



SOUTH AREA COMMITTEE



AGENDA

To: City Councillors: Pippas (Vice-Chair), Ashton, Avery, Dryden, McPherson, Meftah, Moore, O'Connell and Sanders

County Councillors: Ashwood, Crawford and Taylor

Dispatched: Friday, 19 June 2015

Date: Monday, 29 June 2015

Time: 7.00 pm

Venue: Meeting Room - CHVLC - Cherry Hinton Village Leisure Centre,
Colville Road, Cherry Hinton, Cambridge, CB1 9EJ

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

Supplementary Items for Information

10 Hills Road Cycle Scheme (*Pages 5 - 6*)

Information report from County Council for Committee to note. There will be no discussion of this item.

11 Access From the Main Rail Station to Cambridge Leisure
(*Pages 7 - 12*)

Information report from County Council for Committee to note. There will be no discussion of this item.

Meeting Information

Open Forum	Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.
Filming, recording and photography	<p>The Council is committed to being open and transparent in the way it conducts its decision making. The public may record (e.g. film, audio, tweet, blog) meetings which are open to the public.</p> <p>Anyone who does not want to be recorded should let the Chair of the meeting know. Those recording meetings are strongly urged to respect the wish of any member of the public not to be recorded.</p>
Fire Alarm	In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.
Facilities for disabled people	<p>Level access is available at all Area Committee Venues.</p> <p>A loop system is available on request.</p> <p>Meeting papers are available in large print and other formats on request prior to the meeting.</p> <p>For further assistance please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.</p>
Queries on reports	If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk .

**General
Information**

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HILLS ROAD TRAFFIC AND SAFETY SCHEME

Note to Members of Cambridge City – South Area Committee

From: Mike Davies, Team Leader - Cycling Projects, Cambridgeshire County Council

Date: 29 June 2015

1.0 INTRODUCTION

- 1.1 The Hills Road segregated cycle lane scheme is funded by the Department for Transport (Dft) Cycle City Ambition Grant. The scheme aims to improve cycling between Addenbrooke's, the Biomedical Campus and the new residential areas in the south of the city, and businesses, colleges and schools in the City Centre. The scheme was approved by the County Council's Economy and Environment Committee on 8 July 2014. The detailed design was then completed and construction began on 26 January 2015

2.0 UPDATE ON THE SCHEME

- 2.1 Progress in the first few months of the construction works was slower than expected due to delays in agreeing protection measures for utility services encountered and some contractor staffing issues which have now been resolved. Additional resources mean the contractors are now working at the pace we expected. We are now co-ordinating well with lighting contractors, Balfour Beatty as they proceed to remove old lighting columns and install new ones, just ahead of the cycleway works.
- 2.2 For each new section of the works, the contractors will inform Hills Road residents about the schedule, the arrangements for getting in and out of driveways, and give out contact details. Residents should be aware that if they are temporarily blocked in by the works, they should liaise directly with the on-site contractor who is always happy to speak with residents and resolve any issues.
- 2.3 An added complication is how the cycle lane and associated footpath works can be progressed whilst maintaining a safe route for pedestrians and cyclists through the works. This may require a staggered approach to the construction method ie. when the cycleway works are completed, the footway works will follow on behind. The

footway works are much more straightforward, they require no light-controlled traffic management, which for the main works is restricted to 9.30-15.30hrs.

- 2.4 The site compound area in Glebe Road is due to be moved shortly to Cavendish Avenue. In urban areas it is always difficult to establish a convenient location for compounds without impacting on residents.
- 2.5 One question that is constantly being asked is 'why does such a long length of the new cycle lane appear to be unfinished'. Unfortunately due to the specification of the red asphalt material that is being used as the final cycle lane running surface it's only financially viable for the batching plant to produce approximately 80 tonnes of this material at any one time. This 80 tonnes equates to approximately 200m/300m of cycle lane based on the current widths and thickness of the material being laid. Consequently we have to complete and make ready this kind of length prior to it being surfaced. Regrettably this is the most cost effective method of working. We are now virtually ready to lay the first section of red material but due to the road closure that is in place on Cherry Hinton Road over the next 2 weekends (27th/28th and 4th/5th) we will have to wait until this is completed as the diversion route is Hills Road.
- 2.6 Details of the scheme are on the County Council website. Officers can also be contacted on 01223 699906 or at Transport Delivery Transport.Delivery@cambridgeshire.gov.uk

CAMBRIDGE STATION TO LEISURE PARK FEASIBILITY STUDY

Note to Members of Cambridge City – East and South Area Committee

**From: Paul Rawlinson Project Manager- Cycling Projects,
Cambridgeshire County Council**

Date: 26/06/2015

1.0 INTRODUCTION

- 1.1 The Cambridge Station to Leisure Park on Hills Road feasibility study evaluates opportunities to reduce the journey time on foot for people traveling from Cambridge Central Station to the leisure complex.
- 1.2 The purpose of the study was to evaluate options for improved access to reduce journey time for pedestrians, for users with impaired mobility and for users with pushchairs.
- 1.3 The brief was to map existing journey times and compare them with the journey times of each option. Options were given an estimated cost, distance and time savings.

2.0 OUTCOME OF THE FEASIBILITY STUDY

- 2.1 The Study took place during December 2014 to February 2015 and included site visits to measure distances and evaluates potential options.
- 2.2 The present route from the station, shown below, would take approximately 12 minutes 40 seconds on foot, at a pace of 4km/h. However, for pedestrians capable of using the existing stairs, journey time would reduce to 11 minutes 7 seconds from the station.

Drawing 1 - Current Route from Central Station to Cinema Doors



2.3 The following options were considered: See **Appendix 1** for route options

- A new bridge over the railway joining the CB1 development east of the Cambridge Signal Box with the multi-storey car park along Clifton Way (Option 1)
- A new bridge from Hills Road just north of the Busway underpass to Clifton Way, alongside The Junction nightclub (Option 2);
- A new ramp from the top of the existing stairs along Hills Road south of the railway bridge, extending over the access to the hotel car park at the end of Clifton Way and heading towards the Leisure Park (Option 3A);
- A new ramp from the top of the aforementioned stairs, running along the existing Hills Road retaining wall and returning upon itself before finishing near the base of the existing stairs (Option 3B);
- A new lift provided at the location of the existing stairs, as proposed elsewhere as part of Project Cambridge (Option 3C)
- A new built-up ramp immediately south of the hotel (Option 4).

- 2.4 The following indicative cost estimates have been determined. These could increase by about 30% if there are buried services that need to be moved or if railway possessions take longer than anticipated.

Option	Description	Cost
1	Bridge between Signal Box to multi-storey car park	£3.3 million
2	Bridge between Hills Road Busway Bridge to The Junction	£3.3 million
3a	Ramp over car park access to Cinema building	£1.6 million
3b	Ramp along Hills Road wall	£1.3 million
3c	Lift access provision at existing steps	£0.5 million
4	Ramp access south of Hotel	£0.1 million
DN	Do Nothing	£0

- 2.5 Travel time difference is identified in the table below. The two times in the current travel time cells cover walking all the way round, see drawing 1 above, or using the stairs on Hills Road bridge.

Option	Current travel time	Option Travel time	Time Saving
1	12m 40s / 11m 7s	9m 8s	3m 32s / 1m 59s
2	12m 40s / 11m 7s	11m 35s	1m 55s / +28s
3a	12m 40s / 11m 7s	11m 33s	1m 57s / +26s
3b	12m 40s / 11m 7s	11m 56s	44s / +49s
3c	12m 40s / 11m 7s	11m 15s	1m 25s / +8s
4	12m 40s / 11m 7s	12m	40s / + 53s

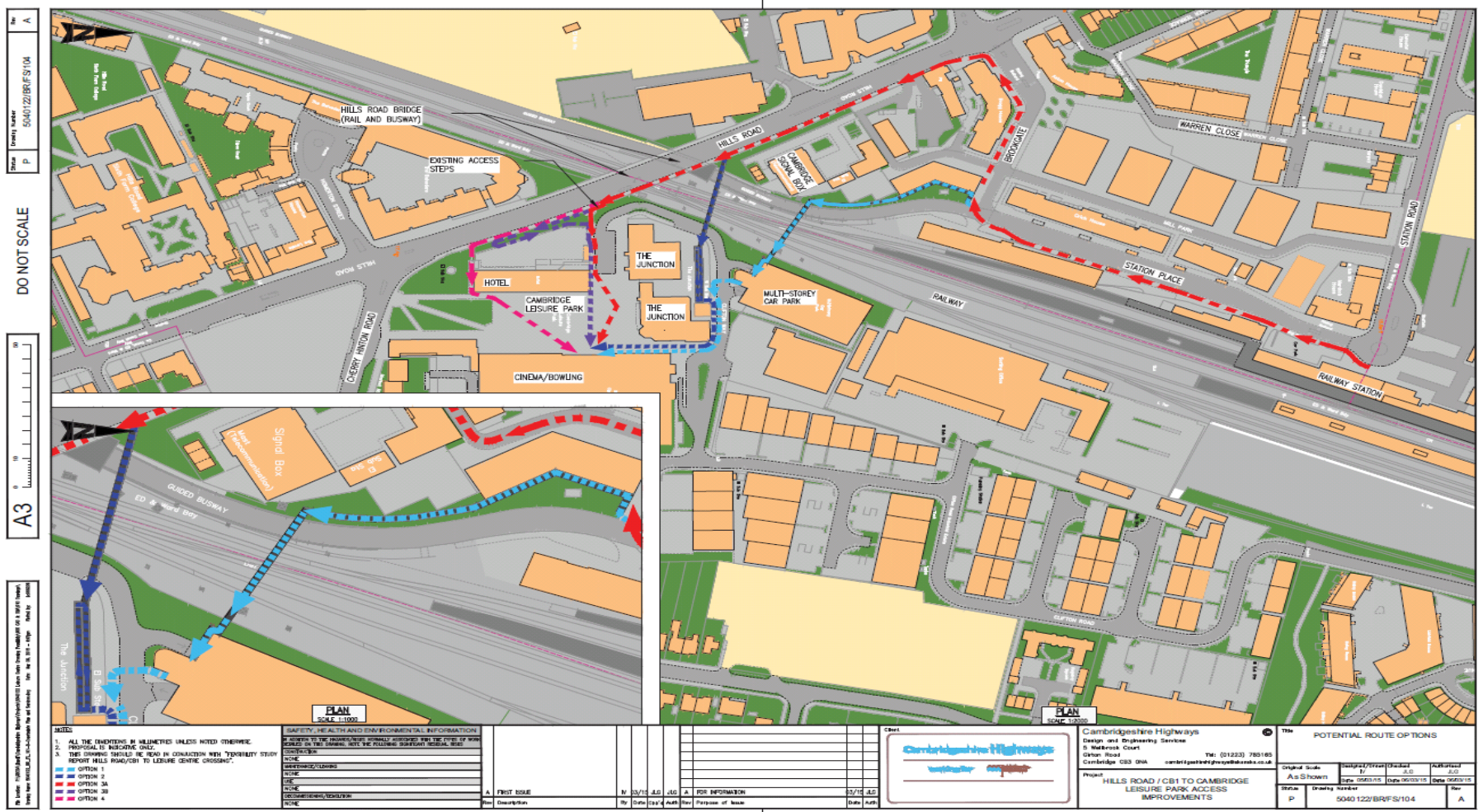
3.0 Conclusions

- 3.1 None of the options from 1 to 3b would be considered to offer a significant reduction in journey time for pedestrians, nor a significantly improved route for the significant cost of construction. Note option 1 includes a lift from the car park and the time waiting for this could reduce any time savings
- 3.2 Option 3c could benefit users with impaired mobility, wheelchair users or users with pushchairs with the installation of a lift alongside the

existing stairs on Hills Road Bridge. However, whilst the capital cost may seem justifiable, there would be ongoing operation and maintenance costs to bear. In the small hours a lift may be at increased risk from vandalism or misuse.

- 3.3 Option 4 provides very little time saving benefits and could increase in costs substantially if buried services need to be relocated.
- 3.4 In general the improvements to CB1 have provided better access to the Leisure Park any benefits from the above options have been reduced to a point where they may no longer be significant enough to justify further development. The conclusion is that the do nothing option is the preferred outcome

Appendix 1 Route Options



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