	Checked by
<p>ENVIRONMENTAL PROJECTS</p> <p>A DIVISION OF ENVIRONMENT AND PLANNING THE GUILDHALL, CAMBRIDGE, CB2 3QJ Tel: (01223) 457000 Fax: (01223) 457139 C. J. ISHERWOOD, ENGINEERING PROJECTS MANAGER.</p>					

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Report Head of Policy and Projects
by:

To: South Area Committee 02 April 2009

Wards: Trumpington, Queen Edith's, Cherry Hinton

Environmental Improvements Programme - Subsidiary Notes

DECISION TO BE MADE: -

- **Sedley Taylor Road / Luard Road Traffic Calming**

Decisions : *(subject to the subsequent consent of the Cambridge Traffic Management Area Joint Committee)*

To decide whether to implement priority give-way features, speed humps and a 20 mph speed restriction within Sedley Taylor Road, Luard Road and Luard Close.

1.1.3 Advertisement of the draft Traffic Regulation Order and public notice

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The principal points of the objections, *(and officer comments thereon)*, are

- 1] Siting a speed hump between Nos. 18 & 19 Sedley Taylor Road will make access to No. 19 more difficult.

(The height – 75 mm. - and the gradient – 1:12 – of the proposed humps are both modest, and experience with speed humps in similar locations elsewhere in Cambridge suggests that no problems should be encountered. The project engineer has visited the objector and explained exactly what is proposed; the objector has indicated that she now has no concerns).

- 2] The speed humps are unnecessary and will not work.

(Experience elsewhere in Cambridge suggests that the speed humps will be effective in ensuring that mean traffic speeds do not exceed 20 – 25 mph).

3] A 20 mph. speed limit is not required if the traffic calming is effective; alternatively, if a 20 mph. speed limit is enforced, the traffic calming is not needed.

(No officer comment).

4] Speed cushions as opposed to kerb-to-kerb humps should be used as the latter may encourage cyclists to use the footways.

(The use of kerb-to-kerb speed humps as opposed to speed cushions is a requirement of the Highway Authority).

5] Extended No Waiting restrictions at the priority Give Way features will increase parking pressure in the rest of the roads.

(All available parking capacity is currently fully used; displacement within the two roads is not possible).

6] On-site parking policies at Addenbrookes and the Sixth Form College are unhelpful.

(No officer comment).

7] Street lighting levels are inadequate and so the speed humps may not be visible.

(The lighting levels have been checked by the Highway Authority; four additional lighting columns are proposed for Sedley Taylor Road).