

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

**To:** South Area Committee 18 December 2008

**Wards:** Trumpington, Queen Edith's, Cherry Hinton

**Environmental Improvements Schemes**

**1 DECISIONS TO BE MADE**

**Existing Schemes**

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

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

*To decide whether to further develop or abandon access and egress restriction proposals at the junction of Sedley Taylor Road and Long Road.*

*To decide whether to further develop or abandon priority give-way features and speed humps within Sedley Taylor Road and Luard Road.*

***Proposed New Schemes:***

***Tree Planting on New Bit:*** *To proceed with proposals for tree planting and to authorise a scheme budget estimate of £9,385.*

**2 BUDGET (see over)**

## BUDGET

<b>SOUTH AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2008/2009</b>		
	<b>£</b>	<b>£</b>
Budget for 2008/2009 financial year	£87,600	
Add roll-over from 2007/2008 budget	£153,630	
<b>TOTAL BUDGET FOR 2007/2008 FINANCIAL YEAR</b>		<b>£241,230</b>
Minus Actual 08/09 Budget Spend to end Nov 2008		-£34,186
<b>Committed Projects</b>	<b>Estimated Reserved Cost £</b>	
Foster Road allotments (remaining planting)	£767	
Orchard Estate Pinch Point Removal	£1,500	
Cherry Hinton hanging baskets (load testing)	£1,120	
Chalfont Close parking area	£24,500	
Blacklands allotments	£175	
Minus Committed project budgets		-£28,062
<b>BALANCE OF 08/09 BUDGET as at end Nov 2008</b>		<b>£178,982</b>
<b>Projects agreed by Committee 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>	
Gladstone Way barriers	£3,000	
Church End parking verge	£30,000	
Walkway from Bishops Court to Hauxton Rd Lighting	£25,000	
Sedley Taylor/Luard Road traffic calming	£75,000	
<b>Estimated costs for projects under investigation</b>	<b>£133,000</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 APPROVED SCHEMES – PROGRESS**

#### **3.1 Church End Parking area**

The trial pits to precisely locate utilities have been carried out. Designs will now be progressed and approval in principal can be sought from County Highways. Consultation will also be carried out with the Project Councillor prior to public consultation.

#### **3.2 Foster Road Allotments**

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

#### **3.3 Lighting to Walkway from Bishop`s Court to Hauxton Road**

Request for lighting along an unadopted walkway used to access Trumpington P&R and Waitrose from Bishop`s Court.

The scheme has been delayed because a revenue stream for the electrical supply and maintenance of the lighting is required. A revenue bid has been submitted, but the outcome of the bid will not be known until January.

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

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

#### **3.4 Gladstone Way barrier**

Finding a solution that is acceptable to residents, County Highways and DDA compliant is proving challenging.

#### **3.5 Pinch Point reconfiguration at Orchard Estate**

The Highway Authority have requested a reconfiguration of the drop kerbs associated with the pinch point and this is being included within the design prior to implementation.

#### **3.6 Hanging baskets - Cherry Hinton High Street**

The structural load testing of the existing lighting columns along Cherry Hinton High Street has been ordered to ascertain whether they can accommodate two number hanging baskets each next summer.

### **3.7 Additional parking in Chalfont Close**

The additional parking has been constructed and the scheme is complete. Monitoring will occur to ensure that parking no longer occurs on the grassed areas.

## **4 SCHEMES REQUIRING DECISIONS**

### **4.1 Sedley Taylor Road / Luard Road Traffic Calming**

The Scoping Workshop held on 7 May 2008 identified 'rat-running', traffic speed and volume as well as parking issues as the principal concerns. It also put forward some possible solutions.

Initial ideas were discussed with officers of the Highway Authority and draft proposals formulated and two alternative proposals for access restrictions were drawn up. Public consultation was undertaken in October/November. The full details of the proposals and results of the public consultation can be seen in Appendix 1.

***Recommendation:*** *It is the officer recommendation that the proposals relating to access restrictions between Long Road and Sedley Taylor Road be abandoned.*

*No officer recommendation is given concerning proposals for priority give-way features and speed humps in Sedley Taylor Road and Luard Road.*

***Decisions:*** *South Area Committee are asked to decide whether to further develop or abandon access and egress restriction proposals at the junction of Sedley Taylor Road and Long Road.*

*The Committee is also asked to decide whether to further develop or abandon priority give-way features and speed humps within Sedley Taylor Road and Luard Road.*

## **5 POTENTIAL NEW SCHEMES REQUIRING DECISIONS**

### **5.1 Tree Planting on New Bit**

A proposal has been put forward to carry out new tree planting on the New Bit. A detail proposal is attached in Appendix 2.

The Arboricultural Team would carry out public consultation and implement the scheme. The project would therefore not occupy EIP officer time.

**Recommendation:** Committee to authorise a scheme budget estimate of £9,385.

**Decision:** to authorise budget.

## **6 CONSULTATIONS**

7.1 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](mailto:Dinah.Foley-Norman@cambridge.gov.uk)

## **APPENDIX 1 : Sedley Taylor Road / Luard Road Traffic Calming (Cllr. Baker)**

**Recommendation:** *It is the officer recommendation that the proposals relating to access restrictions between Long Road and Sedley Taylor Road be abandoned.*

*No officer recommendation is given concerning proposals for priority give-way features and speed humps in Sedley Taylor Road and Luard Road.*

**Decisions:** *South Area Committee are asked to decide whether to further develop or abandon access and egress restriction proposals at the junction of Sedley Taylor Road and Long Road.*

*The Committee is also asked to decide whether to further develop or abandon priority give-way features and speed humps within Sedley Taylor Road and Luard Road.*

### **1.1.1 Background**

At its meeting of 22/11/07 the South Area Committee authorised consultation and preliminary scheme development work to address traffic problems within Sedley Taylor Road and Luard Road.

The Scoping Workshop held on 07/05/08 identified 'rat-running', traffic speed, volume and parking issues as the principal concerns, and suggested access restrictions at the Long Road / Sedley Taylor Road junction, plus priority give-way and speed reduction measures as possible solutions.

Initial ideas were discussed with officers of the Highway Authority who indicated the form that these measures might take for the purposes of public consultation.

### **1.1.2 Draft Design Proposals (see Addenda A, B, & C)**

Two alternative proposals for access restrictions were drawn up as follows.

**Option 1** would prevent motor vehicle right turn access and egress between Long Road and Sedley Taylor Road, thereby rendering the 'rat-run' between Hills Road and Long Road ineffective. The 'rat-run' between Long Road and Hills Road would be unaffected.

**Option 2** would prevent all motor vehicle access and egress between Long Road and Sedley Taylor Road, with the exception of

left turn egress from Sedley Taylor Road into Long Road. The 'rat-runs' in both directions would be rendered ineffective, but southbound servicing and misdirected traffic would still be able to egress from Sedley Taylor Road into Long Road.

Two proposals for traffic calming were also developed.

**Priority give-way features** would require motor traffic entering Sedley Taylor Road and Luard Road to give-way to traffic leaving these roads.

**Speed humps** would ensure that the speed of traffic would be moderated. The Highway Authority indicated its requirement for sinusoidal speed humps rather than speed cushions, for the convenience of cyclists in roads where there is considerable kerb-side parking.

### **1.1.3 Consultation**

These proposals have been the subject of a public consultation amongst all residents in Sedley Taylor Road, Luard Road and Luard Close, plus other stakeholders. Copies of the consultation documentation are provided as **Addenda A, B & C**.

### **1.1.4 Consultation Response Analysis**

A summary of the responses to the public consultation is given in provided as **Addendum D**.

Responses show clear concern about the speed and volume of traffic, and about parking issues. The impact of 'rat-running' was particularly referred to in the comments section.

It is clear that there is not majority support for either of the two access restriction proposals that were intended to restrict or prevent 'rat-running'.

The County Council has also expressed concern at the possibility of vehicles U-turning in Robinson Way in order to continue using the rat-run.

Support for the priority give-way proposals at 63% shows a majority of those responding in favour, but only 38% of all residents have indicated their support.

Support for the speed hump proposals at 65% shows a majority of those responding in favour, but only 39% of all residents have indicated their support.

### **1.1.5 Conclusions**

In view of the lack of support for measures directed at reducing or eliminating rat-running, and the County Council's concerns, officers recommend that these should be abandoned.

The priority give-way and speed hump proposals have attracted the majority support of those residents responding. However, officers do not feel that the overall level of support or the anticipated speed and traffic volume reductions are sufficient to enable them to give a recommendation as to whether these measures should also be further developed or abandoned.

### **1.1.6 Funding**

It is only possible at this stage to provide a preliminary estimate of £25,000 for the priority give-way and speed hump works.

### **1.1.7 Programme**

If the Committee decides to progress any of the proposed works, (with the possible exception of the priority give-way features), it will be necessary to seek the consent of the Cambridge Environment and Traffic Management Area Joint Committee in order to advertise Traffic Regulation Orders or otherwise give public notice. That consent could be sought at the Joint Committee meeting of 26/01/09.

A report could be brought to the meeting of the South Area Committee of 02/04/09 detailing the final proposals and costings and seeking consent to implement any 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 27/04/09.

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



# Addendum A

## WHAT IS PROPOSED AND WHY?

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

During May 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 Sedley Taylor Road and Luard Road as a 'rat run' in both directions between Hills Road and Long Road; excessive speed and aggressive driving; intensive parking by non-residents and the associated problems of blocked access to properties; together with the use of these roads by heavy goods vehicles.

Solutions considered for the 'rat run' problem included a closure of the route at some point to all motor traffic; however the insoluble problem of arranging turning facilities at both sides of the closure ruled out this solution.

What did appear possible were entry / exit restrictions at one end of the route to render the 'rat run' pointless; albeit at the expense of some inconvenience to residents. The plan overleaf shows two options for access / exit restrictions at the junction of Sedley Taylor Road with Long Road.

Both options would prevent all traffic from entering and leaving Sedley Taylor Road via a right turn; this would make the 'rat-run' from Hills Road to Long Road pointless.

The first option would allow all traffic to enter Sedley Taylor Road from Long Road via a left turn; this proposal would leave the 'rat run' from Long Road to Hills Road unaffected.

The second option would prevent all motor traffic from entering Sedley Taylor Road at Long Road; this proposal would eliminate the point of the 'rat run' in both directions. There can be no doubt that both of these access options would involve significant inconvenience for residents, but the benefits to be gained from a partial or total elimination of 'rat-running' traffic may outweigh this.

The problems associated with excessive speed and aggressive driving can be addressed by traffic calming measures. It is important that drivers entering a residential area from a principal road modify and moderate their driving style accordingly; 'gateway features' are designed to help drivers to do this.

At many locations around Cambridgeshire the boundaries of communities are marked by short sections of single carriageway, at which vehicle entering the community have to give way to those leaving; (pedal cycles are usually able to bypass these restrictions).

The plan overleaf illustrates proposals for two 'gateway features' located close to the junctions of Luard Road with Hills Road and Sedley Taylor Road with Long Road. Clearly, if the option to prevent all motor traffic from entering Sedley Taylor Road from Long Road were to be adopted then the 'gateway feature' close to this junction would not be required. Also indicated on the plan are speed humps intended to prevent excessive speed.

The problems caused by parked vehicles not belonging to residents cannot be addressed in isolation as part of this scheme. The Highway Authority is committed to undertaking a parking review covering the whole of the Queen Ediths area and the particular problems experienced in Sedley Taylor Road and Luard Road will be addressed during that review.

The only changes to the existing parking regime which could arise from the traffic calming proposals would be those essential for the implementation of the scheme.

The access restriction, gateway and traffic calming features shown in this leaflet could be used either singly or in combination; the purpose of this consultation is to discover if residents feel proposals of this type are justified and, if so, which features should be used.

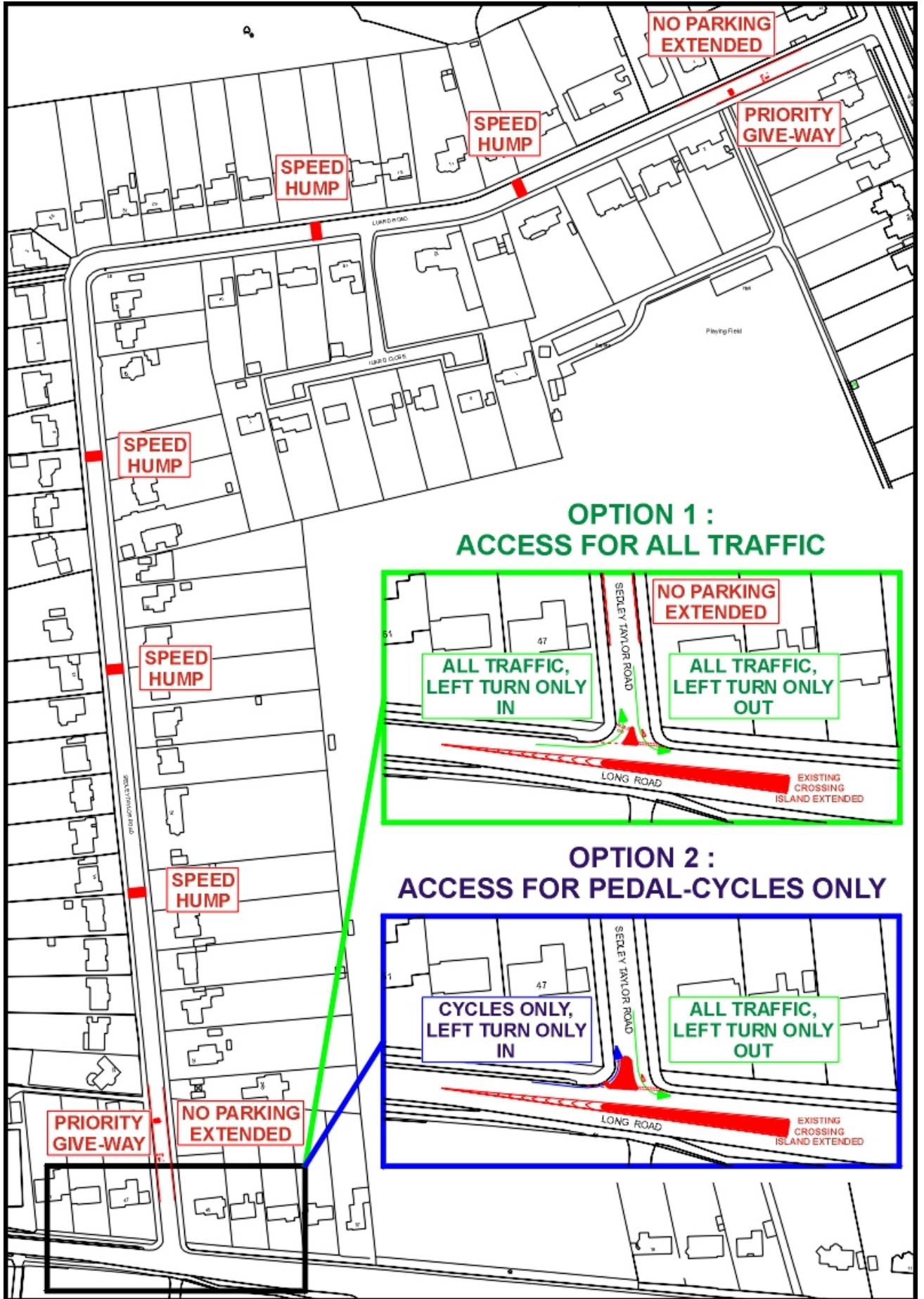
We would like to know your views concerning these proposals so we have enclosed a reply-paid questionnaire with this leaflet. Please complete the questionnaire and post it back to us to arrive not later than **31/10/08**. If you have any questions, please telephone **John Isherwood**, (Engineering Projects Manager, Cambridge City Council) on **01223-457392**.



## SEDLEY TAYLOR ROAD & LUARD ROAD TRAFFIC CALMING PROPOSALS

Residents'  
Consultation

# Addendum B

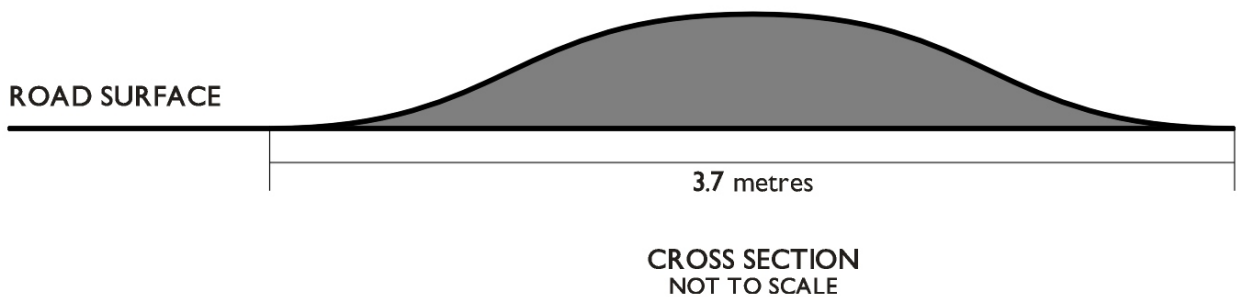


## Addendum C

PRIORITY GIVE WAY restrictions discourage through traffic and reduce the speed of the remaining traffic. They can be designed to allow cycle traffic to bypass the restriction. The illustration shows an example in Grange Road which has two islands and cycle lanes. If used in Sedley Taylor Road and Luard Road a layout with only a single island and cycle bypass would be sufficient.



Sinusoidal speed humps are designed to be cycle-friendly whilst reducing the speed of motor traffic.



### SEDLEY TAYLOR ROAD & LUARD ROAD TRAFFIC CALMING CONSULTATION

*\* Please delete as appropriate.*

I **believe\*** / **do not believe\*** that there are traffic / parking related problems in Sedley Taylor Road and Luard Road

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

I **support\*** / **oppose\*** the proposal to prevent right-turn access and exit between Long Road and Sedley Taylor Road (**Option 1**)

I **support\*** / **oppose\*** the proposal to prevent left-turn motor vehicle access from Long Road into Sedley Taylor Road (**Option 2**)

I **support\*** / **oppose\*** the proposal for priority Give Way features

I **support\*** / **oppose\*** the proposal for speed humps

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

## **Addendum D**

### **SUMMARY OF CONSULTATION RESPONSES**

Number of questionnaires distributed : 100 approx.

Number of questionnaires returned : 60

I believe that there are traffic / parking related problems in Sedley Taylor Road and Luard Road : 82%

I do not believe that there are traffic / parking related problems in Sedley Taylor Road and Luard Road : 10%

The nature of any problems :-

Traffic speed : 67%

Traffic volume : 53%

Parking : 66%

I support the proposal to prevent right-turn access and exit between Long Road and Sedley Taylor Road (Option 1) : 35%

I oppose the proposal to prevent right-turn access and exit between Long Road and Sedley Taylor Road (Option 1) : 65%

I support the proposal to prevent left-turn motor vehicle access from Long Road into Sedley Taylor Road (Option 2) : 40%

I oppose the proposal to prevent left-turn motor vehicle access from Long Road into Sedley Taylor Road (Option 2) : 60%

I support the proposal for priority Give Way features : 63%

I oppose the proposal for priority Give Way features : 35%

I support the proposal for speed humps : 65%

I oppose the proposal for speed humps : 33%

## **APPENDIX 2 :**

### **TREE PLANTING ON NEW BIT**

#### **New Bit tree planting to include:**

- 1. to plant 15 oak and 10 hawthorn trees on New Bit**
- 2. to plant 3 Black poplar trees on the Straits**

#### **History**

New Bit is linked to Coe Fen by the Straits. It measures 1.65 hectares. Historically it was partly arable towards Trumpington Road but was reclaimed for common grazing after the loss of other areas.

#### **Character**

The character of the open space is an interesting one. In contrast to Sheep's Green, Coe Fen and New Bit are open areas with planting on the edges. Trees, on and off the land, are important for creating a sense of enclosure that is so important to these spaces. The horse chestnuts on the east side to Trumpington Road form the dominant feature of the space and are especially impressive in the spring when in flower. Gaps between the trees allow views in and out of the space to Trumpington Road and the University Botanic Garden. The woody nature of the southern edge is created by planting at the end of the gardens of houses in Chaucer Road; these trees were protected by a Tree Preservation Order in 1977 to ensure this important amenity was retained and replaced. It is possible to glimpse elevations of houses on Chaucer Road and Belvoir Terrace through the trees and shrub cover, these views are important as they link the urban context with the open space and provides the transition from the countryside to the city centre.

#### **Status**

Coe Fen and Sheep's Green are City and County Wildlife Sites, but New Bit has no wildlife status, the grassland is generally species poor and Vicar's Brook has limited aquatic vegetation to support flora and fauna. However, the space has great potential, as a wildlife habitat and it is hoped that by undertaking the tree planting it will enrich the wildlife by providing a food resource and habitat for insects, birds and mammals. It may therefore be possible to upgrade its character so that it could become a local nature reserve.

#### **Existing tree cover**

New Bit is an area in need of renewal. The horse chestnuts along Trumpington Road are suffering from the leaf miner moth which decimate the trees annually. The infestation begins in May in the lower canopy and by early July the damage has spread to the upper parts, the general

impression is that autumn has arrived as the leaves turn brown and curl over. There is no treatment for the moth other than destroying the leaves in the autumn in the hope of killing over-wintering insects. Whilst the pest in itself is unlikely to kill the tree, it contributes to a general weakening of the plant which renders it vulnerable to other pathogens. Several of the trees are suffering from Bleeding canker . Early symptoms of canker are bleeding lesions which ooze a rusty-red gummy liquid. After some months the bark cracks and lifts and wood rotting fungi invade. Over several years, and particularly if the tree has many bleeding cankers, the areas of dead bark join together and extend until they encircle the branch or trunk. When this happens the effects are visible in the crown, the foliage turns yellow, leaves fall early and the limbs die. Sometimes part of the crown will not break leaf, or the foliage will be smaller and limp. There is no chemical treatment currently available to cure or arrest the development of bleeding canker. Four trees have died as a result, but have been replaced with more horse chestnuts.

There is no proposal to fell the horse chestnuts, they should remain until they die or the oak planting requires their removal.

The mature willow on the north side of the open space, which was an important and significant feature, died and was removed three years ago. It has never been replaced.

## **Proposal**

### **Planting – oak and hawthorn**

It is proposed to plant New Bit with oak and hawthorn trees so that it resembles Sheep's Green further to the west which is a semi-natural open space grazed by cattle and horses. By scattering the trees the area will appear as pastoral open parkland. Sufficient light will be allowed in to support the grassland species, but the presence of the oak and hawthorn trees will enrich the general habitat of the area. It is envisaged that the trees will provide shade for the livestock and for those crossing the open space from Trumpington to the city centre or Newnham. At present there is little protection from the sun and in recent years that cover has declined. The Conservation Plan of 2001 identified that increasing numbers of people were using the space for recreational purposes as they travelled across town. In addition, the area was being used for picnics and games by those parking on Trumpington Road. By improving the landscape of the open space and making it a more attractive place to inhabit people will be encouraged to walk or cycle across it to reach other parts of the city. With the developments at Clay Farm and Trumpington Meadows the number of people who could use the space could increase. By persuading cyclists and pedestrians to use the open space rather than the highway as a transport route the number of vehicle/cycle/pedestrian accidents and the nature of the injuries incurred should be reduced.

## **Planting – Black poplar**

Tree work along Vicar's Brook will open up the stream to wildlife. There is a section where there is a meander in the brook, if the dead elm suckers and two tired elder bushes were cleared there would be space to plant three native Black poplar trees. The oldest Black poplar is believed to exist on Hobson's Brook, not far away. This specie was in decline, but a recent nationwide effort by dedicated individuals has identified surviving trees and the numbers have been increased by propagation and planting programmes. Unfortunately, no trees have been planted on Council land, in order to commemorate the significance of the tree to the city and to increase its provenance it is proposed to plant three trees here. Poplars are ideally suited to this location, they belong to this landscape and do well in these ground conditions. Poplars, black, grey, white and Lombardy are to be found in neighbouring gardens and on Coe Fen and Sheep's Green.

## **COSTS**

### **Tree planting**

Cost of purchasing and planting new trees as well as tree guards are estimated at £9,385.

## **BACKGROUND PAPERS for Appendix 1**

As appended.

## **INSPECTION OF PAPERS for Appendix 1**

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