



Public Document Pack

Cambridge City Council

ENVIRONMENT SCRUTINY COMMITTEE

To: Scrutiny Committee Members: Kightley (Chair), Saunders (Vice-Chair), Blencowe, Gawthrope, O'Reilly, Reid, Roberts and Tunnacliffe

Alternates: Councillors Ashton and Ashton

Executive Councillor for Environmental and Waste Services: Councillor Swanson

Executive Councillor for Planning and Climate Change: Councillor Ward

Executive Councillor for Public Places: Councillor Reiner

Despatched: Monday, 23 December 2013

Date: Tuesday, 14 January 2014

Time: 4.00 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: James Goddard **Direct Dial:** 01223 457013

AGENDA

5 DECISION TAKEN BY EXECUTIVE COUNCILLOR

5d Parker's Piece Lighting Project *(Pages 7 - 38)*

5e Splash Pad Projects and Revised use of Developer Contributions Funding *(Pages 39 - 44)*

Decisions for the Executive Councillor for Environmental and Waste Services

Items for Debate by the Committee and then Decision by the Executive Councillor

10 PROPOSED CHANGE TO SUBSIDISED WORKING WITH THE COUNTY COUNCIL IN RELATION TO GRASS CUTTING OF VERGES *(Pages 45 - 48)*

Report to follow. *(Pages 45 - 48)*

11 CHARGING FOR THE SECOND GREEN BIN SERVICE *(Pages 49 - 54)*

Report to follow. *(Pages 49 - 54)*

12 CESSATION OF THE PEST CONTROL SERVICE *(Pages 55 - 60)*

Report to follow. *(Pages 55 - 60)*

Decisions for the Executive Councillor for Planning and Climate Change

Items for Decision by the Executive Councillor, Without Debate

13 JESUS GREEN SHARED CYCLE AND FOOT PATH IMPROVEMENTS
(Pages 61 - 74)

Report to follow. *(Pages 61 - 74)*

14 PERNE ROAD/RADEGUND RD ROUNDABOUT *(Pages 75 - 96)*

Report to follow. *(Pages 75 - 96)*

Items for Debate by the Committee and then Decision by the Executive Councillor

20 CYCLE PARKING PROJECT APPRAISAL *(Pages 97 - 134)*

The Cycle Parking Project Appraisal report will be presented as a PowerPoint presentation. *(Pages 97 - 134)*

Information for the Public

Location The meeting is in the Guildhall on the Market Square (CB2 3QJ).

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CAMBRIDGE CITY COUNCIL Record of Executive Decision

Parker's Piece Lighting Project

Decision of: Executive Councillor for Public Places: Councillor Andrea Reiner

Reference: 13/URGENCY/ENV/8

Date of decision: 31/12/13 **Recorded on:** 31/12/13

Decision Type: Non Key

Matter for Decision: **1.0 Financial recommendations –**
1.1 The Executive Councillor is asked to approve the commencement of the Parker's Piece Lighting Scheme as detailed in the Officer's report, the funding for which is already included in the Council's Capital & Revenue Project Plan.

1.2 The total estimated cost of the project is £60,000 funded from the capital plan allocation SC584.

1.3 The on-going revenue costs for the project will be incorporated within existing revenue budgets.

2.0 Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of:

2.1 The installation of the lighting on Parker's Piece in accordance with the details in the Officer's report.

2.2 Subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Why the decision had to be made (and any alternative options): The project proposes the installation of additional lighting columns along the two diagonal path sections that are adopted public highway across Parker's Piece.

The Executive Councillor's decision(s):

1.0 Financial recommendations –

1.1 The Executive Councillor approved the commencement of the Parker's Piece Lighting Scheme as detailed in the Officer's report, the funding for which is already included in the Council's Capital & Revenue Project Plan.

1.2 The total estimated cost of the project is £60,000 funded from the capital plan allocation SC584.

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2.2 Subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Reasons for the decision:

As set out in the Officers Report.

Scrutiny consideration:

The Executive Councillor and Spokesperson were consulted prior to the decision being made.

Report:

See attached memo.

Conflicts of interest:

No conflicts of interest were declared by the Executive Councillor.

Comments:

None.



Project Appraisal and Scrutiny Committee Recommendation

Project Name: Parker's Piece Lighting Project

To: Cllr Andrea Reiner
Executive Councillor for Public Places

Report by: Simon Payne – Director of Environment

Scrutiny committee: ENVIRONMENT 14 January 2014

Wards affected: Market

Recommendations;

1.0 Financial recommendations –

- 1.1 The Executive Councillor is asked to approve the commencement of the Parker's Piece Lighting Scheme as detailed in this report, the funding for which is already included in the Council's Capital & Revenue Project Plan.
- 1.2 The total estimated cost of the project is £60,000 funded from the capital plan allocation SC584.
- 1.3 The on-going revenue costs for the project will be incorporated within existing revenue budgets.

2.0 Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of:

- 2.1 The installation of the lighting on Parker's Piece in accordance with the details in this report.
- 2.2 Subject to:
 - The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
 - The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

3.0 The Project

This project proposes the installation of additional lighting columns along the two diagonal path sections that are adopted public highway across Parker's Piece.

Site Location Plan

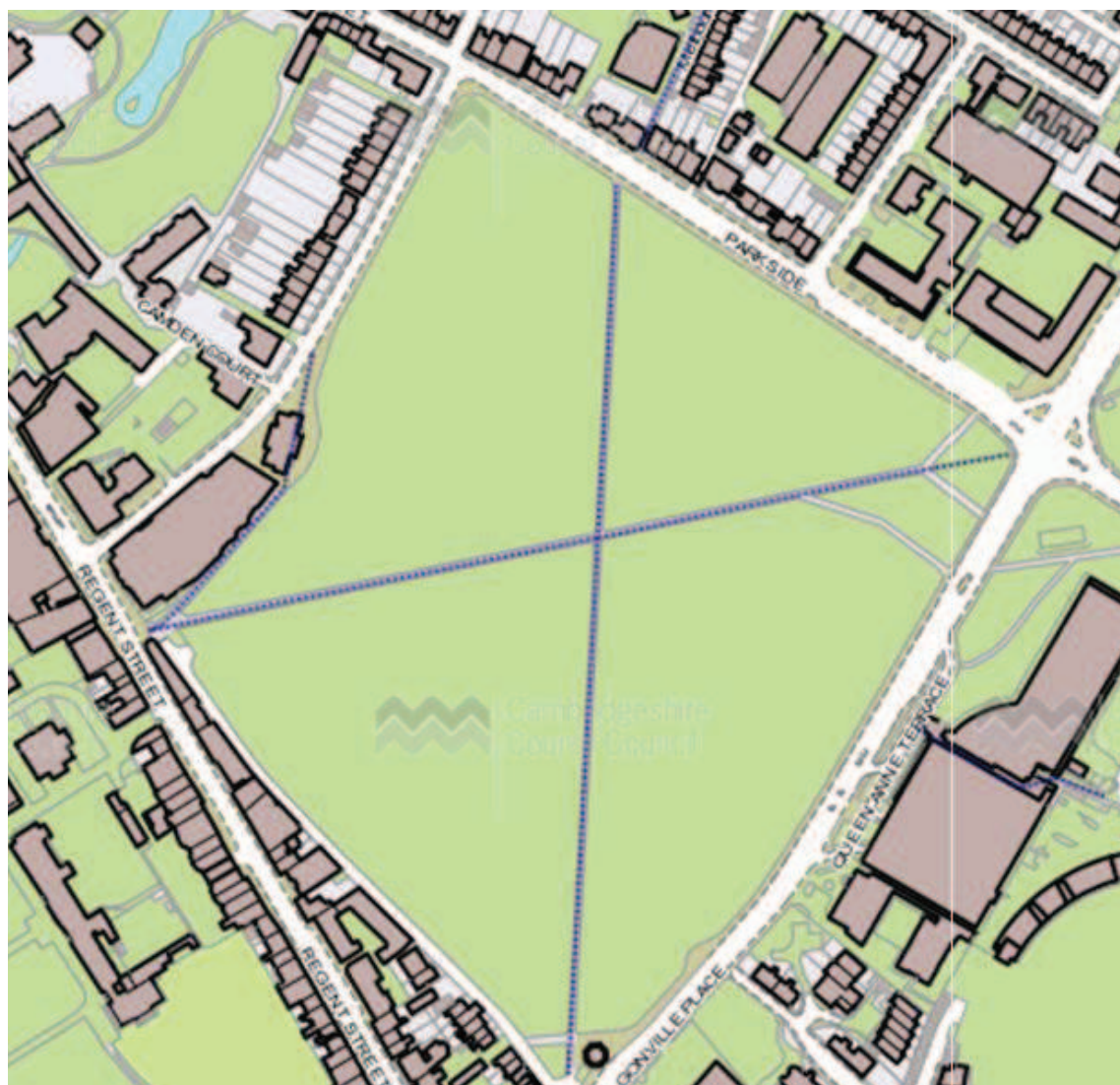


Image courtesy of Cambridgeshire County Council

Target Project Programme Dates:

Commence Procurement	December 2013
Award of Contract	January 2014
Commence Construction	January 2014
Project Completion	February 2014

3.1 Anticipated Cost

Total Estimated Project Cost	£ 60,000
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Cost Funded from:

Funding:	Amount:	Details:
Reserves	£21,000.00	<i>Environmental Safety Fund (£16,000.00)</i> <i>Safer City Grant (£5,000.00)</i>
Repairs & Renewals	£0.00	
Developer Contributions	£39,000.00	<i>Public Realm Developer Contributions (£39,000.00)</i>
Climate Change Fund	£0.00	
Other	£0.00	

3.2 Procurement process

Procurement will be through a request for quotations from three specialist lighting contractors in accordance with a written specification. Quotations will be assessed by a skilled officer panel and selected in accordance with a clear evaluation scheme, based on demonstrated quality versus cost.

3.3 Background

3.3.1 Parker's Piece is described as follows in the Cambridge Landscape Character Assessment:

“Parker’s Piece is a large green space to the south east of the historic city core. It is well used as a recreation area. It has tree planting to its boundary, but none with the internal space, making it a unique space in Cambridge. There are two major paths bisecting it, with a Grade II Listed lamp column near the centre. Like New Square and Christ’s Pieces it is closely mown.”

3.3.2 The existing Grade II Listed lighting column is at the centre of the two main paths that cross the park diagonally and is known locally as Reality Checkpoint. The Listed Status text for this structure reads:

“Lamp Standard. C.1860. Cast iron. Square-section plinth and base with inscription panels to each side. South-west side with access hatch. Top edges with waterleaf decoration. Base of shaft with 4 intertwined dolphins. Plain shaft of circular section carries 4 candelabra lamp holders by means of scrolled wrought-iron stays. Glazed mantle cages of inverted conical section.”

3.3.3 Parker’s Piece was transferred to the corporation as pasture in perpetuity for the townsfolk in 1612, and has remained relatively unchanged throughout its history. This relative consistency has established a strong landscape character. This site is also within the conservation area and forms part of the city’s historic core.

3.3.4 Having said that, it has still had to evolve with the changing demands for its use, which history shows has taken time to agree by those responsible. Some of the changes include;

- Ground levelled for a cricket pitch (1831 and 1832).
- Surfaced footpath on all four sides of the common separated from the horses and cattle by an oak post and rail fence.
- Surface of PP levelled and drained into new sewer; single row of elms to be planted on three sides (proposed 1839).
- 30 lime trees planted on NE side of Parker’s Piece (1868).
- Iron fence to be installed around Parker’s Piece (Council decision 1878).
- Worn tracks over the grass formalised by limestone paths on Parker’s Piece (decision 1880).
- Paths on Parker’s Piece widened and drained (decision 1890).
- Electric lamp installed at centre of Parker’s Piece (Reality Checkpoint) (decision 1893).
- Hobbs Pavilion built on Parkers Piece. (1927)
- Paths widened at corners and lay-by created in Regents Terrace.
- Paths at NE corner of Parker's Piece modified. (2000)

- 3.3.5 It is also interesting to note that, at the time the grass tracks were proposed to be formalised by limestone paths in 1880, it was highlighted that they should be lit, which probably led to the installation of Reality Checkpoint ten years later.
- 3.3.6 Since then the city has continued to develop and the population of Cambridge is expected to increase extensively over the next 20 years, with the quality and accessibility of the historic core key to the attraction of the city, as a place to live and visit.
- 3.3.7 This projected increase in population will continue to put more pressure on the capacity of the city centre in supporting more residents and visitors.
- 3.3.8 Parker's Piece is a hugely valuable green space for Cambridge, highlighting the great value that high quality green spaces can bring to an urban environment and it now seems the time has once again come for more difficult decisions to be made over its further evolution, following the demands from those using it.

3.4 Project Aims & Objectives

- 3.4.1 For many years the issue of additional lighting across Parker's Piece has been debated.
- 3.4.2 In 2003, the City Council set up a budget known as the Environmental Safety Fund, which aimed to help deal with issues of community safety, specifically in areas of recorded violent crime across the city, by funding improvements to public amenity lighting.
- 3.4.3 Parker's Piece was specifically mentioned as one of those problem areas, but proposals have taken many years to gain enough momentum, a general theme for any proposed changes to Parker's Piece over the past 400 years.
- 3.4.4 Community safety concerns are therefore not a new issue for Parker's Piece and it is clear that this project is dealing with a sensitive issue that has now reached a point where important decisions need to be made.

3.4.5 To partly inform these decisions, the Safer Neighbourhoods team from Cambridgeshire Police has provided a list of recorded incidents that occurred between the hours of 18:00 and 06:00 throughout 2012 for the Parker's Piece area. A detailed breakdown can be found in Appendix B of this report.

3.4.6 It was also made clear that there are also incidents that go unreported, although these are assumed to be of a less serious nature.

3.4.7 A total of 57 incidents were reported during 2012 including;

➤ Violence	15
➤ Theft	5
➤ Robbery	4
➤ Sex Offence	1

3.4.8 The majority of violence related incidents occurred between the hours of midnight and 04:00hrs. Rowdy/Nuisance incidents occurred predominantly between 21:00hrs and midnight. All recorded robbery incidents occurred after 21:00hrs.

3.4.9 With the majority of incidents taking place during the hours of darkness, targeting improvements to lighting is an obvious option in a bid to reduce these statistics.

3.5 Feasibility Stage Consultation

3.5.1 In March this year a public consultation was conducted to investigate whether additional lighting on Parker's Piece would be welcomed by residents and park users.

3.5.2 The consultation trialled different lighting types, asking respondents views on their perceived safety of the Piece and their opinion of the installed lighting.

3.5.3 The consultation was extensive and generated 1,039 valid responses over a period of four weeks.

3.5.4 Some of the key statistics were;

- The heaviest usage time of the Piece is the early evening
- After dark, three out of five people do not feel safe on the Piece.
- The trialled lighting improved the perception of safety significantly, especially for women, younger people and students; who all felt safer whilst the trial was operational.
- 76% of respondents welcome the idea of lighting Parker's Piece, with 17% thinking that it was a bad idea. 69% wanted to see the scheme extended (primarily young people, students and women).
- 62% of responses were from local residents.
- The most vulnerable groups including women, younger children and students were on the whole greatly in support of lighting, whilst older people were more resistant to the introduction of lighting.

Some criticisms of proposed lighting were as follows:

- That people who felt unsafe could walk around the park.
- That bollards would act as obstacles for cyclists and pedestrians.
- That any lighting would negatively detract from the character of the space.
- Increased levels of light pollution were not desirable.
- It was suggested by several respondents that further consideration should be given to the design of the lighting proposed.

3.6 Lighting Design Development

- 3.6.1 Due to the strong level of public support for the introduction of improved lighting on Parker's Piece, officers carried out further design development work.
- 3.6.2 This included further research and procurement of advice from specialist lighting designers and manufacturers.
- 3.6.3 This gave officers an opportunity to look in more detail at the feasibility of the retracting bollards that were part of the original trial.
- 3.6.4 Whilst these could potentially resolve concerns over the imposition of the character of the space during daylight hours, it became apparent that there were significant operational and maintenance issues that made them an unfeasible option.
- 3.6.5 Both the retractable and fixed bollards were easy targets for vandalism with several of them made inoperable.
- 3.6.6 They also anecdotally created an eye level glare which reduced sightlines for pedestrians and cyclists. It is thought that they may pose a health and safety risk to cyclists and pedestrians, particularly during the period of time taken for the retractable bollards to rise out of the ground.
- 3.6.7 Due to the nature of the moving parts in the retractable bollards, there was also a high risk of failures and the need for considerable on-going and expensive maintenance.

3.7 Proposed Lighting Design

- 3.7.1 It is generally accepted that the optimal method of providing amenity lighting, to any decent standard and with minimal impact, can only really be achieved through the installation of lighting columns.
- 3.7.2 The proposal that is recommended, which achieves the aspired level of lighting whilst having the least amount of impact on the character of the Piece, involves the installation of six new lighting columns.

3.7.3 The proposed lighting is intended to act as 'beacon' or 'wayfinder' lighting, providing pools of light thrown on to paths to interrupt the consistent expanse of darkness across the Piece.

3.7.4 The lighting columns are proposed to be 8 metres tall, which is a reasonable height for such a wide open space, and a proportionate scale for the location.

3.7.5 Shorter lighting than this would be at risk of looking out of scale and also significantly reduce the area of illumination. Taller lighting than this would then be higher than Reality Checkpoint, which officers would recommend is avoided.

3.7.6 The proposed lighting column design is shown in Figure 1.0 below, installed at a total of six locations on the Piece.



Figure 1.0 Images of the proposed lighting column and lantern style.

3.7.7 In order to visualise the impact of the columns within the Piece, photomontages have been created from two different viewpoints, including an aspect towards Regent Terrace (fig 3.0) and also towards the Catholic Church and Hills Road junction (fig 4.0).

3.7.8 The columns are proposed to be sited adjacent to the edge of the paths within the grass, so as not to interfere with the current pedestrian and cycle flows.



Fig 3.0; Photomontage of a column looking towards Regent Terrace.

3.7.10 These locations and columns have been selected for the following reasons;

- Being a column mounted light will allow for a wider, controlled area of light to be thrown on to the paths than smaller individual bollards, with none of the eye level glare.
- 8 metre columns will be more vandal resistant.
- The columns will not puncture the existing treeline and skyline.
- At the spacing indicated, these columns will act as ‘beacons’ or way finder lights, whilst still leaving some areas not as highly illuminated between them.
- At these spacing the columns will not give a regimented, consistent line of vertical structures across the site. This will also reduce the possibility of breaking a ‘framed view’.



Fig 4.0; Photomontage of a column looking towards the Catholic Church on Hills Road.

- The lighting heads will be fitted with an optic/reflector system, designed to direct light toward the path, where it is needed, whilst minimising illumination of the green space through light spillage.
- The County Council, who are responsible for Reality Checkpoint, have plans to install improved luminaires into this central feature.
- The proposed lighting columns will use the same white light luminaire technology, which provides significant improvements to colour rendition.
- The columns reference but do not attempt to mimic 'Reality Checkpoint' and the Victorian character of the park.
- The Columns will not be taller than 'Reality Checkpoint', and are less ornate, thereby reducing the perception that they 'compete' with the listed structure.
- The columns will be painted a different colour (black) to reality checkpoint.
- By acting as wayfinder beacons, these columns will encourage the public to make use of the green space in the evenings and night time, rather than be deterred, thus increasing public access.
- The proposed lighting relates directly to existing footpaths and their historic layout.
- During the day time, the relatively low number of proposed columns into what is a large space will minimise the negative impact of new introductions onto the Piece.

3.7.11 The proposal introduces the minimum number of columns to provide the aspired lighting improvements, whilst being sensitive to the character, form and function of the Piece as a whole.

3.7.12 As such the columns will remove the current completely dark sections at the mid-point of each path, but will not consistently light the path from one side to the other.

3.8 Consultation on final proposals

3.8.1 A consultation was carried out during November on the final proposal, which was generally well support by those who responded.

3.8.2 Of the 176 responses, 150 (85%) supported the revised proposal.

3.8.3 More detailed results for the consultation can be found in appendix C of this report.

3.9 Minor amendments to the design following consultation

3.91 Taking into account comments received and a subsequent review of the design, it was decided that the two columns located on the Regent Terrace end of both paths should be moved a small distance into the Piece.

3.92 This provides the maximum lighting benefit for the Piece from these two columns and ensures that all columns are spaced equally at 80m centres from Reality Checkpoint.

3.93 The final layout plan for the columns can be found in appendix D of this report, which also shows the location of the columns at the final consultation stage.

3.9 Council Policies and Strategies

Given the sensitive landscape character and heritage value of the space, as well as its strategic importance and social value to Cambridge, a number of desk and field studies have been used to inform the process, including;

- Cambridge Local plan 2006
- Landscape Character assessment
- Parker's Piece Conservation Plan 2001
- Internal opinion from the urban design team, Asset team, City Centre team and Conservation team
- Extensive public consultation undertaken in 2013
- Discussion with lighting suppliers on different designs and their impact

Cambridge City Council vision statement.

The following statements from the vision are considered directly relevant to this project:

- A city whose citizens feel they can influence public decision making and are equally keen to pursue individual and community initiatives
- A city where people behave with consideration for others and where harm and nuisance are confronted wherever possible without constraining the lives of all
- A city which draws inspiration from its iconic historic centre and achieves a sense of place in all of its parts with generous urban open spaces and well- designed buildings

4.0 Parker's Piece Conservation Plan 2001.

4.0.1 The Parker's Piece conservation plan is a well-considered and thorough document, outlining the history and significance of the Piece, as well as giving a clear set of guidance notes recommending how the heritage asset should be managed going forward.

4.0.2 The conservation plan highlights the character of the Piece and clearly aims to conserve the openness and lack of structures with the exception of reality checkpoint in the centre.

"Retain the open character of the central area of Parker's Piece. Avoid introducing tree planting there, additional lighting, other structures or artefacts." Section 5.1.2; Parker's Piece Conservation Plan 2001

4.0.3 Whilst the character of Parker's Piece is an extremely important factor in considering the visual impact of new lighting columns, this is a statement that has been made at a particular point in time and the Piece has and will continue to evolve.

4.0.4 No doubt past recommendations didn't agree with the paving of the diagonal paths or installing reality checkpoint, but those decisions now seem reasonable based on its usage in this day and age.

4.0.5 This is recognised in section 5.2.2 which states;

"In order to keep the spaces relevant to public needs today, maintain a balance between the existing range of uses and be ready to consider new suggestions and demands without compromising the qualities and facilities valued currently."

and

The layout of Parker's Piece has resulted from a formalisation of tracks and uses established over time rather than from a single design. The results of this gradual evolution are fundamental to the character and flexibility of the space.

4.0.5 It must also be highlighted that this plan is not an all-encompassing document, for example it has very little reference to night time usage.

4.0.6 It does however recognise the importance of safety concerns and the paths as a thoroughfare;

“Ensure the open spaces and their toilet facilities feel safe places to visit by their design and high standard of maintenance.”

“At night, particularly in winter, the (Parkside) pool offers welcome illumination ahead to those crossing Parker’s Piece on their way home from work.”

“The designated cycle paths across Parker's Piece enables people to avoid the busy junction between Gonville Place and Hills Road.

“As a reflection of the importance of these historic spaces, provide adequate resources for appropriate, high quality materials and designs for artefacts such as seats, paths and lights, and their future maintenance.”

4.0.7 The Cambridge Historic Core Appraisal – June 2006 also recognises the importance of Parker’s Piece as a thoroughfare;

“its paths are also an important part of the foot and cycle network connecting the city to housing areas throughout the year.”

4.0.8 The consideration for additional lighting, based on the content of the Conservation Plan, should be based on the fact that Parker’s Piece should be allowed to evolve, as recognised in the plan. The Piece is not purely something to look at, but a functional part of the city’s life for residents and visitors.

4.0.9 This proposal still avoids significantly changing the unobstructed landscape or adversely conflicting with other uses of the space and minimises the introduction of additional artefacts.

4.1 Summarise key risks associated with the project

- 4.1.1 That the introduction of lighting will damage the character of this space, reducing it's perceived quality and value, through different groups in Cambridge.
- 4.1.2 That efficiency of new lighting will be compromised without continued partnership working with Cambridgeshire constabulary and other partners.
- 4.1.3 That the proposed lighting scheme cannot guarantee a decrease in future criminal behaviour on the Piece.
- 4.1.4 That the columns may be vandalised or damaged, resulting in additional financial implications.

4.2 Financial implications

- a. Appraisal prepared on the following price base: 2013/14
- b. There are no specific grant funding conditions.

4.3 Net revenue implications (costs or savings)

Revenue	£	Comments
Maintenance	£ 900	Energy Costs & Cleaning
R&R Contribution	£ 1,000	Annual contribution over 40 year design life
Developer Contributions		
Energy savings	()	See below
Income / Savings	()	
Net Revenue effect	£ 1,900	

4.4 VAT implications

"The VAT incurred on this project will need to be incorporated within the Council's annual Partial Exemption (PE) calculation, of around £12,000. This VAT is known as 'exempt input tax' as the Council hires this venue for various VAT exempt supplies (e.g. the hiring of land). There is a risk to the Council, dependent on other capital schemes corporately, that it's 5% de minimis limit could be exceeded. An option to mitigate this risk would be to consider 'opting to tax' this site.

However, this option is not being considered at this stage, due to the above amount being relatively immaterial in VAT terms. This Council is therefore confident that the above amount can be contained within the above PE limit. Careful monitoring by the Accountant (VAT & Treasury) is being instigated and any divergence from the planned capital expenditure will be advised to the Director of Resources for appropriate action to be taken."

4.5 Energy and Fuel Savings

(a) Is this project listed in the Carbon Management Plan?	No
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4.6 Climate Change Impact

Positive Impact			No effect	Negative Impact		
				-L		

The additional energy required for the luminaires will have a small negative impact. This has been kept to a minimum by selecting energy efficient luminaires as well as keeping the number to an absolute minimum.

3.15 Staff required to deliver the project

Service	Skills	Total Hours
<i>Streets and Open Spaces, Project Delivery and Asset team</i>	<i>Consultation Procurement Contract administration Construction Supervision Project quality control</i>	<i>Approximately 150</i>

3.16 Dependency on other work or projects

The 'Cambridge Rules' Public Art Commission will need to take into account the proposed location of these columns through the design and locating of the artwork.

3.17 Appendices and Background Papers

APPENDIX A - Capital Costs/Funding Profile

APPENDIX B - 2012 Reported Incidents for Parker's Piece Area

APPENDIX C - Final Consultation Results

APPENDIX D - Final Layout Plan

3.18 Inspection of papers

Author's Name	Andrew Preston
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Author's e-mail:	andrew.preston@cambridge.gov.uk
Date prepared:	10 th December 2013

Capital Project Appraisal - Capital costs & funding - Profiling

Appendix A

	2013/14	2014/15	2015/16	2016/17	2017/18	Comments
	£	£	£	£	£	
Capital Costs						
Building contractor / works	54,000					
Purchase of vehicles, plant & equipment						
Professional / Consultants fees	6,000					Officer Time
Other capital expenditure:						
Total Capital cost	60,000	0	0	0	0	
Capital Income / Funding						
Government Grant						
Developer Contributions	39,000					Public Realm Developer Contributions
R&R funding						
Earmarked Funds						
Existing capital programme funding	21,000					Safer City Grant Environmental Safety Fund
Revenue contributions						
Total Income	60,000	0	0	0	0	
Net Capital Bid	0	0	0	0	0	



APPENDIX B

2012 Incidents Reported in the Parker's Piece Area

Research in relation to crime types/incidents/ASB on and around Parkers Piece, Cambridge during the hours of darkness.

**Between 31/12/11 and 31/12/2012 – Reported between the hours of 18.00
and 06.00.**

57 incidents reported to Police in the area of Parkers Piece, Cambridge

Incident Type	Number
Animals	1
Concern	5
Domestic	1
Fire	1
Noise Complaint	1
Property	2
Road Related	3
Robbery	4
Rowdy/Nuisance	5
Sex Off	1
Street Drinking	1
Susp Circs	7
Theft	5
Violence	15
Other	5

For the violence related incidents the majority of these occurred between the hours of midnight and 04.00hours.

Rowdy/Nuisance incidents occurred predominantly between hours of 21.00 and midnight.

The 4 robbery incidents all occurred after the time of 21.00hrs.

The incidents reported have predominantly occurred over the weekend.

Day of Week	No. of Incidents
Monday	5
Tuesday	3
Wednesday	6
Thursday	11
Friday	14
Saturday	10
Sunday	11

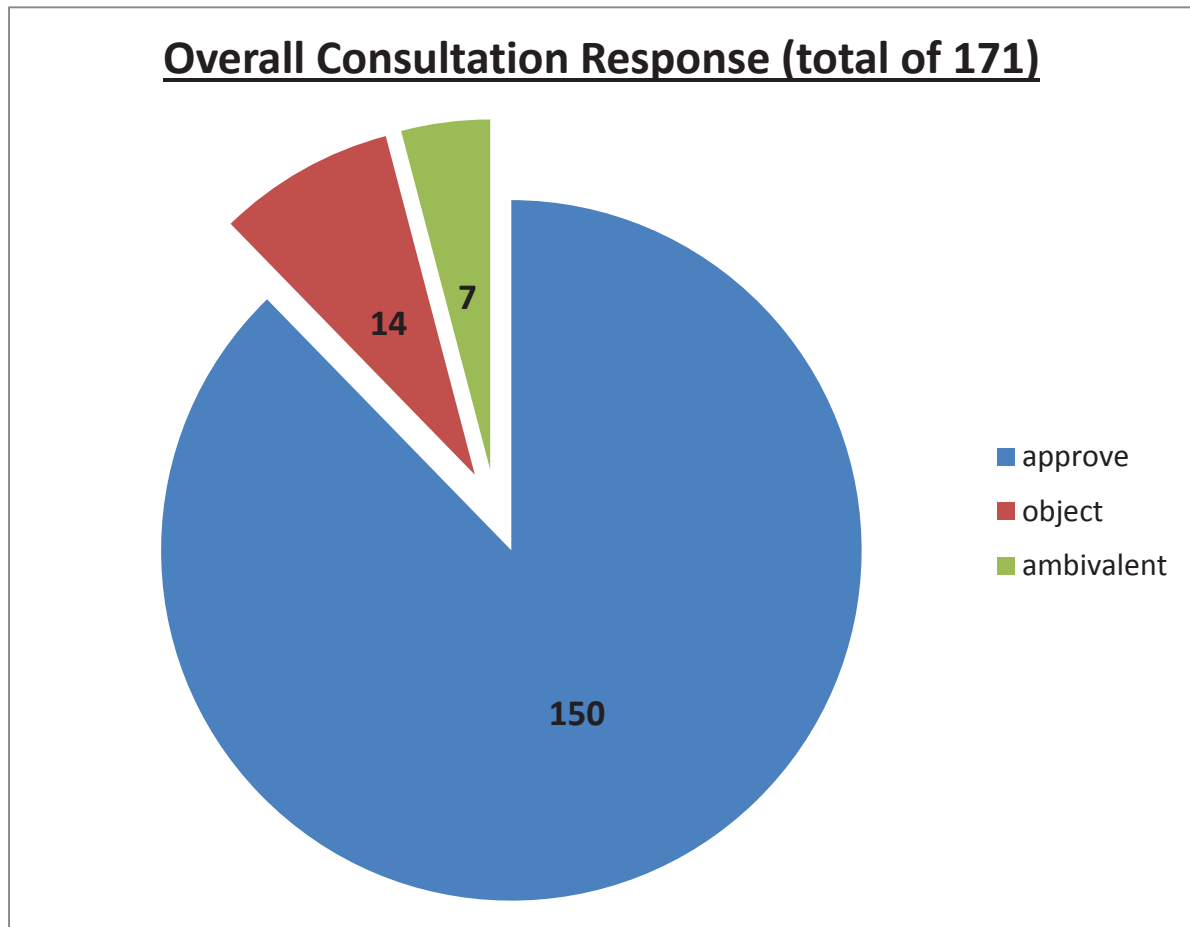


APPENDIX C

Final Consultation Results

PARKERS PIECE LIGHTING PROJECT

CONSULTATION RESULTS - November 2013

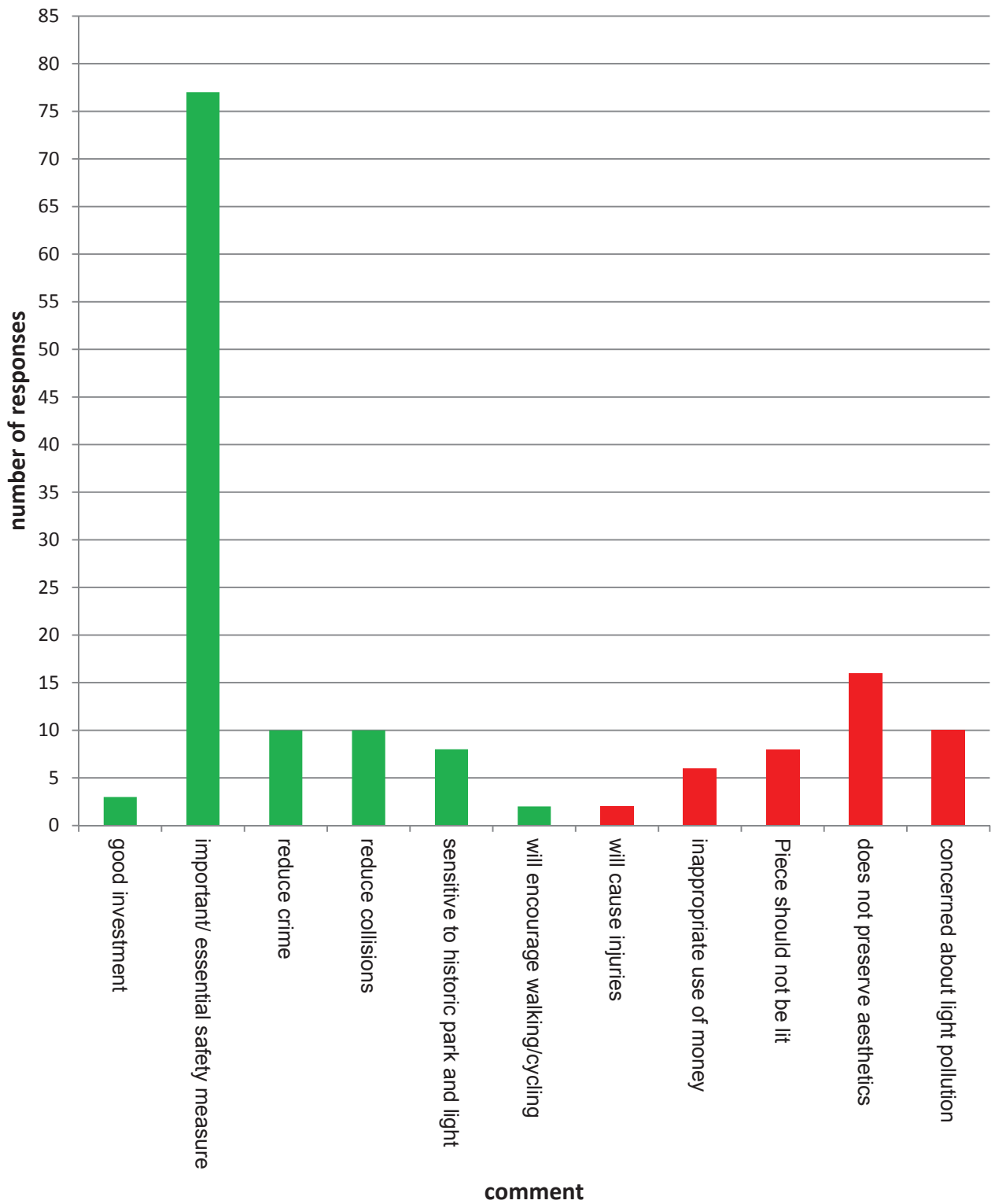


Alternative Design Suggestions	
1	suggest design incorporating football styled lights
2	would prefer ground level lights
3	what about following example of ground-level lighting at ARU
4	how about tivoli 'runway' lights on the paths like on the unlit busway cycle paths?
5	should explore different colour (not black but brown/grey/green/camouflage), design (e.g. like those on King's Parade), and finish (anti-graffiti) to lighting columns (examples given)
6	would like to have design competition to create more imaginative, inventive design

Comments relating to the number of columns		
1	too many lights	too many
2	should be another light on path to Parkside	more needed
3	Is layout best possible given that lights A and F overspill to street lighting, but gaps after D and C where there is less street lighting	different layout
4	are all lights needed? specifically C, E and F - on the path more used by commuters than late-night students	too many
5	additional SIX lights will increase the light levels enormously, affecting residents overlooking Piece every night; are all dark areas, alleys, streets, etc to be illuminated	too many
6	taken account of previous consultation - this is big improvement	fine
7	will they provide sufficient light?	more needed
8	too many lights - love the character of the place as it is now	too many
9	delighted	fine
10	should remove lights A and F as unnecessary	too many
11	should not have more than 4 columns	too many
12	columns A & F are redundant - only need 4	too many
13	fully support scheme but inadequate number of lights - at least one more on each path section; pools of light and darkness in-between can cause an increase in fear of crime	more needed
14	question whether A & F are needed	too many
15	like revised design	fine

Comments regarding Style of Columns		
1	like revised design	positive
2	want high quality lights, suggest green colour, light focused onto paths,	change
3	Would like to have design competition to create more imaginative, inventive design	change
4	In favour of the Windsor style lantern,	positive
5	like type of lights	change
6	should explore different colour (not black but brown/grey/green/camouflage), design (eg. like those on King's Parade), and finish (anti-graffiti) to lighting columns (examples given)	change
7	style of column is ok	positive
8	bespoke design to reflect character, materials, detail of eg. central column - not 'off the peg' style	change
9	like new style of column	positive
10	High lighting means that it will be easy to view the whole path and see that it is clear or safe; positioning off the path gives space for pedestrians/cyclists	positive
11	good design	positive
12	much prefer new look - install them as quickly as possible	positive
13	design is fine but will they provide sufficient light	positive
14	taken account of previous consultation - this is big improvement	positive
15	great improvement on previous design	positive
16	few tall lights better than original proposal, but still intrusive	positive
17	prefer new lights	positive
18	this style far better than original proposals	positive
19	good	positive
20	better look, more in keeping	positive
21	nice lights just too many	positive
22	happy with design of these lights	positive
23	lights should be at ground level	change
24	they look like good, quality lights	positive

Recurrent Comments from Respondents





APPENDIX D

Final Layout Plan

NOTES

DO NOT SCALE
All dimensions are in millimetres, unless otherwise stated.

The lighting designers suggested an appropriate spacing of 40m. Spacing the columns at 80m allows the minimum to be provided, whilst also accommodating any future installations.

Lamp positions altered slightly to address issues raised in the consultation, relating to light spillage and consistency of line, whilst closing up any dark spaces.

KEY

- Proposed lighting column
- 0.1 LUX
- 0.5 LUX
- 1 LUX
- 2.5 LUX
- 5 LUX
- Locations shown in consultation
- Reality Checkpoint

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AMENDMENT DETAILS		ST	DATE	APPROVED	DATE
DRAWN	E:yme		14.11.2013		
CHECKED					
DATE					



ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY
SIMON PAYNE - DIRECTOR OF ENVIRONMENT
CAMBRIDGE CITY COUNCIL, PO BOX 700
CAMBRIDGE, CB1 6JH

PROJECT TITLE

PARKER'S PIECE
LIGHTING PROJECT

DRAWING TITLE

PROPOSED LIGHTING
COLUMN LOCATIONS

CCC PROJECT REFERENCE No.

040-020

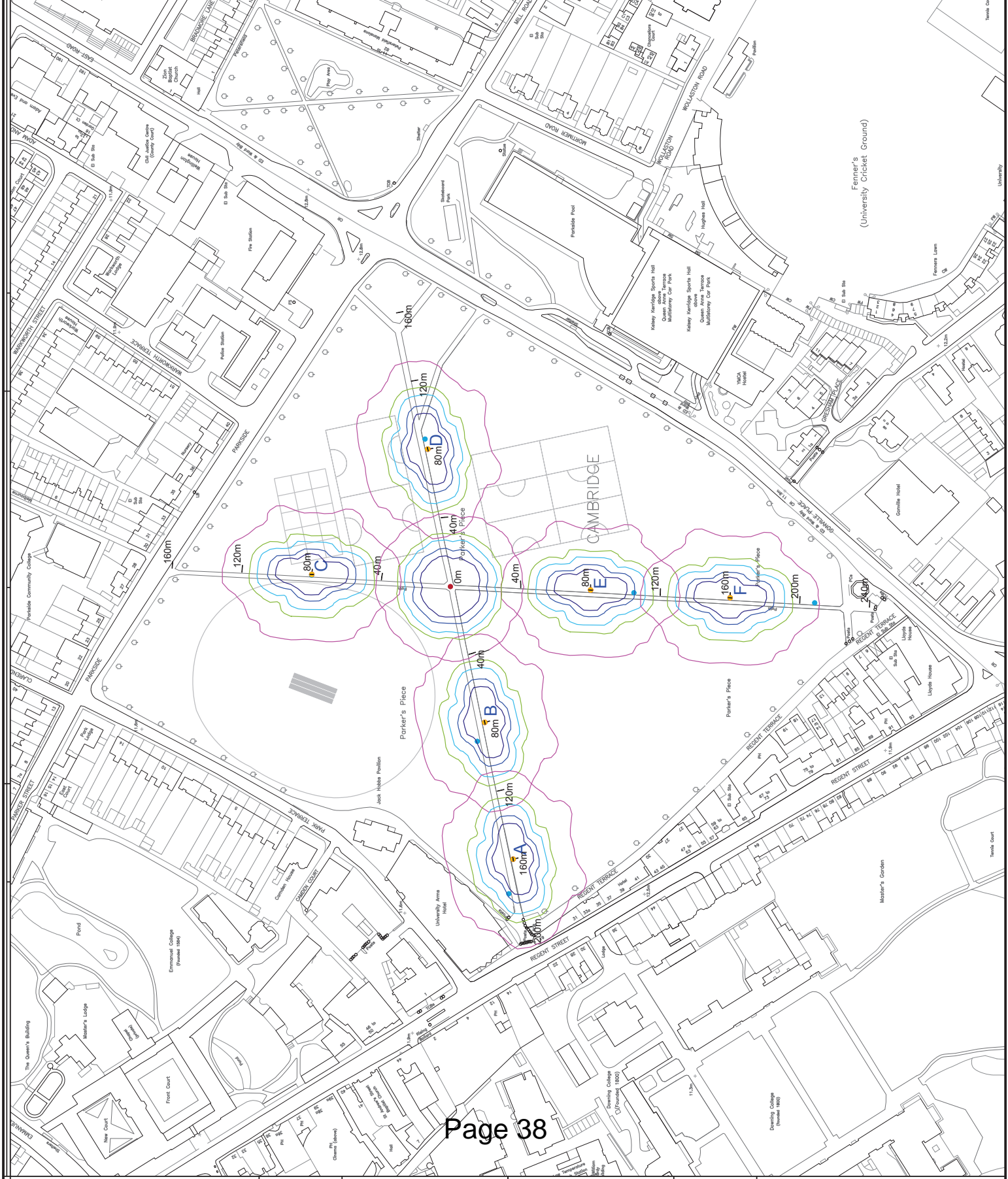
SCALE

DRAWING NUMBER

040-020/SK/001A

1:2000

DATE: Thu 14-Nov-2013 11:31AM
DRAWING: 040-020/SK/001A
SCALE: 1:2000
PROJECT: PARKER'S PIECE LIGHTING PROJECT
DRAWING TITLE: PROPOSED LIGHTING COLUMN LOCATIONS
PROJECT TITLE: PARKER'S PIECE LIGHTING PROJECT
PROJECT DELIVERY: ENVIRONMENT STREETS & OPEN SPACES
DIRECTOR OF ENVIRONMENT: SIMON PAYNE
CAMBRIDGE CITY COUNCIL, PO BOX 700, CAMBRIDGE, CB1 6JH
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CAMBRIDGE CITY COUNCIL
Record of Executive Decision

Splash Pad Projects and Revised use of Developer Contributions Funding

Decision of: Executive Councillor for Public Places: Councillor Andrea Reiner

Reference: 13/URGENCY/ENV/7

Date of decision: 31/12/13 **Recorded on:** 31/12/13

Decision Type: Non Key

Matter for Decision: The Executive Councillor is recommended to:

- i. Withdraw £50,000 of public art contributions from each of the budgets for the delivery of splash pads at Abbey, Coleridge and Kings Hedges, and reduce the capital plan allocations accordingly.
- ii. Reassign the withdrawn public art contributions (£150,000 in total) to the relevant area and city-wide funds for future public art projects.
- iii. Note the re-profiling of developer contributions across the three splash pad projects within the remaining £350,000 overall agreed budget.

Why the decision had to be made (and any alternative options): The delivery of three approved splash pad projects (interactive water play zones) at Abbey, Coleridge and King's Hedges paddling pools, funded from developer contributions, is being taken forward. The new splash pads are due to open, along with the other outdoor paddling pools around the city, for the Bank Holiday in late May 2014.

The reason for this report is to notify the Executive Councillor that it has not proved possible (as previously envisaged) to incorporate public art into the splash pad projects because this has not been reflected sufficiently in the proposed designs submitted by prospective contractors. To make sure that public art funding from S106 agreements is used appropriately, officers need to recommend that the projects proceed without the use of public art contributions: this funding can be allocated to other future public art projects in due course and this does not raise any particular expiry date issues. The splash pads will still provide improved and attractive facilities likely to be popular with children & families from across the city.

The Executive Councillor's decision(s): The Executive Councillor is agreed to:

- i. Withdraw £50,000 of public art contributions from each of the budgets for the delivery of splash pads at Abbey, Coleridge and Kings Hedges, and reduce the capital plan allocations accordingly.
- ii. Reassign the withdrawn public art contributions (£150,000 in total) to the relevant area and city-wide funds for future public art projects.
- iii. Note the re-profiling of developer contributions across the three splash pad projects within the remaining £350,000 overall agreed budget.

Reasons for the decision: As set out in the Officers Report.

Scrutiny consideration: The Executive Councillor and Spokesperson were consulted prior to the decision being made.

Report: See attached memo.

Conflicts of interest: No conflicts of interest were declared by the Executive Councillor.

Comments: None.



To: Executive Councillor for Public Places: Councillor Andrea Reiner
Report by: Heads of Arts & Recreation and Streets & Open Spaces
Relevant scrutiny committee: Environment Scrutiny Committee
Wards affected: All wards, particularly Abbey, Coleridge & King's Hedges

SPLASH PAD PROJECTS AND REVISED USE OF DEVELOPER CONTRIBUTIONS FUNDING

OUT OF CYCLE DECISION - Not a Key Decision

1. Executive Summary

- 1.1 The delivery of three approved splash pad projects (inter-active water play zones) at Abbey, Coleridge and King's Hedges paddling pools, funded from developer contributions, is being taken forward. The new splash pads are due to open, along with the other outdoor paddling pools around the city, for the Bank Holiday in late May 2014.
- 1.2 The reason for this report is to notify the Executive Councillor that it has not proved possible (as previously envisaged) to incorporate public art into the splash pad projects because this has not been reflected sufficiently in the proposed designs submitted by prospective contractors. To make sure that public art funding from S106 agreements is used appropriately, officers need to recommend that the projects proceed without the use of public art contributions: this funding can be allocated to other future public art projects in due course and this does not raise any particular expiry date issues. The splash pads will still provide improved and attractive facilities likely to be popular with children & families from across the city.

2. Recommendations

The Executive Councillor for Public Places is recommended to:

- 2.1 withdraw £50,000 of public art contributions from each of the budgets for the delivery of splash pads at Abbey, Coleridge and Kings Hedges, and reduce the capital plan allocations accordingly.
- 2.2 reassign the withdrawn public art contributions (£150,000 in total) to the relevant area and city-wide funds for future public art projects.

2.3 note the re-profiling of developer contributions across the three splash pad projects within the remaining £350,000 overall agreed budget.

3. Background

3.1 This report relates to the three splash pad / water play projects at Abbey, Coleridge and Kings Hedges paddling pools, which are featured on the council's Capital Plan under project references SC476, SC477 and SC478 respectively.

3.2 A project appraisal was approved in March 2011 for the delivery of splash pads at these three existing paddling pools to replace and update the tired and dated provision. Budgets for the use of play and open spaces developer contributions were revised in January 2012 (£130,000 each for SC476 and SC478 and £90k for SC477): the difference in funding took into account that the splash pads at Abbey and Kings Hedges would replace traditional standing water paddling pools, whilst the existing water circulation / filtration system at Coleridge paddling pool could be retained. This was followed by a further decision in January 2013 to allocate £50,000 of public art contributions to each of the three projects.

3.3 An 'invitation to tender' (ITT) was released to the prospective contractors with clear guidance as part of the ITT documentation to make sure that their proposals incorporated public art, which would satisfy design quality requirements (set out in the Public Art Supplement Planning Document) and enable the use of the public art contributions. Unfortunately, this has not been reflected in the design proposals which have been submitted and evaluated. Given the need to make sure that developer contributions are used in line with the purposes set out in S106 agreements and related policies, officers have no option but to make clear that the public art contributions cannot be used for these particular projects.

3.4 Due to the timescales involved for completing the splash pad installations so that they can open by 26 May 2014, it is now not possible to involve an artist in the designs of the splash pads and delivery of their artistic outputs to meet this timescale in a 'best and final offer' (BAFO) process. Officers are, therefore, minded to take out the public art elements and artist involvement requirements from the invitation to tender, so that the procurement process can conclude with a BAFO (as is allowed for in the ITT).

3.5 Officers confirm that there are no constraints and conditions attached to the specific public art contributions allocated to this project that would prevent the withdrawal of the public art funding from these

splash pad projects. The public art contributions funding in question can be reassigned to the relevant area and city-wide funds for use in future public art projects (which may include possible proposals for public art at/close to the splash pads).

- 3.6 Taking the opportunity presented by the review of the public art allocations, officers have also re-profiled the other developer contributions allocated to this project to place greater emphasis on the use of strategic play provision within the already agreed £350,000 overall budget for these projects (not including the public art component). The BAFO being sent to the prospective contractors now sets the budgets for the three projects as Abbey, £125,000 each for Abbey and King's Hedges and £100,000 for Coleridge. Please note:
- a. Whilst it continues to recognise the added costs of providing new water circulation & filtration at Abbey and Kings Hedges, the estimates for this have been revised down to £25,000 in each case.
 - b. By increasing the funding for the Coleridge scheme to £100,000, this means that the added play and open space value at all three sites (beyond water circulation/filtration costs) can be the same.
 - c. The re-profiling will help to free up some more devolved developer contributions for informal open spaces for North and East Areas: this is timely given that the North Area Committee highlighted to the Executive Councillor for Public Places the North Area's particular needs for informal open space funding.

4. Implications

- (a) **Financial Implications:** The removal of the public art developer contributions reduces the amounts allocated to each site by £50,000 along with minor re-profiling of the other S106 allocations (as set out in paragraph 3.6). If the public art contributions were not withdrawn, however, this could increase the risk of challenge about the appropriate use of this funding.
- (b) **Staffing Implications:** There are no staffing implications with the decision being made nor to the delivery of this project.
- (c) **Equal Opportunities Implications:** An Equality Impact Assessment (EqIA) was completed for the original splash pad project appraisal: the main conclusion was that the new schemes will be more accessible to those people with disabilities than the current provision provides. The withdrawal of the public art money does not impact upon any of the EqIA findings which, therefore, remain unchanged.

- (d) **Environmental Implications:** -L: the project has proposal has a low negative impact.
- (e) **Procurement:** This project has been externally procured via an 'invitation to tender' exercise and is now subject to a 'best and final offer' from the companies involved, based upon the revised capital amounts available without the public art contributions.
- (f) **Consultation and communication:** The original invitation to tender required elements of consultation to be carried out by the contractors to inform their bid proposals and public consultation will be carried out for the best and final offer design proposals. The decision being asked from the Executive Councillor for the withdrawal of the public art contributions does not require public consultation.
- (g) **Community Safety:** There are no community safety implications with the decision being made as a result of this report nor to the delivery of this project.

5. Background papers

The committee reports referred to are as follows:

- Revenue and capital project appraisals, Community Services Scrutiny Committee – 17 March 2011
- Capital Plan changes and project appraisals, Strategy & Resources Scrutiny Committee – 21 March 2011
- Public Art, Sports and Open Spaces portfolio budget 2013-13, Community Services Scrutiny Committee – 12 January 2012
- Options for the use of city-wide developer contributions, Community Services Scrutiny Committee – 17 January 2013
- Developer contributions: second round priority-setting , Environment Scrutiny Committee – 8 October 2013

6. Appendices: None

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Ian Ross
Author's Phone Number: 01223 – 457000
Author's Email: Ian.Ross@cambridge.gov.uk



To: Executive Councillor for Environmental and Waste Services: Councillor Jean Swanson
Report by: Adrian Ash - Interim Head of Streets and Open Spaces
Relevant scrutiny committee: Environment Scrutiny Committee 14th January 2014
Wards affected: All

Proposed Change to Subsidised Working with the County Council in relation to Grass Cutting of Highway Verges

Key Decision

1. Executive Summary

Cambridge City Council and Cambridgeshire County Council have operated a reverse agency agreement for a number of years. This agreement allows for each Authority to provide various highway related elements for the other, which includes maintenance functions.

The County Council are faced with financial saving requirements and, as part of the budget programme for 2014/15, it is proposed to review working with the County Council in relation to grass cutting of highway verges given these pressures

2. Recommendations

The Executive Councillor is recommended to agree the following principles to guide officer negotiations with Cambridgeshire County Council in relation to highway verge grass cutting:

1. Continue to put the case to the County Council for the retention of current levels of resource to safeguard the amenity of the existing green verges within the city;
2. Ensure that the subsidised element of highway grass cutting

which the City Council provides to the County Council continues to reflect the efficient use of resources and is affordable.

3. Background

- 3.1 Cambridge City Council and Cambridgeshire County Council have been partners in an agency agreement for a considerable time that provides for each Authority to carry out various highway related functions on behalf of the other. In terms of the City Council this included the maintenance of highway verges, ditches and trees in the city as well as highway weed kill operations.
- 3.2 Although the existing agreement expired on the 31st March 2013 the framework has remained in place, subject to agreement by both parties and operated on an informal basis. Further work is being undertaken to ensure a cost-effective approach to joint working on street management.

Budget Pressures

- 3.3 At the end of the previous financial year(2012/13) the County Council reduced their funding to the City Council by 25% lowering the number of grass cuts for highway verges that they directly paid for from 4 cuts a year to 3 cuts a year. The City Council maintained its subsidised cutting regime and carried out 9 cuts for the season. In total 12 cuts have been provided for during 2013/14.
- 3.4 At a meeting on the 18th December 2013 officers of the County Council advised that consideration was being given to further reducing funding of cutting highway grass verges. The latest position from the County Council is for this proposal to be implemented in 2015/16. These reductions in funding are part of a county wide approach whereby the level of grass cutting is reduced or, in areas outside the city, Parish Councils may increase their contribution.

Priorities for the City Council

- 3.5 It is recommended that the priorities for the City Council are two fold;

1. Continue to put the case to the County Council for the retention of current levels of resource to safeguard the amenity of the existing green verges within the city;
2. Ensure that the subsidised element of highway grass cutting which the City Council provides to the County Council continues to reflect the efficient use of resources and is affordable.

Service Implications

- 3.6 By its very nature the cutting of verges is influenced by seasonal aspects and is weather dependent. Currently City Council grounds maintenance staff carry out a work programme that ensures that highway verges are cut approximately every 10 to 12 days in the season.
- 3.7 The City Council's grounds maintenance team will carry out a review of how it could operationally deliver this service, its utilisation of resources and what equipment and machinery may be required for 2014/15.
- 3.8 Meetings are planned for January 2014 between the City and County Councils to review the future delivery of the service.

4. Implications

(a) Financial Implications

In 2013/14 the County Council contributes £45,150k for verge grass cutting and this is supplemented by the City Council with an additional £71,210k. It is proposed to maintain a contribution of £71,210k in the budget of the City Council for 2014/15.

(b) Staffing Implications

There are no direct implications for staff.

(c) Equal Opportunities Implications

An Equality Impact Assessment has been completed.

(d) Environmental Implications.

The City Council generally cuts the grass to ensure that people can use roads and pavements safely. Although environmental issues are of paramount concern, grass cutting is actually carried out for highway safety reasons rather than environmental purposes. However the grass cutting teams are instructed to cut and trim the grass and leave or blow back the arisings onto the verges where possible, this helps to reduce nutrient loss.

- +L: the proposal has a low positive impact.

(e) **Procurement**

N/A

(f) **Consultation and Communication**

The Consultation and communications with residents will take place if there is any change to the frequency of grass cutting to be carried out.

(g) **Community Safety**

There are no implications for community safety

5. Background Papers

List if Highway Verges

6. Appendices

None

7. Inspection of Papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Bob Carter
Author's Phone Number: 01223 458204
Author's Email: Bob.carter@cambridge.gov.uk



To: Executive Councillor for Environmental and Waste Services: Councillor Jean Swanson

Report by: Jen Robertson – Waste Strategy Manager

Relevant scrutiny committee: Environment 14/1/2014 Scrutiny Committee

Wards affected: Abbey Arbury Castle Cherry Hinton Coleridge East Chesterton King's Hedges Market Newnham Petersfield Queen Edith's Romsey Trumpington West Chesterton

CHARGING FOR 2ND GREEN BINS

Key Decision

1. Executive summary

- 1.1. Cambridge City Council needs to make savings of £6.3M over the next four years and has been looking at a whole range of options to reduce expenditure and increase income in order to meet this target.
- 1.2. The green bin service is used for the collection of garden waste and food waste from households in the city. Some flats do not have this service as a result of lack of space to store a bin or lack of material generated.
- 1.3. Under the Controlled Waste Regulations 1992, garden waste is classed as household waste for which a charge for collection may be made. This is not the case for other waste streams such as food waste. The collection of garden waste is not a statutory service, but is at the discretion of the Waste Collection Authority (WCA). The Council is intending to continue to offer a free garden and food waste service to residents but proposing to introduce a charge of £30 p.a. to be applied for the emptying of any 2nd green bins containing garden waste only. Historical information obtained from collection crews has highlighted that two thousand households have 2nd green bins so that they can have extra garden waste collected.
- 1.4. Various options detailed below will be offered to residents who do not want to take part in this paid for service for a 2nd green bin.

2. Recommendations

The Executive Councillor is recommended to approve the introduction from 1 October 2014 :

- 2.1. a charge of £30 per annum for the emptying of a 2nd 240 litre domestic green bin that a resident would like to either retain for extra garden waste or for a new resident who would like to join the 2nd green bin scheme.
- 2.2. a charge of £25 for the emptying of a 2nd 140 litre domestic green bin that a resident would like to either retain for extra garden waste or for a new resident who would like to join the 2nd green bin scheme.

3. Background

- 3.1. The green bin service has been operating since 1995, although it was introduced on a phased basis. All green bins have been issued free of charge and remain the property of Cambridge City Council. A small proportion of properties are issued with brown sacks as they do not have sufficient space to store a wheelie bin.
- 3.2. Over the years approximately 2,000 households have been issued with a 2nd green bin to deal with extra garden waste. The discretionary green bin service costs £556,140 p.a.
- 3.3. Nationally over one hundred authorities charge for garden waste collections, with a proportion of these also charging for emptying any extra receptacles.
- 3.4. Huntingdonshire District Council (HDC) introduced a charge for 2nd garden waste bins in April 2013. Initially they had 8,500 household with 2nd green bins and since the introduction of charging, they now have 3,400 households with 2nd green bins. They charge £40 for emptying a 2nd green bin.
- 3.5. The intention is that residents will be able to pay for the 2nd green bin service either via the website, at the Customer Service Centre or over the telephone. Should residents not wish to continue with their 2nd green bin, there are other options in terms of disposing of any extra garden waste.
 - 3.5.1. Home compost bins can be purchased through the Council website <https://www.cambridge.gov.uk/home-composting> at a cost of £22.47. Home composting is convenient, easy and provides good compost that can then be used on gardens. Certain uncooked food waste can also be home composted.
 - 3.5.2. The Household Recycling Centres can take this material and although it is not environmentally sound to make extra trips in cars, often these visits can be combined with other necessary trips.

- 3.6. All residents should continue to use their 1st green bin for food waste, particularly any food waste unsuitable for home composting along with any garden waste.
- 3.7. Communication with residents will be very important and the intention is that residents will receive letters about the change or will be able to contact the Customer Service Centre for further information. Residents will be given details on how to pay for the service or how to surrender their bin if they do not wish to continue with the collection of the extra bin. There would also be an opportunity to promote the use of green bins for food waste in any communications informing residents of the service changes. Please see Section 4(f) for further details.
- 3.8. Experience from other authorities indicates that enabling residents to pay by Direct Debit reduces the cost of administering the service.
- 3.9. Based on Huntingdonshire DC's experience just over one third of residents are likely to want to pay to participate in the 2nd green bin service, while one third will surrender their bin. However, there is evidence that a significant proportion of these households will drift back and will eventually pay for a 2nd green bin if they need one, after trialling alternative options. If one third sign up this will equate to approximately 650 households.
- 3.10. The waste implications of introducing charging for 2nd green bins are as follows:-
 - 3.10.1. There is likely to be a decrease in tonnage collected through the green bin scheme and this will have an impact on the composting recycling rate and our overall recycling rate. The overall rate which includes the dry recycling in the blue bin is quite widely reported and was 43.6% last year of which 20.8% was attributable to the material collected from green bins.
 - 3.10.2. There will be queries from residents about the proposed charge and detailed answers and advice will be given through publicity, the website and the customer service centre. It is important to note that residents will continue to receive the green bin for no extra cost and it is only the extra collection of a 2nd green bin that will be charged for.
 - 3.10.3. There may be a limited increase in flytipping of garden waste. Flytipping is an offence and our enforcement team will continue to monitor and prosecute offenders where a case can be made.

4. Implications

(a) Financial Implications

- Based on one third of residents wishing to retain their 2nd green bin and pay the charge of £30 an approximate income of £19,500 will be

generated. This may increase in subsequent years as the charge becomes accepted.

- There may be some extra cost associated with adding the web based payment mechanism through Capita. This is a one off cost in the first year only.

(b) **Staffing Implications** (if not covered in Consultations Section)

- The intention is to make the charging and administering of the scheme as simple as possible both for residents and for the council so that no significant extra administrative burden is added.
- There is likely to be an increase in customer contact to the Customer Service Centre and this will need to be planned in introducing the service.
- Communication with the crews on how to identify bins that are included in the scheme will be important. Information will be included on the 'In Cab' system which is linked to the waste database system.

(c) **Equal Opportunities Implications**

- An Equalities Impact Assessment has been carried out and has identified that there may be some negative impact on people who are economically disadvantaged.
- This could be addressed by providing a reduced charge for existing second bin users who are in receipt of Council Tax and/or Housing Benefits. All new requests for second green bins will be charged the full rate. This needs to be investigated further, but it is felt that the number of residents affected is likely to be small.

(d) **Environmental Implications**

- Nil - There will not be any climate change impact for the council.
- However, there may be a small negative impact if residents were to make extra trips to a Household Recycling Centre (Milton or Thriplow).
- It is much better for green waste to go into green bins as it is then composted and used as a soil improver.

(e) **Procurement**

- There are no procurement implications.

(f) **Consultation and communication**

- The Waste Team will communicate this change to the service by using various methods including the Council's website, Twitter, Facebook, targeted letters, press releases and Cambridge Matters.

(g) **Community Safety**

- There are no community safety implications

5. Background papers

These background papers were used in the preparation of this report:

Huntingdonshire District Council - Overview and Scrutiny Report – Agenda Item 4 – Charging for 2nd Green Bin.

<http://applications.huntingdonshire.gov.uk/moderngov/documents/g13418/Public%20reports%20pack%20Tuesday%2009-Oct-2012%2019.00%20Overview%20and%20Scrutiny%20Panel%20Environmental%20Well-Bei.pdf?T=10>

WIN Focus 7 report August 2010 – Subscription based services: Garden Waste.

WIN case study September 2010: Countywide review results in harmonising garden waste subscription across Northumberland.

6. Appendices

None

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Jen Robertson

Author's Phone Number: 01223 - 458225

Author's Email: jen.robertson@cambridge.gov.uk

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To: Executive Councillor for Environmental and Waste Services: Councillor Jean Swanson
Report by: Jas Lally Head of Refuse and Environment
Relevant scrutiny committee: Environment 14/1/2014 Scrutiny Committee
Wards affected: All

CESSATION OF PEST CONTROL SERVICE

Key Decision

1. Executive Summary

- 1.1 In the light of budget pressures at the City Council the Pest Control Service has been reviewed and options considered to reduce the costs of the Service. The Service safeguards public health by eradicating and preventing pests such as rats, mice, and bedbugs in residential and commercial premises. In some cases the City Council makes a charge but there is limited scope for additional income as there are a number of private companies that provide the service at a more competitive rate. The Service is discretionary and many Local Authorities, faced with budget pressures, have ceased the activity.
- 1.2 It has been concluded that the Service should be discontinued subject to financial assistance (reviewed annually) being made available to residents in receipt of benefit. This approach will ensure that the public health objectives of the City Council will be achieved whilst achieving a budget saving.
- 1.3 A variety of options have been considered when reviewing the Pest Control Service. Last year efforts were made to try and bring in some commercial contracts and reduce costs but due to the highly competitive market this was not successful.
- 1.4 Charging for treatment in both domestic and commercial premises has also been considered. Charges previously introduced for mice treatments, resulted in a decline in the number of treatments. Due to the overall cost of providing the Service the introduction of charges would not provide sufficient income to cover the Council's cost of the service.

1.5 Using a private contractor to undertake the work is unlikely to provide any savings with a lengthy procurement exercise which would incur additional management and contractual costs.

2. Recommendations

2.1 The Executive Councillor is recommended:

- (a) To approve the cessation of the Pest Control Service with effect from July 2014.
- (b) Instruct officers, in consultation with the Executive Councillor, Chair and Opposition Spokesperson, to develop a scheme prior to cessation of the Pest Control Service for those residents in the city that are suffering from financial hardship.

3. Background

3.1 The Council has been operating a Pest Control Service for many years, dealing with public health pests such as rats, mice, cockroaches, bed bugs and pharaohs' ants. The Service previously offered wasp treatments but due to a reduction in resources these were ceased. The Service was free for domestic premises until 2006, when charges for treatments of mice were introduced. There has always been a charge for commercial premises covering all pests but has had a minimal take up due to external competitive markets.

3.2 The following table gives an indication of the number of properties that have had treatments and the types of pests being treated. Often these cases may have a number of visits to eradicate the problem.

Financial Year	Pharaoh Ants	Bedbugs	Cockroaches	Mice	Rats	Number of Treatments
2011-12	1	111	6	45	409	572
2012-13	3	117	10	70	410	611
2013 - 6 months	0	93	4	17	243	358

3.3 The Service provides proactive treatment, checking and laying bait for 2 companies generating a total income of £1,300 per annum.

3.4 Operationally there are 2 full time equivalent pest control officers and booking for treatments is undertaken by the Customer Service Centre. The overall costs of the service including direct and indirect costs are approximately £95k. The Pest Control Service has provided a good quality service to local residents with very few complaints and a number of compliments.

- 3.5 As part of the budget setting process for 2012-13 the Service was tasked with increasing the amount of income by a modest amount of £5k through generating new contracts to businesses in the city. The long term aim was to generate a commercial service that would eventually bring sufficient income to the Council and reduce the cost of the Service.
- 3.6 Despite efforts of marketing the Service no new contracts have been made, initial feedback provided from potential commercial customers highlighted that this is due to the external competitive market within the city. It is disappointing to see the lack of interest but the Council would need to invest significantly in marketing the business for a successful commercial Pest Control Service without any certainty about achieving sufficient levels of income.
- 3.7 Excluding Huntingdonshire District Council, many Local Authorities, including all those in Cambridgeshire, do not provide an in-house Pest Control Service. They either appoint a commercial contractor or residents obtain a service from the private sector. Councils nationally have highlighted Pest Control Service as a potential saving and that residents would be able to obtain a comparable service elsewhere.
- 3.8 There is an opportunity to make additional charges for a Pest Control Service for both domestic and commercial treatments. The Council currently charges for commercial treatments and to date there has been minimal take up for this service. In 2006 the Council introduced charges for mice treatments, and there has been an overall reduction in the number of treatments for mice since then. As stated in paragraph 3.5 and 3.6 officers have made efforts to generate new contracts with businesses.
- 3.9 Analysis undertaken shows that, in increasing the types of services provided and introducing charges to provide a cost neutral service, it would not be possible to retain the Service with the savings proposed. It is difficult to predict the level of income that would be generated due to the fluctuations in demand and the overall reduction in demand for such services. Additional administration and marketing costs would also be incurred.
- 3.10 Experience from other Local Authorities that have withdrawn such a service would suggest that although some impact and customer dissatisfaction is felt in the early stages following the change, this subsides over time as residents become accustomed to the new arrangements.

- 3.11 Looking through all the options available, ceasing the Pest Control Service will deliver the maximum on going savings and will allow the Authority to continue to deliver its statutory responsibilities.
- 3.12 However, it has also been identified that the free service does provide an essential service to some vulnerable residents in the City who may not otherwise be able to afford a treatment from the private sector. To minimise the impact of this issue it is suggested that a fund be set up to provide financial assistance to those residents.

4. Implications

(a) Financial Implications

The current total costs of the pest control service are approximately £95,000 and this includes direct and indirect costs.

The direct costs of the pest control service are approximately £87,500 including the repair and replacement (R&R) of the vehicle.

Ceasing the Pest Control Service would provide £23,800 savings in year 2014/15 taking into account the reduction in staffing of 2 full time equivalents the potential redundancy and capitalised pensions costs and any R&R contributions that are made. The on-going saving from 2015/16 would be £64,500.

However, if £10,000 has been allowed to provide financial assistance to the most vulnerable residents in the city, this would come from the savings and therefore the final savings would be £13,859 in 2013/14 and £54,500 in 2015/16 and on-going.

The removal of the Pest Control Service is likely to see a small increase in the quantity of public health related work for the remaining environmental health service due to having to enforce pest eradication in the city and the potential to have to do works in default.

(b) Staffing Implications

The cessation of the Pest Control Service will mean that the 2 pest control officers will be put at risk of redundancy, and the organisational change policy will take effect.

Any increase in the quantity of public health related work will have implication on the remaining environmental health services, although this is not yet determinable.

(c) Equal Opportunities Implications

A EQiA has been completed.

(d) Environmental Implications

It is foreseeable that there may be an impact on the environment due to an increase in pests, as residents may be unwilling to contact a private company or pay for a treatment. This may lead to an increase in enforcement.

(e) Procurement

None

(f) Consultation and communication

Following the outcome of this decision, and if necessary, a consultation paper will be published for 30 days following the organisational change policy. Following the consultation period a final report will be signed off.

If the Pest Control Service is ceased, the Council's website will be updated informing residents of where they will be able to get pest control treatment; information will also be available via Cambridge Matters. Once the new scheme for the hardship fund has been established this too will be published on the website and through Cambridge Matters.

(g) Community Safety

None

5. Background Papers

These background papers were used in the preparation of this report:

Equality Impact Assessment

6. Appendices

None

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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Author's Phone Number: 01223 - 457951
Author's Email: yvonne.odonnell@cambridge.gov.uk



Cambridge City Council

Project Appraisal and Scrutiny Committee Recommendation

Project Name: Jesus Green Footpath / Cycleway improvements
To: Executive Councillor for Planning and Climate Change
Report by: DIRECTOR OF ENVIRONMENT – SIMON PAYNE
Scrutiny committee: ENVIRONMENT 14th January 2014
Wards affected: MARKET

Recommendations

Financial recommendations

- The Executive Councillor is asked to approve the commencement of this scheme, which is already included in the Council's Capital & Revenue Project Plan.
- The total cost of the project is estimated at £ 165,570 £150,000.00 of which will be funded from the Capital Joint Cycleway Programme (PR007). £ 15,570 will be funded from the West/Central Environmental Improvement Programme.
- There are no on-going revenue implications arising from the project.

1.0 Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of:

- 1.1 The construction of the proposed cycle way improvements, ground de-compaction and lighting works in accordance with the detailed drawings in Appendix A of this report. Officers have, using the Braintree Framework Agreement, identified a preferred contractor subject to the approval of this report.

1.2 And subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Project Name: Jesus Green Footpath/Cycleway Improvements

1 Summary

1.1 The project

This project appraisal proposes the re-laying of an existing cycleway across Jesus Green. The footpath would be widened from 2.6 metres to 3.5 metres, and use specialist construction techniques to reduce the potential damage to trees. Lighting columns would also be aligned to one side of the cycle path, and new lanterns installed by the County Council.

Target Dates: Delivery April/May 2014

Start of procurement	Underway
Award of Contract	March 2014
Start of project delivery	April 2014
Completion of project	April/May 2014 April 2015*
Date that project output is expected to become operational (if not same as above)	April/May 2014

* End of contractual retention period

1.2 Anticipated Cost

Total Project Cost	£ 165,570
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Cost Funded from:

Funding:	Amount:	Details:
Capital Programme	£ 150,000	<i>Joint Capital Cycleways Programme PR007</i>
EIP funds	£ 15,570	<i>West Central funds PV007</i>

1.3 Procurement process

If approved, the procurement route will be a continuation of use of the Braintree Framework agreement, which has been used to this point to establish project costs through a competitive quotation process. A preferred contractor has already been identified, and is willing to proceed with the works, subject to the required permissions which are as follows:

- Planning permission (Requirement to be confirmed)
- Temporary Traffic Regulation Order for works to a Public Right of Way

2 Project Appraisal & Procurement Report

2.1 The site

Jesus Green is one of the major public open spaces in the City of Cambridge. Dissecting the park, from Jesus Green Lock to the South Eastern entrance way access from Victoria Avenue. The below map shows the section of footpath/cycleway to be widened and improved.



Image 1

The extent of the cycleway for re-surfacing and widening

The condition of the existing cycle path is poor, with ground movement and use causing extensive cracking of the surface and failure at the edges. There is also extensive rutting and compaction of the ground either side of footpath caused by the repeated tracking of vehicles, pedestrians and bicycles on areas around the footpath, which indicates that the footpath is clearly too narrow for its current level of use.

The quality of lighting has also been monitored by the County Council, who have confirmed that is within scope of their existing improvements programme to upgrade lanterns along this cycle path.

2.2 The proposal

As part of programme of projects to improve cycling facilities across Cambridge, Cambridge City and Cambridgeshire County Councils are proposing to widen and re-lay the cycleway. Details of the new construction are highlighted here:

- A new footpath using 'no-dig' construction techniques to reduce any potential damage to tree roots
- A wider footpath to reflect genuine usage levels, from 2.6 to 3.5 metres in width
- Moving 6 lighting columns from the east, to the west side of the footpath to 'line up' all columns to one side of the footpath to compliment the framed view down this iconic tree avenue



Images 2 and 3.

Specialist construction techniques are required for the works to help protect the tree roots from damage during or after the construction of the new cycleway.

This is a project with multiple benefits, one of which one is most certainly to create better conditions for the trees and amenity grass field layer.

Because of the inadequate cycleway/footpath width, there is an increased risk of root death which can lead to decay at base of the trees. The proposed works to widen the footpath/cycleway will reduce these negative effects and Improve conditions for roots by providing a suitable surface for pedestrians, cyclists and vehicles, increasing and enhancing the trees 'safe useful life expectancy'.



*Image 3 and 4
The above image shows how the widened cycle path may look after the works. The top image shows the extent of the compaction.*

2.3 Consultation data

The scheme is currently out for public consultation. Details of the scheme have been circulated to local stakeholders, community groups, friends of groups, disability groups and statutory consultees as part of the required application processes for the legal permissions outlined in the procurement recommendations.

Statutory consultees include The Open Spaces Society, English Heritage and Natural England.

The scheme has also been presented to the Jesus Green Association on three separate occasions, and has garnered positive feedback.

Generally the scheme has been well received. All comments will be review by officers and considered in tandem with the available budget, in discussion with the contractor. The main comment has been the request to separate out the use of the cyclepaths with a white line demarcation, with one side for cyclists and one for pedestrians. This is not a proposal that will be taken forward based on the lack of segregation and overall width of the proposed footpath.

Of the statutory consultees contacted, English Heritage chose to comment and have confirmed that they do not feel the need to add comments to the scheme currently proposed.

Details of the scheme will remain signed on site for a further 6 week period to enable people to comment through the other legal processes outlined in section 1.3, to enable the public to quickly understand the nature of the works being applied for.

2.4 Aims and Objectives

The project aims to promote the City Council Vision of 'A city where getting around is primarily by public transport, bike and on foot'. It contributes to achieving this aim by improving safety for cyclists and pedestrians at this junction.

2.5 Summarise key risks associated with the project

- That project over run will compromise the starting date of the CAMRA beer festival.
- Negative public view of the works being undertaken and causing inconvenience.
- Delays in application processes under the Commons Act, Planning Permission or the County Council will put the project timetable at risk
- Jesus Green is susceptible to storm water flooding which could delay the works.

2.6 Financial appraisal

- a. Appraisal prepared on the following price base: 2012/13
- b. Specific grant funding conditions are: *Not Applicable*.
- c. Other comments: *None*

2.7 Capital and Revenue costs

Capital	£	Comments
Building/contractor works	£165,570	
Total Capital Cost	£ 165,570	

2.8 VAT implications

"The VAT incurred on this project will need to be incorporated within the Council's annual Partial Exemption (PE) calculation. This VAT is known as 'exempt input tax' as the Council hires this venue for various VAT exempt supplies (e.g. the hiring of land). There is a risk to the Council, dependent on other capital schemes corporately, that it's 5% de minimis limit could be exceeded. An option to mitigate this risk would be to consider 'opting to tax' this site.

However, this option is not being considered at this stage, due to the above amount being relatively immaterial in VAT terms. This Council is therefore confident that the above amount can be contained within the above PE limit. Careful monitoring by the Accountant (VAT & Treasury) is being instigated and any divergence from the planned capital expenditure will be advised to the Director of Resources for appropriate action to be taken."

2.9 Energy and Fuel Savings

Climate Change impact	
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Climate Change Rating: +L

It is envisaged that due to the increase in safety for pedestrians and cyclists using the roundabout, it will be in itself self-promoting, and in-turn encourage more people to either cycle or walk to the surrounding schools/colleges and workplaces.

2.10 Other implications

None:

2.11 Staff required to deliver the project

Service	Skills	Total Hours
<i>Streets and Open Spaces, Project Delivery and Environment team</i>	<i>Procurement Planning permission and legal permissions Environmental control Contract administration Project quality control</i>	<i>Approximately 140 65 already committed</i>

2.12 Dependency on other work or projects

- The **Drainage of Jesus Green** is currently being developed in its feasibility stages, and will be considered in tandem with delivery of this project
- **CAMRA beer festival**
- Varied and flexible **events schedule** of Jesus Green, an important source of Asset revenue.
- The County Council works to the bridge over **Jesus Green Lock**, being undertaken through Winter 2014

2.13 Background Papers

None

2.14 Inspection of papers

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Date prepared:	5 th December 2013

Capital Project Appraisal - Capital costs & funding - Profiling

Appendix A

	2013/14	2014/15	2015/16	2016/17	2017/18	Comments
	£	£	£	£	£	
Capital Costs						
Building contractor / works		158,070				
Purchase of vehicles, plant & equipment		0				
Professional / Consultants fees		7,500				Internal Officer Fees
Other capital expenditure:		0				
Total Capital cost	0	165,570	0	0	0	
Capital Income / Funding						
Existing capital programme funding		150,000				PR007
Environmental Improvements Programme		15,570				West/Central EIP Programme
Total Income		165,570	0	0	0	PR010C
Net Capital Bid	0	0	0	0	0	

APPENDIX B

Jesus Green shared cycle/footway improvements

The proposal

Cambridgeshire County and Cambridge City Councils are proposing to widen the central cycle path across Jesus Lane, along the avenue of London Plane trees from Jesus Lock to Victoria Avenue, as shown below. This is part of a range of cycle way improvements across the City.



The existing 2.6 mtr cycle path is not wide enough for a service vehicle and pedestrian or cyclist to pass at the same time. This has resulted in rutting and compaction of the ground which is visually unattractive, potentially damaging to tree roots, and long term maintenance problems.



Photo A, above - showing the existing condition of footpath and available width to pedestrians and cyclists.



Photo D, above - A wider footpath would reduce situations where cyclists and pedestrians have to leave the path

The proposal is to widen the path to 3.5m, reflecting the width of the area visibly damaged by wear and tear. The below illustrations show how the finished footpath may look.



Photo B, above, shows the existing footpath and the extent of damaged ground.



Photomontage A, above, shows the proposed extension, covering the extent of the rutted and compacted ground. This would create more room for cyclists and pedestrians.



The works

The path would be closed for approximately 5 weeks whilst the works are undertaken, currently programmed for Spring 2014. Alternative routes for cyclists and pedestrians will be signed during this closure.

Permissions would also be required under Section 38 of the Commons Act, as would a planning consent from the Local Planning Authority, and Temporary Public Right Of Way closure.

Tree protection

The London Planes on Jesus Green are one of the most recognisable green assets in Cambridge. Great care will be taken during the construction and design of the footpath to minimise any potential negative impact to these trees.

The design of the footpath will include a cellular sub base system which significantly reduces the effects of compaction on the soils beneath, by spreading both vertical and lateral loads. Construction methods such as this are a recognised method of constructing around trees requiring protection. A new tarmacadam surface would then be laid on top of this cellular system.

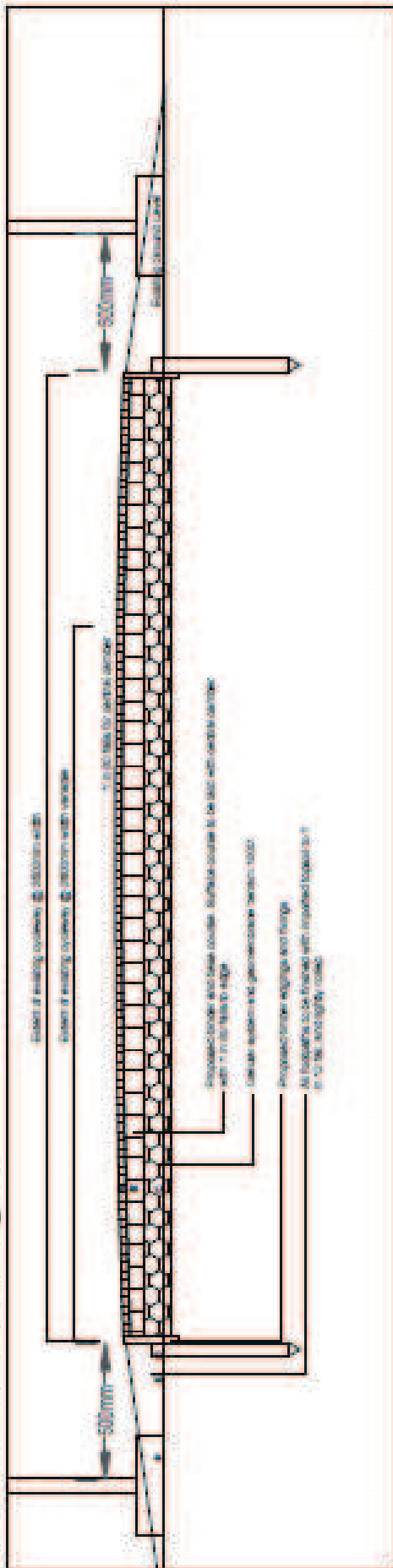


Images above show the type of build up that would reduce impact on existing trees

Following the works, a process of de-compaction around the tree roots will be undertaken by a specialist arboricultural company. There are also recognised methods for improving conditions for trees that suffer from compaction, using compressed air to fracture the soil beneath the ground around the roots, allowing more air and nutrient to the roots, as well as alleviating compaction.

For further information or comment, please contact:
 Cambridge City project delivery team
 e-mail: cyclingconsultations@cambridge.gov.uk
 telephone: 01223 458509

Lower section construction detail B @ 1:20



- A: Binder course to be 20 - 25mm depth 6mm dense bitumen macadam laid to levels and falls. Footway to be finished with central camber with minimum 1 in 80 falls to edges. All larvae to be BS 4087
- B: Base course to be 50 - 70mm depth 20mm dense bitumen macadam laid to levels and falls. All larvae to be BS 4087
- C: 1000mm depth cellular system filled with lightly compacted highway type 1 unbound mixture, laid over 7mm 1000' geotextile.
- D: Pre treated timber edgings to be 20mm x 175mm laid to falls and levels fixed with 50 x 50 x 500mm treated timber stakes fixed at @ 1000mm c/s. Cut in mine joints and 4 no galvanised nuts at edging joints.
- E: The in edges of footpath with imported topsoil to BS 6852:2007 general purpose grade, laying to falls of no less than 1 in 12. All soils to be lightly rolled after installation. Soils to be raised flush with proposed timber edging.
- F: Herring style fencing fixed into above ground footing. To be installed at a distance of no more than 500mm from the edge of proposed construction, to act as vehicle control, during excavation and installation works.



Cambridge City Council

To: Cllr Tim Ward, Executive Councillor for
Planning and Climate Change
Report by: Simon Payne, Director of Environment
**Relevant scrutiny
committee:** Environment 14th January 2014
Wards affected: Coleridge

Project Appraisal and Scrutiny Committee Recommendation

Project Name: Perne Road/Radegund Rd Roundabout

Recommendation/s

Financial recommendations:

- The Executive Councillor is asked to approve the commencement of this scheme, which is already included in the Council's Capital & Revenue Project Plan.
- The total cost of the project is estimated at £410,000.00 £103,000.00 of which will be funded from the Capital Joint Cycleway Programme (PR007).
- There are no ongoing revenue implications arising from the project, as maintenance will be the responsibility of Cambridgeshire County Council.

Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of the works to Radegund Road/Perne Road roundabout subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.

- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%

1 Summary

The aim of the project is to improve the safety of the Perne Road/Radegund Road/Birdwood Road roundabout for cyclists and pedestrians. Following consultation and in response to the issues raised, Cambridgeshire County Council made a bid to the Department for Transport's Cycle Safety Fund and were awarded £240,000 to expand the scheme to include the provision of an off-road cycle route as well as the works to the roundabout itself.

1.1 The project

Target Dates:	
Detailed Project Design	Winter 2013/4
Scheme Commencement	Spring 2014
Completion of Project	Spring/Summer 2014

1.2 The Cost

Total Project Cost	£ 103,000
--------------------	------------------

Cost Funded from:

Funding:	Amount:	Details:
Capital Programme	£ 103,000	Capital & Revenue Project Plan (PR007).

1.3 The Procurement

If approved, the works will be undertaken by the County Council's contractor. This contractor was appointed by the County Council following a competitive tender process in accordance with its contract regulations. The contract will comply with the requirements of the City Council's Contract Procedure Rules by virtue of Rule 6.2 as the County Council is a Central Purchasing Body for the purposes of the City Council's Rules.

2 Project Appraisal & Procurement Report

2.1 Background

A report was taken to the Environment Scrutiny Committee in June 2012. Approval was given to commence the scheme in two phases to reflect concerns raised during the consultation regarding possible pinch points for cyclists at the roundabout entrances and fears about increased congestion. The two phases agreed were as follows:

Phase 1: of the project will be to widen the roundabout island with an overrun strip to reduce traffic speeds and the trial of a further reduction in the carriageway widths on the roundabout and at entry/exit points.

Phase 2: will be the permanent implementation of the trialled works subject to the positive outcome of the trial following further consultation, to be agreed by Ward Councillors and the Executive Councillor for Planning and Sustainable Transport.

The report also included the following statement which was supported by members:

'As well as the proposed layout a further option was considered which included an off-road option for cyclists, segregated from both the carriageway and pedestrians. This option was not progressed due to the significantly higher estimated cost; however, the proposed layout would not preclude an off-road facility being provided in the future if funding can be made available.'

A report also went to the Cambridge Environment and Traffic Management Area Joint Committee in July 2012 and members resolved to support further cycle related improvements at this junction in future if funding became available.

Subsequent to the meeting a DfT Cycle Safety Fund was made available to Local Authorities and Cambridgeshire County Council was awarded £240,000 to implement an expanded scheme to include off-road provision for cyclists.

Given the short timescales of the DfT fund and the practical difficulties of trialling the roundabout layout it was agreed with the Executive Councillor and local members to undertake traffic modelling of the layout rather than a physical trial. The results of the modelling indicated that the new layout would not have a detrimental effect on traffic flow.

2.2 The Scheme

The current layout of this roundabout allows vehicles to use the fastest and most direct line through the roundabout, which means that speeds are high and it is extremely hostile for cyclists and pedestrians. This roundabout is in the top ten accident sites in the City for cyclists.

There are also currently no crossing facilities for pedestrians across the roundabout arms of junctions with Perne Road/Birdwood Road and Perne Road/Radegund Road, both of which have schools/colleges located on them.

The proposal, shown in Appendix B, significantly reduces the circulatory width of the carriageway around the roundabout and tightens both the exits and entries onto the roundabout. It also provides wide, uncontrolled crossing points at all arms of the roundabout and, using the additional space gained from narrowing the carriageway around the roundabout, provides a safe, off-road alternative for cyclists who do not want to mix with traffic around the roundabout.

The design follows guidance from the Department for Transport on making roundabouts more cycle-friendly (Traffic Advisory Leaflet 9/97 – Cyclists at Roundabouts: Continental Design Geometry).

The change in geometry would ensure that drivers keep their speeds low to negotiate the tighter turns with an overrun area provided for larger vehicles. This would improve safety for all, particularly for on-road cyclists.

2.2 Aims & objectives

The project aims to promote the City Council Vision of 'A city where getting around is primarily by public transport, bike and on foot'. It contributes to achieving this aim by improving safety for cyclists and pedestrians at this junction.

2.3 Major issues for stakeholders & other departments

After consulting Ward Councillors, public consultation on the amended design took place in October/November 2013

Cambridgeshire County Council distributed 1500 leaflets (see Appendix B) to residents in the Perne Road area (see Appendix D) as well as stakeholders.

Posters and leaflets were sent to the local schools, who sent a link to the questionnaire to all parents through Parentmail, and officers from Cambridgeshire County Council visited Ridgefield Primary School to explain the scheme to some of the pupils and teachers. There was also an on-site meeting with members of the Cambridge Cycling Campaign.

Two exhibitions were held, one in the evening at Coleridge Community College and one at Sainsbury's on a Saturday morning.

There was a total of 226 respondents to the consultation

The response to the question 'Do you support the proposed layout?' was 59% in favour, 18% maybe and 23% against. A further breakdown of these results can be seen in Appendix C:

Of the negative responses the most common issues were shared paths causing conflict between pedestrians and cycles; that money could be better spent; and that the new layout will negatively slow traffic and cause congestion.

Some respondents felt that the proposal did not go far enough and that a dutch-style roundabout should be designed, with priority crossings at each arm of the roundabout for cyclists and pedestrians. Some felt that having uncontrolled crossings was not safe. Whilst supportive of the principle of the proposal, the Cycling Campaign and CTC were concerned that details such as signing where cyclists could join the off-road route needed to be well thought out to ensure that on-road cyclists were not negatively affected.

2.4 Response to issues raised

The modelling work has shown that the new layout is unlikely to increase congestion.

TRL are currently undertaking a trial of a dutch-style roundabout with priority for cyclists and pedestrians over each arm, and we are looking at their results to date and monitoring the developments in this area of roundabout design. Further final detailed design work will be undertaken in consultation with cycling organisations such as CTC and the Cambridge Cycling Campaign.

Many school children already cycle on the footway around the roundabout and the provision of additional space, whether segregated or shared should improve the situation for pedestrians.

Officers also met with local members and a representative from Ridgefield Primary School to consider the issue of parking along Radegund Road and how the changes to the roundabout would affect the current difficult situation. It was agreed to consult on extending the cycle lanes and double yellow lines along Radegund Road to improve safety for cyclists and reduce the risk of parked vehicles blocking the road. Local consultation will be undertaken in the new year and any subsequent Traffic Regulation Order will be included in those being raised as part of the roundabout scheme.

2.5 Summarise key risks associated with the project

This location is a cycle accident cluster site and the project addresses the risk that people will not choose to walk or cycle because of the potential danger of negotiating the existing roundabout. The accident data shows that there have been 21 accidents over the last 5 years involving cyclists at this location, two of which were serious. This junction was also shown to be the 10th most dangerous junction in the city according to a report by the Department for Transport.

It is felt that if the proposed alterations will mitigate the potential for further accidents on the roundabout and further promote the pedestrian/cycle friendly ethos that is promoted across the city. Failure to carry out the works may lead to further accidents and the possibility of a fatality. It may also lead to an increase in vehicular traffic caused by users who deem the roundabout too dangerous to negotiate by cycle and the subsequent environmental impact that the increase in CO₂ emissions represents.

Delivery risks include possible unforeseen cost implications, particularly with regard to traffic management that have not been identified and factored into the budget estimate, as they will not be identified until the detailed design stage of the scheme has been completed.

2.6 Financial implications

- a. Appraisal prepared on the following price base: 2012/13
- b. Specific grant funding conditions are: *Not Applicable*.
- c. Other comments: *None*

2.7 Capital & Revenue costs

(a) Capital	£	Comments
Building contractor / works	103,000	
Total Capital Cost	103,000	

2.8 VAT implications

There are no VAT implications

2.9 Environmental Implications

Climate Change impact	
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Climate Change Rating: +L

It is envisaged that due to the increase in safety for pedestrians and cyclists using the roundabout, it will be in itself self-promoting, and in-turn encourage more people to either cycle or walk to the surrounding schools/colleges and workplaces.

2.10 Other implications

The scheme will contribute to road safety targets.

2.11 Staff required to deliver the project

The project can be delivered within existing staff resources.

Project Officer 120 hours

Cycle Officer (City/County) 24 hours

2.12 Dependency on other work or projects

THE FRANCE-ENGLAND-FLANDERS-NETHERLANDS '2 SEAS'
INTERREG IVA PROGRAMME

An EU funding programme which aims to promote joint working and cross border co-operation between partner organisations on either side of a European land or maritime border.

Department for Transport's Cycle Safety Fund

2.13 Background Papers

Vehicule Capacity Analysis

Available from Andrew.preston@cambridge.gov.uk

2.14 Inspection of papers

Author's Name	Andrew Preston
Author's phone No.	01223 457271
Author's e-mail:	andrew.preston@cambridge.gov.uk
Date prepared:	December 2013

	2012/13	2013/14	2014/15	2015/16	2016/17	Comments
	£	£	£	£	£	
Capital Costs						
Building contractor / works	103,000					
Purchase of vehicles, plant & equipment	0					
Professional / Consultants fees	0					
Other capital expenditure:	0					
Total Capital cost	103,000	0	0	0	0	
Capital Income / Funding						
Existing capital programme funding	103,000					PR007
Total Income	103,000	0	0	0	0	
Net Capital Bid	0	0	0	0	0	



Cambridgeshire
County Council



Safety Improvements

Radegund Road Roundabout

Cambridgeshire County Council and Cambridge City Council are working in partnership to change the layout of the roundabout at the junction of Radegund Road, Perne Road and Birdwood Road in Cambridge.

The aim of the scheme is to enable all users of the junction to travel through it safely.

The proposals include:

- New off-road path for cyclists
- Crossings on all connecting roads around the junction for pedestrians and cyclists
- Changing the layout to slow down vehicles

Have your say

We would like your views on the proposals and any other suggestions you may have.

Please complete the survey inside this leaflet or online by

Friday 8th November 2013.

www.cambridgeshire.gov.uk/perne-radegund-roundabout

Why are the proposals needed?

The existing layout of the roundabout, with a very wide carriageway, allows traffic to cross the junction at relatively high speeds creating a hostile environment for cyclists and pedestrians.

There are several schools located nearby, so large numbers of children and commuters cross the junction on foot and by cycle. Two puffin crossings are set back from the roundabout on Perne Road, but there are no crossing points on Birdwood Road or Radegund Road near the junction.

There have been 16 reported accidents involving cyclists on the roundabout in the last five years, three of which were serious.

What has happened previously?

Following a consultation we held in early 2012, many residents suggested that an off-road path for cyclists should be provided given the large number of children cycling to school.

We have taken this feedback into account, changed the designs and are now asking for your views on the new layout.

We have also undertaken detailed traffic modelling due to concerns that our proposal would lead to slower journey times. The modelling work concluded that these changes will not have any detrimental impact upon the capacity of either the roundabout itself or that of the local network.



What are the proposals?

• **New shared path**

Significant widening of the footway will provide an off-road option for cyclists.

• **New pedestrian and cycle crossings**

All connecting roads on the roundabout will be provided with new direct crossings for pedestrians and cyclists.

• **Extended cycle lanes on Radegund Road**

1.5m advisory cycle lanes on Radegund Road with red surfacing which will link up with existing cycle lanes leading to schools.

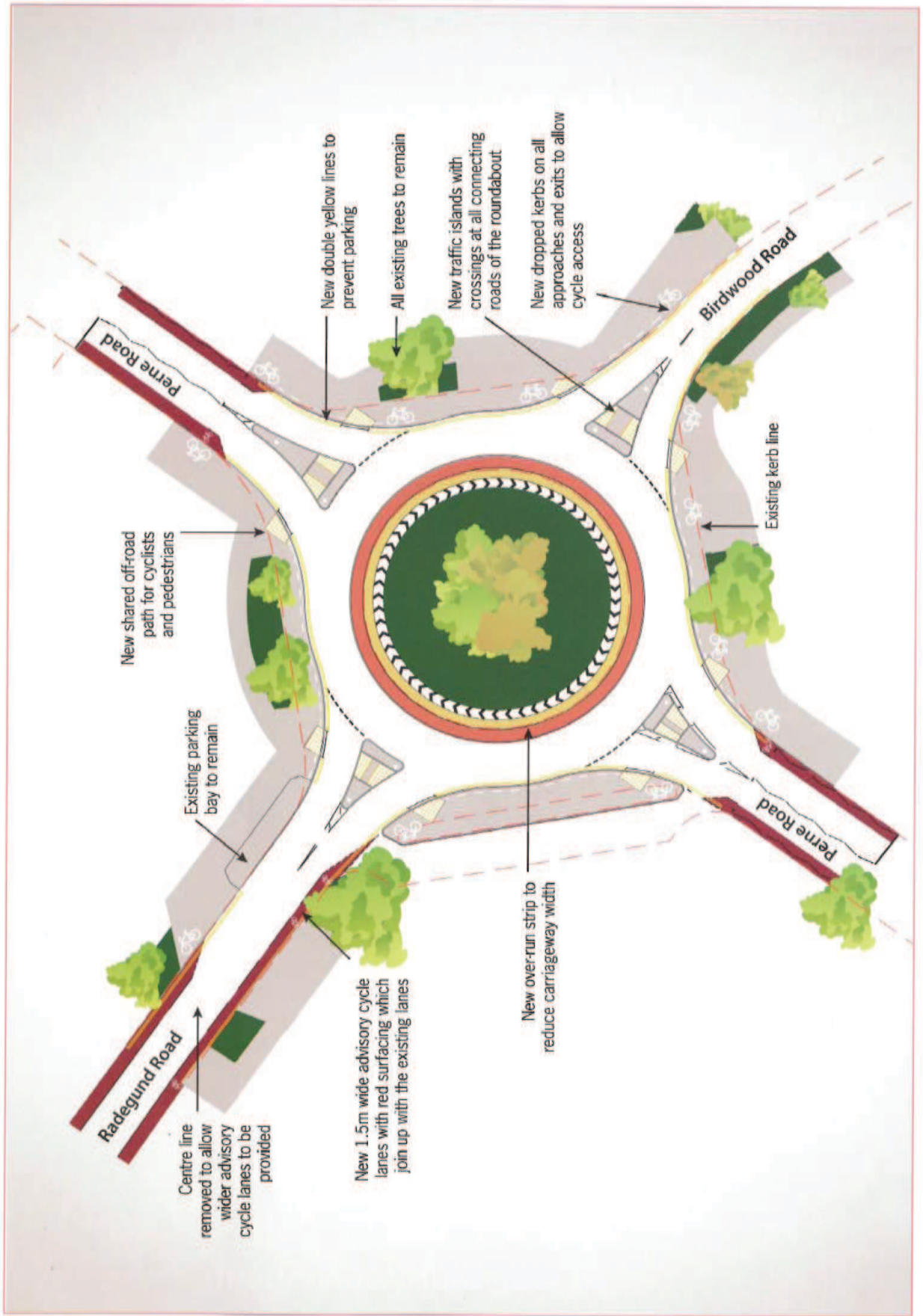
• **Narrowing the carriageway**

Reducing the width of the carriageway around the roundabout to slow down drivers. The tighter turns will encourage drivers to keep their speeds low.

• **Adding an over-run strip around the middle island**

The over-run strip will be of a rough surface laid around the central island that will discourage car drivers from travelling fast as there appears to be less room. Larger vehicles which need more room to turn on the roundabout will still be able to drive over it.

The proposed design of the new roundabout:



Tell us your views

Please let us know your views on the proposed plans by completing this survey. All feedback will help us finalise the design.

You can also complete the survey on our website:
www.cambridgeshire.gov.uk/perne-radegund-roundabout

If you would like to be kept up-to-date with the project, please provide us with your contact details. All personal information will be stored in accordance with the Data Protection Act and will not be used to contact you for any other reason.

Email address: _____
and/or
Postal address: _____

1. How did you find out about the consultation?

- Newspaper
Social Media
Poster
Leaflet
Newsletter
Other (Please state) _____

2. What is your home postcode?

This is important to us because it will allow us to identify comments by local residents.

3. Do you support the proposed layout?

Yes No Maybe

4. Which elements of the proposals do you support?

	Off-road path	Pedestrian and cycle crossings	Over-run strip	Extending the cycle lane on Radegund Road
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maybe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Do you currently travel through or across the roads connecting to the roundabout as a:

Motorist Cyclist Pedestrian Motorcyclist Bus passenger Van/lorry driver

6. Do you currently experience any problems using the roundabout?

7. Have you any other comments?

Tear off page, fold along dotted line, tape sides and post

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2



Transport Delivery Team
Cambridgeshire County Council
CC1211 Castle Court
Castle Hill
Cambridge
Freepost CB176
CB3 0BR

Radegund Road Consultation Results

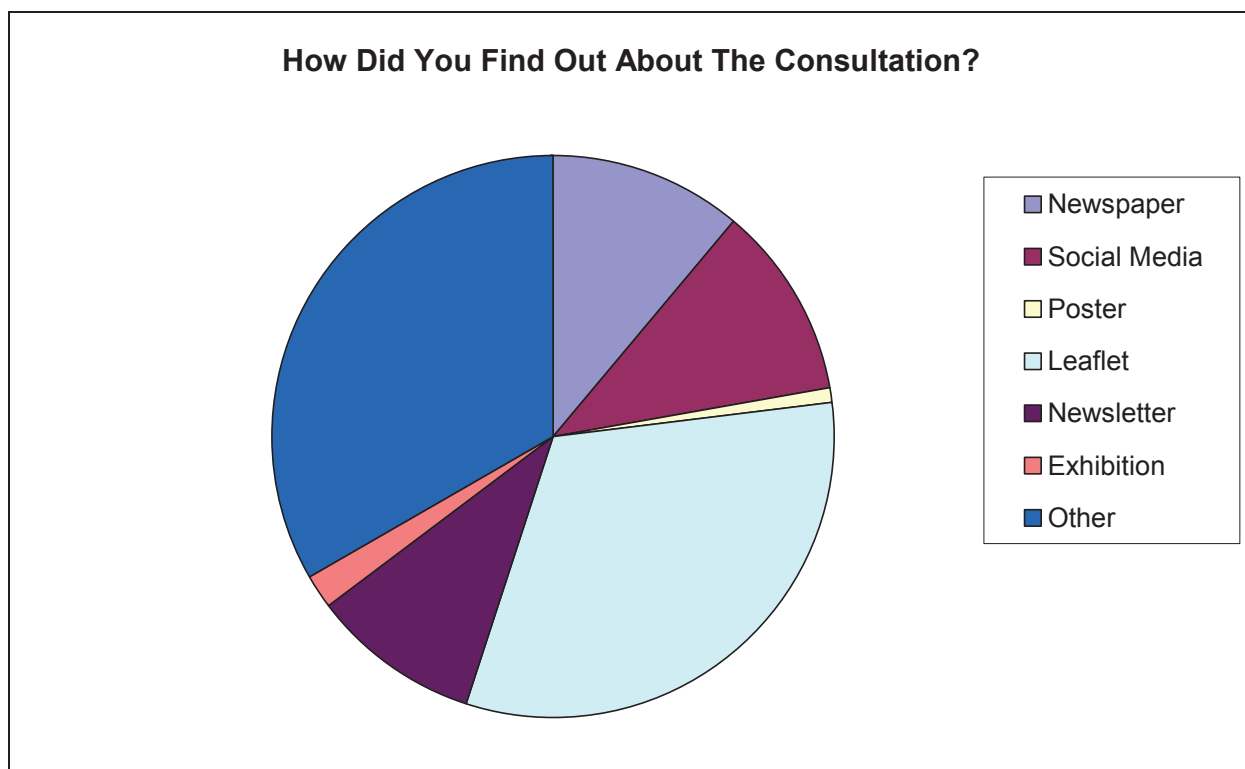
The Radegund Road Roundabout consultation ran from Monday 7 October to Monday 11 November.

We received 226 completed surveys (both paper and online) and received 3 emails with comments on the consultation.

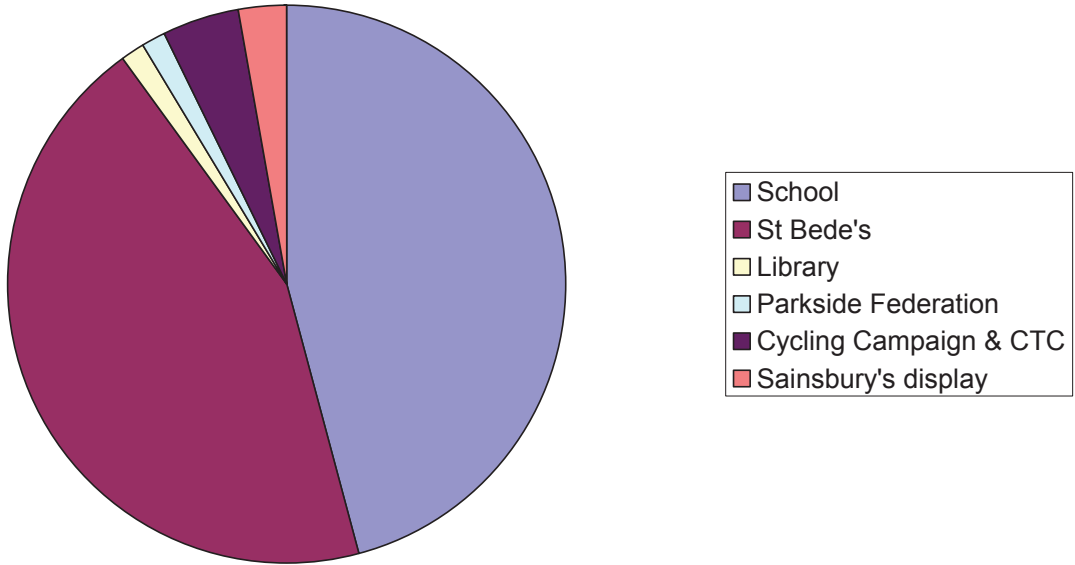
On Twitter we used the #radegundroundabout to publicise the consultation and we tweeted from the council account four times. In total, there were 21 instances of #radegundroundabout on Twitter.

We also set up a page on the council website which linked to the online survey. During the consultation, the page had 868 unique page views, average time on page of 90 seconds and a bounce rate of 43%. Interestingly, 298 unique page views came from users directly entering the short URL into their browser.

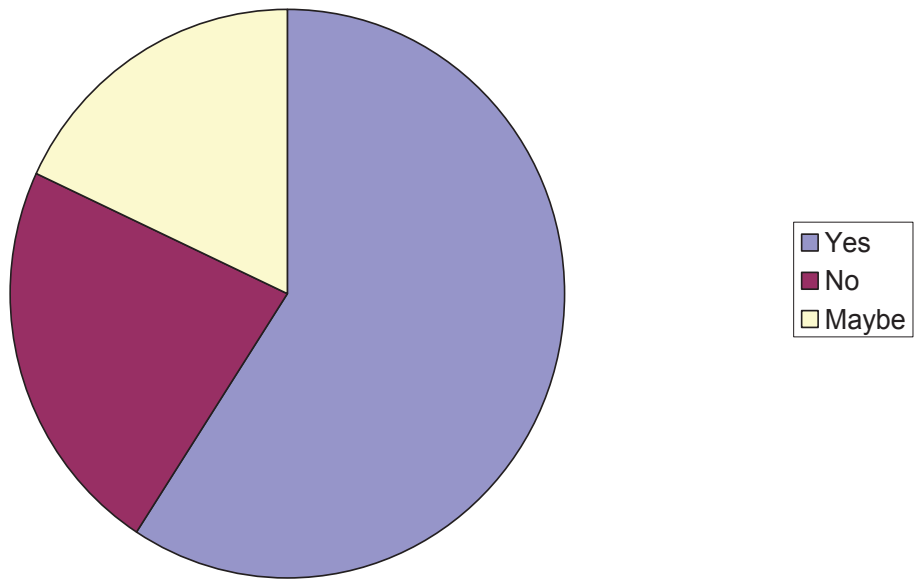
The results of the survey for the consultation we're positive. 59% support the overall layout, with 23% against and 18% maybe. The charts below show the breakdown of the results.



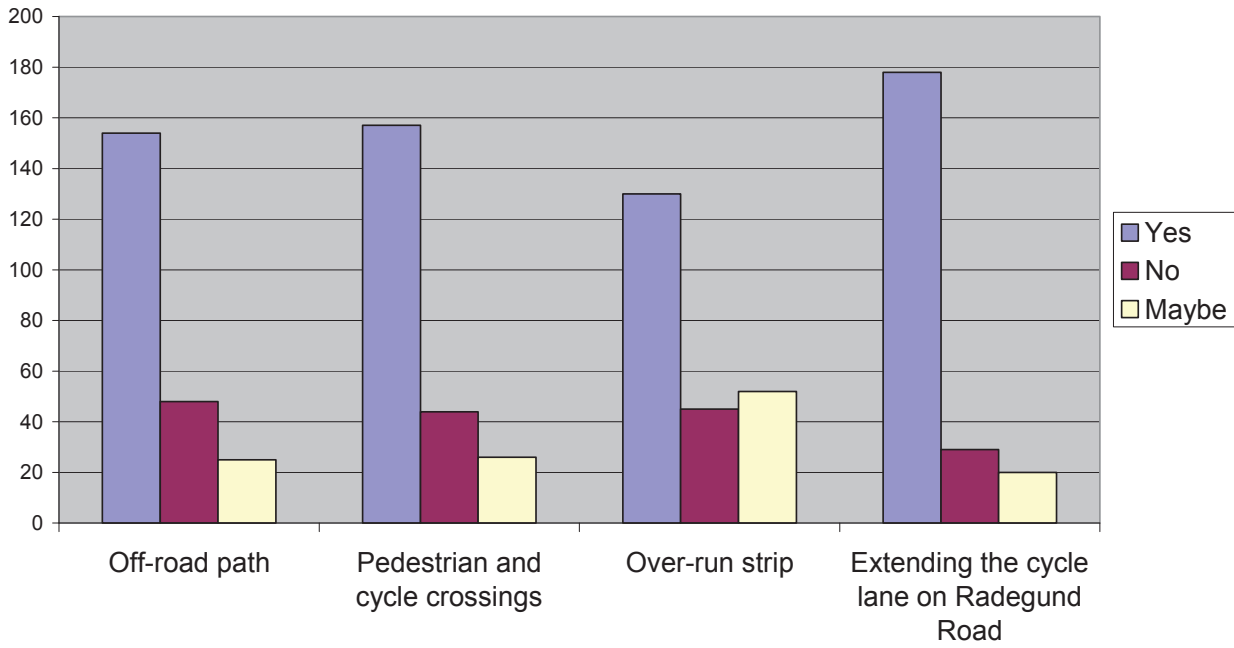
How did you find out about the consultation (other)?



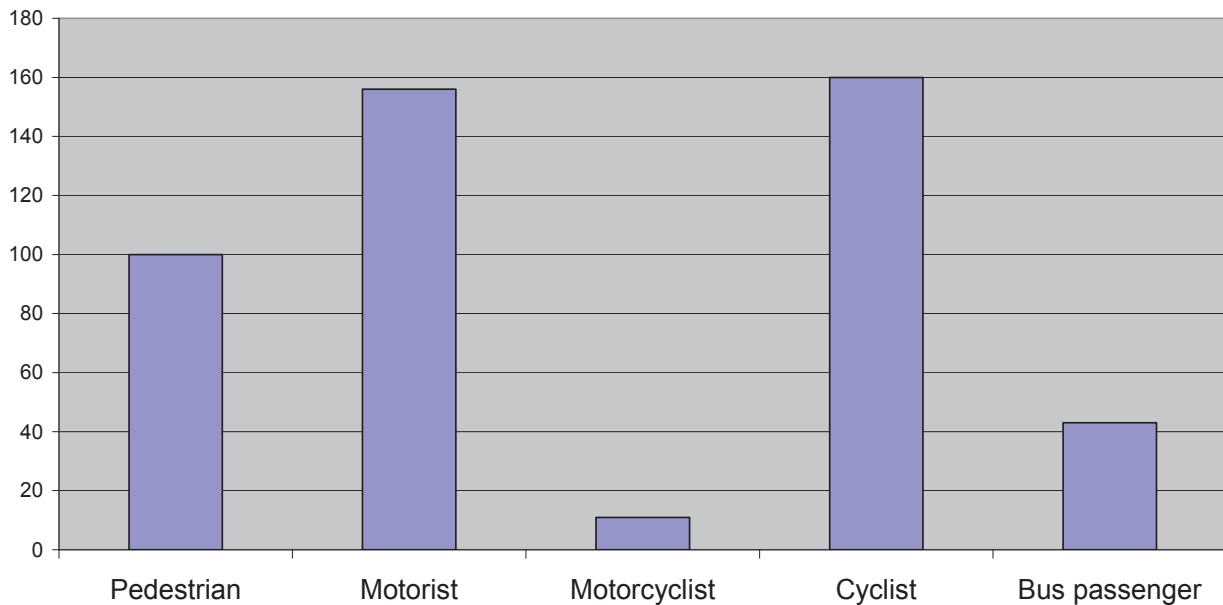
Do you support the proposed layout?



What elements of the proposals do you support?



Do you currently travel through or across the roads connecting to the roundabout as a:



The last two questions were free text options and the most popular responses were:

6. Do you currently experience any problems using the roundabout?	
No problems	50
Speeding traffic	34
Don't feel safe as a cyclist travelling through the roundabout	27
Worry about my children using the roundabout	19
Poor visibility	17
Congestion/ backing up traffic	17
Inconvenient to cross on foot	15
Cyclists' problems with motorists	13
Not enough space for cyclists	8
Problems with cyclists	5
Cyclists on the pavement	3
Need a Dutch design	2
Difficult to turn right from Radegund Rd to Perne Road at busy times	2
Zebra crossings needed	1
Need a shared use path	1
Footpath difficult for those with mobility problems	1

7. Have you any other comments?	
Shared path will cause conflict with pedestrians and cyclists	22
Money could be better spent	15
Proposals will make roundabout safer	15
Plans will negatively slow traffic and cause congestion	8
Cyclists and pedestrian crossings need priority	7
Support plans to slow down traffic	7
Crossings should be controlled (e.g. traffic lights)	6
Cyclists should be able to travel safely on the road	5
More safer routes needed	5
Cyclists on pavements	4
Dangerous for children travelling to schools	4
Proposals won't make roundabout any safer	4
Shrubbery should be removed for better visibility	3
By making the road narrower, it will be even more dangerous for cyclists	3
Cyclists need training	3
Don't reduce space on roundabout	2
Dutch style roundabout needed	3
Zebra crossings needed	2
Dangerous for all cyclists	2
Road is currently too narrow	2
Scheme won't reduce accidents	2
Prevent cars parking on cycle lanes	2
Support keeping existing trees	1
Crossings should be well lit	1
Install CCTV	1
Get rid of speed humps and chicanes	1
During construction ensure access is maintained	1
Bus stop should be closer to roundabout	1
Overrun strip is dangerous for cyclists	1

Appendix D



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Cambridge City Council

Project Appraisal and Scrutiny Committee Recommendation

Project Name: Cambridge City Centre Cycle Parking Project

To: Cllr Tim Ward, Executive Councillor for
Planning and Climate Change

Report by: Simon Payne – Director of Environment

Scrutiny committee: ENVIRONMENT 14 January 2014

Wards affected: Market

Recommendations;

1.0 Financial recommendations –

- 1.1 The Executive Councillor is asked to approve the commencement of the on-street cycle parking proposals detailed in this report, the funding for which is already included in the Council's Capital & Revenue Project Plan.
- 1.2 The total estimated cost of these on-street proposals is £115,000 funded from the City Centre Cycle Parking Project capital allocation SC549.
- 1.3 There are no on-going revenue costs for the project.

2.0 Procurement recommendations:

The Executive Councillor is asked to approve the carrying out and completion of the procurement of:

- 2.1 The construction of the proposed cycle parking locations in accordance with the detailed drawings in Appendix B and C of this report relating to Peas Hill, Guildhall St, Jesus Lane, St Mary's St and East Road.
- 2.2 Subject to:

- The permission of the Director of Resources being sought prior to proceeding if the quotation or tender sum exceeds the estimated contract.
- The permission from the Executive Councillor being sought before proceeding if the value exceeds the estimated contract by more than 15%.

Project Name: Cambridge City Centre Cycle Parking Project

SUMMARY

3.0 The Project

The project aims to provide 1,000 additional secure cycle parking spaces in the heart of the city centre. This is planned to be achieved through the provision of;

- *Localised on-street cycle parking throughout the city centre where space allows and the demand for cycle parking is high.*
- *Introduce a third undercover secure cycle park, similar to those at Park St and Grand Arcade car parks.*

This report provides an appraisal of the remaining on-street proposals for the project. Feasibility work is currently underway to look at the options for a third undercover secure cycle park.

Target Dates:

TRO Process, Detailed Design & Production of Information:	January – February 2014
Start of Procurement:	February 2014
Award of Contract:	March 2014
Construction Commencement:	March 2014
Construction Completion:	May 2014

4.0 Anticipated Cost

Total Project Cost	£ 115,000
--------------------	-----------

Cost Funded from:

Funding:	Amount:	Details:
Reserves	£ 115,000	Capital Plan Ref: SC549
Repairs & Renewals	£	
Developer Contributions	£	
Climate Change Fund	£	
Other	£	

A further breakdown of costs can be found in Appendix A of this report

5.0 Procurement process

- 5.1 Procurement for the implementation will be through the Braintree District Framework Agreement, which includes six contractors and is in accordance with the requirements of the City Council's Contract Procedure Rules.
- 5.2 Following receipt of tenders, the winning tender will be identified following assessment by a skilled officer panel.

6.0 Project Background

- 6.1 A detailed street level study of the city centre has been carried out, to determine the areas of the city centre where there is currently a shortage of secure cycle parking, leading to informal and sometimes obstructive abandonment of cycles.
- 6.2 The scope of this project was confined to the city centre and did not have a remit to look at wider provision across the city, for example at local centres such as Mill Road.

- 6.3 The areas surrounding the Guildhall and Market Square itself were highlighted as having a significant shortfall in cycle parking, whilst having the most potential for additional parking provision.
- 6.4 The main objective of this project is to provide secure cycle parking in the heart of the city centre and the Guildhall and Market Square area is regarded as the focal point within the historic core.
- 6.5 A considerable emphasis was therefore placed on the design of additional cycle parking in this area, whilst taking into account conflicting demands from others, such as loading access, pedestrian flows and street vendors.
- 6.6 To this end proposals were submitted to this Committee on 8th October 2013, where the majority were approved for implementation, an additional 424 cycle parking spaces.
- 6.7 However, there were a small number of locations that were not approved, primarily due to concerns over the potential impact on disabled parking facilities.
- 6.8 Further work has since been completed on these sites, including consultation on a small number of additional sites.
- 6.9 This report now requests approval to implement the 180 additional cycle parking spaces that these sites provide, increasing the total number of additional on-street cycle parking spaces in the city centre to 604.

7.0 Revisions to Previous Proposals

JESUS LANE – 14 spaces

- 7.1 The original proposal for Jesus Lane proposed the loss of two disabled parking spaces from the nine that are currently available.
- 7.2 This was based on annual statistical data from the County Council, which showed that the bay is underutilised, with an average usage ranging from 5 to 7 and peak usage of 7.
- 7.3 Through a review of the design, this cycle parking can now be provided through the loss of only one space.
- 7.4 This would be achieved by removing the kerbed return of the bus stop, which generates the required space to move the cycle parking nearer to the bus stop itself.
- 7.5 The proposed layout is shown in appendix B of this report.

PEAS HILL – 84 spaces

- 7.6 This proposal has also had a minor redesign, based on concerns over the loss of one disabled space.
- 7.7 The current capacity of the existing on-street disabled bay is now maintained within the latest design proposal.
- 7.8 This has been achieved by reducing the length of the loading bay to the absolute minimum required for loading activity associated with the arts theatres.
- 7.9 The length of pedestrianised area has also been reduced by approximately one metre.
- 7.10 These changes have not had any impact on the cycle parking and the number of proposed additional cycle parking spaces has been maintained.
- 7.11 The loss of the current section of double yellow lines outside the Art Theatre will remove the facility for blue badge disabled parking for up to 3 hours.
- 7.12 Again County Council annual statistics show an average usage of between 1 and 3 vehicles.
- 7.13 However, this facility is not reserved for disabled parking, it can also be used for loading activity, so cannot be guaranteed upon.
- 7.14 The relocation of the existing official disabled parking bay to this location will provide a far more reliable facility and significantly improve access and egress for vehicles.
- 7.15 The existing disabled bay is currently located at the top of Peas Hill. Vehicles are regularly blocked in or prevented from accessing the parking because of loading activity, particularly that related to the art theatres.
- 7.16 Manoeuvring in and out of this bay is also quite challenging and requires the reversing and turning of vehicles in a relatively confined space.
- 7.17 The proposed layout, as illustrated in the drawing in appendix B, provides the most effective highway layout for all users, when incorporating the additional cycle parking and pedestrianised area.

GUILDHALL STREET – 44 spaces

- 7.18 The proposals for this area remain unaltered from those presented to this Committee in October.
- 7.19 The short section of carriageway that is proposed to be pedestrianised at the northern end of Guildhall Street is currently used by loading vehicles and not by disabled motorists.
- 7.20 This first section of carriageway is also often not parking in at all, because of the high probability of being blocked in by vehicles due to the narrowness of the carriageway.
- 7.21 Disabled parking takes place on the eastern side of Guildhall Street outside Fisher House and in the official disabled bay outside The Cow Public House. Both of these facilities will remain unaltered by these proposals.
- 7.22 The proposed layout can be found in appendix B of this report.

KINGS PARADE – 10 spaces

- 7.23 It is suggested that this proposal be dropped, as there are no opportunities available for resolving the perceived concern over the impact on pedestrian movement in this area.
- 7.24 The original proposal is shown in appendix B.

8.0 Proposed new sites

- 8.1 A number of new sites were consulted upon, following the report to this Committee in October.
- 8.2 One of those sites, the area outside Jamie's Italian on Peas Hill, was not consulted upon, due to issues that were determined following a swept path analysis for large loading vehicles that service both art theatres. This equates to a loss of only four additional cycle parking spaces.
- 8.3 The other two sites on East Road and St Mary's Street received no objections and are proposed for implementation, providing an additional 38 cycle parking spaces.

- 8.4 The St Mary's Street proposal is within an existing parking bay, which is used by tourist buses on a Sunday. The County Council has agreed to relocate the tourist bus stop to the adjacent loading bay on Market Hill, allowing this parking bay to be converted to cycle parking.
- 8.5 The proposed layout drawings for both sites can be found in appendix C of this report.

9.0 Major issues for stakeholders & other departments

- 9.1 Impact on Cambridgeshire County Council – The infrastructure placed on the public highway will become property of the County Council once it is installed. As such it will have responsibility for maintenance and liabilities for the new infrastructure.
- 9.2 To that end, the County Council has requested a sum be commuted for maintenance of the cycle racks, based on a 25 year period.
- 9.3 This amounts to £25,000 and will be paid to the County Council on completion of the project.
- 9.4 The sum has been calculated based on the assessment of the risk of damage on a site by site basis, as well as the general liabilities that the County Council holds for all street furniture within the public highway.
- 9.5 Should these proposals be approved for implementation, a significant statutory traffic regulation order process will be required to be carried out by the County Council, to vary the existing traffic orders at some locations. This will have a resource implication on the County Council; however the City Council will be providing its own resources to assist in this process in order to mitigate any potential risk of delay to the project.
- 9.6 Both the Corn Exchange and the Arts Theatre have welcomed the changes to the proposed layout, which should see an improvement to the way in which both theatres are able to deal with their loading activity.

9.0 Consultation undertaken

- 9.1 All adjacent premises and key stakeholders were consulted in relation to the two new sites.

10.0 Financial implications

10.1 Appraisal prepared on the following price base: 2013/14

10.2 There are no specific grant funding conditions.

11.0 Net revenue implications (costs or savings)

There is currently no revenue implication envisaged for this project, as the County Council will be responsible for all locations and assets on completion.

12.0 VAT implications

There is no VAT implication arising from this project.

13.0 Energy and Fuel Savings

(a) Is this project listed in the Carbon Management Plan?	No
---	----

14.0 Climate Change Impact

Positive Impact	No effect	Negative Impact

The implementation of this project would provide improved cycle parking facilities for the city centre and encourage cycling as a mode of transport. As such it would help to increase the number of road users opting to use this mode, and potentially reduce the number of journeys undertaken by private car.

15.0 Other implications

- 15.1 An Equality Impact Assessment (EqIA) has been prepared for this project and is attached at Appendix D.
- 15.2 An Environmental Impact Assessment has also been prepared for this project and is attached in Appendix E

16.0 Staff required for the delivery of the project

Service	Skills	Total Hours
<i>Streets and Open Spaces, Project Delivery team</i>	<i>Project management Procurement Detailed design Contract management Project Quality Control</i>	<i>Project Officer – 100 hrs Project Leader – 40 hrs Project Delivery and Environment Manager- 30hrs</i>

17.0 Dependency on other work or projects

- 17.1 The project is very much dependent on the outcome of the statutory traffic regulation order process. Many of these proposals that require traffic regulation order amendments may not be delivered should any statutory objections be upheld by the County Council.

18.0 Appendices

APPENDIX A
Financial Breakdown

APPENDIX B
Revised Proposals for Implementation

APPENDIX C
New Sites for Implementation

APPENDIX D
Equality Impact Assessment (EqIA)

APPENDIX E
Environmental Impact Assessment (EiA)

19.0 Background Papers

City Centre Cycle Parking Report – Environment Scrutiny
Committee 8th October 2013.

20.0 Inspection of papers

Author's Name	Andrew Preston
Author's Phone No.	01223 458234
Author's e-mail:	andrew.preston@cambridge.gov.uk
Date prepared:	08.12.13



APPENDIX A

Finance Sheet

Capital Project Appraisal - Capital costs & funding - Profiling

Appendix A

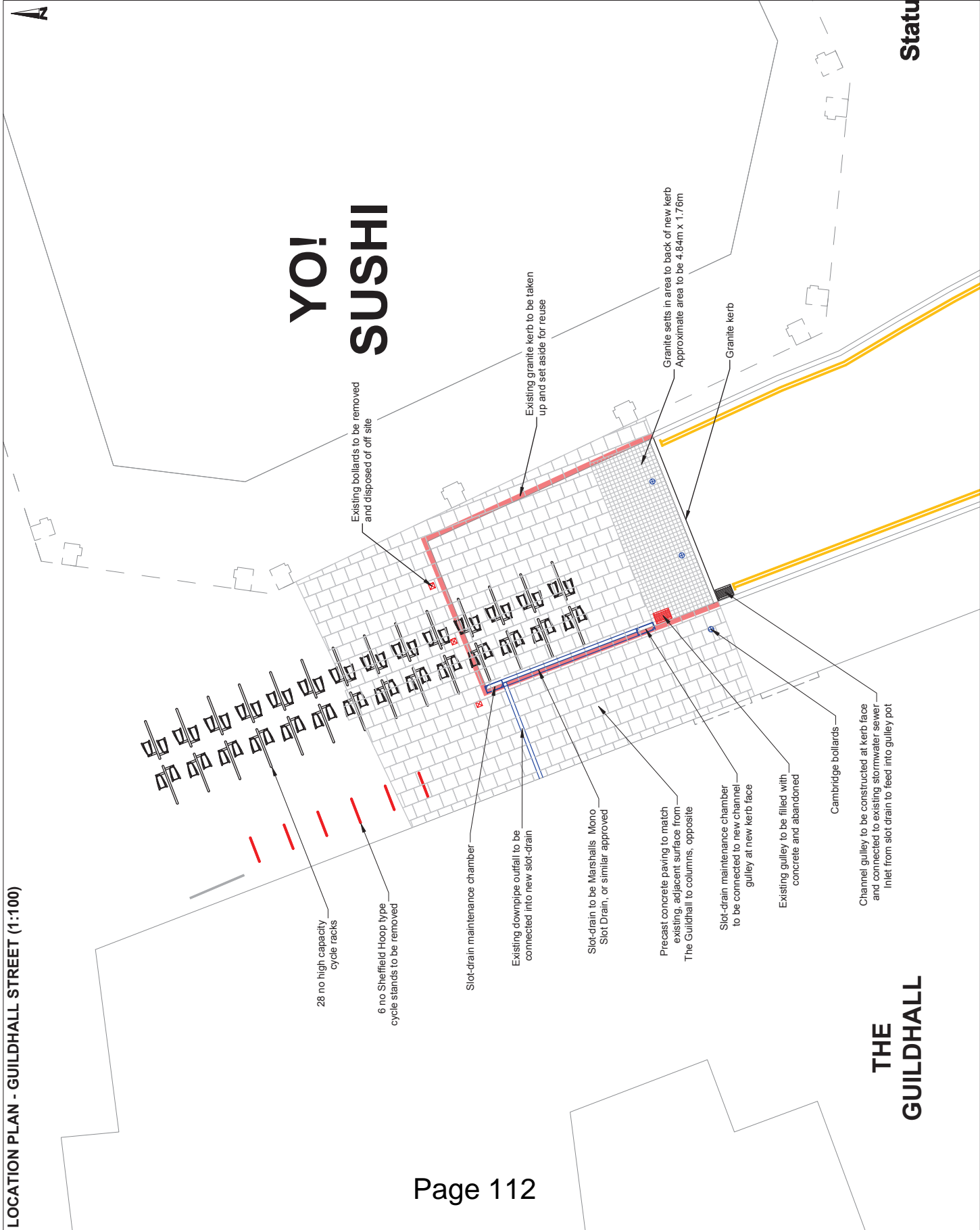
	2013/14	2014/15	2015/16	2016/17	2017/18	Comments
	£	£	£	£	£	
Capital Costs						
Building contractor / works	82,000					Construction Costs
Purchase of vehicles, plant & equipment						
Professional / Consultants fees	8,000					Internal Fees
Other capital expenditure:	25,000					Committed Sum for Maintenance to County Council
Total Capital cost	115,000	0	0	0	0	
Capital Income / Funding						
Government Grant						
Developer Contributions						
R&R funding						
Earmarked Funds						
Existing capital programme funding	115,000					SC549 Cycle Parking Project
Revenue contributions						
Total Income	115,000	0	0	0	0	
Net Capital Bid	0	0	0	0	0	

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APPENDIX B

Revised Proposals for Implementation



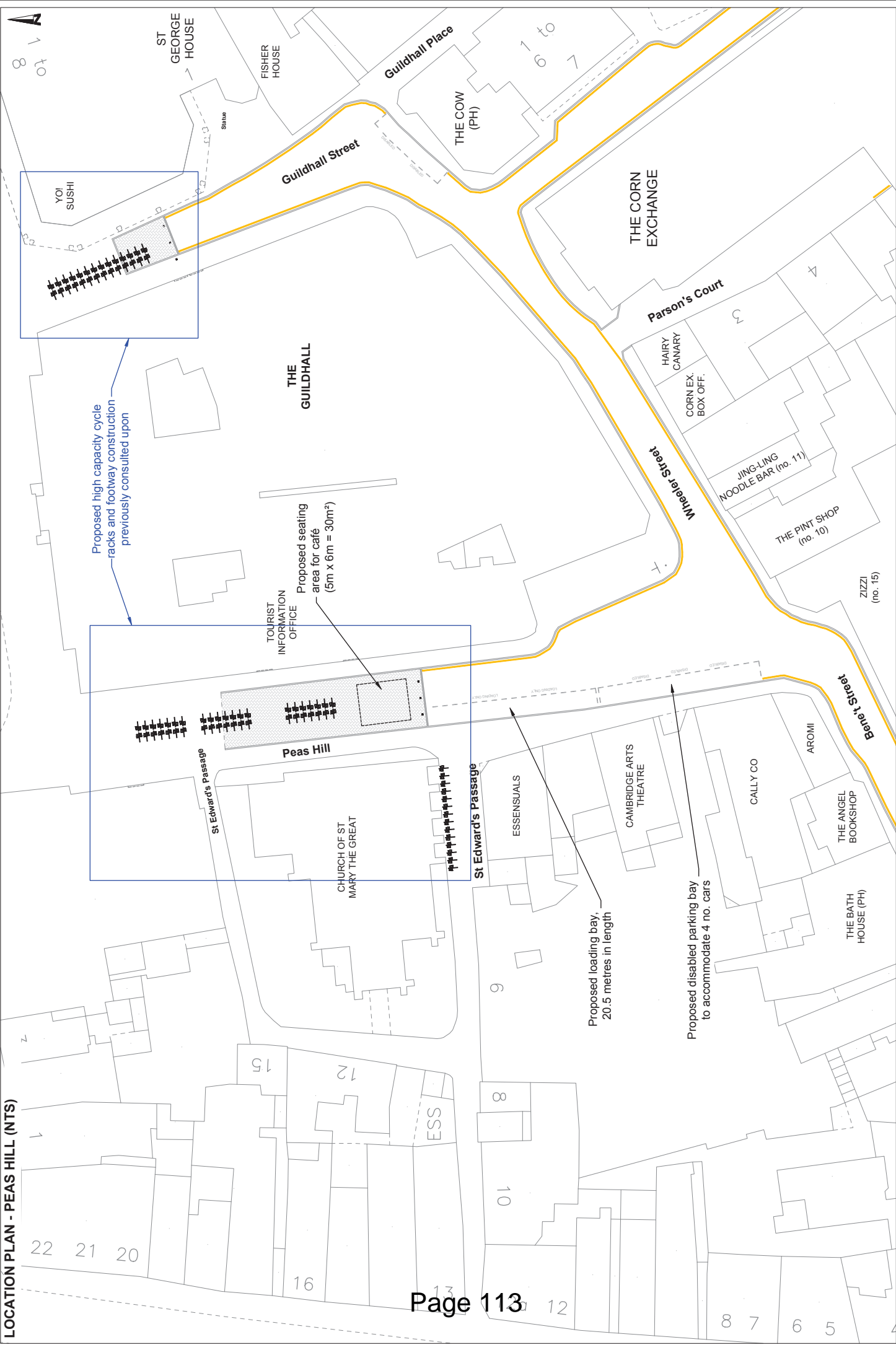
NOTES

- See drawing no 040-018/2600/001 for site location.
 - See drawing no 040-018/2600/002 for high capacity cycle stand specification and clearances.
 - Refer to statutory undertakers' plant location information plans, carry out radiodetection survey for underground services and mark on site before carrying out works.
 - Location of footway build-out, cycle stands and bollards to be marked/agreed on site with engineer before works commence.
- KEY**
- Existing 'Sheffield Hoop' type cycle stand to be removed and set aside for reuse.
 - Existing noticeboard to be removed and set aside for reuse.
 - Proposed high capacity cycle stand
 - Proposed footway build-out in carriageway
 - Proposed 'Cambridge' bollard

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DO NOT SCALE
 For dimensions, all measurements must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrators / landscape architect's attention.

REV	AMENDMENTS	DATE
 ENVIRONMENT STREETS & OPEN SPACES PROJECT DELIVERY		
Simon Payne Director of Environment CAMBRIDGE CITY COUNCIL PO BOX 700, Cambridge, CB1 0JH Tel: (01223) - 457200 or 457201		
Project CAMBRIDGE CITY CENTRE CYCLE PARKING PROJECT		
Drawing CYCLE STAND LOCATIONS GUILDHALL STREET		
SITE 4		
Scale: As shown @ A3	Date: 18/10/2013	DRAFT
Drawn by: IHJ	Checked by:	
Drawing No:		040-018/2600/008

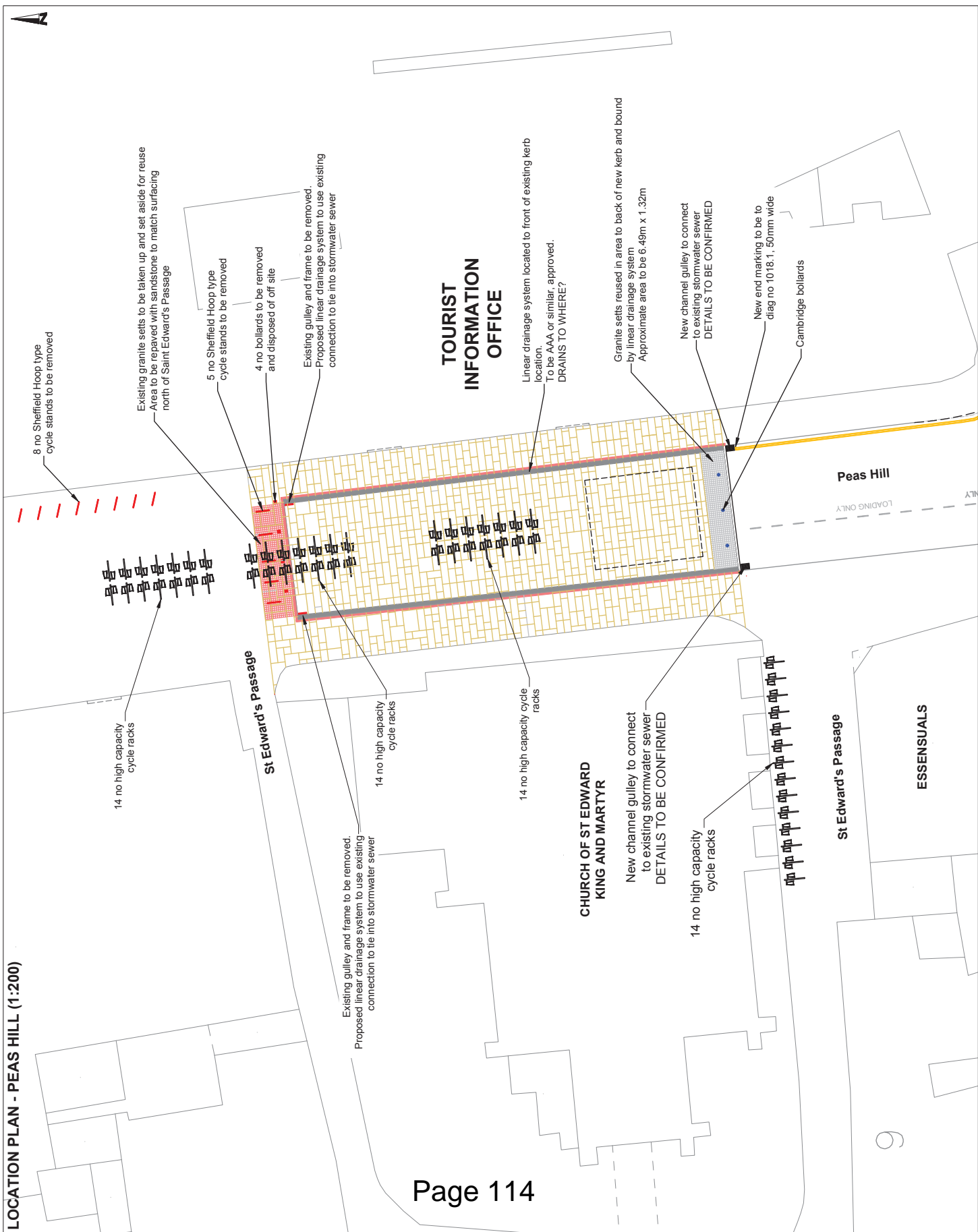


Proposed high capacity cycle racks and footway construction previously consulted upon

Proposed seating area for café (5m x 6m = 30m²)

Proposed loading bay, 20.5 metres in length

Proposed disabled parking bay to accommodate 4 no. cars



NOTES

See drawing no 040-018/2600/001 for site location.

See drawing no 040-018/2600/002 for high capacity cycle stand specification and clearances.

Refer to statutory undertakers' plant location information plans; carry out radiodetection survey for underground services and mark on site before carrying out works.

Location of footway build-out, cycle stands and bollards to be marked/agreed on site with engineer before works commence.

KEY

- Existing 'Sheffield Hoop' type cycle stand to be removed and set aside for reuse.
- Existing granite kerb to be taken up and set aside for reuse
- Proposed high capacity cycle stand
- Proposed footway build-out in carriageway
- Proposed 'Cambridge' bollard
- Proposed carriageway markings

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REV	AMENDMENTS	DATE

**ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY**

Simon Payne
Director of Environment
CAMBRIDGE CITY COUNCIL
PO BOX 700, Cambridge, CB1 0JH
Tel: (01223) - 457200 or 457201

Project
CAMBRIDGE CITY CENTRE CYCLE
PARKING PROJECT

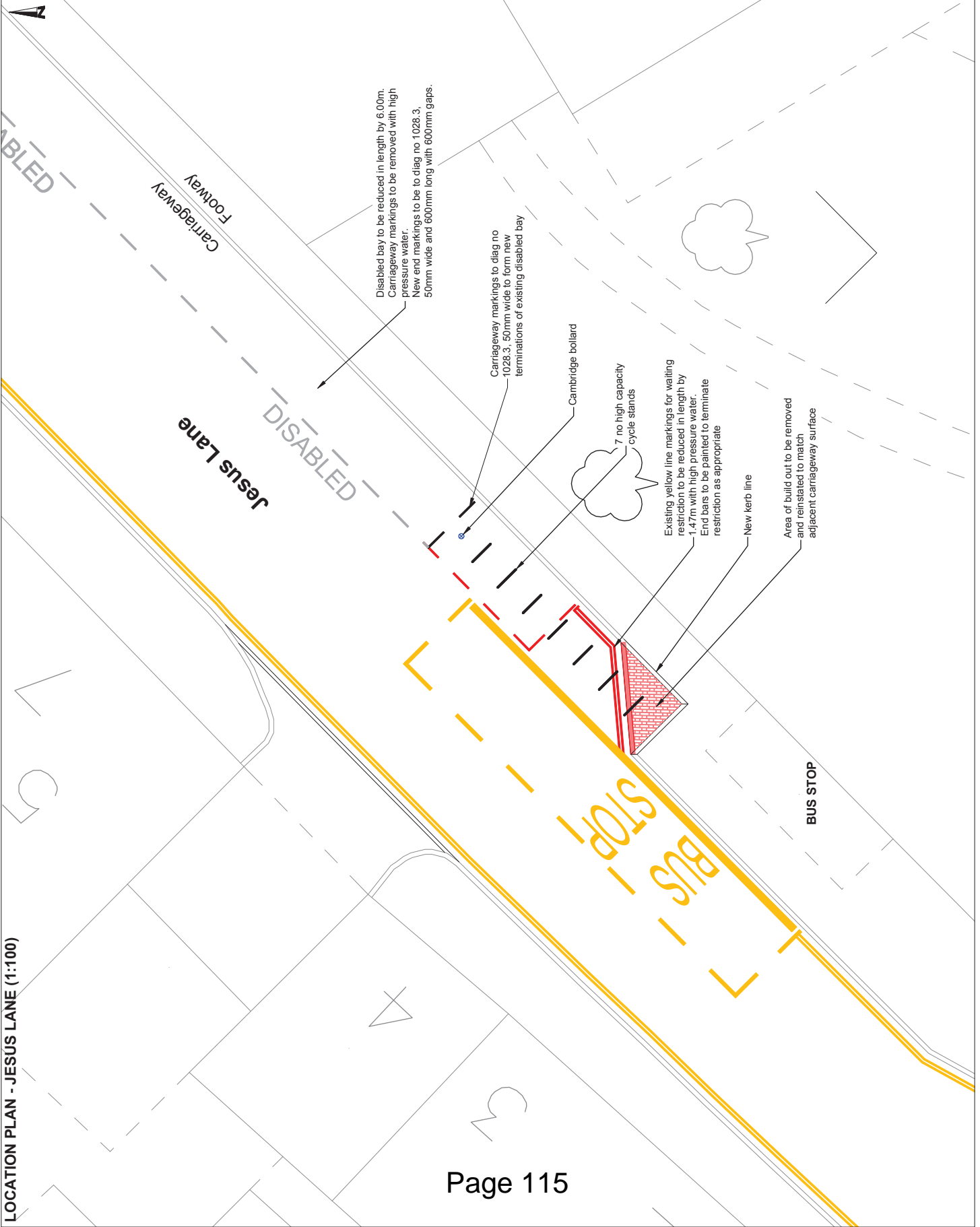
Drawing
CYCLE STAND LOCATIONS
PEAS HILL AND ST EDWARDS PASSAGE

SITE 3

Scale: As shown @ A3
Date: 18/10/2013
Checked by: JHU

Drawing No:
040-018/2600/007

DRAFT



NOTES

See drawing no 040-018/2600/001 for site location.
 See drawing no 040-018/2600/003 for Sheffield Hoop type cycle stand specification and clearances.
 Refer to statutory undertakers' plant location information plans, carry out radiodetection survey for underground services and mark on site before carrying out works.
 Location of footway removal, cycle stands and bollards to be marked/agreed on site with engineer before works commence.

KEY

- Existing area of footway to be removed and reinstated as carriageway
- Existing granite kerb to be taken up and set aside for reuse
- Existing carriageway markings to be removed
- Proposed 'Sheffield Hoop' type cycle stand
- Proposed 'Cambridge' bollard
- Proposed carriageway markings

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REV	AMENDMENTS	DATE

**ENVIRONMENT
 STREETS & OPEN SPACES
 PROJECT DELIVERY**

Simon Payne
 Director of Environment
 CAMBRIDGE CITY COUNCIL
 PO BOX 700, Cambridge, CB1 0JH
 Tel: (01223) - 457200 or 457201

Project
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT

Drawing
 CYCLE STAND LOCATIONS
 JESUS LANE
SITE 11

DRAFT

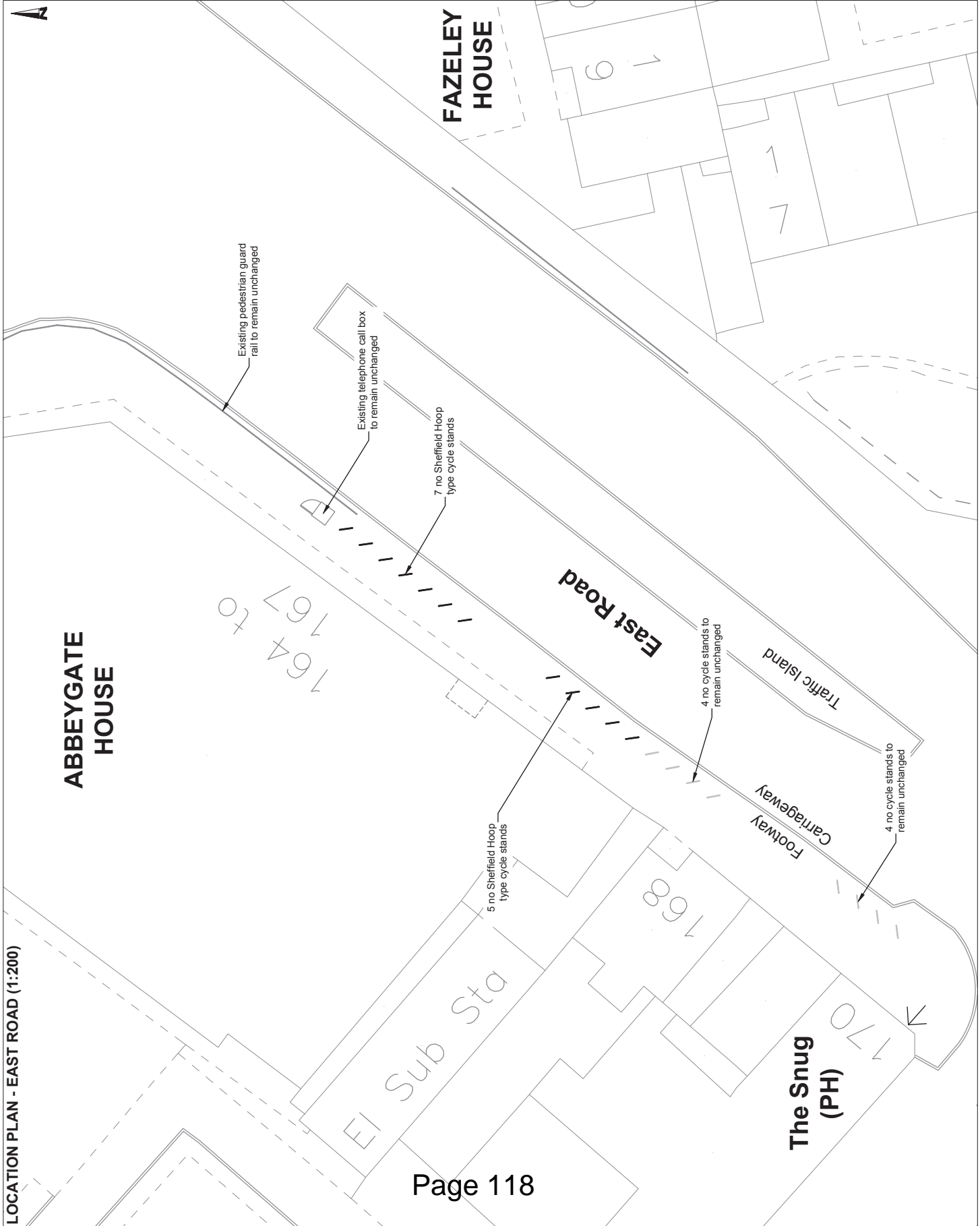
Scale: As shown @ A3	Date: 21/10/2013
Drawn by: IHJ	Checked by:

Drawing No:
 040-018/2600/015

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APPENDIX C

New Sites for Implementation



NOTES

See drawing no 040-018/2600/001 for site location.
 See drawing no 040-018/2600/003 for Sheffield Hoop type cycle stand specification and clearances.
 Refer to statutory undertakers' plant location information plans, carry out radiodetection survey for underground services and mark on site before carrying out works.
 Location of cycle stands to be marked/agreed on site with engineer before works commence.

KEY

— Proposed 'Sheffield Hoop' type cycle stand

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DO NOT SCALE
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REV	AMENDMENTS	DATE

**ENVIRONMENT
 STREETS & OPEN SPACES
 PROJECT DELIVERY**

Simon Payne
 Director of Environment
 CAMBRIDGE CITY COUNCIL
 PO BOX 700, Cambridge, CB1 0JH
 Tel: (01223) - 457200 or 457201

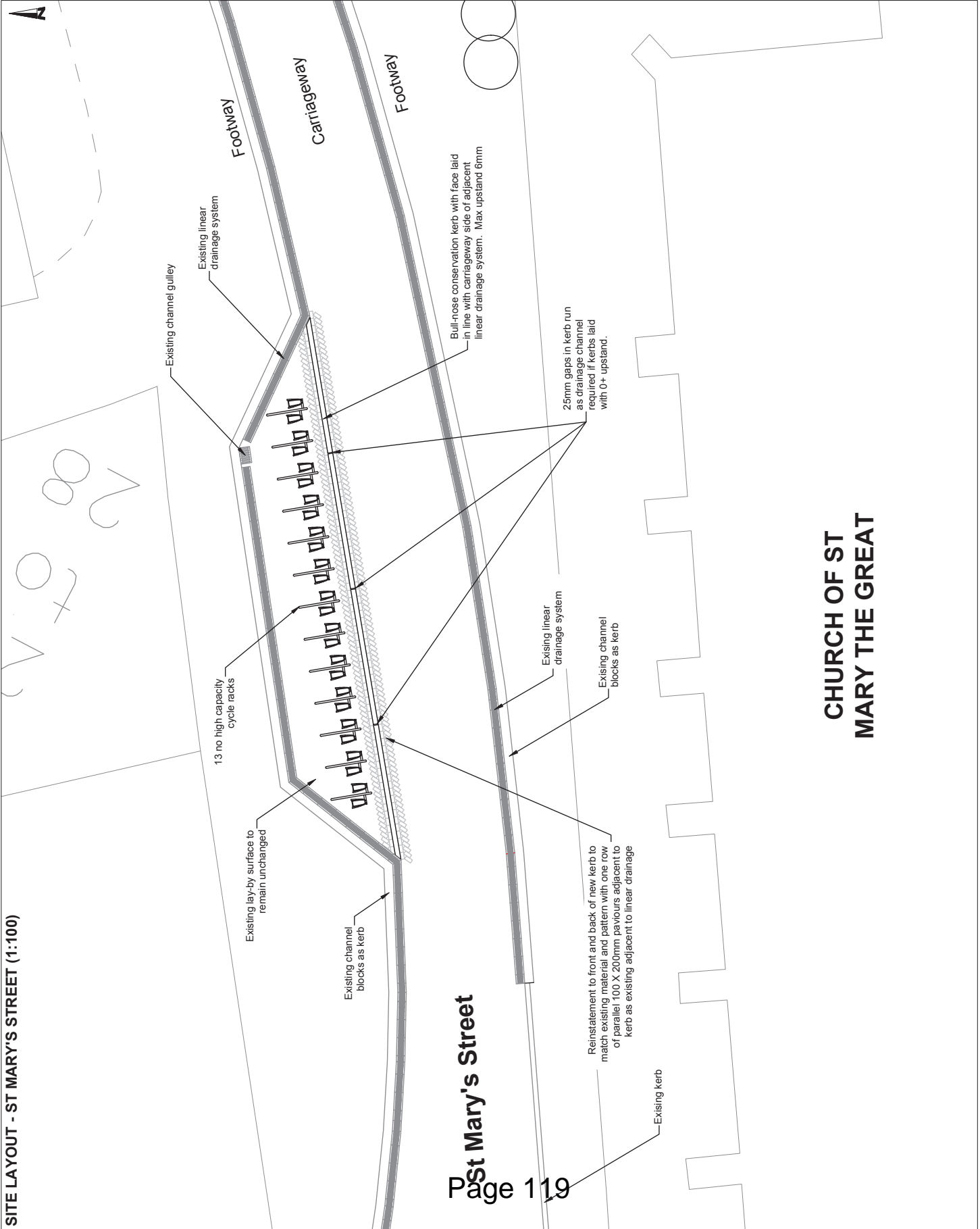
Project
 CAMBRIDGE CITY CENTRE CYCLE
 PARKING PROJECT

Drawing
 CYCLE STAND LOCATIONS
 EAST ROAD
SITE 30

Scale: VARIOUS @A3
 Date: 03/06/2013
 Drawn by: SH
 Checked by: **DRAFT**

Drawing No:
 040-018/2600/034

SITE LAYOUT - ST MARY'S STREET (1:100)



St Mary's Street
Page 119

**CHURCH OF ST
MARY THE GREAT**

NOTES

See drawing no 040-018/2600/001 for site location.
See drawing no 040-018/2600/002 for high capacity cycle stand specification and clearances.
Refer to statutory undertakers' plant location information plans, carry out radiodetection survey for underground services and mark on site before carrying out works.
Location of cycle stands and recessed kerb run to be marked/agreed on site with engineer before works commence.

KEY



Proposed high capacity cycle stand

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DO NOT SCALE
Floor plans must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work or making any shop drawings. Discrepancies to be brought to the contract administrator's / landscape architect's attention.

REV AMENDMENTS

DATE



**ENVIRONMENT
STREETS & OPEN SPACES
PROJECT DELIVERY**

Simon Payne
Director of Environment
CAMBRIDGE CITY COUNCIL
PO BOX 700, Cambridge, CB1 0JH
Tel: (01223) - 457200 or 457201

Project
CAMBRIDGE CITY CENTRE CYCLE
PARKING PROJECT

Drawing
KERBING AND CYCLE STAND LOCATIONS
ST MARY'S STREET

SITE 2

DRAFT

Scale: As shown @ A3
Date: 18/10/2013

Drawn by: IHJ
Checked by:

Drawing No:

040-018/2600/006

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APPENDIX D

Equality Impact Assessment

Cambridge City Council Equality Impact Assessment



Completing an Equality Impact Assessment will help you to think about what impact your strategy, policy, plan, project, contract or major change to your service may have on people that live in, work in or visit Cambridge, as well as on City Council staff.

The template is easy to use. You do not need to have specialist equalities knowledge to complete it. It asks you to make judgements based on evidence and experience. There are guidance notes on the intranet to help you. You can also get advice from David Kidston, Strategy and Partnerships Manager on 01223 457043 or email david.kidston@cambridge.gov.uk or from any member of the Joint Equalities Group.

1. Title of strategy, policy, plan, project, contract or major change to your service:

Cambridge City Centre Cycle Parking Project

2. What is the objective or purpose of your strategy, policy, plan, project, contract or major change to your service?

Provision of additional cycle parking in the city centre to promote sustainable transport and reduce congestion and pollution.

3. Who will be affected by this strategy, policy, plan, project, contract or major change to your service? (Please tick those that apply)

- Residents
- Visitors
- Staff

A specific client group or groups (please state):
Disabled motorists

4. What type of strategy, policy, plan, project, contract or major change to your service is this? (Please tick)

- New
- Revised
- Existing

5. Responsible directorate and service

Directorate: Environment

Service: Streets and Open Spaces

6. Are other departments or partners involved in delivering this strategy, policy, plan, project, contract or major change to your service?

No

Yes (please give details):

Cambridgeshire County Council

7. Potential impact

Please list and explain how this strategy, policy, plan, project, contract or major change to your service could **positively** or **negatively** affect individuals from the following equalities groups.

When answering this question, please think about:

- The results of relevant consultation that you or others have completed (for example with residents, people that work in or visit Cambridge, service users, staff or partner organisations).
- Complaints information.
- Performance information.
- Information about people using your service (for example whether people from certain equalities groups use the service more or less than others).
- Inspection results.
- Comparisons with other organisations.
- The implementation of your piece of work (don't just assess what you think the impact will be after you have completed your work, but also think about what steps you might have to take to make sure that the implementation of your work does not negatively impact on people from a particular equality group).
- The relevant premises involved.
- Your communications.
- National research (local information is not always available, particularly for some equalities groups, so use national research to provide evidence for your conclusions).

(a) Age (any group of people of a particular age, including younger and older people)

N/A

(b) Disability (including people with a physical impairment, sensory impairment, learning disability, mental health problem or other condition which has an impact on their daily life)

Peas Hill: Relocation of existing disabled parking bay and removal of section of 'no waiting at any time' restriction.

Guildhall Street: Reduction of carriageway length covered by a 'no waiting at any time' restriction.

Jesus Lane: Reduction of existing disabled parking bay by one car length.

(c) Gender

N/A

(d) Pregnancy and maternity

N/A

(e) Transgender (including gender re-assignment)

N/A

(f) Marriage and Civil Partnership

N/A

(g) Race or Ethnicity

N/A

(h) Religion or Belief

N/A

(i) Sexual Orientation

N/A

(j) Other factor that may lead to inequality (please state):

N/A

8. If you have any additional comments please add them here

Peas Hill:

Proposal will prevent the likelihood of drivers being blocked in the bay by goods vehicles using the adjacent loading bay, thereby improving access for disabled motorists and ensuring that the facility is available at all times, which is currently not the case.

The existing disabled parking capacity [four car lengths] will be maintained within the relocated disabled bay.

The loss of the 'no waiting at any time' restriction will remove the limited waiting available for disabled users, although data from the County Council shows that this is not as well used as the official disabled bay, with average usage of only 1 to 3 cars. This facility is also not reserved for disabled parking, it can also be used for loading activity, so cannot be guaranteed upon.

The relocation of the existing official disabled parking bay to this location will provide a far more reliable facility and significantly improve access and egress for vehicles.

The shopmobility centre and Grand Arcade Car Park are located nearby, which are both free for disabled motorists and provide excellent facilities for disabled users and provides any mitigation necessary for the loss of this unofficial facility.

Guildhall Street:

Although disabled badge holders may park at this location for a limited time this area of carriageway is not specifically allocated for this use and parking here causes difficulties for motorists attempting to turn around in the cul-de-sac. A suitable disabled bay for two cars is located on the same street along with more suitable sections of 'no waiting' restrictions that are also available for 3 hour periods, which are unaffected by this project.

Jesus Lane:

Reduction of existing disabled parking bay by one car length, from 9 to 8 spaces. Whilst the proposal will reduce the capacity of the disabled bay by one space, the remaining length will provide parking for up to eight cars. Evidence from parking audits shows that the bay is currently undersubscribed, with average usage of between 5 and 7, and a peak usage of 7. This data is provided by the County Council, which is collected by Civil Enforcement officers three times daily. This proposal is therefore not expected to have an impact on disabled motorists.

Following a significant amount of consultation no individuals or stakeholder groups have made representations concerning any of the potential impacts identified in 7(b), other than those raised at Environment Scrutiny Committee on 8th October 2013.

The City Council Access Panel has also recently been consulted on the latest proposals and had no objection to the proposed changes to disabled parking facilities.

9. Conclusions and Next Steps

- If you have not identified any negative impacts, please sign off this form.
- If you have identified potential negative actions, you must complete the action plan at the end of this document to set out how you propose to mitigate the impact. If you do not feel that the potential negative impact can be mitigated, you must complete question 8 to explain why that is the case.
- If there is insufficient evidence to say whether or not there is likely to be a negative impact, please complete the action plan setting out what additional information you need to gather to complete the assessment.

All completed Equality Impact Assessments must be emailed to David Kidston, Strategy and Partnerships Manager, who will arrange for it to be published on the City Council's website. Email david.kidston@cambridge.gov.uk

10. Sign off

Name and job title of assessment lead officer:

Andy Preston - Project Delivery and Environment Manager

Names and job titles of other assessment team members and people consulted:

Iain Jones - Project Officer

Date of completion: 19/12/2013

Date of next review of the assessment: Immediately Prior to Construction

Action Plan

Equality Impact Assessment title:

Date of completion: 19/12/2013

Equality Group	Age
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Disability
Details of possible disadvantage or negative impact	Reduction in parking for disabled badge holders on 'no waiting at any time' restrictions in Peas Hill.
Action to be taken to address the disadvantage or negative impact	None
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Gender
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Pregnancy and Maternity
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Transgender
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Marriage and Civil Partnership
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Race or Ethnicity
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Religion or Belief
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Equality Group	Sexual Orientation
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

Other factors that may lead to inequality	
Details of possible disadvantage or negative impact	N/A
Action to be taken to address the disadvantage or negative impact	N/A
Officer responsible for progressing the action	N/A
Date action to be completed by	N/A

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APPENDIX E

Environmental Impact Assessment

Environmental Impact Assessment

Assigning a Climate Change Rating to Your Proposal or Recommendation

The purpose of assigning a climate change rating to your proposal or recommendation is to ensure that, wherever possible, key decisions help to strengthen the ability of the Council to reduce carbon emissions and manage the negative impacts of climate change on Cambridge.

Step 1: Impact on carbon emissions

Using the prompts in the Table 1 below, consider whether your proposal/recommendation will:

- Help to reduce carbon emissions: if so, assign it a positive (+) impact rating;
Or
- Increase carbon emissions: if so, assign it a negative (-) impact rating;
Or
- Have no (nil) impact on emissions of carbon dioxide.

Where you have identified a positive or negative impact, consider whether this impact is likely to be High, Medium or Low. The Impact Classification provided in Table 2 may help with this.

Table 1: Carbon Emissions		Is Impact +, - or Nil?	Is Impact H, M or L?	Comments
1.	Reduce the City Council's energy consumption	Nil		
2.	Reduce energy consumption by others in Cambridge	+	High	The introduction of more cycling stands will promote cycling within Cambridge. This will help promote a greener form of transport, thereby helping to decrease the city's carbon footprint
3.	Increase the proportion of the City Council's energy consumption from solar, wind, biomass or other renewable sources	Nil		
4.	Increase the proportion of energy consumption by others in Cambridge from solar, wind, biomass or other renewable sources	Nil		
5.	Reduce the level of motor vehicle traffic by City Council staff commuting or operations	+	Medium	The implementation of a centralised secure cycle parking facility within the historic core of Cambridge will provide a favourable condition for more cycling
6.	Reduce the level of motor vehicle traffic by others in	+	Medium	The implementation of a centralised secure

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Table 1: Carbon Emissions	Is Impact +, – or Nil?	Is Impact H, M or L?	Comments
Cambridge			cycle parking facility within the historic core of Cambridge will provide a favourable condition for more cycling
7. Increase the proportion of the City Council's vehicles powered by biofuel, electricity, LPG or other low-carbon fuels	Nil		
8. Increase the proportion of other vehicles in Cambridge powered by biofuel, electricity, LPG or other low-carbon fuels	Nil		
9. Reduce the amount or increase the level of recycling of the City Council's own waste	Nil		
10. Reduce the amount of waste or increase the level of recycling by others in Cambridge	Nil		

Table 2: Impact Classification	Description
Low (L) Impact	<ul style="list-style-type: none"> • No publicity • No energy related infrastructure or vehicles • Capital assets with lifetime <3 years • Few risk management benefits
Medium (M) Impact	<ul style="list-style-type: none"> • Local publicity • Affects delivery of corporate/regulatory commitments • Affects service energy/transport/waste performance by >10% • Capital assets with lifetime >3 years • Management of identified service risk
High (H) Impact	<ul style="list-style-type: none"> • Regional/national publicity • Essential for meeting corporate/regulatory commitments • Affects corporate energy/transport/waste performance by >10% • Capital assets with lifetime >6 years • Management of identified corporate risk

Step 2: Helping to manage the impacts of climate change

Using the prompts in Table 3 below, consider whether your proposal/ recommendation is likely to:

- Increase the ability of Cambridge City to withstand the impacts of climate change (such as hotter summers or more heat waves): if so, assign it a positive (+) impact rating;

Or

- Decrease the ability of Cambridge City to withstand the impacts of climate change: if so, assign it a negative (-) impact rating;

Environmental Impact Assessment

Or

- Have no (nil) impact on the ability of Cambridge City to withstand the impacts of climate change.

Again, where you have assigned a positive or negative impact, refer to Table 2 to determine whether this impact is High, Medium or Low.

Table 3: Managing the Impacts of Climate Change	Is Impact +, – or Nil?	Is Impact H, M or L?	Comments
1. Hotter summers	Nil		
2. Drier summers	Nil		
3. Warmer winters	Nil		
4. Wetter winters	Nil		
5. Heavier downpours	Nil		
6. Heat waves	Nil		
7. Drier soils (subsidence)	Nil		

Step 3: Assign an overall rating and provide an explanation

Taking account of Step 1 and Step 2 above, assign a single, overall climate change rating to your proposal/ recommendation. You are required to provide a brief explanation of the rating that you have given.

If you have identified that your proposal/ recommendation is likely to have a negative climate change impact, take time to consider whether the project or course of action that you are proposing could be designed and delivered differently, so as to reduce or avoid this impact. If 'doing things differently' brings additional cost implications, then consider whether you may be able to apply to the Climate Change Fund, which invests in initiatives that help to reduce the carbon emissions and climate change risks of City Council operations. Full details of what the Climate Change Fund is able to support, as well as how to make an application, can be found on the Council intranet site at <http://intranet/sustainability/climate-change-fund.html>

Help and Advice

For help and further information, contact a member of the Sustainability Team:

- Sally Pidgeon, Climate Change Officer (Job Share), ext. 7174;
- Clare Palferman, Climate Change Officer (Job Share), ext. 7176.

Overall Climate Change Rating:					
Positive	<input checked="" type="checkbox"/>	Negative	<input type="checkbox"/>	Nil	<input type="checkbox"/>
Explanation:	<p>The implementation of secured off-street cycle parking, and on-street cycle parking, will provide a safe and attractive environment that will promote the move from motor vehicles to an active, healthy and sustainable mode of travel.</p> <p>As such the project would help to increase the number of motorists opting to cycle. This will help to reduce the number of journeys undertaken by motor vehicles within Cambridge, further reducing the carbon footprint within the city.</p>				