



## NORTH AREA COMMITTEE



### AGENDA

**To: City Councillors:** Todd-Jones (Chair), Price (Vice-Chair), Ward, Abbott, Boyce, Bird, Brierley, Gawthrope, Kerr, O'Reilly, Pitt and Tunnacliffe

**County Councillors:** Manning, Onasanya, Sales and Scutt

*Dispatched: Wednesday, 24 July 2013*

**Date:** Thursday, 1 August 2013

**Time:** 7.00 pm

**Venue:** Manor Community College, 101a Arbury Road, Cambridge CB4 2JF

**Contact:** Glenn Burgess

**Direct Dial:** 01223 457013

- 1      **APOLOGIES FOR ABSENCE**      **7PM**
  
- 2      **WELCOME AND INTRODUCTION**  
**(INCLUDING DECLARATIONS OF INTEREST)**

### **'YOU SAID, WE DID, YOU WANT TO KNOW'**

- 3      **TO CONFIRM WHAT WAS SAID (MINUTES) AT THE LAST**  
**MEETING AND WHAT WE HAVE DONE (ACTION LIST)**  
*(Pages 5 - 14)*
  
- 4      **YOU WANT TO KNOW (OPEN FORUM)**      **7.05PM**

## **ITEMS FOR DECISION**

- 5 DEVELOPER CONTRIBUTIONS AND DEVOLVED  
DECISION MAKING - FIRST ROUND PRIORITY-SETTING  
FOR PLAY AREA IMPROVEMENT** (*Pages 15 - 48*)  
**7.35PM**
- 6 PROPOSED CAPITAL GRANT TO THE SIKH GURDWARA  
IN KINGS HEDGES** (*Pages 49 - 58*)  
**7.50PM**
- 7 ENVIRONMENTAL IMPROVEMENT PROGRAMME**  
(*Pages 59 - 94*)  
**8.05PM**

## **COMMUNITY FORUM – JOIN IN THE DISCUSSION ABOUT THESE ITEMS**

- 8 CAMBRIDGE 20MPH PROJECT - PHASE 1  
CONSULTATION REPORT** (*Pages 95 - 126*)  
**8.30PM – 9.30PM**

# Meeting Information

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**NORTH AREA COMMITTEE**

16 May 2013  
8.00pm -10.00 pm

**Present:** Councillors Todd-Jones (Chair), Price (Vice-Chair), Abbott, Boyce, Bird, Brierley, Kerr, O'Reilly, Pitt, Tunnacliffe, Manning and Sales and Ward

**County Councillors:** Councillors Manning, Onasanya, Sales and Scutt

**Officer Present:**

Urban Growth Manager: Tim Wetherfield

Head of Community Development: Trevor Woolams

Asset Manager: Alistair Wilson

Area Manager (Traffic): John Harris (County Council)

Capital and Funding Manager: Daniel Clarke (County Council)

Cycling Projects Team Leader: Mike Davies (County Council)

**Other Present:**

Neighbourhood Policing Sergeant: Jason Wragg

Community Fire Officer: Jim Meikle

**FOR THE INFORMATION OF THE COUNCIL**

**13/40/NAC Apologies for absence**

Apologies were received from City Councillor Gawthrope.

**13/41/NAC Welcome and Introduction (including Declarations of Interest)**

The Chair welcomed the public and explained the format of the meeting.

## **13/42/NAC TO CONFIRM WHAT WAS SAID (MINUTES) AT THE LAST MEETING AND WHAT WE HAVE DONE (ACTION LIST)**

### Action List

Street Lighting Programme: Councillor Bird confirmed that she had still not received a written response to her question. Councillor Manning confirmed that he had followed this up, but unfortunately Councillor Orgee was no longer the relevant Cabinet Member.

The minutes of the 16 May 2013 meeting were approved and signed as a correct record.

## **13/43/NAC YOU WANT TO KNOW (OPEN FORUM)**

**1) Mr Bond: Raised concern about the poor state of the zebra crossing in Chesterton High Street. He felt it was a hazard to older people and that it should be repaired.**

Councillor Manning agreed to look into the issue and report back to a future meeting.

**2) Ms Dockerill: Requested that Ward Councillors work more in their local communities.**

Councillor Price confirmed that Kings Hedges Councillors were very active in the community and had recently been undertaking a survey throughout the area. Councillor contact details were widely available on the City Council's website and he encouraged members of the public to contact them direct with any questions or concerns.

**3) Ms Harris: Raised concern about the damaged speed cushions on Campkin Road.**

Councillor Onasanya confirmed that she had reported this issue and that the speed cushions would be repaired within the next 12 weeks.

**4) Ms Johnson: On behalf of local residents, thanked the City Council for the recently planted trees but asked when a decision on the grass verges would be taken. Also raised the issue of anti-social cycling in Metcalf and Gilbert Road.**

Councillor Scutt confirmed that discussions were ongoing with officers and that she would report back at a future meeting.

Police Sergeant Wragg confirmed that the Police were looking at anti-social cycling in this area and were working with cycling campaigners and Councillor Manning to address the issue. The Police were also speaking with local schools.

Councillor Tunnacliffe confirmed that he was in discussion with Ms Johnson regarding the verges and that 2 additional street lights had been secured to make Metcalf Way safer.

**5) Resident: Raised concern regarding the £400,000 being spent on the 20mph project and questioned the demographics of those who had expressed support for the scheme.**

Councillor Todd-Jones confirmed that the full consultation would run until 5 July and be reported back to the North Area Committee on 1 August.

Councillor Ward confirmed that 600 responses had been received to date with around 60% expressing support for the scheme. It was also noted that he would be discussing with officers a process for 'individual' consultation responses and not just 1 per household.

Mr Bond noted that at a recent workshop he had been presented with lots of new data that seemed to prove the benefits of a 20mph scheme.

Councillor Scutt also highlighted the interesting data that was currently being released regarding 20mph schemes.

**6) Resident: Highlighted that Milton Road School had been missed of the 20mph map.**

Councillor Ward noted this comment.

## **13/44/NAC Policing and Safer Neighbourhoods**

The committee received a verbal update from the Neighbourhood Policing Sergeant and the Community Fire Officer on crime and policing in the four wards.

**1) Councillor Manning: Suggested that as part of future reports the Police could highlight additional 'root causes' of issues. This would allow the Area Committee to take away and progress issues that were not directly under the control of the Police.**

The Chair agreed to liaise with the Police on this suggestion.

**2) Councillor Price: Pleased that overall crime figures were down, but enquired as to the reasons for the rise in 'violent crime'.**

The Police Sergeant confirmed that a number of thefts had taken place from fast food delivery drivers and as there had been a 'threat' of violence it had increased the overall figures. Also a number of incidents had taken place at a local pub as a result of a change in the management. This issue was being addressed by the Police and Licensing Officers.

**3) Councillor Bird: Asked for details on the increase in 'theft from vehicles' in East Chesterton.**

The Police Sergeant confirmed that a number of arrests had been made and it was hoped that the figures would now decrease as a result.

**4) Councillor Brierley: Asked what data source was used for the needle finds.**

The Police Sergeant confirmed that figures were based on reporting from the City Rangers.

**5) Councillor Ward: Reports had been made regarding a motorcyclist driving at 90mph down Histon Road.**

The Police Sergeant confirmed that he would look into this issue.

**6) Councillor Pitt: Thanked Police Sergeant Wragg and congratulated the Police on the year on year decrease in crime figures. Asked if the burglaries in West Chesterton related to thefts from sheds.**



The Police Sergeant confirmed that it was from sheds and garages.

**7) Ms Harris: Asked why the fire in Aylesborough Close had not been included in the report.**

The Police Sergeant confirmed that the fire had taken place after the report had been written. In response to this fire the Police had spoken with housing colleagues about the need to secure empty properties properly.

The Community Fire Officer confirmed that work was ongoing with City Homes to minimise the risk of fires.

**8) Councillor Brierley: Asked if statistics on traffic violations such as anti-social cycling could be included in future reports.**

This comment was noted.

**9) Councillor Pitt: Asked if the Police were promoting cycle safety in schools.**

The Police Sergeant confirmed that the Police had a good relationship with all of the schools in the area and work was ongoing to promote cycle safety.

**10) Councillor O'Reilly: Confirmed that any decision of the Committee should be based on evidence, and as anti-social cycling was not reflected in the accident statistics, she was happy for it to no longer be a priority.**

**Councillor Manning supported this and agreed to work with the Police were required to identify any ongoing hotspots for anti-social cycling.**

**Councillor Boyce noted that cycling accidents tended to be under-reported, whereas most car accidents tended to be reported for insurance purposes.**

These comments were noted.

On a show of hands the following three Neighbourhood Priorities were agreed unanimously:

- i. Continue the arson prevention work
- ii. Continue the prevention and enforcement work to reduce cycle theft
- iii. Address ASB in the green areas across the North

### **13/45/NAC Devolved Decision-Making and Developer Contributions: Taking Forward North Area Priority Projects**

The committee received a report from the Urban Growth Manager.

The Head of Community Development gave an update on the Sikh Community Centre and it was agreed that a site visit would be arranged for members to look at the plans and proposals in more detail.

The Asset Manager gave an update on the BMX Track (next to Brown's Field Community Centre) and the Nun's Way Skate Park. It was agreed that members of the community centre would be consulted and that repairs to the 5-a-side goals could also be looked at.

#### **1) Mr Bond: Provided the committee with an update on the proposed extension to St Andrew's Hall.**

The committee thanked Mr Bond for the update.

With regard to identifying a play area improvement option as its fourth, 1<sup>st</sup> round priority project, the committee proposed deferring the decision subject to a visit of the local play areas under consideration. It was also requested that officers provide demographic information and maps to aid the future decision making. The Urban Growth Project Manager confirmed that this could be addressed in a report to the next Area Committee meeting on 1 August.

**Resolved** (unanimously) to:

- i. Note the steps being taken to deliver the North Area Committee's current first round priority projects, to be funded by devolved developer contributions.

**Resolved** (by 7 votes to 2) to:

- ii. Defer the decision regarding setting a play area improvement priority subject to more information and a visit to the particular play areas under consideration.

### **13/46/NAC North Transport Corridor Area Transport Plans: Update on Section 106 Funding and Programme Scheme**

The committee received a report from the Capital and Funding Manager, the Cycling Projects Team Leader and the Area Manager (Traffic).

**1) Ms Johnson: Expressed concern that a cycle route from Orchard Park to the City Centre would result in more anti-social cycling.**

The Cycling Projects Team Leader confirmed that the aim was to make the route as safe as possible. It was also noted that the proposal would go out to full public consultation.

**2) Mr Bond: Suggested that the 20mph scheme may give an opportunity to look at providing a different road environment for cyclists, cars and pedestrians.**

This comment was noted.

**3) Councillor Todd-Jones: Confirmed that the Fen Road Steering Group had generated a lot of good ideas and suggested that a further meeting take place with input from County Council Officers and Network Rail.**

The Area Manager (Traffic) agreed to progress this with Network Rail and then liaise with Councillor Todd-Jones.

**4) Resident: Asked if any additional funding had been allocated for the Histon Road crossing.**

The Area Manager (Traffic) confirmed that there was a total budget of £70,000 and that discussions would take place with Parish Councils prior to a public consultation.

**5) Councillor Todd-Jones: Asked if any progress had been made on the additional projects as identified at the North Area Committee in September 2012.**

The Capital and Funding Manager confirmed that these would be looked at.

**6) Mr Bond: Confirmed that the bus stop on Mill Road remained a problem.**

This comment was noted.

**7) Mr Bond: Suggested that, as the bus stop on Green End Road was now permanent, appropriate road markings should be installed.**

This comment was noted.

The meeting ended at 10.00 pm

**CHAIR**

## COMMITTEE ACTION SHEET

<b>Committee</b>	North Area Committee
<b>Date</b>	16 May 2013
<b>Circulated on</b>	6 June 2013
<b>Updated on</b>	

<b>ACTION</b>	<b>LEAD OFFICER/MEMBER</b>	<b>TIMESCALE</b>	<b>PROGRESS</b>
<p style="text-align: center;"><u>Open Forum</u></p> <p>Look into the poor state of the zebra crossing in Chesterton High Street – and the need for repair</p>	Councillor Manning	Feedback at a future meeting	TBC
<p style="text-align: center;"><u>Open Forum</u></p> <p>Anti-social cycling in Metcalf and Gilbert Road – ongoing discussions with officers.</p>	Councillor Scutt	Feedback at the future meeting	TBC
<p style="text-align: center;"><u>Police Item</u></p> <p>Liaise with the Police on Councillor Manning’s suggestion regarding highlighting additional ‘root causes’ of issues in thier reports. This would allow the Area Committee to take away and progress issues that were not directly under the control of the Police.</p>	Cllr Todd-Jones	Ongoing	TBC
<p style="text-align: center;"><u>Developer Contributions</u></p> <p>Organise a tour of the proposed Play Area Sites prior to the committee making a final decision.</p>	Tim Wetherfield	ASAP	Ongoing

<p style="text-align: center;"><u>Developer Contributions</u></p> <p>Organise a site visit to the Sikh Community Centre for members to look at the plans and proposals in more detail.</p>	<p style="text-align: center;">Trevor Woolams</p>	<p style="text-align: center;">ASAP</p>	<p style="text-align: center;">Ongoing</p>
<p style="text-align: center;"><u>North Area Corridor Funding</u></p> <p>Proposal for a further meeting of the Fen Road Steering group: The Area Manager (Traffic) agreed to progress this with Network Rail and then liaise with Councillor Todd-Jones.</p>	<p style="text-align: center;">The Area Manager (Traffic)</p>	<p style="text-align: center;">ASAP</p>	<p style="text-align: center;">Ongoing</p>

CAMBRIDGE CITY COUNCIL

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REPORT OF: Director of Environment

TO: North Area Committee

1/8/2013

WARDS: Arbury, East Chesterton, King's Hedges and West Chesterton

## **DEVELOPER CONTRIBUTIONS AND DEVOLVED DECISION-MAKING FIRST ROUND PRIORITY-SETTING FOR PLAY AREA IMPROVEMENT**

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### **1 INTRODUCTION**

- 1.1 Area Committees have devolved decision-making powers over how some types of developer contributions are used. More information about the process and projects funded from developer contributions can be found on the Council's web page (see section 5 of this report).
- 1.2 Local residents and community groups were consulted in October 2012 on ideas for new/improved local facilities to help address the impact of development. In the first priority-setting round, the North Area Committee set three local priorities last November. It was not able, at that stage, to identify a fourth priority (as had been envisaged under devolved decision-making) given a lack of available developer contributions funding, not least for play area improvements.
- 1.3 Supplementary ('provision for children and teenagers') developer contributions were made available to the North Area from the city-wide fund in January 2013. The Area Committee in May then considered its options for improving a local play (from the eight suggested for improvement via last autumn's area consultation), but deferred making a decision. Members asked for more information about the possible sites, as well as more demographic and mapping data. These issues are addressed in the appendices to this report:
  - A. 'Virtual tour' of the 8 play area options in the North Area
  - B. Examples of new play equipment that could be provided
  - C. Maps of the catchment areas for each of the eight play areas
  - D. Analysis of children/young people statistics from the 2011 Census.

### **2. RECOMMENDATIONS**

- 2.1 To identify which play area to improve using developer contributions, as a fourth priority from the first round of devolved decision-making.

### 3. CONSIDERATIONS

- 3.1 A summary of the eight play area options is set out on the next page. The suggested improvements are illustrations of what may be possible (Appendix C shows what some of the equipment can look like). Once the Area Committee has chosen which play area to prioritise, more specific proposals will be developed in consultation with play area users, neighbours, local councillors and others.
- 3.2 In the first priority-setting round, each area has been invited to identify as many priority projects as there are wards in their area. As the North Area Committee (with four wards) has already set three first round priorities, it is asked to identify one play area for improvement at this stage. This is necessary to ensure that the overall delivery programme of developer contribution-funded projects is fair and consistent across all areas. The second priority-setting round will take place this autumn so there will be a further opportunity for the North Area Committee to consider whether to prioritise further play area improvements, provided that the levels of developer contributions funding allow.
- 3.3 **Available funding:** Adding the (city-wide) supplementary funding (around £47,500) to the existing devolved contributions (around £10,000), the North Area Committee has about £57,500 of 'provision for children and teenagers' contributions for new play equipment. It may also be possible to make this go further by combining it with repairs and renewals funds (eg, where swings need to be replaced).
- 3.4 That said, there are some important constraints that Members will need to take into account in priority-setting. Many play area improvements involve new fencing and landscaping, which has to be funded from 'informal open space' (IOS) contributions: the North Area Committee currently only has around £5,000 available in this contribution type after the allocation of £95,000 to two of its other first round priorities (improving Nun's Way skate park and the BMX track by Brown's Field Community Centre).
- 3.5 Whilst the current constraints on the availability of 'informal open space' funding seem to cut across some of the suggested improvements, there could be some room for manoeuvre.
- a. Officers are reviewing whether any further 'informal open space' contributions are available to the North Area (eg, where projects have been delivered for less than previously allocated).
  - b. If more 'informal open space' funding cannot be found, however, it may be possible to reduce the scope of landscaping and surfacing work for the core play area improvement to be able to go ahead.



<b>Play area (ward)</b>	<b>Pages</b>	<b>Current Equipment</b>	<b>Suggested improvements (examples on report page 25)</b>
<b>Alexandra Gardens</b> (Arbury)	6-7, 26, 34	LEAP. Play value C/D. Swing; multi-use activity unit, 2 springies, slide, rocker, swing, climbing frame, bench, fence	Additional multi-activity climbing frame for older children, rotator, plus safety surfacing. Landscaping or reshaping of fenced area. Estimate: £50k (incl. £7.5k IOS)
<b>Beale's Way</b> (King's Hedges)	8-9 27, 34	LAP. Play value D. 2 swings, pedal roundabout, springy, bench, fence	More for young children: replace swings; new mini-spinning carousel (in addition to existing roundabout); slide; role-play based frame (eg, train or tractor); new surfacing & fence. Estimate: £50k (incl. £15k IOS)
<b>Blanford Walk</b> (Arbury)	10-11, 28, 34	LAP. Play value was rated D but now seems to be E. 2 springies in large open space	Not to add new equipment at this stage. Review in future in the context of new play areas at the NIAB development
<b>Chestnut Grove</b> (West Chesterton)	12-13, 29, 34	LEAP. Play value C/D. 2 swings, climbing frame & slide, springy seesaw, fence.	More for young children: replace swings; new roundabout, new mini carousel; fencing and landscaping. Estimate: £50k (incl £15k IOS)
<b>Discovery Way</b> (East Chesterton)	14-17 30, 34	LAP. Play value C but currently seems to be D. Large modular climbing frame (with play boards for younger children) and a spinner	Community proposal for updated/tougher equipment for young children, tree-planting and/or remove the mound (possibly for car-parking). Estimate: £80k (incl 30k IOS) Officers suggest more for up to 12s: new swing; role-play based frame; springy; safety surface, fence. Estimate: £55k (incl. £5k IOS for mature trees) and ideally £25k more IOS
<b>Hawkins Road</b> (King's Hedges)	18-19 31, 34	LAP: Play value D: 3 (should be 4) swings	New swings, role play-based frame (eg, train/tractor), surfacing & seating. Estimate: £25k (incl. £1.5k IOS)
<b>Lawrence Way</b> (King's Hedges)	20-21, 32, 34	LAP. Play value D: 4 swings & a climbing frame on green	More for older children: new rotator, new spinning net and safety surfacing. Estimate: £30k
<b>Woodhead Drive</b> (King's Hedges)	22-23, 33, 34	De-commissioned. Equipment removed.	Not to reinstate this play areas: its catchment area is now covered by the new play area at George Nuttall Close

- 3.6 In addition to the summary table on the previous page, Members will also want to take account of the information provided in the appendices and the considerations that these raise, for example....
- a. Proximity to 'neighbourhood equipped areas of play' (NEAP) for children and teenagers within 800 metres (eg, those at King's Hedges, Nun's Way, Green End Road & Jesus Green). Examples of those NEAPs in the North Area can be found on report page 24.
  - b. Whether to invest in a larger 'local equipped areas of play' (LEAP) for children within 400 metres (which already have more to offer) or smaller 'local areas of play' (LAP) serving children within 100 metres, some of which (eg, Beales Way, Lawrence Way) could be upgraded to a LEAP as a result.

Maps of the catchment areas for each play area (Appendix C) reflect accessible routes and public rights of way. As Woodhead Drive (LAP) play area has been decommissioned, the map for George Nuttall Close LEAP is shown instead.
  - c. How much weight to give to specific ideas recently put forward by local communities. Suggestions made on behalf of Discovery Way play area can be found on report page 16. Whilst proposals to turn open space into more car parking raise questions about how this sits alongside planning policy and would require planning permission, the local engagement is to be welcomed.
  - d. At the same time, whether vandalism of play areas should be met with further investment to improve them or whether the funding would be better spent on play areas less prone to damage.
- 3.7 Members also asked for demographic data from the 2011 Census about the numbers of children locally. The most detailed level of information that is available relates to what are known as 'lower super output areas' (SOAs). These are shown on the catchment area maps in Appendix C, while Appendix D sets out the data for all the SOAs which come within the catchment areas for any of the eight play areas under consideration. That said, it is questionable how useful these details will be in identifying a play area for improvement given that the catchment areas for most play areas tend to be made up of a number of SOAs and the SOAs tend to be much larger than the catchment areas for play areas (particularly LAPs).
- 3.8 Even so, it is hoped that the 'virtual tour' in Appendix A and the other analysis, combined with Members' knowledge of their local wards, will enable the Area to decide which play area to prioritise for improvement.

## 4. IMPLICATIONS

- 4.1 The specific implications of the particular play area that is prioritised will be addressed at the project appraisal stage, including local consultation on specific proposals, assessment of equality and environmental impacts and consideration of any running and maintenance costs for the city council. It is anticipated that the project would be completed by the end of 2014.
- 4.2 Recent tendering exercises for the supply of play area equipment have asked potential suppliers to explain how their products incorporate difference and inclusivity into play area design. This includes aiming to ensure that children with a disability can have the same quality and extent of play experience. These factors have been incorporated into the scoring of tender documents and selection of successful contractors. The same approach will be taken forward and developed for future tendering exercises.

## 5. BACKGROUND PAPERS

The following papers on devolved decision-making and developer contributions were used in the preparation of this report.

- Report to North Area Committee, 16/5/2013
- Report to North Area Committee, 22/11/2012
- Report to Environment Scrutiny Committee, 11/6/2013

These can be found on the 'Committee meeting minutes & agendas' web page (<http://democracy.cambridge.gov.uk/ieDocHome.aspx>).

Information on devolved decision-making can be found on the Developer Contributions web page at [www.cambridge.gov.uk/S106](http://www.cambridge.gov.uk/S106). There is also a web page with a parks and playgrounds map at [www.cambridge.gov.uk/map-of-parks-and-playgrounds](http://www.cambridge.gov.uk/map-of-parks-and-playgrounds).

2011 Census data is available on Cambridgeshire County Council's Cambridgeshire Atlas web pages at ([www.cambridgeshire.gov.uk/business/research/researchmaps.htm](http://www.cambridgeshire.gov.uk/business/research/researchmaps.htm))

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

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## Virtual tour of the play area options in North Area

- In this appendix, the play area being considered is shown on the maps by a ★. The blue/red pins denote other parks and playgrounds.
- The photographs were taken at the end of June 2013.
- Play area ratings, from several years ago, relate to Play England criteria for the amount and sophistication of equipment (where A is the highest).

### ALEXANDRA GARDENS (Arbury ward) [LEAP]

**Location:** Whilst Jesus Green play area (itself in the process of being improved) is within 200 metres (the other side of Chesterton Road via a zebra crossing), Alexandra Gardens is the main play area for north of the river and serves both the Arbury and West Chesterton wards.



## Alexandra Gardens (continued)

### Current equipment (Play Value rating C/D)

This large, fenced-off play area is intended for infants and juniors, accompanied by an adult. It includes two sit-on 'springies'; a slide; a rocker, a climbing frame and a modular multi-activity play equipment (at the time the photo was taken this was broken and taped off, but the repair has since been made). The play area is located within a large fenced-off area, often used for picnics.



### Officers' suggested improvements (Estimate: £50k, including £7.5k IOS)

There is considerable scope for improvement here and for making provision for older children and teenagers. This could include a multi-activity climbing frame and a rotator (see report page 25).

Officers also suggest that the fenced-off area could be landscaped (including planting) or reshaped to make the fence-line less imposing, but the constraints on the availability of informal open space contributions mean that the scope of this work might need to be reduced.

## BEALES WAY (King's Hedges ward) [LAP]

**Location:** Around 200 metres from Nuns Way play area



### **Current equipment** (Play Value rating D)

This is a play area for younger children. The current equipment is OK, if a little dated, but there is not much for the children to play on. There are: two swings (1 junior and 1 infant); an old-fashioned pedal roundabout (which is a real feature, worth preserving); a sit-on springy (currently with graffiti) and a bench.

The fence around the play area is rickety and broken in places and the path is cracked in places and has seen better days.

## Beales Way (continued)



### **Officers' suggested improvements (Estimate: £50k, incl. £15k IOS))**

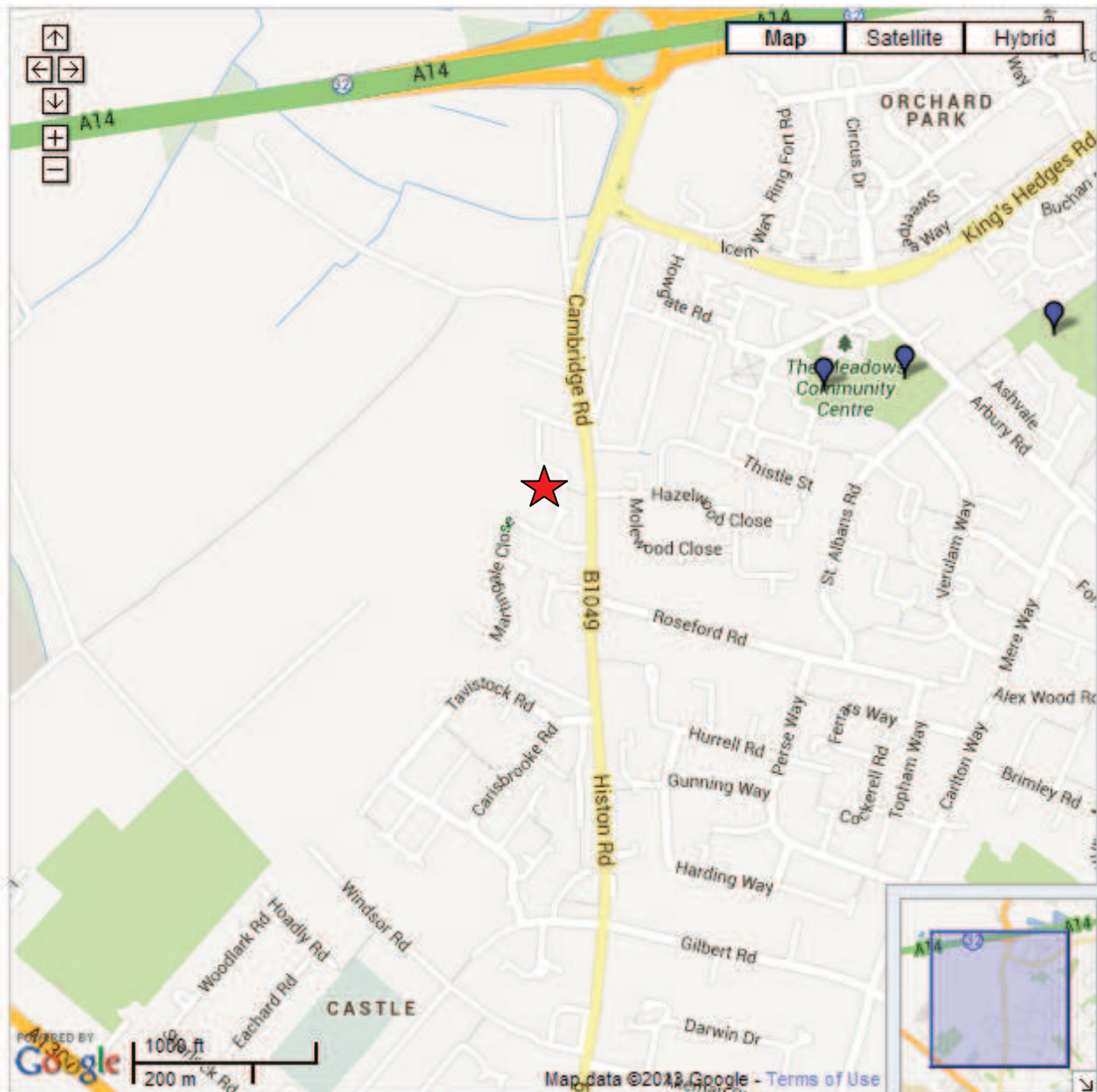
There is plenty of space for development and scope for redesign here, and it could be possible to provide more equipment for the lower age range.

The swings could do with replacing with ones in line with the latest play standards. Alongside the existing roundabout and springy, there could be room for a slide, a new mini-spinning carousel and a role-play based frame (eg, in the shape of a train or tractor – see report page 25), as well as new safety surfacing.

The fence and gate needs replacing and a new path would be good. However, this may not all be possible unless further informal open space contributions can be found.

## BLANFORD WALK (Arbury ward) [LAP]

**Location:** St Alban's Recreation Ground play area is within 400 metres, albeit that it is on the other side of the B1049 Cambridge Road/Histon Road (via a pelican crossing). It is also worth noting that the land between Histon Road and Huntingdon Road is set to be developed for the major growth site on the NIAB development, which will include play areas.



**Current equipment** (Play Value rating was D but now probably E)

This large open space just has two sit-on 'springies' for young children. Without anything else to play on, it is questionable how much time children and their carers spend here. Officers would now be minded to give this site the lowest play value rating.



## *Blanford Walk (continued)*



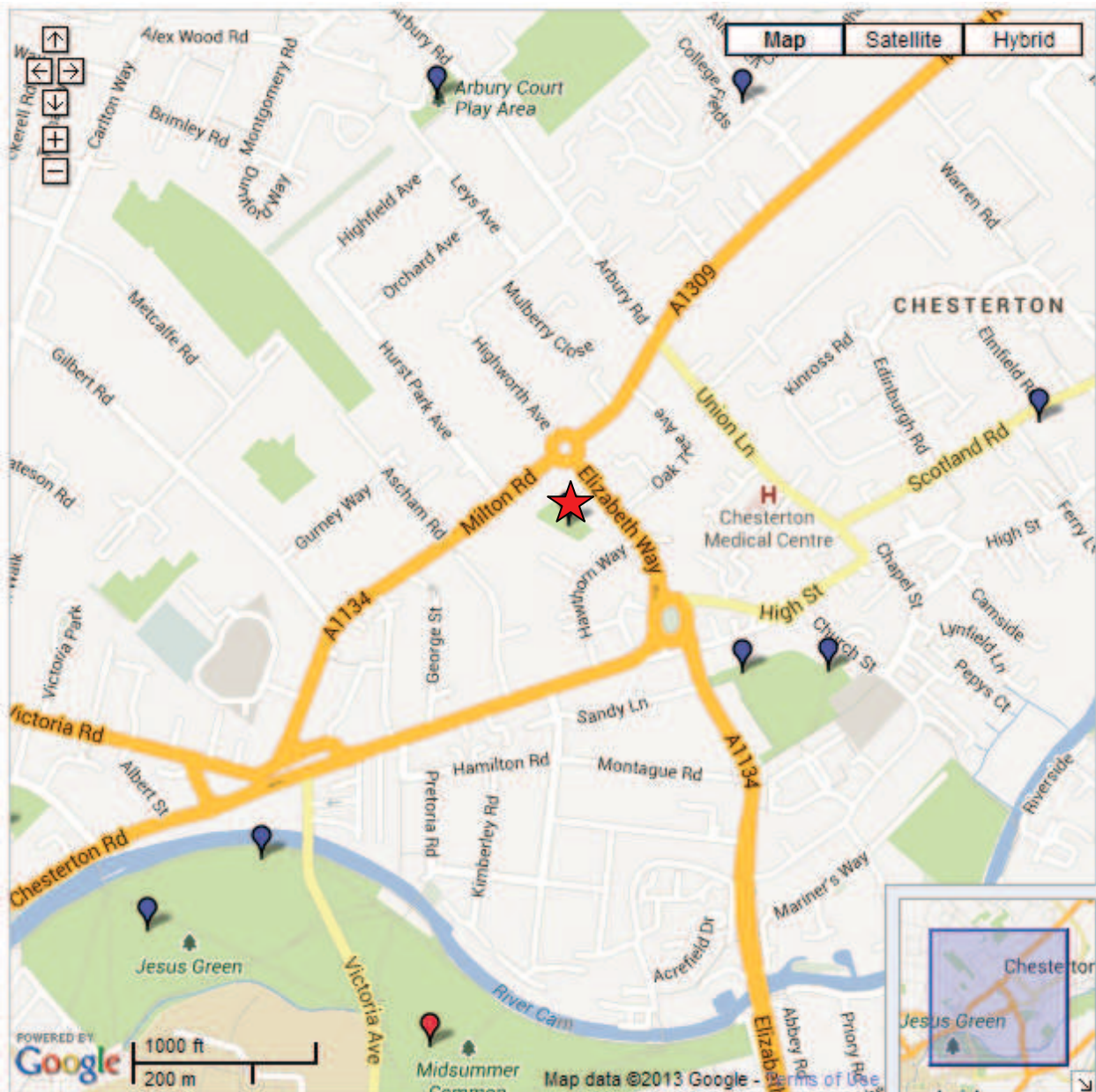
### **Officers' suggested improvements:**

Anecdotal evidence would question the local appetite for more equipment. It remains to be seen whether this play area has a long-term future.

In this context, officers would not recommend additional equipment on this site at this stage. If, however, a clear demand for this play area emerges, alongside existing and emerging play area provision in the vicinity, then this could be reviewed in a future round of devolved decision-making (assuming that funding is available for play area improvements).

## CHESTNUT GROVE (West Chesterton ward) [LEAP]

**Location:** This play area is behind Chestnut Grove. Feedback from the North Area workshop seemed to suggest that awareness of this site (and how to access it) as well as the levels of equipment, needs improving. Chestnut Grove is also in the catchment area for Jesus Green, including the skate park.



### **Current equipment** (Play Value rating C/D)

This is play area for younger children is in good condition but there is not much to play on. There are: two swings, a modular climbing frame with a slide, and a springy see-saw. The area is fenced off and has a bark chip surface. The grassed area provides space for picnics. The path around the play area is uneven, presenting potential tripping hazards and difficulties for access for buggies or wheelchairs.

## Chestnut Grove (continued)



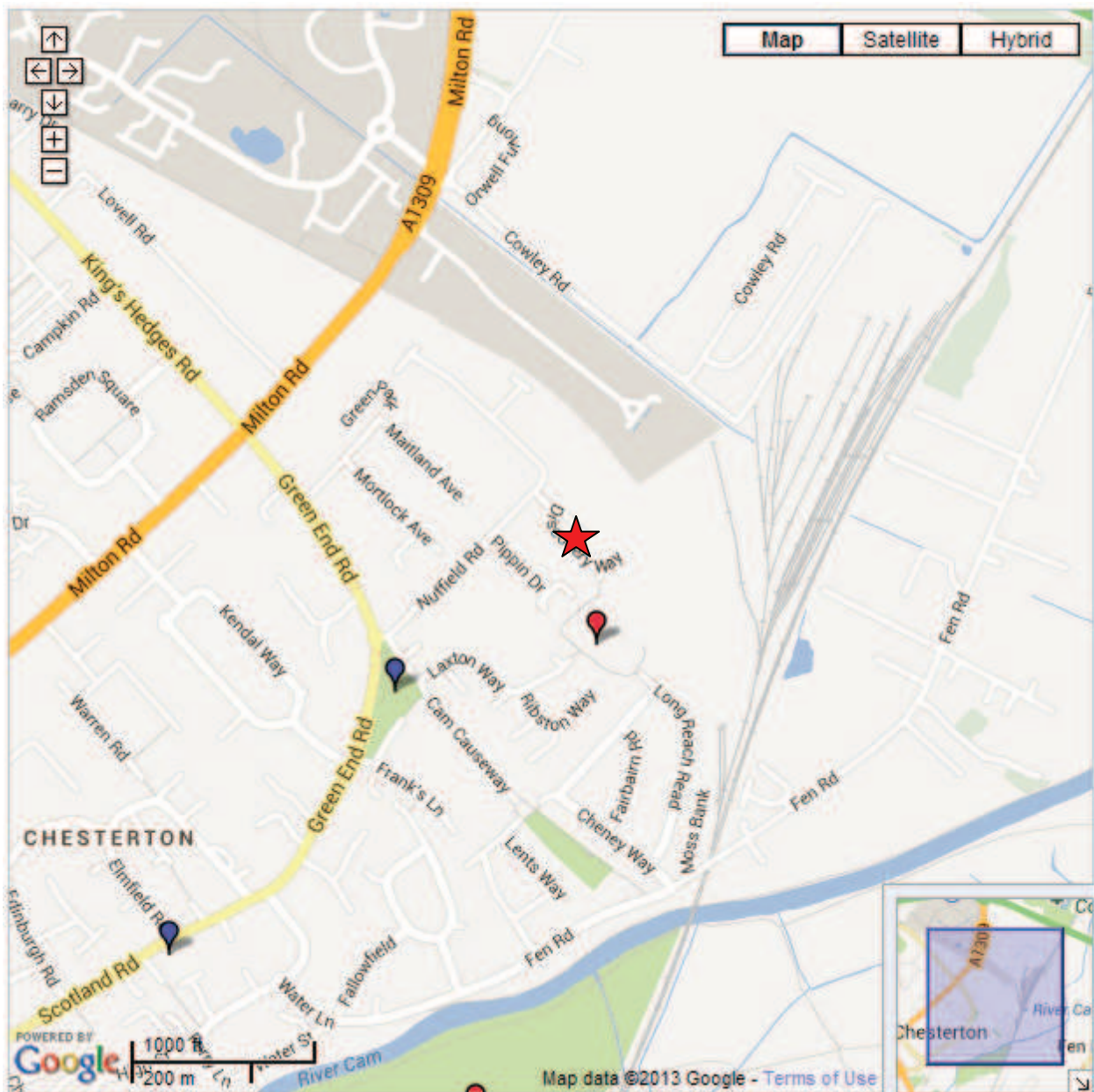
### **Officers' suggestions for improvement (Estimate: £50k, incl £15k IOS)**

There is scope for additional equipment for younger children, such as a new roundabout as a new mini carousel. The swings could do with replacing with ones in line with the latest play standards.

In addition to new play equipment, the fenceline could be repositioned and the access path could be improved. New trees could be added. The scope of these improvements may need to be reduced, however, if constraints on the availability of informal open space contributions remain.

## DISCOVERY WAY (East Chesterton ward) [LAP]

**Location:** It is worth noting that this site is within 200 metres of the larger NEAP (neighbourhood equipped area of play) at Green End Road Recreation Ground (see report page 24).



### **Current equipment** (Play Value rating was C but now probably D)

This is a fenced play area for children on a green surrounded by houses. There is a large modular climbing frame and slide (including play boards for young children) and a spinner. There is also an empty square of safety surfacing where a damaged 'springy' has been removed. In this context the play rating has probably slipped to a D.

This site suffers from extensive vandalism: the gate was stolen in June and a large hole has been made in the safety surfacing not long after earlier damage had been repaired. (See the comments in paragraph 3.6d).

## Discovery Way (continued)



### Suggested improvements

Two sets of suggested improvements have been put forward: (1) from County Councillor Manning in liaison with (Metropolitan) housing association contacts, who have consulted local residents; (2) from Streets & Open Spaces officers.

## Discovery Way (continued)

### 1. **Community proposal** (£80k, including £30k IOS)

The ideas forwarded by Cllr Manning is based on residents' feedback from a meeting and a door-knocking exercise and also takes account of anti-social behaviour and parking issues on the estate. This has prompted three options which have been presented as follows.

- a. "Update the play equipment, level off the 'mound', and add a number of trees: these would have to be quite large as saplings will be destroyed. This would add privacy."  
*(Right: historic photo of the mound behind the play area & the springy which has since been removed).*



- b. "Just update the play equipment and add some trees – adds privacy."  
c. "Update play equipment and create some parking spaces from the other end by using some of the existing green area. Level off remaining green area."

"Feedback from residents is that the play equipment is used often and should remain targeted for the younger age group (basically who it is currently aimed at) but desperately needs to be updated as it is falling apart and is easy to destroy. Residents don't want equipment that will target the older age group as there is a concern that it would encourage anti-social behaviour. There still needs to be a small fence there (no higher than the currently one to prevent cars from parking on the grass."

*Below are some pictures of some equipment (from Green Road play area) that Cllr Manning's housing association contacts feel would fit in.*



"Feedback was that there is not enough parking and there is an issue with residents parking on the (already narrow) road, which makes it difficult for people to access their driveways."

*Officer comments:* The community proposals in relation to the play equipment and tree-planting are welcomed and are reflected in officers' suggested improvements. The ideas for removing the mound and creating extra car-parking are more problematic, however. Even if the

### *Discovery Way (continued)*

necessary informal open space funding constraints could be overcome, reducing open space on Discovery Way to create more car parking raises questions about how this sits alongside planning policy and would require planning permission.

#### 2. **Officers' suggestions** (Estimate: £55k, including £5k IOS)

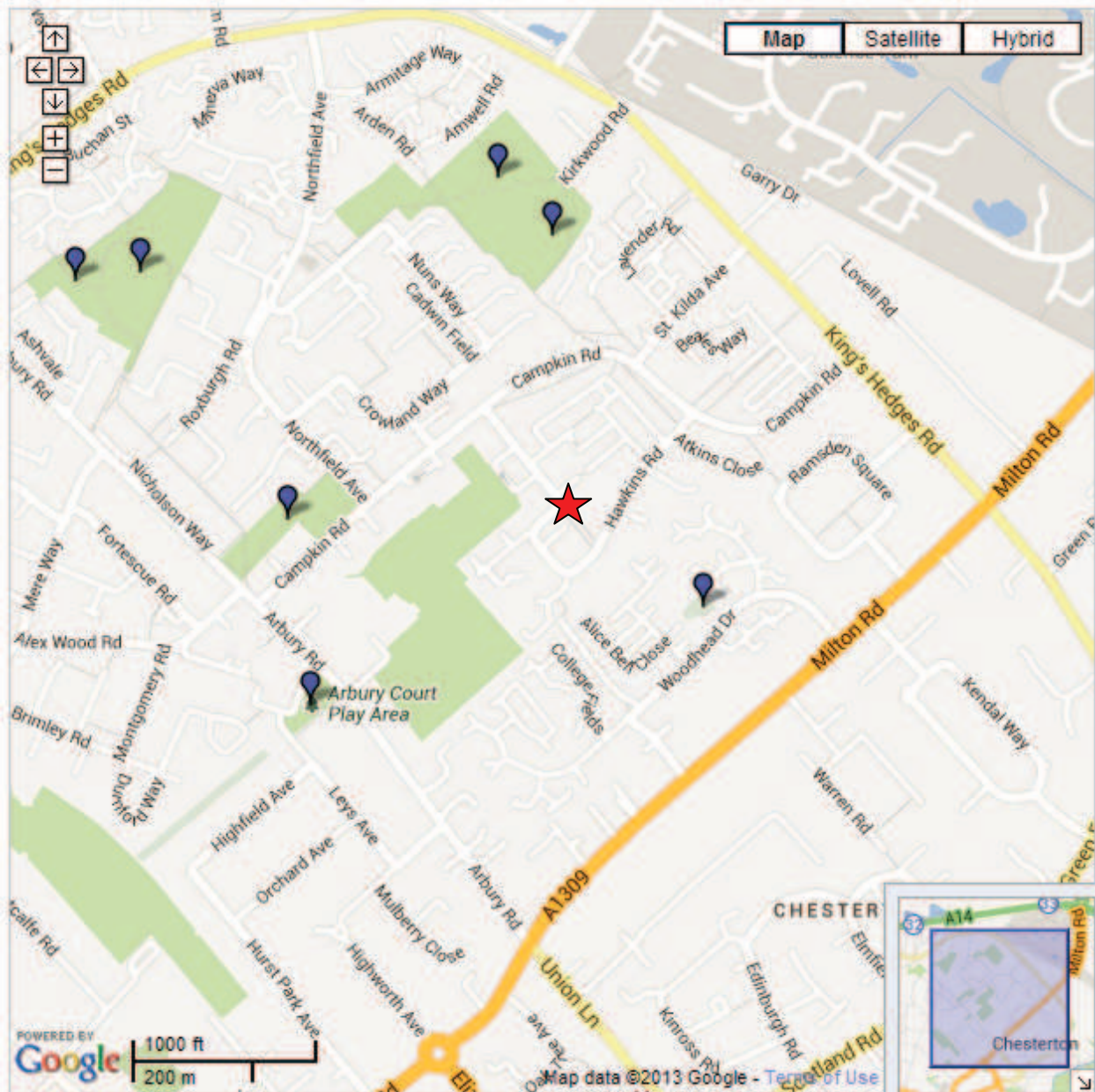
One of the notable absences from the current play area is a swing, which is one of the most popular pieces of play equipment, so one of these would be suggested. Keeping the play area for children up to 12 years of age, it could also be possible to provide a (robust) role-play based frame (for example, in the shape of a tractor or train – see report page 25) and a springy as well as safety surfacing and a new gate and fencing. It is also suggested that around four (more mature and, therefore, a little more expensive) trees could be planted for around £5,000 of informal open space funding.

If it was possible to ease the constraints on informal open space funding, officers would be keen to landscape the play area to make it more interesting and attractive, which might engender a greater sense of pride in, and care for, the play area.

## HAWKINS ROAD (King's Hedges ward) [LAP]

### Location

This play area is for children under 8 who live in the local vicinity. Its usefulness is as a play area 'on the doorstep', but there is very little for children to play on.



### Current equipment (Play Value rating D)

There are two infant swings and 1 junior swing (with space for another, which has been removed). Play equipment (possibly sit-on 'springies') has also been removed from another, nearby piece of safety surfacing.

This play area is serviceable and would benefit from repair and maintenance (albeit that it not a current priority for refurbishment).



## Hawkins Road (continued)

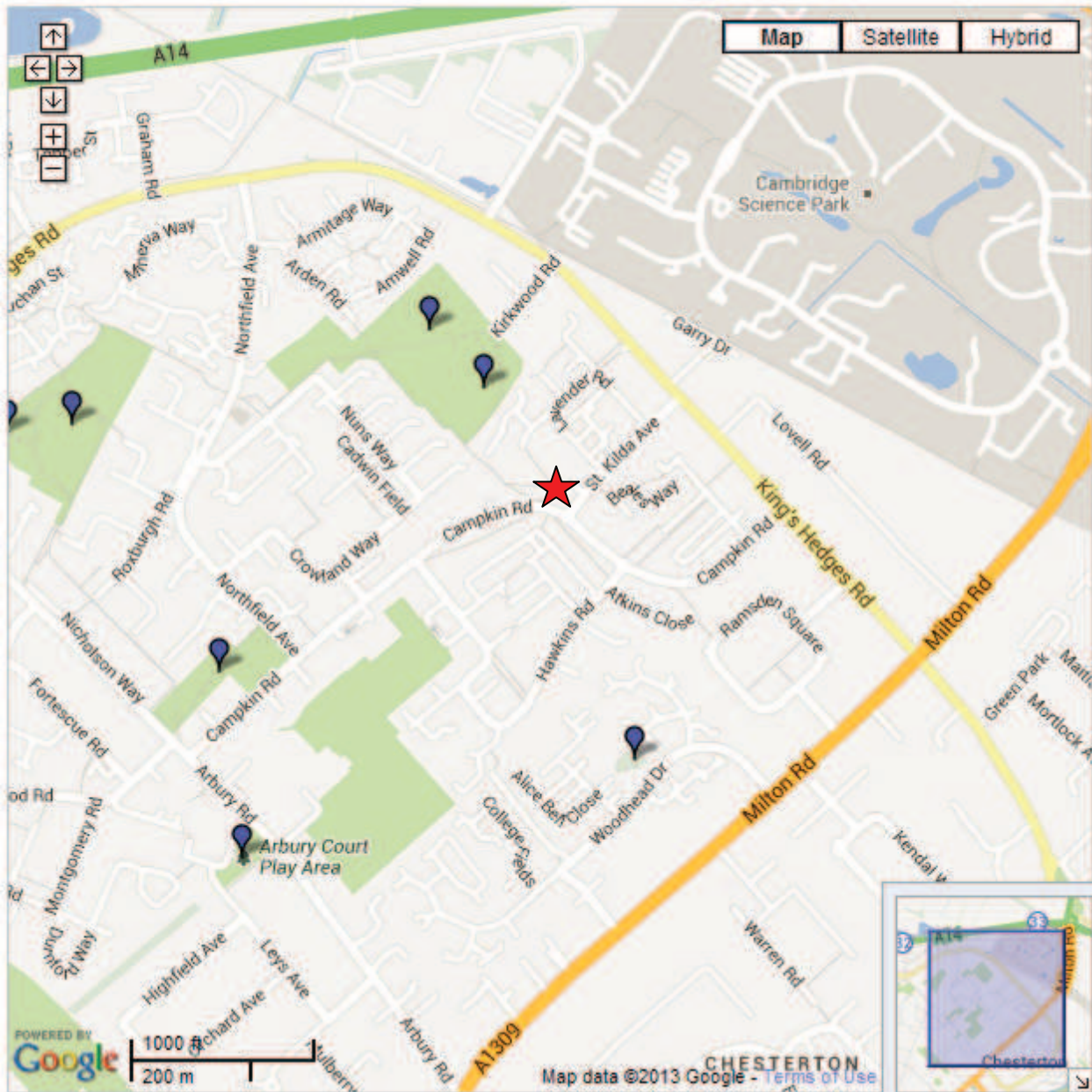


### **Officers' suggested improvements** (Estimate: £25k, incl. £1.5k IOS)

The swings could do with replacing to bring them into line with the latest play standards. There is also potential for adding a role play-based frame (eg, in the shape of a train or tractor – see report page 25) as well as new safety surfacing and a new bench (using informal open space funding). It could also be possible to re-orientate the play area on the green space.

## LAWRENCE WAY (King's Hedges ward) [LAP]

**Location:** The site is situated on a green surrounded by houses, with close proximity to the local shops. This play area is in a popular location, serving a lot of children in the local catchment area. Whilst Campkin Road is busy, there is a pedestrian crossing. It is worth noting, however, that Nun's Way play area (NEAP) is within around 200 metres.



### Current equipment (Play Value rating: D)

This site is intended for younger children accompanied by an adult. There is a climbing frame plus two junior swings and two infant swings, but not close together.

*Lawrence Way (continued)*



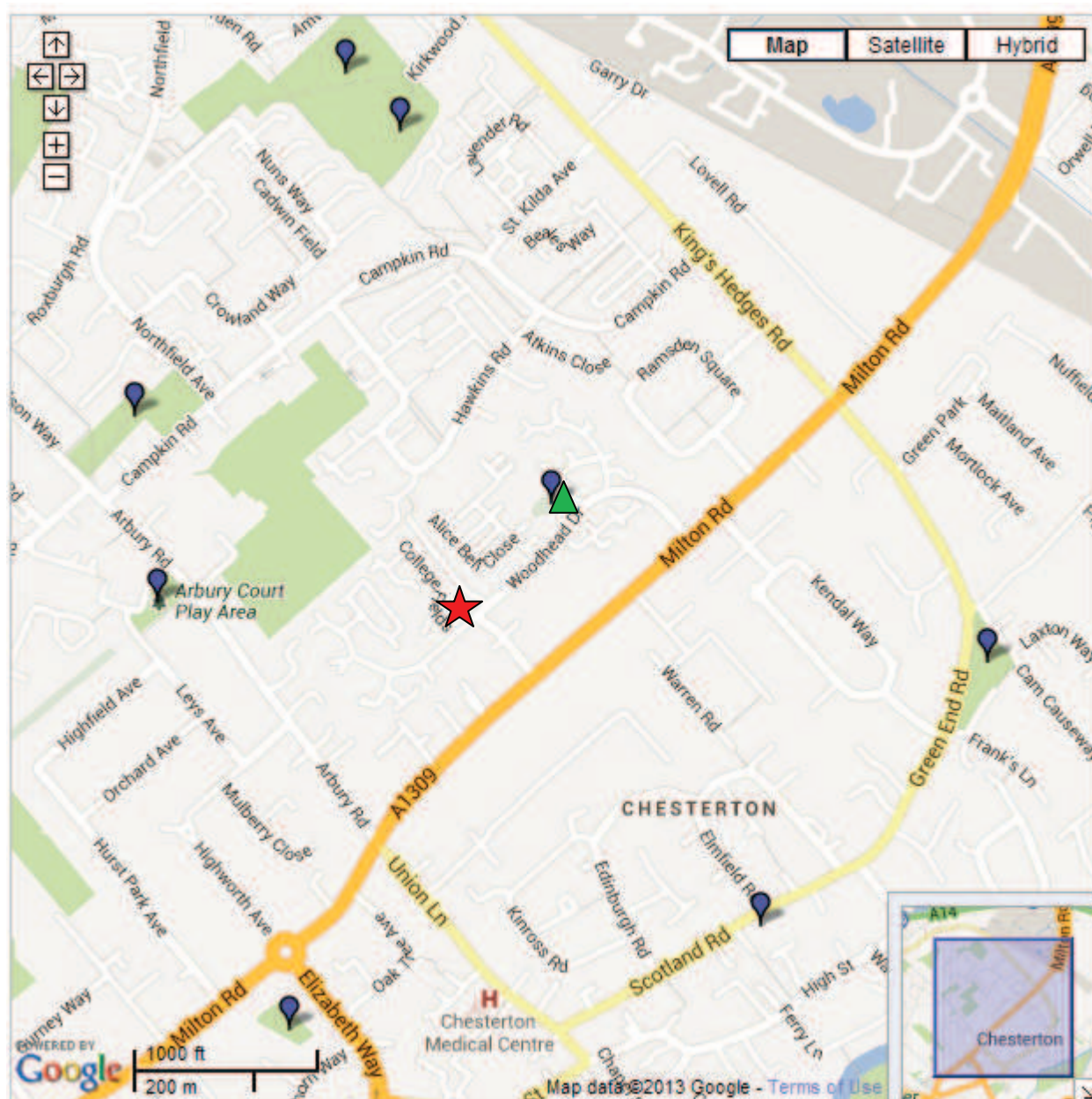
**Officers' suggested improvements (Estimate: £30k)**

The current equipment is in good condition (albeit that there is not much for children to play on) and could stay where it is.

There is the potential to add a new rotator and a new spinning net (see report page 25) as well as safety surfacing, on the space between the current pieces of equipment. These might be popular with older children and teenagers.

## WOODHEAD DRIVE (West Chesterton ward)

**Location:** There is no longer a play area here as it was de-commissioned. Whilst officers have been asked whether it would be possible to reinstate this play area, it is important to note that this site is less than 200 metres from the new play area at George Nuttall Close (▲), which has 2 swings, a group swing, a roundabout, a climbing box / slide, 2 sit-on 'springies' and a walk-board. As a local equipped area of play (LEAP), George Nuttall Close play area serves children within 400 metres, covering the catchment area of the former Woodhead Drive LAP (see report page 33).



### **Current site** (no play value rating)

None. The play equipment that used to be on this site has been removed because it was in a poor state of repair.

*Woodhead Drive (continued)*

This is where the Woodhead Drive play area used to be.



This is the George Nuttall Close play area, which is within 200 metres.



**Officers' suggested improvements**

Not to reinstate the Woodhead Drive play areas because its catchment area is now covered by the new play area at George Nuttall Close

# Neighbourhood equipped play areas:

## Green End Road



## Nuns Way



## King's Hedges (The Pulley)



## Examples of some of the types of equipment suggested as play area improvements

These are illustrations of the equipment that officers have in mind. Local consultation and tendering exercises will take place on specific proposals.

Multi-use activity / climbing frame for older children and teenagers



Role-play based frame



Mini-spinning carousel



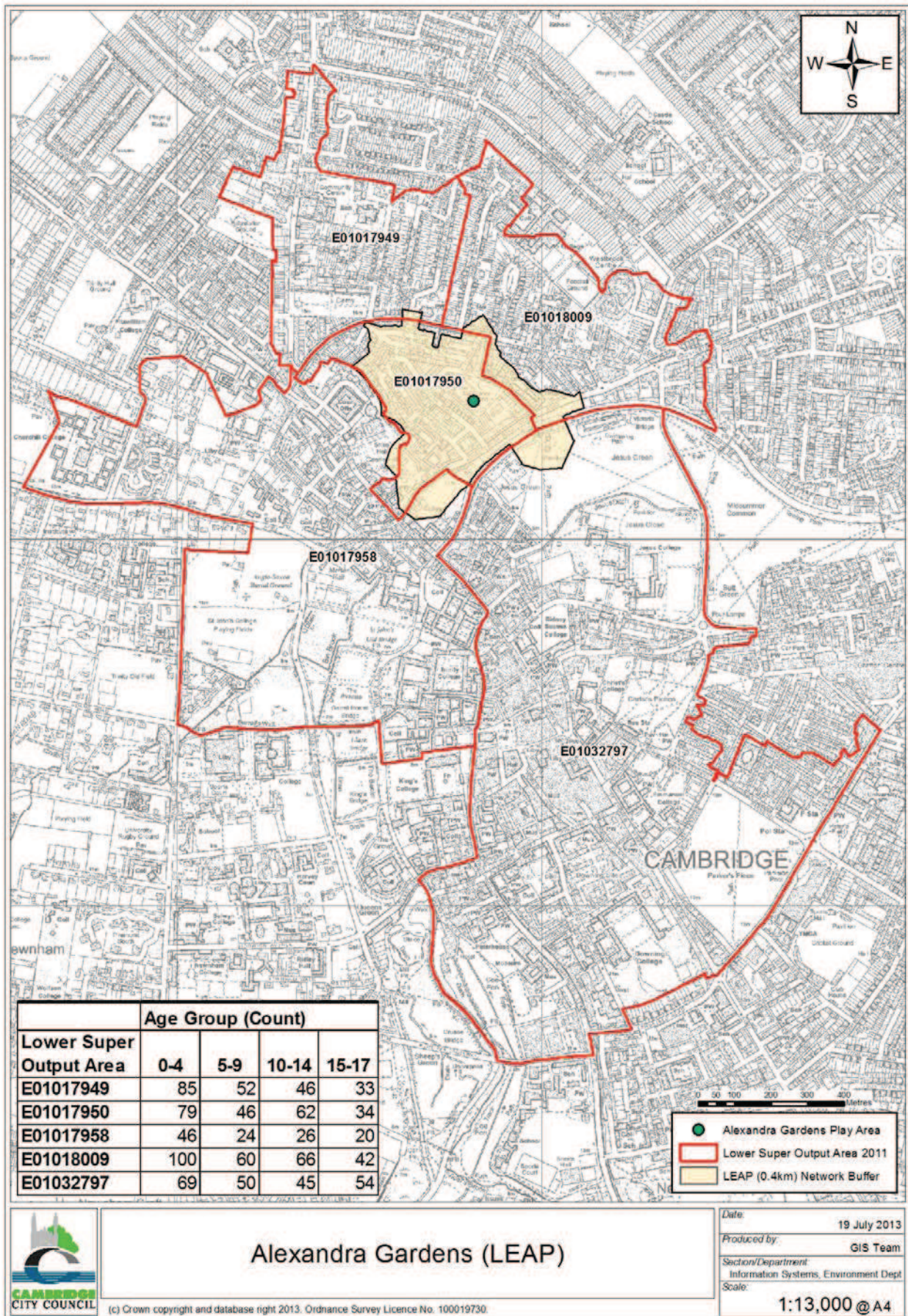
Rotator



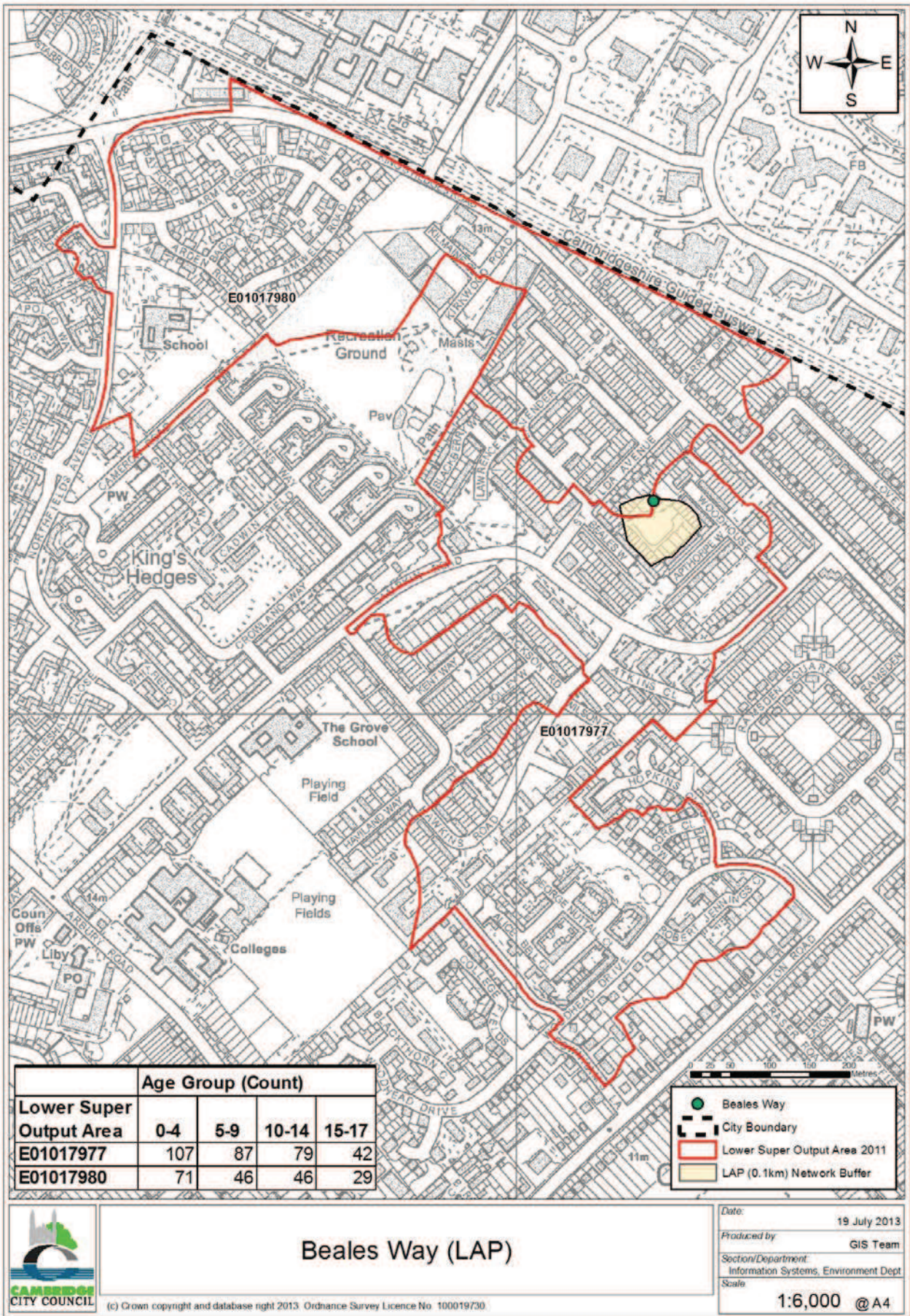
Spinning net

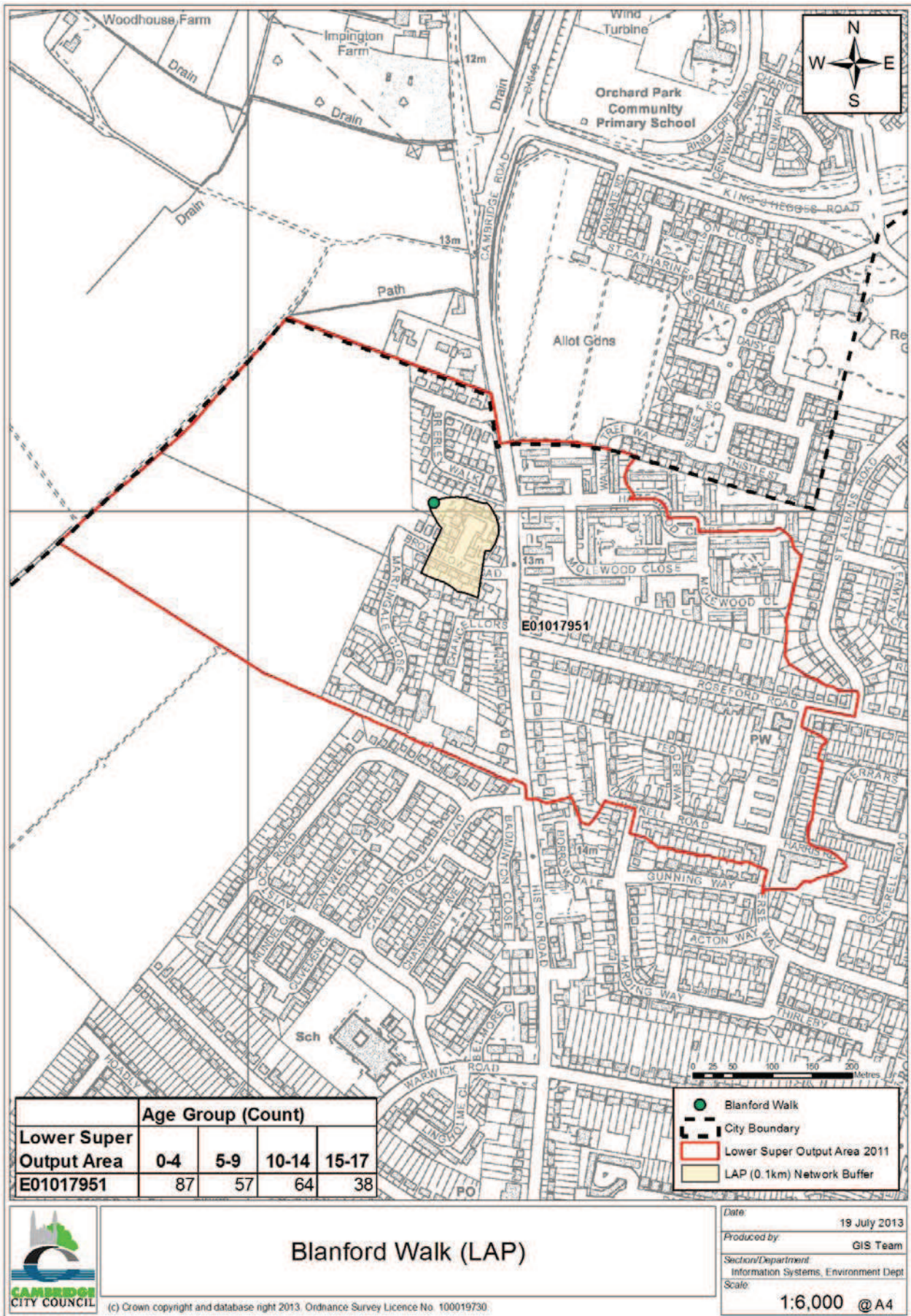


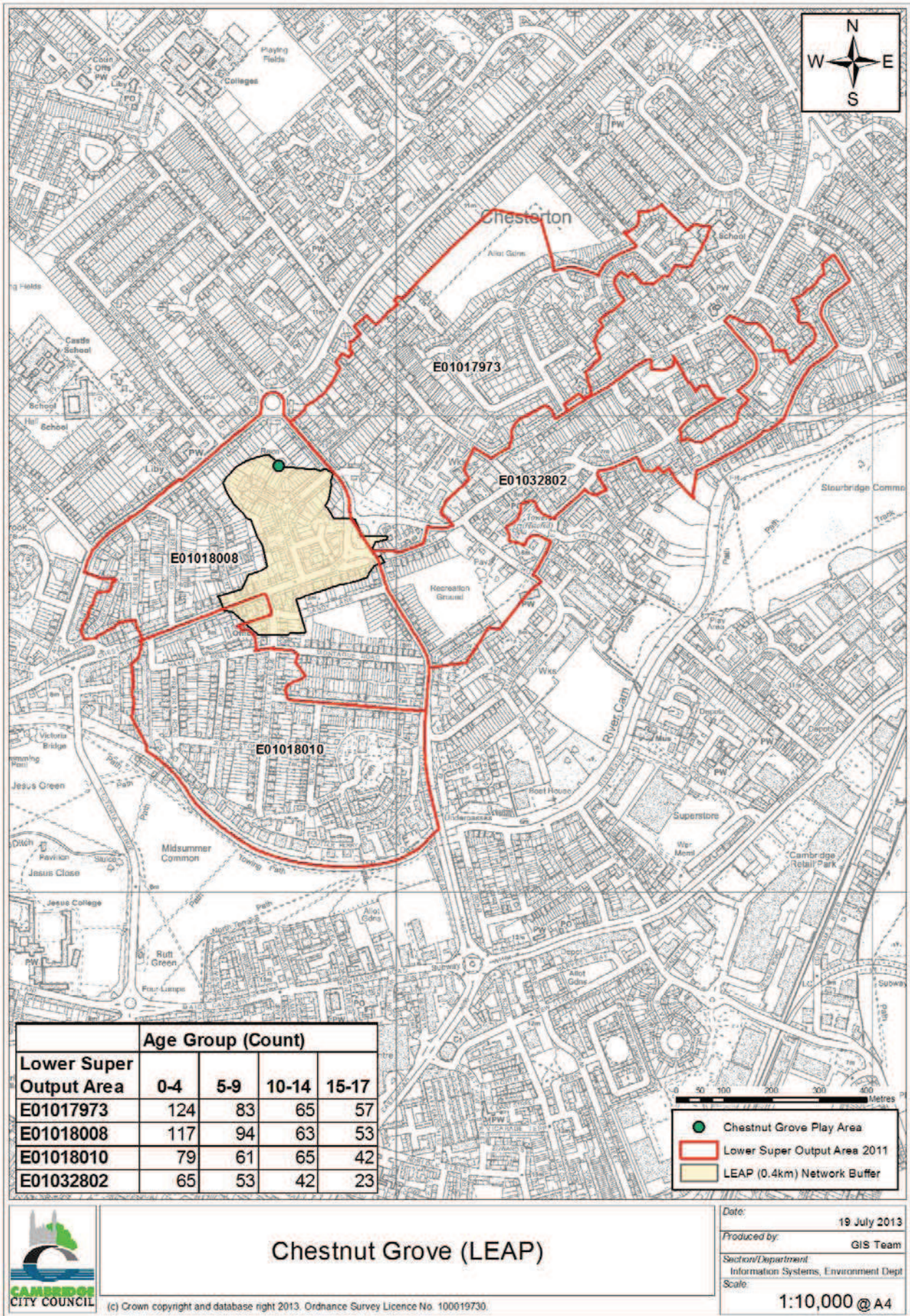
Maps of the catchment areas for each of the eight play areas



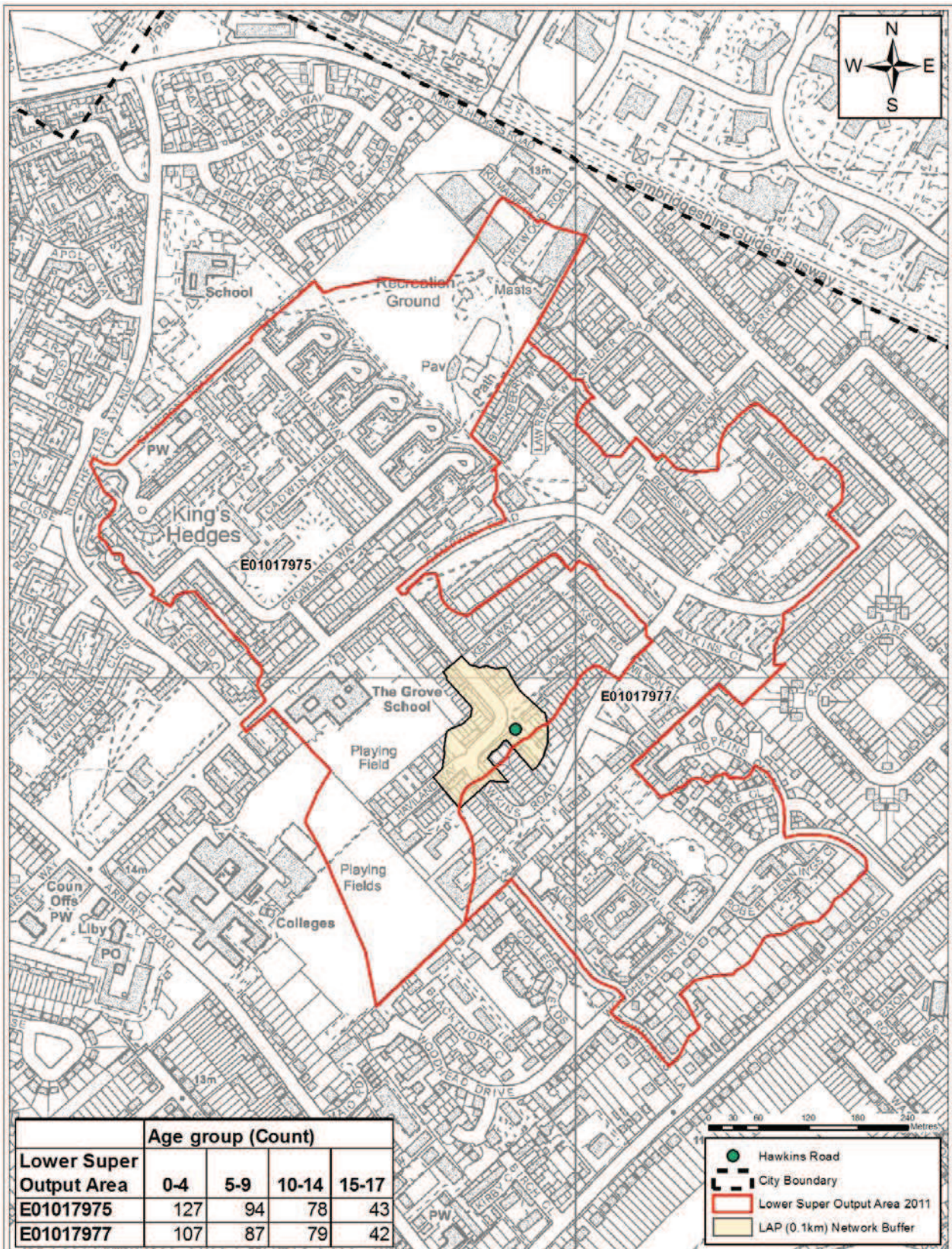












Lower Super Output Area	Age group (Count)			
	0-4	5-9	10-14	15-17
E01017975	127	94	78	43
E01017977	107	87	79	42

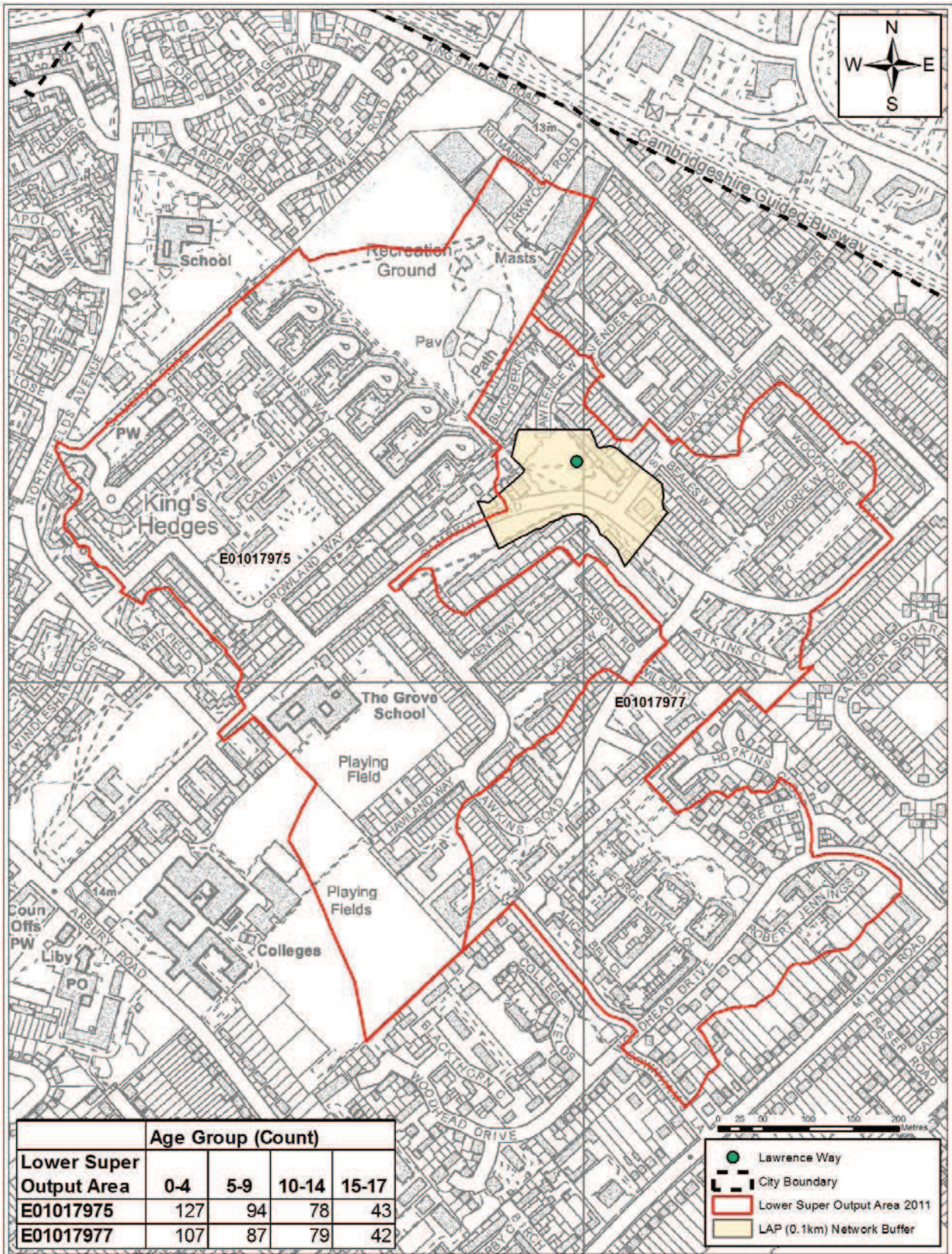
- Hawkins Road
- City Boundary
- Lower Super Output Area 2011
- LAP (0.1km) Network Buffer



### Hawkins Road (LAP)

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Date: 19 July 2013  
 Produced by: GIS Team  
 Section/Department: Information Systems, Environment Dept  
 Scale: 1:6,000 @ A4



Lower Super Output Area	Age Group (Count)			
	0-4	5-9	10-14	15-17
E01017975	127	94	78	43
E01017977	107	87	79	42

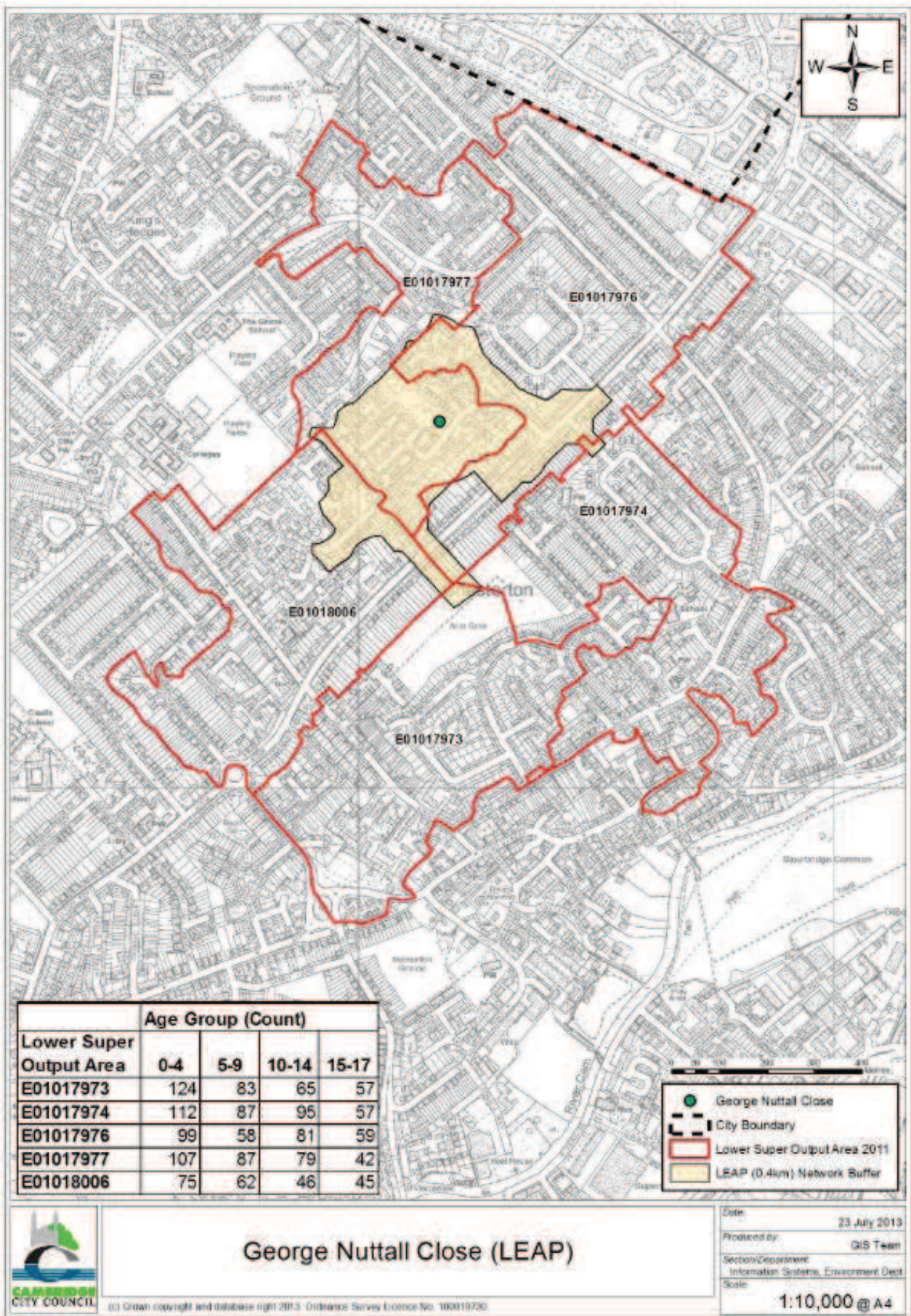
- Lawrence Way
- City Boundary
- Lower Super Output Area 2011
- LAP (0.1km) Network Buffer



### Lawrence Way (LAP)

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Date: 19 July 2013  
 Produced by: GIS Team  
 Section/Department: Information Systems, Environment Dept  
 Scale: 1:5,500 @ A4



**Detailed demographic data from the Census 2011  
Numbers of children and young people by lowest level super output area (SOA)**

SOA ref.	Part of catchment for	0-4 years	5-9 years	10-14 years	15-17 years
E01017949	Alexandra Gardens	85	52	46	33
E01017950	Alexandra Gardens	79	46	62	34
E01017958	Alexandra Gardens	46	24	26	20
E01018009	Alexandra Gardens	100	60	66	42
E01032797	Alexandra Gardens	69	50	45	54
E01017980	Beales Way	71	46	46	29
E01017977	Beales Way / Hawkins Road / George Nuttall Close / Lawrence Way	107	87	79	42
E01017951	Blanford Walk	87	57	64	38
E01018008	Chestnut Grove	117	94	63	53
E01018010	Chestnut Grove	79	61	65	42
E01032802	Chestnut Grove	65	53	42	23
E01017973	Chestnut Grove/ George Nuttall Close	124	83	65	57
E01017971	Discovery Way	103	82	133	62
E01017974	George Nuttall Close	112	87	95	57
E01017976	George Nuttall Close	99	58	81	59
E01018006	George Nuttall Close	75	62	46	45
E01017975	Hawkins Road / Lawrence Way	127	94	78	43





To: North Area Committee  
Report by: Head of Community Development  
Relevant committee: North Area Committee 1 Aug 13  
Wards affected: Kings Hedges

## **Community Facility Capital Projects in the North Area - Gurdwara and Buchan Street Neighbourhood Centre**

### **1. Executive summary**

- 1.1 This report provides an update on the provisional grant award of £50k made by this committee in November 2012 to provide a community room within the Gurdwara in Kings Hedges. The Sikh community have now changed their plans. The internal space (which was to be the community room) has been improved and decorated and they have installed a new kitchen. The space is now used by their community for communal meetings and eating. Their new plans need to be worked up in more detail but include the construction of a stand-alone community facility at the rear of their car parking area. They are asking for approval of a revised grant of £100k.
- 1.2 The report also sets out an initial proposal to create an additional meeting room at Buchan Street Neighbourhood Centre so that 2 existing rooms could be hired out to a service provider of pre-school age child care. There is a high demand for this service in Kings Hedges and a lack of places available. The additional meeting room would protect existing community use during the day time and provide additional community space in the evenings and at weekends. Any additional income generated would help to reduce the net cost of running the centre.

## **2. Recommendations**

2.1 The Area Committee is recommended:

- a) To withdraw its offer of a £50k capital grant to the Gurdwara for an internal community room and to invite Dr. Jagjit Singh to submit detailed proposals for his community's revised scheme in the autumn for consideration as part of the next round of project prioritisation under the Council's devolved decision making process for developer contributions. As set out under Option B in paragraph 3.7.
- b) To give their views about initial proposals to create additional community space at Buchan Street Neighbourhood Centre and, if supportive, to ask officers to consult the Executive Councillor for Community Wellbeing and, if she is supportive, to report back to the area committee with detailed proposals and project appraisal.

## **3. Background**

- 3.1 On the 22<sup>nd</sup> November 2012 north area committee prioritised funding of £50k towards the provision of a community meeting space at the Sikh Gurdwara in Kings Hedges. The proposal put forward by the Sikh's Management Committee was to create a community room within the rear bar area of the existing building which local groups could hire. There would be accessible toilet facilities and an adjacent kitchen. The £50k award was provisional, subject to a detailed project appraisal showing costs and a plan to deliver the scheme by March 2014.
- 3.2 In January 2013 the Head of Community Development was informed that the Sikh's Management Committee was re-considering its ideas for the Gurdwara. On 16<sup>th</sup> May, Dr. Jagjit Singh attended north area committee to explain that they now wanted to construct a separate community room but that this would cost more money. Members expressed concern that the plans had changed, more money was now required and that the project was delayed.

- 3.3 North area committee members were invited to the Gurdwara on 19<sup>th</sup> June where Dr. Jagjit Singh explained their new plans to build a small stand-alone community facility with toilets and kitchenette at the rear of the Gurdwara's car park. Detailed cost estimates were not available but were considered by Dr. Jagjit Singh to be around £170k (assuming the new building would be VAT exempt). Dr. Jagjit Singh said that he thought his Management Committee could raise around £70k from donations and from discount from supportive contractors from the Sikh community. They would require around £100k as a capital grant from north area committee.
- 3.4 The rear bar area has now been converted into a communal space where the Sikhs gather together to hold activities or to eat after prayers which are held in the front area of the building. The communal space is also now a religious area and visitors are asked to remove their shoes and cover their heads. There is a new kitchen adjacent to the communal space.
- 3.5 At the meeting on 19<sup>th</sup> June, members were informed that the Gurdwara was proving very popular as it was the only one in the wider Cambridge area and many Sikhs travelled a long way to attend (the Cambridge Sikh Society's website says it is the only Gurdwara in Cambridgeshire). The existing building was already crowded at times and the Sikh's Management Committee wanted to use the new community facility for their activities as well as to hire to local groups.
- 3.6 Members attending the Gurdwara meeting expressed the following concerns:
- a) The proposals had completely changed from the original plans.
  - b) The amount of grant required had doubled.
  - c) The original plans would have encouraged local groups into the Gurdwara which would have been positive for community cohesion. The new plans would separate local groups from the Gurdwara.
  - d) There were no detailed designs and costs available.

- e) It was not clear how they could deliver the project by March 2014 (assuming the increased grant was confirmed).
- f) If the Sikhs wanted to use the new building themselves due to over-crowding, this would limit the building's availability for local groups.
- g) Wanted re-assurance that there would be no discrimination against any community groups wishing to hire the facility.

3.7 The Head of Community Development met with the Chair, Vice Chair and Spokes of north area committee on 2<sup>nd</sup> of July to discuss options. These are:

- a) That the area committee withdraws its provisional grant offer of £50k because the original proposal has completely changed.
- b) That north area committee withdraws its provisional grant offer of £50k but asks Dr. Jagjit Singh to submit revised and fully costed proposals, with a delivery programme, in the autumn which can be considered as part of the next priority setting round for devolved developer contributions.
- c) That the area committee increases its grant offer to £100k, subject to:
  - i) detailed project appraisal including costs, design and delivery programme showing how it will be delivered by the end of March 2014.
  - ii) Reassurance about community access
  - iii) Planning permission, Building Regulations approval

3.8 North area committee is recommended to agree option B. This will give Dr. Jagjit Singh more time to consult his community and draw up detailed proposals for proper consideration. The projects prioritised in the autumn will not have a March 2014 completion deadline although the developer contributions currently earmarked for the Gurdwara have to be contractually committed by June 2015.

3.9 If members agree option B, they are also asked to consider an alternative project to increase community space at Buchan Street Neighbourhood Centre.

#### **4. Buchan Street Neighbourhood Centre**

- 4.1 Officers in community development have been working with County Council officers to consider how we might assist with the high demand for pre-school age child care in the Kings Hedges and Arbury areas. Suitable rooms need to have access to a safe outdoor area, have separate toilet facilities for very young children and be large enough to be viable to service providers.
- 4.2 Buchan Street Neighbourhood Centre is in an ideal location and it has a purpose built room with children's toilets and access to a safe garden area. The issue is that demand is very high in the area and the room is only half the ideal size for a fully viable childcare programme.
- 4.3 A solution would be to provide a new door into an adjacent meeting room so that the child care provider has secure access to both rooms. However, this would reduce the amount of hire space during the day for local community groups (the room would still be available in the evenings and at weekends).
- 4.4 Officers have asked the Council's Architect to look at the building and he has provided an outline proposal to create a new meeting room of similar size to the one which would be 'lost' by converting the large entrance foyer and creating a new entrance adjacent to it. Very initial cost estimates for the work to the entrance foyer are £70k including fees and project management. This could potentially be met from developer contributions for improving community facilities.
- 4.5 This would enable the 2 existing rooms to be hired out to a child care provider under a longer term agreement whilst protecting the amount of space available during the day for local community groups. There would be additional community space in the evenings and weekends.
- 4.6 This arrangement would also help to ease the local demand for pre-school age child care and provide some additional income for the centre which would help to reduce the net cost of the service.

- 4.7 In addition, officers asked the Architect to consider whether a single storey extension could be constructed in the garden, adjacent to the existing child care room, to provide the required space. Officers are in discussion with County officers to enquire whether the County Council might fund this work if it was dedicated child care space.
- 4.8 If members are generally supportive of the above, officers will progress the preparatory work further in consultation with the Executive Councillor for Community Well-being and ward councillors and bring a detailed project appraisal with costs and delivery timetable back to the area committee. The works would be subject to planning and building regulations approval.

## **5. Implications**

- 5.1 North area committee has £200k of devolved developer contributions to allocate to projects that will improve community facilities within their area. This figure includes the provisional £50k allocation to the Gurdwara. £60,585 of the devolved contributions has to be contractually committed by June 2015.
- 5.2 Approval of the Gurdwara funding (either now or in the autumn) would be subject to a detailed project appraisal with Equalities Impact Assessment, costs and project programme, any planning or building control approvals and a completed Capital Grant Agreement setting out community access arrangements.
- 5.3 Approval of the Buchan Street funding would be subject to a detailed project appraisal with Equalities Impact Assessment, costs and project programme and any planning or building control approvals.

## **5. Background papers**

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

## **6. Appendices**

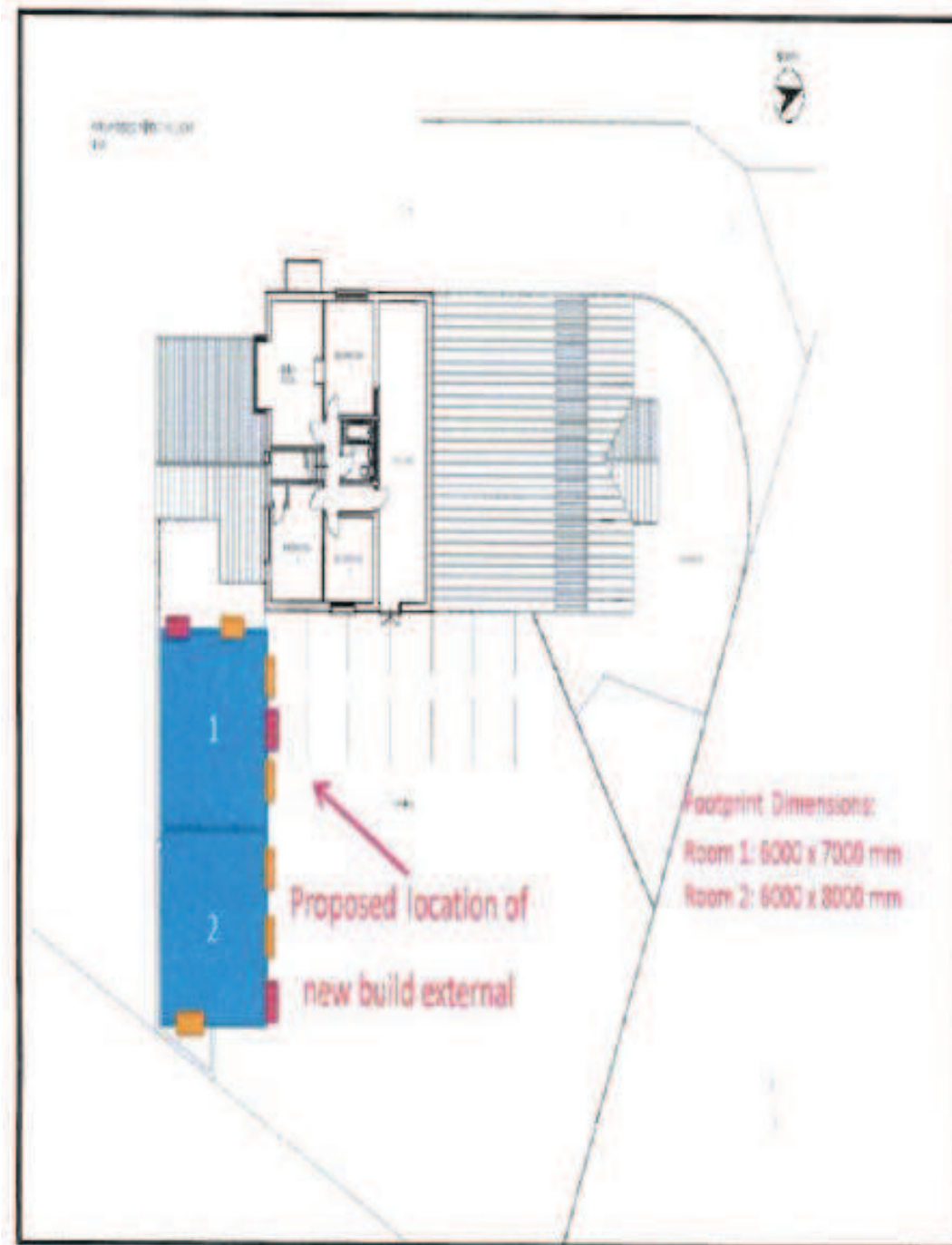
- 6.1 Appendix A: Plan of Gurdwara proposals
- 6.2 Appendix B: Indicative plan of Buchan Street proposals

## **7. Inspection of papers**

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

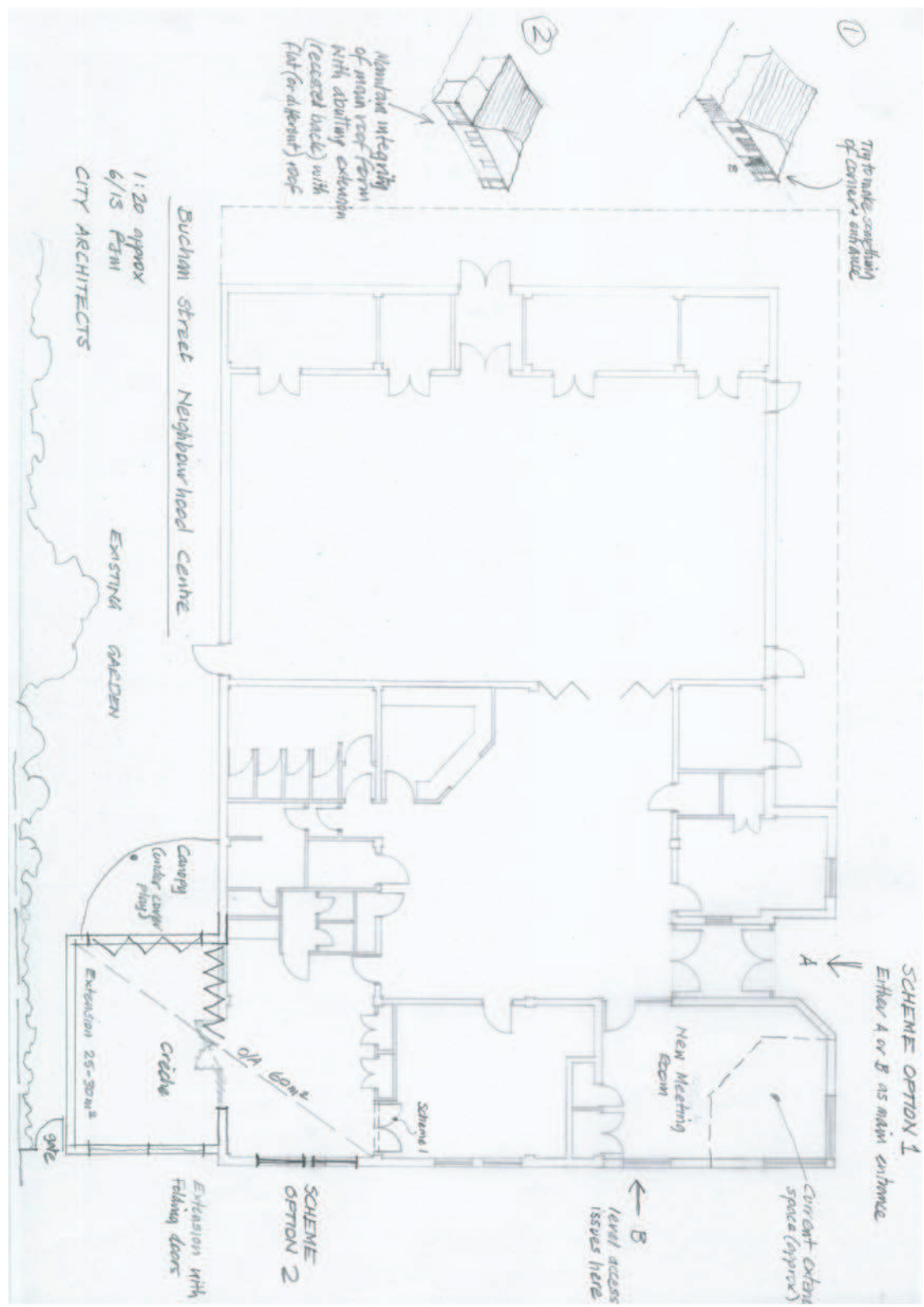
Author's Name: Trevor Woollams  
Author's Phone Number: 01223 457061.  
Author's Email: [Trevor.woollams@cambridge.gov.uk](mailto:Trevor.woollams@cambridge.gov.uk)

## Appendix A – Gurdwara revised proposals for Community Room





**Appendix B – Buchan Street Indicative Plan (Scheme 1 preferred)**



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**To:** North Area Committee 01/08/2013

**Report by:** Andrew Preston  
Project Delivery and Environment Manager

**Wards affected:** Petersfield, Romsey, Coleridge, Abbey

## **ENVIRONMENTAL IMPROVEMENT PROGRAMME**

### **1.0 Executive summary**

- This report requests that the Committee determine which of the proposed EIP schemes are allocated funding as part of the 2013/14 Environmental Improvement Programme, from those listed in Appendix A of this report from the £71,338 budget available.
- This report also requests that the Committee determine whether the proposed minor traffic regulation order schemes, listed in Appendix E of this report under 'Proposed Traffic Regulation Order Schemes', should be allocated funding from its remaining joint minor highway works budget.

### **2.0 Recommendations**

The North Area Committee is recommended:

- 2.1 To allocate funding of £26,300 to the schemes in appendix A that have County Council Local Highway Improvement (LHI) funding.
- 2.2 To allocate funding of £5,954 to the installation of new hanging baskets on High Street, Chesterton as shown in Appendix A of this report.
- 2.3 To allocate funding of up to £39,084 to the remaining proposed projects in Appendix A of this report.
- 2.4 To approve those projects for implementation, subject to positive consultation and final approval by local Ward Councillors.
- 2.5 To note the progress of existing schemes listed in Appendix C of this report.
- 2.6 To approve the delivery of the new minor traffic regulation orders listed in Appendix E, at an estimated cost of £4,800, funded by the remainder of the North Area Committee 2011/12 joint minor highway works budget.

### **3.0 SUGGESTED SCHEMES FOR THE 2013/14 PROGRAMME**

- 3.1 Initial feasibility work has been carried out on all of the schemes that have been suggested for the 2013/14 Environmental Improvement Programme (EIP).
- 3.2 The table in Appendix A lists all of the schemes that could be feasibly delivered as part of this year's EIP Programme, should they be allocated funding by North Area Committee.
- 3.3 Any scheme that involves the public highway was submitted to the Highway Authority (Cambridgeshire County Council), to apply for funding from the County Council's Minor Highway Works Budget.
- 3.4 Schemes numbers 10, 11 and 12 have secured funding from the County Council Local Highway Improvements (LHI) budget for 2013/14 totalling £21,700. This funding is subject to a minimum 10% third party contribution, in this case the Environmental Improvement Programme.
- 3.5 The North Area Committee has £71,338 available to allocate to schemes from its Environmental Improvement Programme Budget. This is made up of an annual allocation of £59,200, plus the remaining budget from previous programme years of £12,138. From this available budget it is recommended that £26,300 is allocated to LHI funded schemes and £5,954 allocated to the installation of new hanging baskets on High Street, Chesterton, leaving a budget of up to £39,084 for new schemes.
- 3.6 Further details of the proposed schemes can be found in Appendix A of this report.
- 3.7 Some of the suggested schemes for this year's programme have not been included in Appendix A. This is a result of the scheme not being deliverable, schemes that are being funded elsewhere or the work is to be implemented by others. Table on page 3 provides a summary of these schemes.

<b>Scheme</b>	<b>Position</b>
Carlton Way Verges, New trees and verge refurbishment close to its junction with Gilbert Rd.	New trees have since been installed and the County Council are looking to undertake improvements on the verge areas as part of their maintenance programme.
Dowding Way, Issue outside No 1 & No 2 and opposite. Large vehicles have problems getting down this road when cars are left in the road and the verge.	It is Proposed to address this problem using double yellow lines therefore funding to support this proposal will be taken from The Joint Minor Highway Works Budget.
Elizabeth Way Bridge Railing to be provided on the road side of the Elizabeth Way bridge	Costs to install the required railings on both sides of the bridge would be in the region of £100,000 therefore the scheme is not deliverable under the Environmental Improvement Programme. In any case this scheme is not supported by the County Council.
Fallowfields Give Way Markings - Road priority markings at the two junctions that enter the loop of Fallowfield area.	The County Council have advised that give way markings in residential streets are not recommended as they could potentially lead to those who have the priority to increase their speed. Having no give way markings in residential streets is seen as a way to make the road user slow down and be more cautious on the approach. For these reasons this scheme is not deliverable.
Edinburgh Road Area, dog mess bins.	Not to be funded by the EIP programme, to be delivered by the Streets & Open Spaces Team (Street Cleansing)
Additional lighting along the path which links Pakenham Close to Kinross Road.	Balfour Beatty looking to replace the lighting in this area as part of the PFI with the County Council. Additional lighting requirements will therefore be discussed further with the County Council/Balfour Beatty.

Above: Schemes that are non-deliverable, are being funded elsewhere or the work is to be implemented by others.

#### **4.0 PROPOSED TRAFFIC REGULATION ORDER SCHEMES**

- 4.1 In 2011/12 the County Council, through the Cambridge Area Joint Committee, allocated £7000 to the North Area Committee from its minor highway works budget, to deliver minor traffic regulation orders and related works.
- 4.2 The North Area Committee approved a matched funding allocation from its Environmental Improvement Programme budget taking the total budget to £14,000.
- 4.3 Since then various traffic regulation orders have been delivered, following approval by this Committee, as shown in Appendix E under 'Traffic Regulation Orders Implemented'.

- 4.4 There are also some proposed orders that are still in progress from the list of proposed schemes put forward last year as shown in Appendix E under 'Traffic Regulation Orders in Progress'.
- 4.5 These schemes rely on resources made available by the County Council as the traffic authority. The City Council does not have the authority to carry out the statutory process required for the introduction of the traffic regulation order. It also cannot determine any objections that are subsequently received. This currently has to be carried out by the respective portfolio holder, County Cllr Mac McGuire.
- 4.6 Taking into consideration the cost of schemes that have now been completed and the estimated cost of those still in progress, the remaining budget available for new suggested Traffic Regulation Order schemes is approximately £11,000.
- 4.7 Suggestions have been received from Ward Councillors and Officers from the City Council's Waste Services Department with an estimated value of £4,800. Taking this into account there is still approximately £6,200 remaining that can be spent on any further Traffic Regulation Order Suggestions put forward.
- 4.8 There are streets across the city where access for larger vehicles is made very difficult or in many cases impossible by the location of on street parking.
- 4.9 This also has a direct implication for emergency services, particularly the fire brigade, where the consequences are far more serious.
- 4.10 All of the suggestions made by these officers have therefore been included in Appendix E.
- 4.11 Members of the Committee are asked to approve further development and implementation of the schemes listed Appendix E under 'Proposed Traffic Regulation Order Schemes', subject to positive consultation and any subsequent objections to the proposed TRO being upheld as part of the statutory process.

## **5.0 Background papers**

None

## **6.0 Appendices**

### APPENDIX A

Summary of Feasible EIP Schemes for 2013/14.

### APPENDIX B

Details of Proposed Schemes

### APPENDIX C

Progress of Existing Schemes

### APPENDIX D

EIP Eligibility Criteria

### APPENDIX E

Proposed Minor Traffic Regulation Order Schemes

## **7.0 Inspection of papers**

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

Author's Name: Andrew Preston  
Author's Phone Number: 01223 457271  
Author's Email: [andrew.preston@cambridge.gov.uk](mailto:andrew.preston@cambridge.gov.uk)

**SUMMARY OF FEASIBLE EIP SCHEMES FOR 2013/14**

(CCMHW) = County Council Minor Highway Works Budget  
 (LMI) = Local Highway Improvements Budget  
 (JC) = Joint Cycleway Budget

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
1	Cockerell Road Parking provision	Parking provision outside number 1-11 by taking out part of the green space. Knee high timber rail fence to be installed to protect the remaining green space.	Cllr Mike Todd-Jones	Arbury	21,000	0	21,000	Position and depth of tree roots may affect the construction and number of parking spaces being created.
2	Perse Way Verge Protection	Knee high rail fencing around grass verges to protect them from vehicles parking on or partly on the grass verge when drivers visit the shops.	Cllr Mike Todd-Jones	Arbury	4,500	0	4,500	Position of underground services and tree roots
3	Brimley Road Grass Verges	Proposed double yellow lines at various junctions along Brimley Road. Grass seeding to verges which are in a poor condition. Some very small areas of verge to be removed and replaced with tarmac.	Cllr Mike Todd-Jones	Arbury	9,400	600 (CCMHW 2011/2012)	10,000	Objections received when the the proposed traffic regulation order is advertised.
4	Alex Wood Road Grass Verges	Install knee high rail fencing close to junction with Carlton Way, install a new dropped crossing and associated footpath works at the Junction with Carlton Way.	Cllr Mike Todd-Jones	Arbury	16,000	0	16,000	Position of services and tree locations
5	Carlton Way Verges	Combination of measures to help address issues with verge parking between the school and Brimley Road on both sides including reinforcement of Grass Verges, installation of timber bollards and tarmac works.	Cllr Mike Todd-Jones	Arbury	15,000	0	15,000	Position of services and tree locations, scheme subject to public consultation



# APPENDIX A

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
6	Arbury Road/Hanson Court Tree Removal	Removal of Leylandi trees on Arbury Road behind the houses on Hanson Court. Area is then to be topsoiled and grass seeded.	Cllr Kevin Price	Kings Hedges	13,000	0	13,000	Subject to the Tree Protocol and a positive result of consultation. The County Council are considering possible changes to the Mere Way/Arbury Road roundabout which may effect the proposals.
7	Ramsden Square / Kings Hedges Road Verge Parking	To stop the parking on grass verges on Kings Hedges Road and in Ramsden Square. Prevent verge parking by implementing a Verge Parking Prohibition.	Cllr Kevin Price	Kings Hedges	3,000	0	3,000	Verge parking restriction advertised and objections received
8	Fen Road Traffic Calming Improvements	Review the existing traffic calmed features along Fen Road up to and beyond the railway line. Devise a proposal for public consultation and if supported undertake the implementation.	Cllr Tim Bick	East Chesterton	150,000	30,000 (JC) 100,000 (Cambridgeshire County Council)	20,000	Position of existing underground services, implementation subject to positive consultation.
9	Fallowfield Environmental Improvements	Improve the general appearance of the Fallowfield area using various methods.	Ward Councillors	East Chesterton	20,000	0	20,000	Implementation subject to positive consultation.

# APPENDIX A

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
10	Fallowfields Loop	Remove the current loop which encourages 'racers' and/or vehicles driving faster than is necessary. A raised planted area with bollards has been proposed to block off the loop to provide a robust restriction.	Ward Councillors	East Chesterton	25,000	10,000 (LMI)	15,000	Stopping up of the highway required, application process may result in objections being received. Limited space for turning head if closed off to traffic and possible issues with underground services.
11	Fen Road / East Chesterton Halingway Access	Halingway cut through access improvements to make the access more user friendly to bikes, wheelchairs and parents with buggies. Drop kerb to be provided on the opposite side to the entrance.	Ward Councillors	East Chesterton	3,000	2700 (LMI)	300	Underground services at proposed dropped kerb position.
12	Mariner's Way/Cutter Ferry Close Underpass	Improvements to the underpass using improved lighting, repainting of the walls and minor landscaping if any budget remains. In addition it is proposed to work with a local artist to work up suitable artwork to make the walls more attractive.	Ward Councillors	East Chesterton	20,000	9000 (LMI)	11,000	Electricity supply costs are yet to be confirmed in relation to any lighting improvements.
13	Ashfield Road Verges	The green areas around the Ashfield Road area are in a poor condition. Carry out grass seeding, establish new planting areas in order to improve the area. Install timber knee high fence to protect certain areas.	Ward Councillors	East Chesterton	5,000	0	5,000	Underground services in areas where it is proposed to install timber knee high rail fence and issues in relation to tree roots.

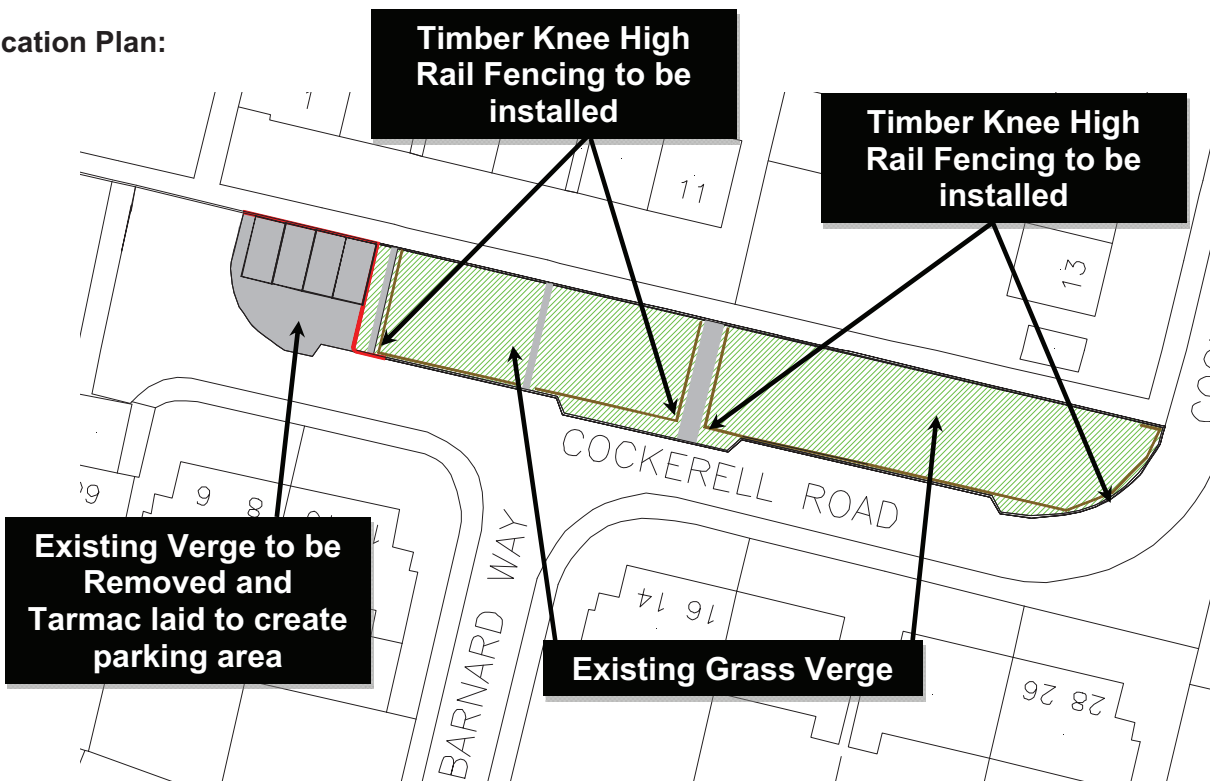
**APPENDIX A**

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Budget £	Secured funding contributions £	EIP Allocation requested	Risks to delivery
14	Milton Road/Green End Road	Un sighted corner that provides a conflict for cyclists and pedestrians.	Ward Councillors	East Chesterton	2,500	0	2,500	DFT approval for mirror required and County Council would also need to agree to installing a mirror.
15	Riverside Bridge Community Noticeboard	Lockable community notice board to be provided next to the Riverside bridge.	Ward Councillors	East Chesterton	2,500	0	2,500	
16	Kinross Area New Benches,	Two new benches to be provided for elderly residents. Two locations have been suggested	Ward Councillors	East Chesterton	2,500	0	2,500	Scheme Subject to consultation, consultation would need to be undertaken before proceeding.
17	Hanging Baskets, High Street Chesterton	New hanging baskets on High Street, Chesterton	Ward Councillors	East Chesterton	5,954	0	5,954	-
<b>TOTAL</b>							<b>167,254</b>	

## APPENDIX B – Details of Proposed Schemes

<b>Scheme Number:</b>	<b>1</b>
<b>Scheme Title:</b>	<b>Cockerell Road Parking provision</b>
<b>Scheme Description:</b>	Provide parking provision outside number 1-11 by taking out part of the green space. Knee high timber rail fence to be installed to protect the remaining green space.
<b>Promoted by:</b>	Cllr Mike Todd-Jones
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£21000
<b>Risks to Delivery:</b>	Position and depth of tree roots may affect the construction and number of parking spaces being created.
<b>Further Scheme Information:</b>	The aim is to provide 4 parking spaces however this will be confirmed once public consultation has been carried out and depth of tree roots determined. Orientation of parking spaces show is a suggestion, final layout is to be confirmed.

**Location Plan:**

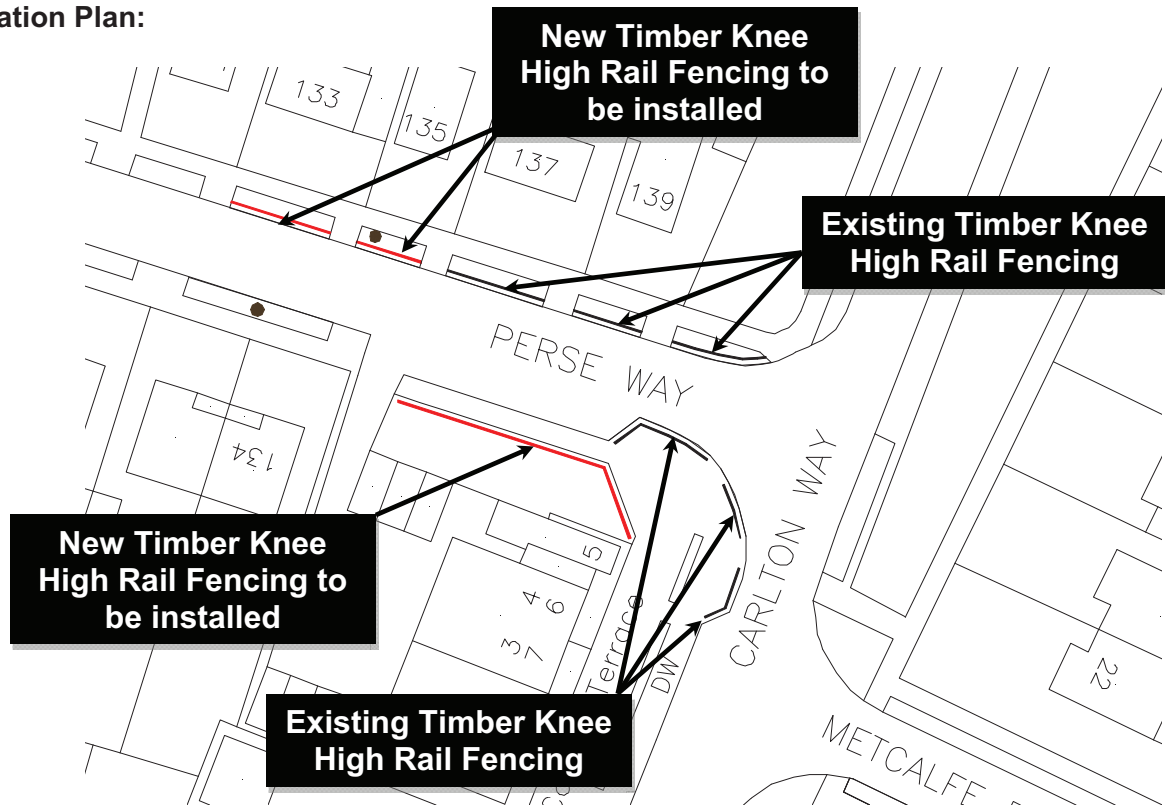


**Photo of Existing Location:**



<b>Scheme Number:</b>	<b>2</b>
<b>Scheme Title:</b>	<b>Perse Way Verge Protection</b>
<b>Scheme Description:</b>	Knee high rail fencing around grass verges to protect them from vehicles parking on or partly on the grass verge when drivers visit the shops. It is also proposed to install timber knee high rail fencing around the large area of grass next to Carlton Terrace and re-seed.
<b>Promoted by:</b>	Cllr Mike Todd-Jones
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£4500
<b>Risks to Delivery:</b>	Position of underground services and tree roots
<b>Further Scheme Information:</b>	

**Location Plan:**



**Photo of Existing Location, looking towards Carlton Way:**

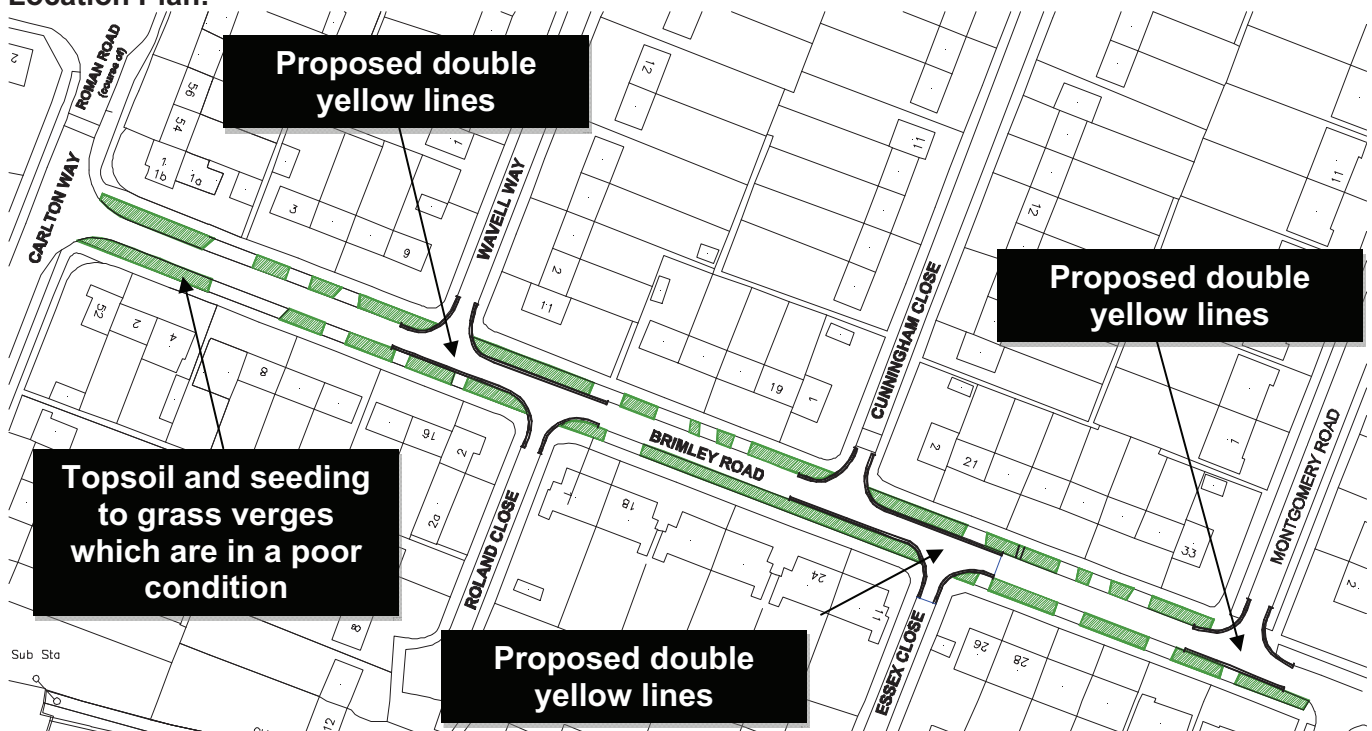


Photo of Existing Location, Carlton Terrace:



<b>Scheme Number:</b>	<b>3</b>
<b>Scheme Title:</b>	<b>Brimley Road</b>
<b>Scheme Description:</b>	Proposed double yellow lines at various junctions along Brimley Road. Grass seeding and topsoil to verges which are in a poor condition. Some very small areas of verge to be removed and replaced with tarmac.
<b>Promoted by:</b>	Cllr Mike Todd-Jones
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£10,000 (£9,400 EIP) (£600 CCMHW 2011/12)
<b>Risks to Delivery:</b>	Objections received when the the proposed traffic regulation order is advertised.
<b>Further Scheme Information:</b>	£600 contribution from the County Council Minor Highway Works Budget (2011/2012). Remaining £9,400 requested from the EIP budget.

**Location Plan:**



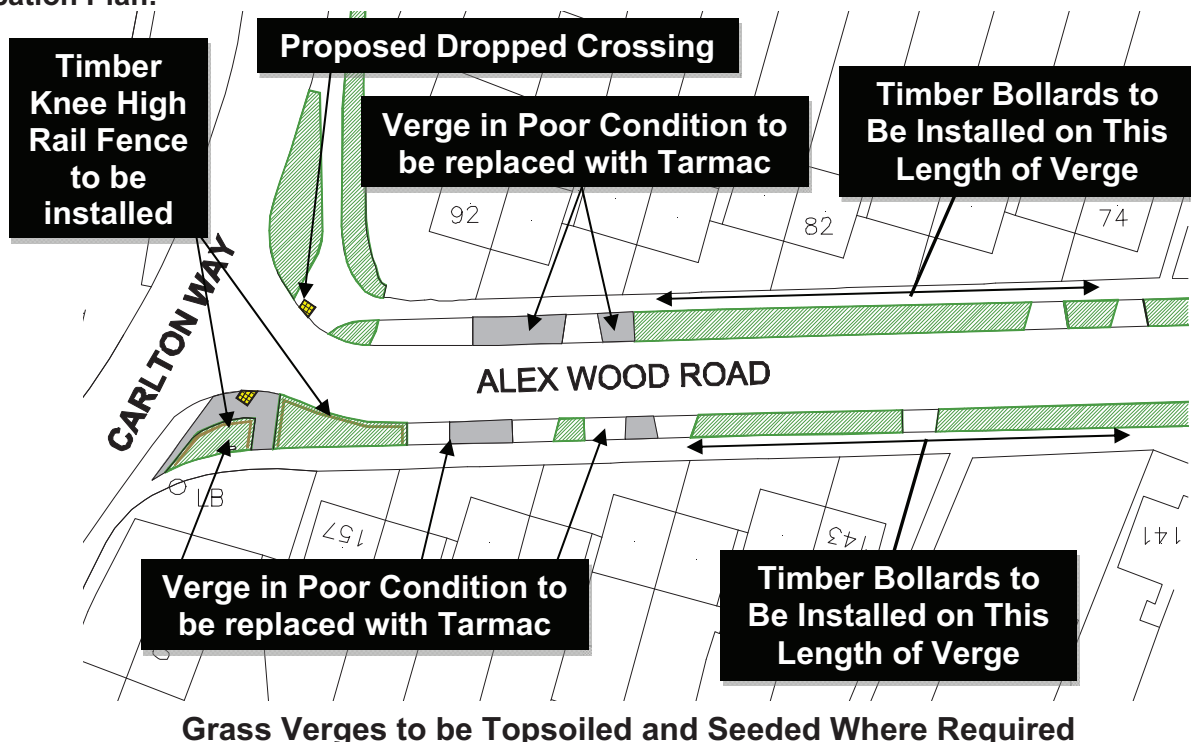
**Photo of Existing Location:**

Typical verge to be topsoiled and re-seeded (opposite Roland Road)



<b>Scheme Number:</b>	<b>4</b>
<b>Scheme Title:</b>	<b>Alex Wood Road Grass Verges</b>
<b>Scheme Description:</b>	Install knee high rail fencing close to junction with Carlton Way, install a new dropped crossing and associated footpath at the Junction with Carlton Way. It is also proposed to also install timber bollards on other grass verges that are damaged and tarmac verge areas that are in a very poor condition and not likely to recover. Topsoiling and seeding will be undertaken where required.
<b>Promoted by:</b>	Cllr Mike Todd-Jones
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£16,000
<b>Risks to Delivery:</b>	Position of services and tree locations, lack of support from local residents
<b>Further Scheme Information:</b>	The layout below is a suggestion, final layout is to be agreed prior to public consultation.

**Location Plan:**



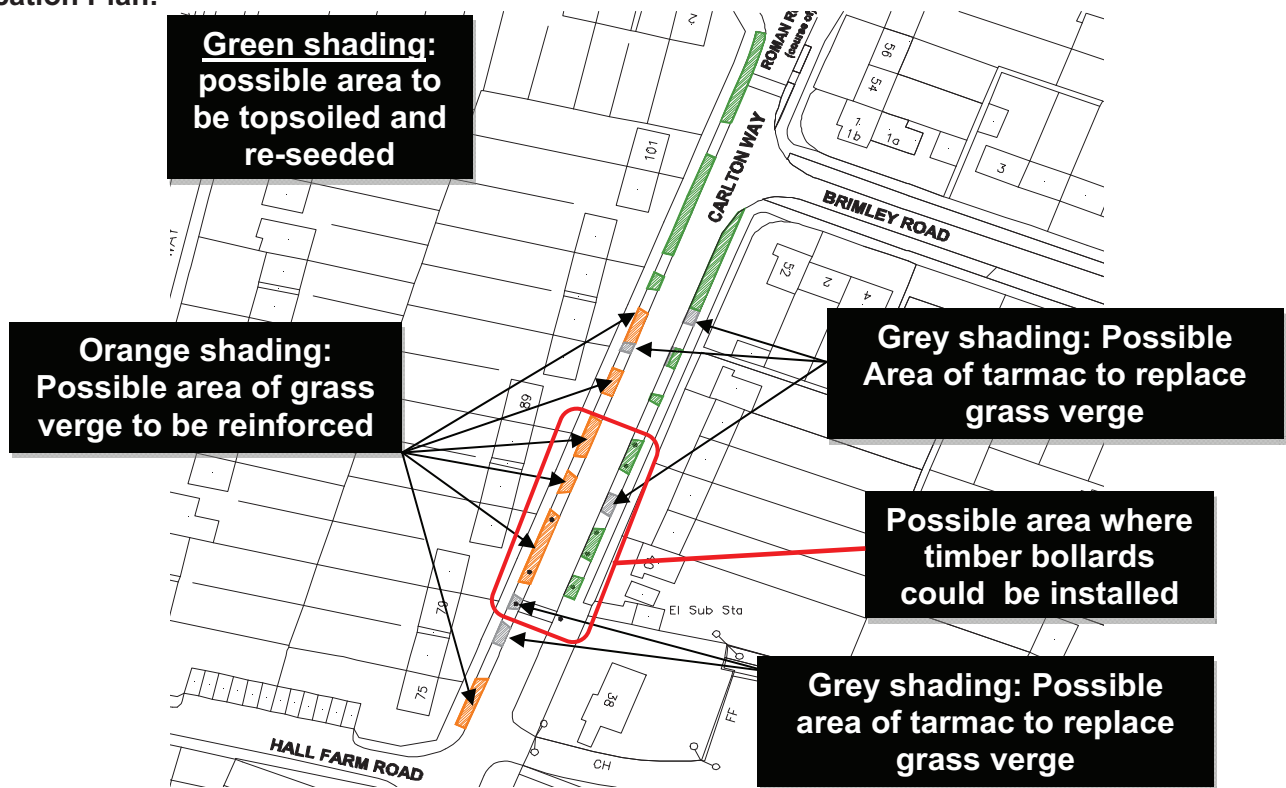
**Photo of Existing Location, looking towards Carlton Way:**





<b>Scheme Number:</b>	5
<b>Scheme Title:</b>	<b>Carlton Way Verges</b>
<b>Scheme Description:</b>	Combination of measures to help address issues with verge parking between the school and Brimley Road on both sides. Measures proposed include reinforcement of Grass Verges, installation of timber bollards and changing some badly damaged grass verges to tarmac.
<b>Promoted by:</b>	Cllr Mike Todd-Jones
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£15,000
<b>Risks to Delivery:</b>	Position of services and tree locations, scheme subject to public consultation
<b>Further Scheme Information:</b>	Location Plan below shows an initial thought on what could be undertaken, final proposal may vary once the scheme has been considered in more detail.

**Location Plan:**

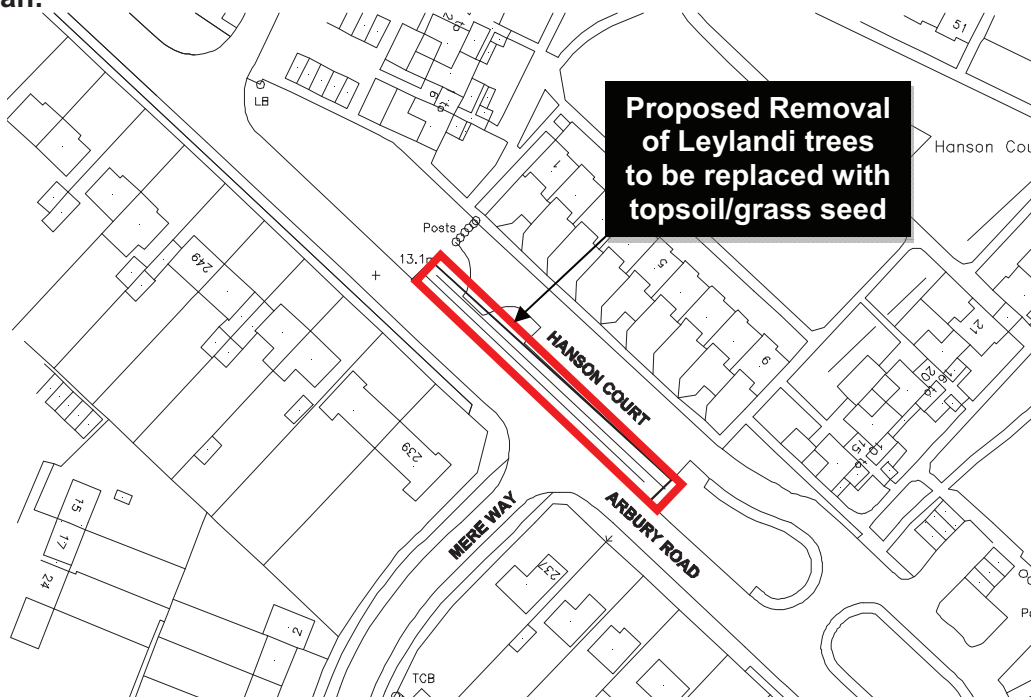


**Photo of Existing Location:**



<b>Scheme Number:</b>	<b>6</b>
<b>Scheme Title:</b>	<b>Arbury Road/Hanson Court Tree Removal</b>
<b>Scheme Description:</b>	Removal of Leylandi trees on Arbury Road behind the houses on Hanson Court. Once trees have been removed the area is to be topsoiled and grass seeded.
<b>Promoted by:</b>	Cllr Kevin Price
<b>Ward:</b>	Arbury
<b>Estimated Budget:</b>	£13,000
<b>Risks to Delivery:</b>	Subject to the Tree Protocol and a positive result following consultation. The County Council are considering possible changes to the Mere Way/Arbury Road roundabout which may effect the proposals.
<b>Further Scheme Information:</b>	

**Location Plan:**



**Photo of Existing Location:**



<b>Scheme Number:</b>	7
<b>Scheme Title:</b>	<b>Ramsden Square / Kings Hedges Road Verge Parking</b>
<b>Scheme Description:</b>	Verge Parking Restriction to stop the parking on grass verges on Kings Hedges Road and in Ramsden Square. (excludes any grass seeding of damaged verges)
<b>Promoted by:</b>	Cllr Kevin Price
<b>Ward:</b>	Kings Hedges
<b>Estimated Budget:</b>	£3,000
<b>Risks to Delivery:</b>	Verge parking restriction advertised and objections received.
<b>Further Scheme Information:</b>	Proposal is for a verge parking restriction only. Verge parking problem on Kings Hedges Road is generally in an area between Lovell Road and No. 10 Kings Hedges Road. There is also a verge parking issue in Ramsden Square.

**Location Plan:**

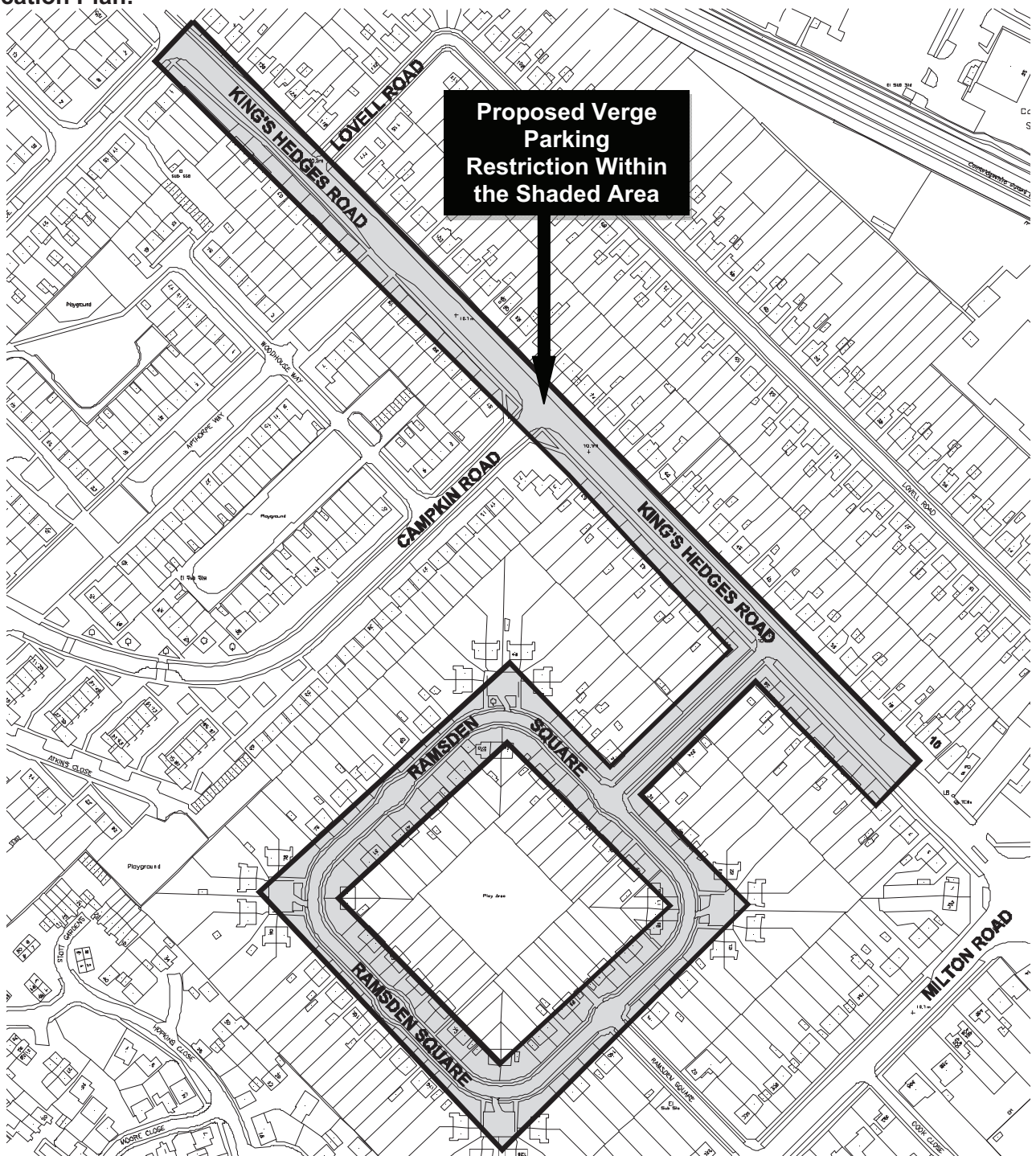
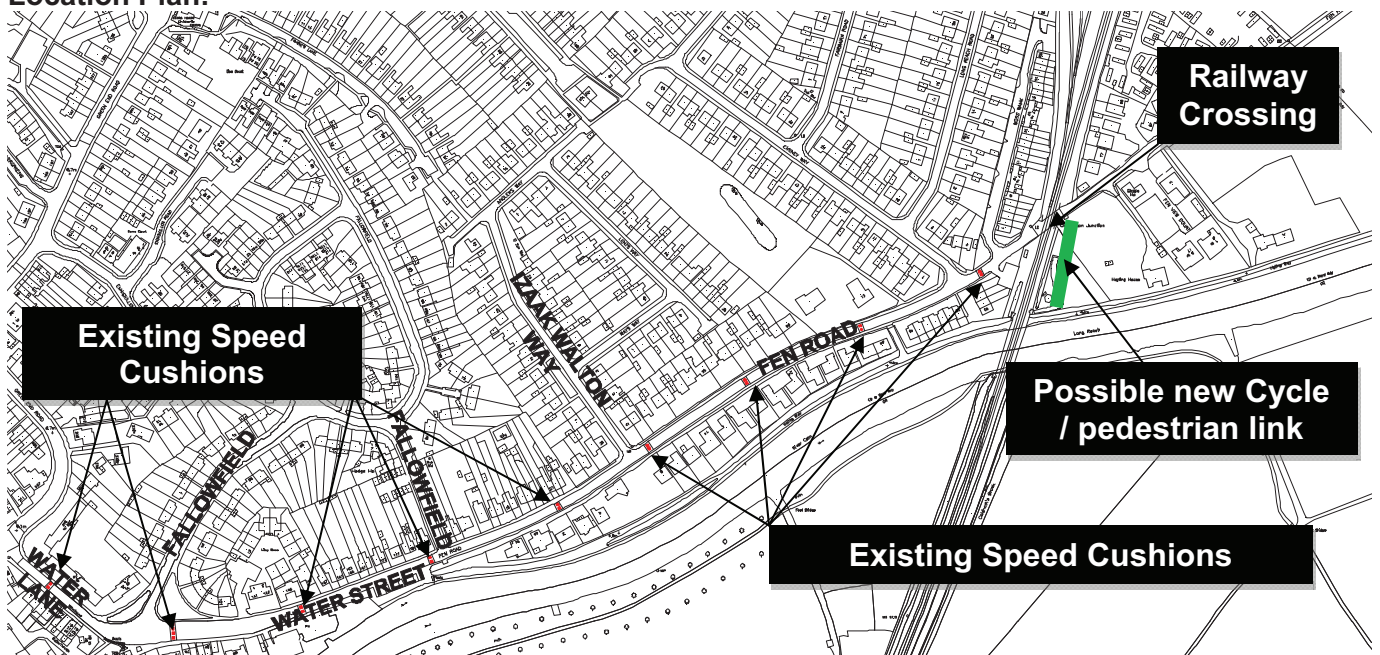


Photo of Typical Verge Parking Issue (near Campkin Road):-



<b>Scheme Number:</b>	8
<b>Scheme Title:</b>	<b>Fen Road Traffic Calming Improvements</b>
<b>Scheme Description:</b>	Review the existing traffic calmed features and layout along Fen Road up to and beyond the railway line. Devise a proposal for public consultation and if supported undertake the implementation. Suggested improvements include:- 1) The removal of the existing speed cushions 2) The removal of the existing illegally installed ramps. 3) The creation of possibly 4 No. gateway priority features and the installation of other new speed humps. 4) Cycle/pedestrian improvements at the railway crossing to link Fen Road to the Halingway. 5) Streetscape improvements to Water Street (near the Fallowfield junction) to tighten up the existing road layout which is very wide in nature. This will include cycleway improvements.
<b>Promoted by:</b>	Cllr Tim Ward
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£150,000 (£100,000 to be funded by Cambridgeshire County Council, £30,000 to be funded by the Joint Cycleway Budget and £20,000 requested from the EIP Budget).
<b>Risks to Delivery:</b>	Position of existing underground services, implementation subject to positive consultation.
<b>Further Scheme Information:</b>	

**Location Plan:**

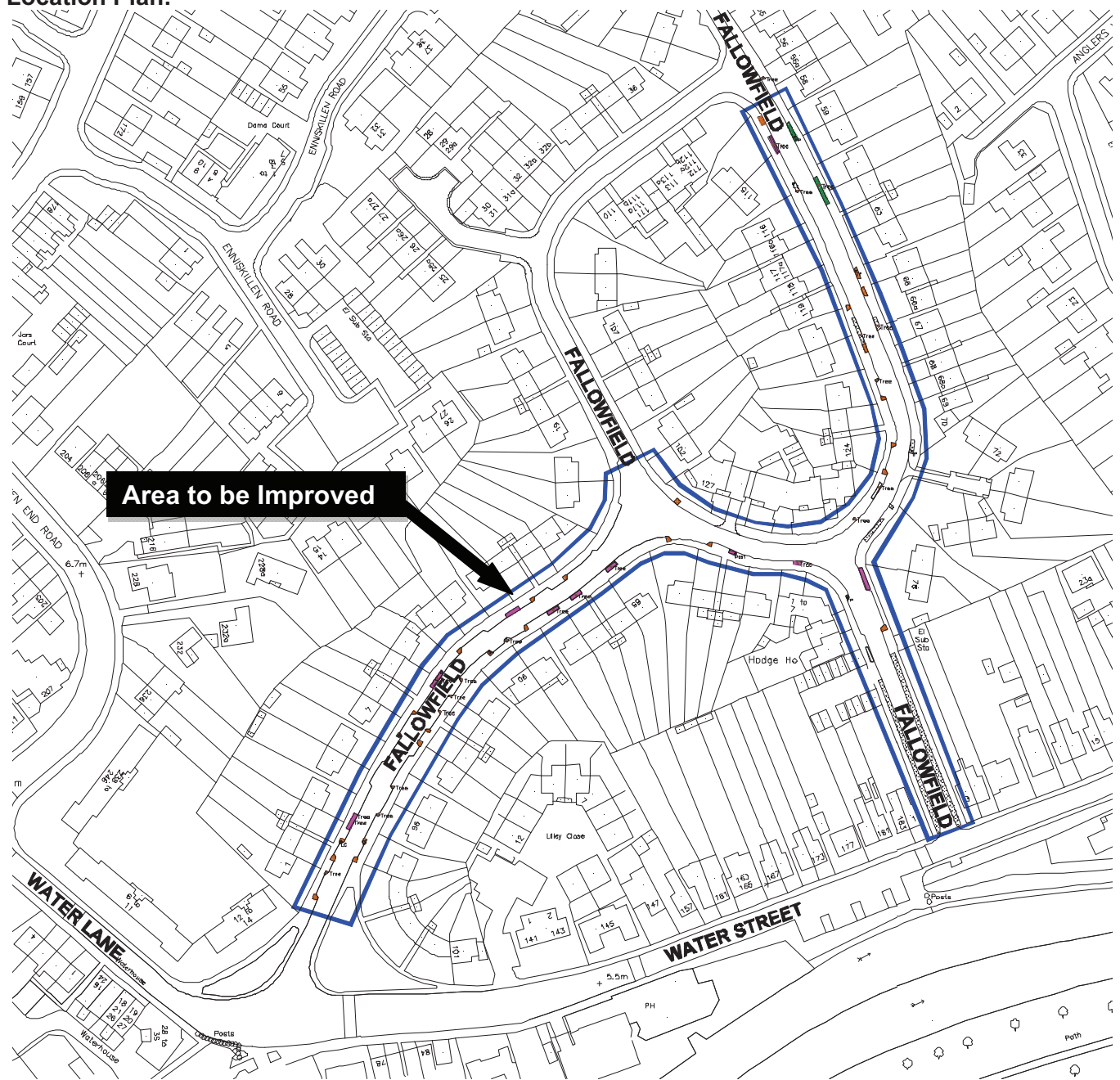


**Photo of Existing Location: (Water Street looking Towards Water Lane)**



<b>Scheme Number:</b>	<b>9</b>
<b>Scheme Title:</b>	<b>Fallowfields</b>
<b>Scheme Description:</b>	Improve the general appearance of the Fallowfield area using various methods. Methods proposed include new planting to improve the appearance, removal of some of the very small planters (which will be replaced with tarmac) and topsoiling/grass seeding where required..
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£20,000
<b>Risks to Delivery:</b>	Implementation subject to positive consultation.
<b>Further Scheme Information:</b>	

**Location Plan:**



**Photo of Existing Location:  
(View looking towards Water Street)**



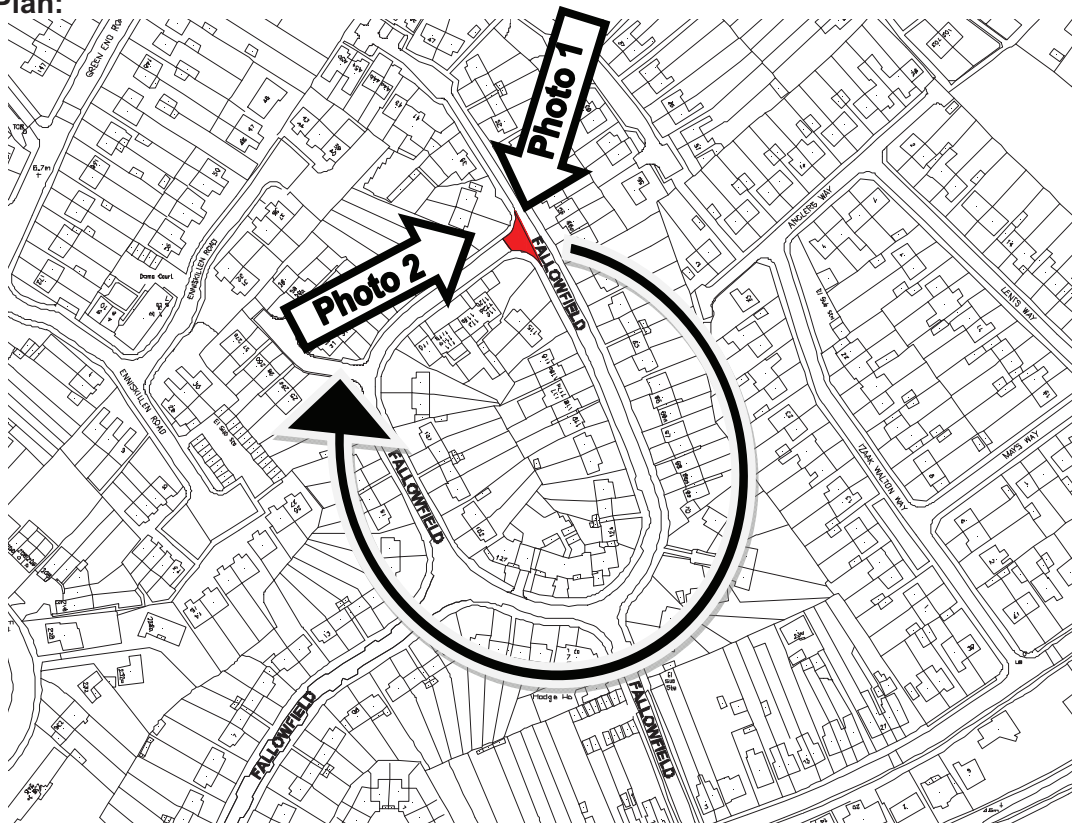
**Typical Small Planter  
to be removed and  
replaced with Tarmac**

**Photo of Existing Location:  
(One of the existing planters which is in a poor condition)**



<b>Scheme Number:</b>	<b>10</b>
<b>Scheme Title:</b>	<b>Fallowfield Loop</b>
<b>Scheme Description:</b>	Remove the current loop which encourages 'racers' and/or vehicles driving faster than is necessary. A raised planted area with bollards has been proposed to block off the loop to provide a robust restriction. A landscaped area would be effective in removing the loop but would still be but aesthetically pleasing.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£25,000 (£15,000 EIP) (£10,000 LHI)
<b>Risks to Delivery:</b>	Stopping up of the highway required, application process may result in objections being received although the scheme does have local support. Limited space for turning head if closed off to traffic (a potential problem for Refuge collection vehicles) and possible issues with underground services.
<b>Further Scheme Information:</b>	£10,000 contribution from the County Council Local Highway Improvements Budget (LHI 2013/14), remaining £15,000 requested from the EIP budget.

**Location Plan:**



**Photo of Existing Location:**

**Photo 1**



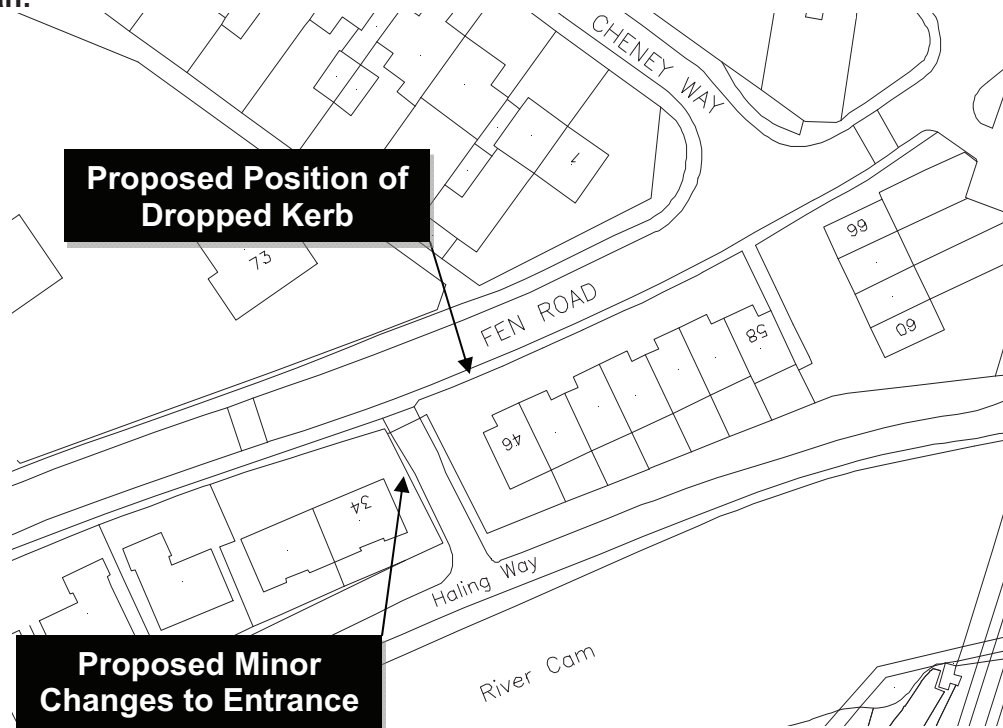
**Photo 2**





<b>Scheme Number:</b>	<b>11</b>
<b>Scheme Title:</b>	<b>Fen Road / East Chesterton Halingway Access</b>
<b>Scheme Description:</b>	Halingway cut through access improvements - Entrance need to be more user friendly to bikes, wheelchairs and parents with buggies, it is proposed to cut off the existing pram handles. A drop kerb to be provided on the opposite side to the entrance. There is a difficulty with bikes trying to negotiate the existing entrance to the Halingway as shown on Photo 1. There is a lack of dropped kerbs opposite the entrance as shown in photo 2.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£3,000 (£300 EIP), ( £2,700 LHI)
<b>Risks to Delivery:</b>	Underground services at proposed dropped kerb position.
<b>Further Scheme Information:</b>	£2,700 contribution from the County Council Local Highway Improvements Budget (LHI 2013/14), remaining £300 requested from the EIP budget.

**Location Plan:**



**Photo 1 – Difficulties for bikes, entrance to be changed, pram handles to be removed:**

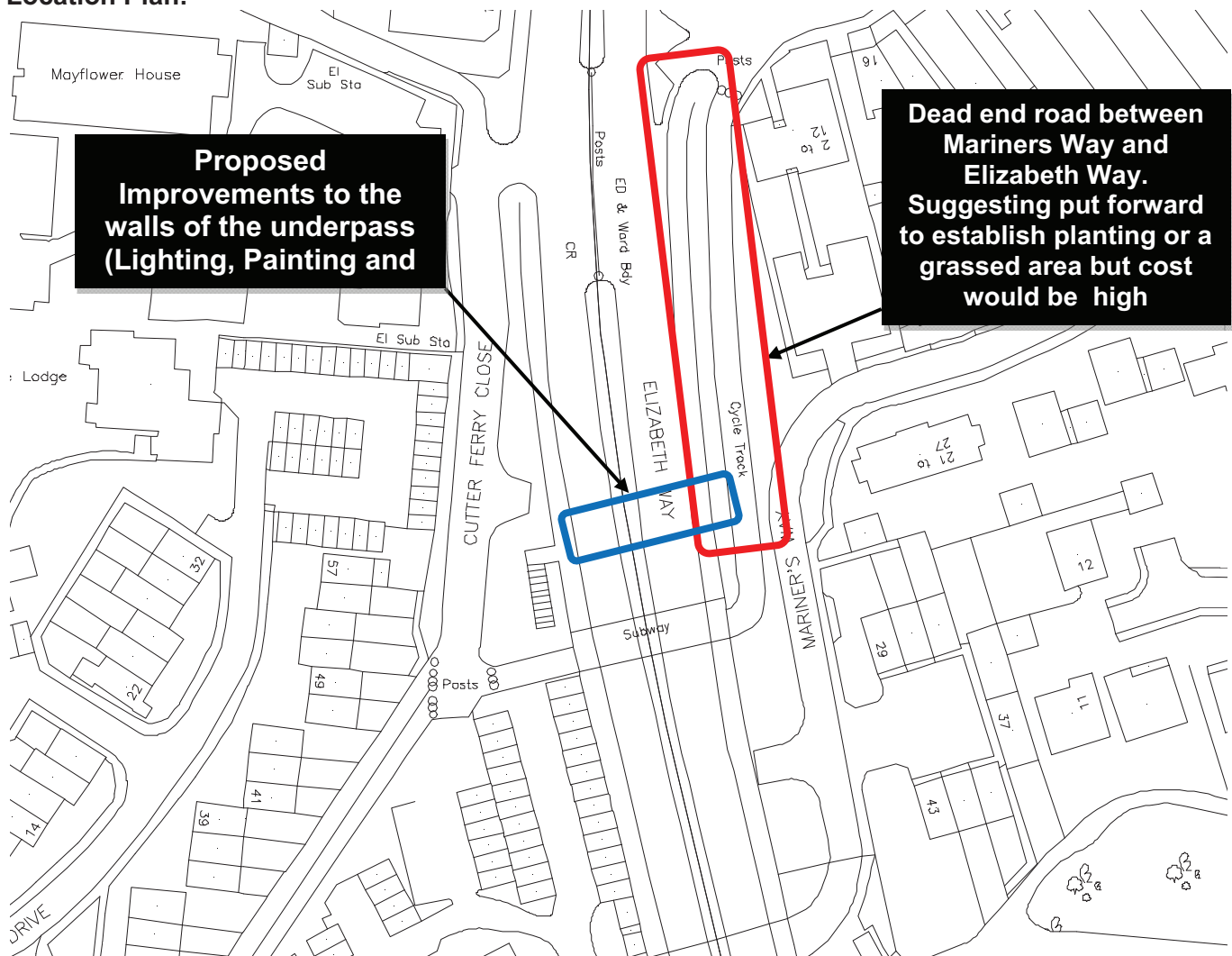


**Photo 2 – Lack of dropped kerbs opposite the entrance:**



<b>Scheme Number:</b>	<b>12</b>
<b>Scheme Title:</b>	<b>Mariner's Way/Cutter Ferry Close Underpass</b>
<b>Scheme Description:</b>	<p>Vast improvements to the underpass using improved lighting and repainting of the walls. In addition it is proposed to work with a local artist to work up suitable artwork to make the walls more attractive. Existing underpass shown in photo 1 and typical artwork as an illustration of what could be created is shown in photo 2 (taken within an underpass in Spain).</p> <p>A suggestion was originally put forward to replace the dead end road between Mariners way and Elizabeth Way with planting or a grassed area. The cost to undertake this would however be substantial and the contribution from the County Council is not large enough to cover such improvements however minor landscaping improvements could be considered if any budget remains.</p>
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£20,000 (£11,000 EIP), (£9,000 LHI)
<b>Risks to Delivery:</b>	Electricity supply costs are yet to be confirmed in relation to any lighting improvements, this would need to be determined before the scheme moves forward.
<b>Further Scheme Information:</b>	£9,000 contribution from the County Council Local Highway Improvements Budget (LHI 2013/14), remaining £11,000 requested from the EIP budget.

**Location Plan:**



**Photo 1 – Existing underpass at Elizabeth Way, looking towards Cutter Ferry Close**

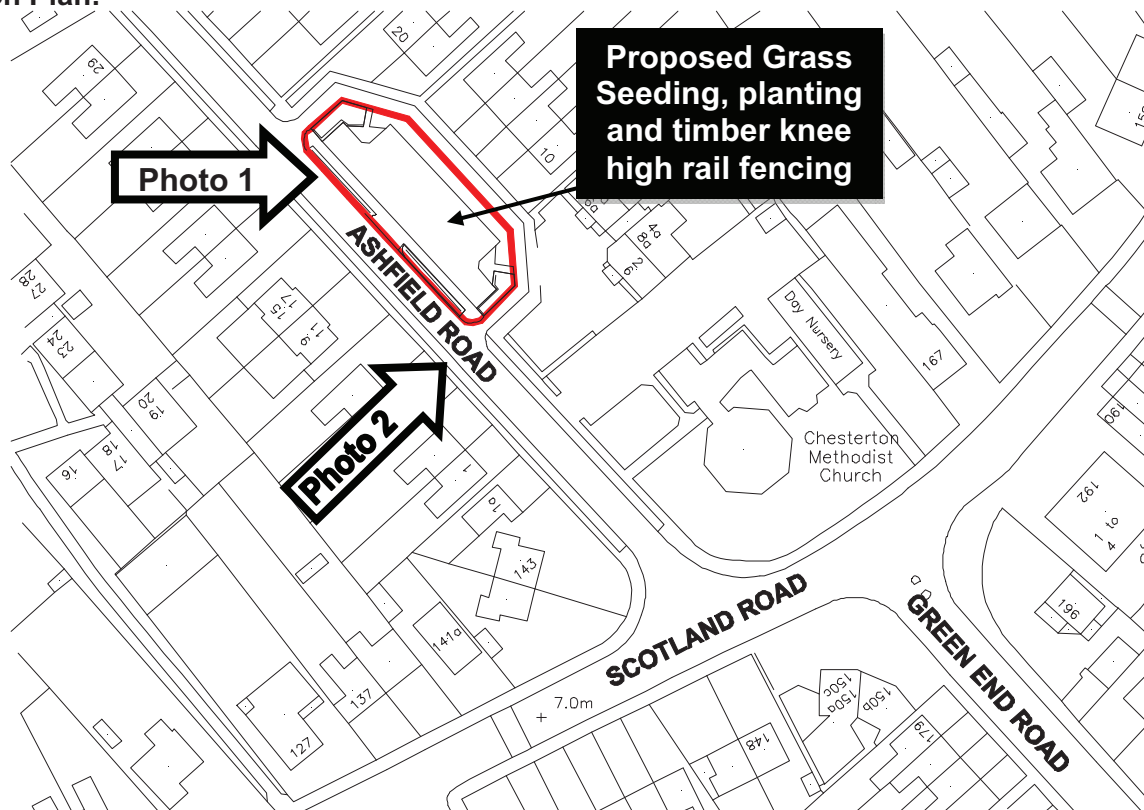


**Photo 2 – Illustration showing artwork in an underpass in Spain**



<b>Scheme Number:</b>	<b>13</b>
<b>Scheme Title:</b>	<b>Ashfield Road Verges</b>
<b>Scheme Description:</b>	The green areas around the Ashfield Road area are in a poor condition. Proposal is to carry out grass seeding, establish new planting areas in order to improve the area. It is also proposed to install timber knee high fence to protect certain areas.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£5000
<b>Risks to Delivery:</b>	Underground services in areas where it is proposed to install timber knee high rail fence and Issues in relation to tree roots.
<b>Further Scheme Information:</b>	

**Location Plan:**



**Photo of Existing Location:**

**Photo 1**

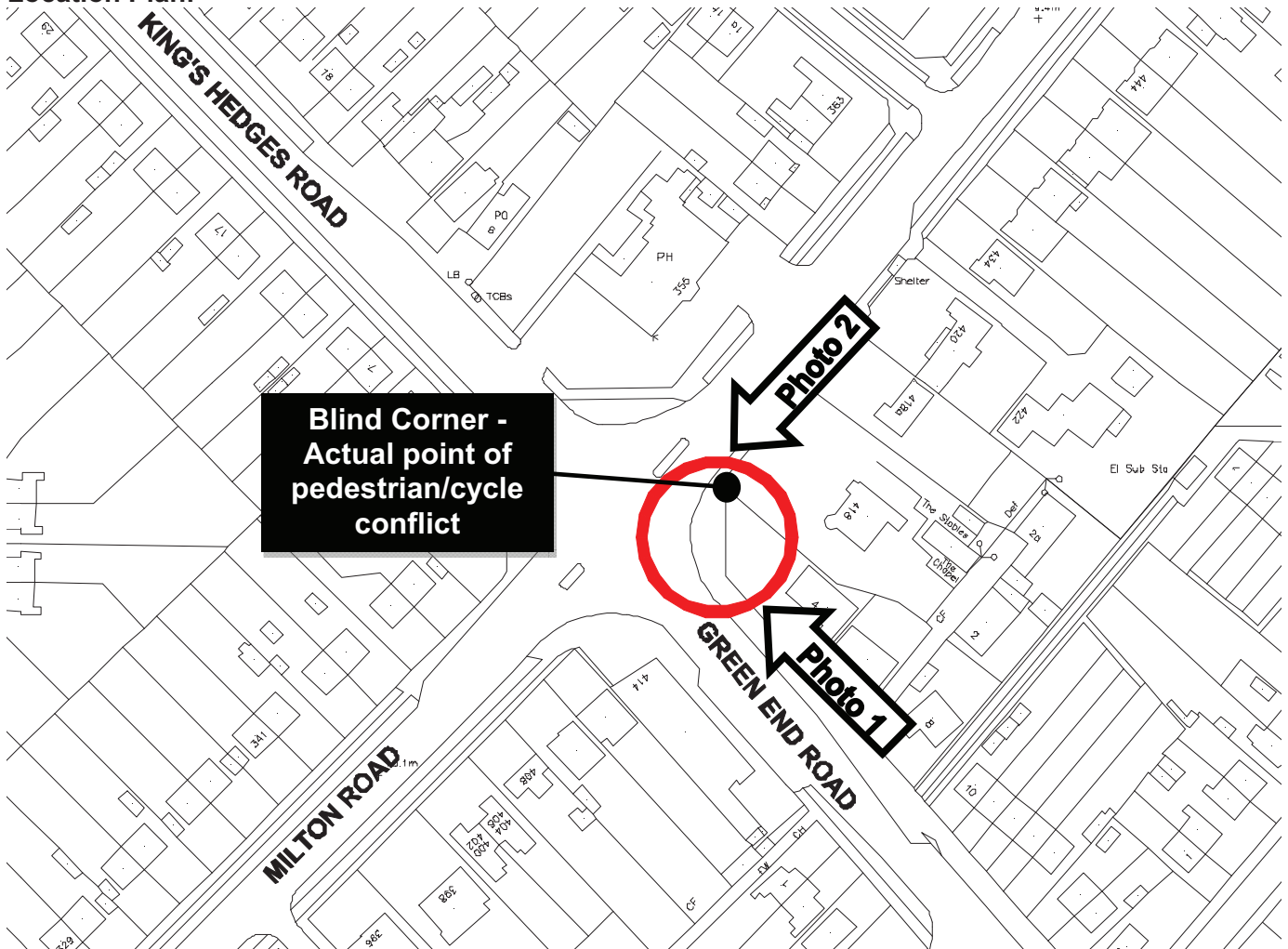


**Photo 2**



<b>Scheme Number:</b>	<b>14</b>
<b>Scheme Title:</b>	<b>Milton Road/Green End Road</b>
<b>Scheme Description:</b>	Un sighted corner that provides a conflict for cyclists and pedestrians. Proposal is to Install a mirror at this location, however this would need Department for Transport (DFT) approval and also approval from the County Council to install any such mirror on existing equipment. The angle of the mirror would need to be assessed to determine if a mirror will actually be effective at this corner. It is recommended that the existing white lining is improved to make the segregation between cyclists and pedestrians clearer.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£2500
<b>Risks to Delivery:</b>	Department for Transport (DFT) approval required and Cambridgeshire County Council would also need to agree to have a mirror attach to their existing equipment, this may not be granted. The desired angle for the mirror may not be achievable.
<b>Further Scheme Information:</b>	This is a shared use path that has heavy traffic and is very unsightly as shown in photo 1 and photo 2.

**Location Plan:**



**Photo of Existing Location:**

**Photo 1**



**Corner looking from Green End Road towards Milton Road**

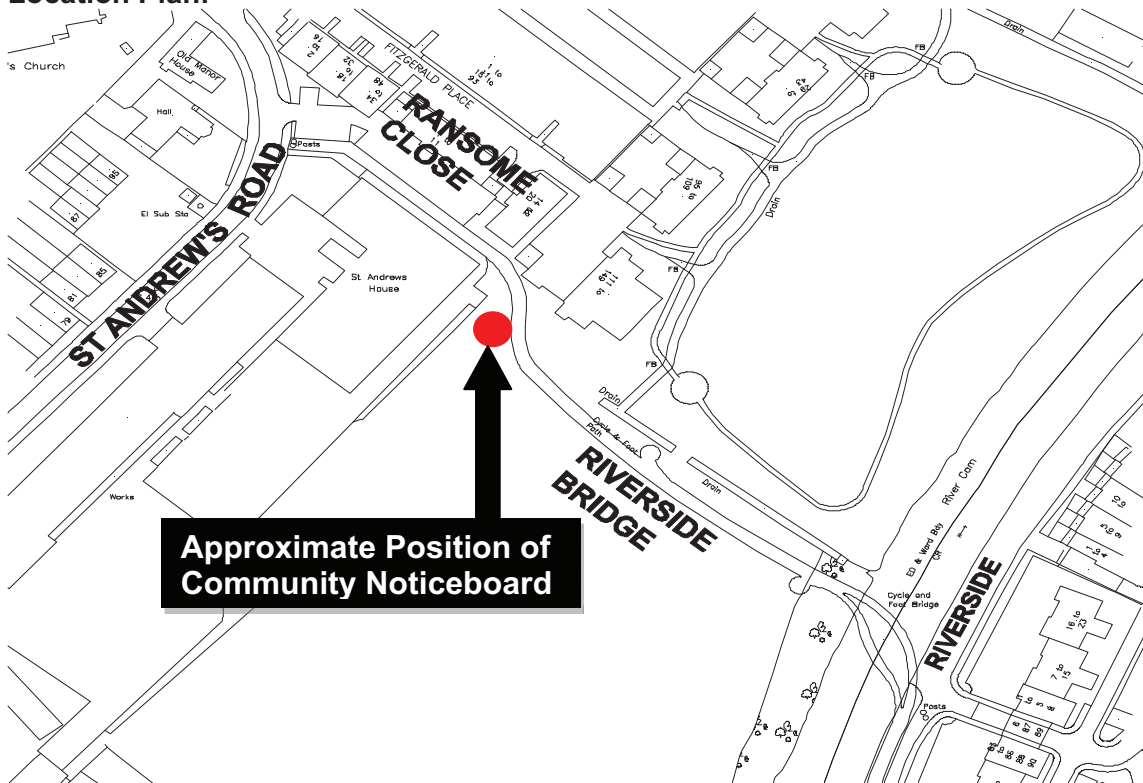
**Photo 2**



**Corner looking towards Green End Road from Milton Road**

<b>Scheme Number:</b>	<b>15</b>
<b>Scheme Title:</b>	<b>Riverside Bridge Community Noticeboard</b>
<b>Scheme Description:</b>	Lockable community notice board to be provided next to the Riverside bridge. The Riverside Bridge is a key entrance/exit point to East Chesterton and community events could benefit from having an extra advertising point.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£2500
<b>Risks to Delivery:</b>	
<b>Further Scheme Information:</b>	Lockable community sign taking the form of a casing which opens/closes. Volunteers have been put forward to be custodians of the key. Will help community groups advertise their events.

**Location Plan:**

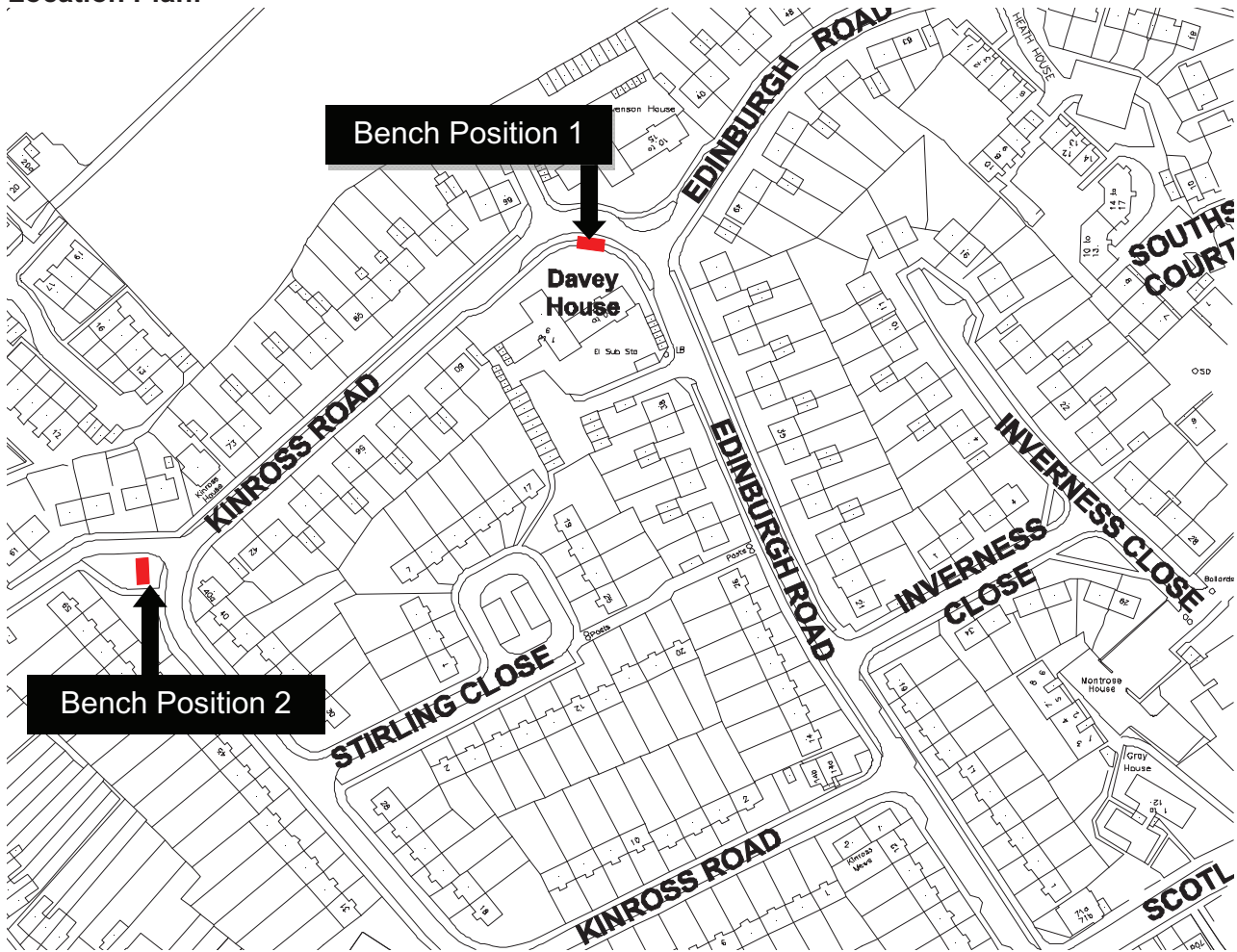


**Overhead Photo of Existing Location:**



<b>Scheme Number:</b>	<b>16</b>
<b>Scheme Title:</b>	<b>Kinross Area – New Benches</b>
<b>Scheme Description:</b>	Two new benches to be provided for elderly residents. Two locations have been suggested.
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£2500
<b>Risks to Delivery:</b>	Scheme Subject to consultation, consultation would need to be undertaken before proceeding.
<b>Further Scheme Information:</b>	Possible positions shown on the location plan and photos below (Bench position 1 and 2).

**Location Plan:**



**Photos of Existing Locations**



**Bench Position 1 Location**



**Bench Position 2 Location**



<b>Scheme Number:</b>	<b>17</b>
<b>Scheme Title:</b>	<b>Hanging Baskets, High Street Chesterton</b>
<b>Scheme Description:</b>	New hanging baskets on High Street, Chesterton
<b>Promoted by:</b>	Ward Councillors
<b>Ward:</b>	East Chesterton
<b>Estimated Budget:</b>	£5,954
<b>Risks to Delivery:</b>	-
<b>Further Scheme Information:</b>	

**PROGRESS OF EXISTING EIP SCHEMES**

No.	Scheme Title	Scheme Description	Promoted by	Ward	Approved Budget £	Completion Expected	Comments
1	Downhams Lane Hedge Renovation	Renovation of existing hedge owned by the University	Ward Councillors	Kings Hedges/ West Chesterton	6,000	September 2013	To be delivered with cycleway improvement scheme, works on the cycleway scheme currently underway, hedge works will follow.
2	Kendal Way Verge Parking Prohibition	Introduction of TRO to prohibit verge parking.	Ward Councillors	East Chesterton	5,000	N/A	Scheme Currently on hold due to a lack of support following Public Consultation
3	East Chesterton Halingway - Tree Planting and Benches	Tree planting on the East Chesterton Halingway using White Willows and the installation of new benches. Eight White Willows to be installed.	Ward Councillors	East Chesterton	4,000	August 2013	Tree Planting works have been completed, new benches to be installed once positions have been agreed.
4	Union Lane and Scotland Road	Replacement bench, junction of Union Lane and Scotland Road & Planting works	Ward Councillors	East Chesterton	4,000	Autumn 2013	Existing Bench has been replaced, planting works still to be undertaken.
5	Arbury Road Outside Manor School	Interactive school warning signs, solar powered signs	Ward Councillors	Kings Hedges	9,000	TBC	Scheme to be implemented by Cambridgeshire County Council
6	Northfield Ave Outside Kings Hedges School	Interactive school warning signs, solar powered signs	Ward Councillors	Kings Hedges	9,000	TBC	Scheme to be implemented by Cambridgeshire County Council
7	Grass reinstatement at Craister Court	The square in between 1-9 and 36-42 Craister Court has planting and pavestones which are in a state of disrepair. Residents would like the square returned to grass.	Ward Councillors	Kings Hedges	5,000	Autumn 2013	Consultation to be undertaken in July 2013 with a view to carrying out the works in the Autumn

## APPENDIX C

No.	Scheme Title	Scheme Description	Promoted by	Ward	Approved Budget £	Completion Expected	Comments
8	Chesterton Road/Herbert Street Improvements	Improvements include the widening of the footpath near to Chesterton Road, a possible change to the co-op car park access and minor improvements to the footway around the existing tree.	Ward Councillors	West Chesterton	8,000	Autumn 2013	Scheme currently being designed and consultation will then be carried out.

## APPENDIX D

### ELIGIBILITY CRITERIA

**As agreed by the Executive Councillor (Environment) on the 18<sup>th</sup> March 2003 with amendments agreed on the 22<sup>nd</sup> March 2005.**

#### **Essential Criteria:**

- Schemes should have a direct, lasting and noticeable improvement to the appearance of a street or area.
- Schemes should be publicly visible and accessible.
- Should the scheme be on private land, the owners' permission must be granted – unless there are exceptional circumstances by which the Area Committee may wish to act unilaterally, with full knowledge and responsibility for the implication of such action.
- Schemes must provide low future maintenance costs.

#### **Desirable criteria:**

- Active involvement of local people.
- The project will benefit a large number of local people.
- 'Partnership' funding.
- The potential for inclusion of employment training opportunities.
- Ease and simplicity of implementation.
- Potential for meeting key policy objectives (e.g. improving community safety or contributing to equal opportunities).

#### **Ineligible for funding:**

- Where a readily available alternative source of funding is available.
- Revenue projects.
- Schemes that have already received Council funding (unless it can be clearly demonstrated that this would not be 'top up' funding).
- Works that the City or County Council are under an immediate obligation to carry out (e.g. repair of dangerous footways)
- Play areas (S106 funding should pay for this resource)

#### **Other Information:**

The following categories of work were agreed as being eligible for funding by the Area Committees:

- Works in areas of predominately council owned housing
- Works to construct lay-bys where a comprehensive scheme can be carried out which not only relieves parking problems but achieves environmental improvements.

**SUMMARY OF MINOR TRO/HIGHWAY SCHEMES**

**APPENDIX E**

**NORTH AREA BUDGET: £14,000**

**Traffic Regulation Orders Implemented**

No.	Scheme Title	Scheme Description	Ward	Status	Final Cost £	Comments
1	Fortescue Road	Double yellow lines extended on both sides past the entrance to Alex Wood House	Arbury	Completed	£ 315.35	Traffic order made and double yellow lines implemented on site.
2	Molewood Close (Two Bends)	Double yellow lines on both sides of two bends on Molewood Close	Arbury	Completed	£ 573.56	Traffic order made and double yellow lines implemented on site.
3	St. Albans Road,	Single yellow line to address issues with school parking and extension of the double yellow from the mini roundabout	Arbury	Completed	£ 1,195.21	Traffic order made and double and single yellow lines implemented on site.
<b>SUB-TOTAL</b>					<b>£ 2,084.12</b>	

**Traffic Regulation Orders In Progress**

No.	Scheme Title	Scheme Description	Ward	Status	Estimated Budget £	Comments
1	Woodhead Drive Traffic Regulation Order	Proposed Double Yellow Lines on both sides of Milton Road between Robert Jennings Close/Hopkins Close.	Kings Hedges	Ongoing	£ 800.00	Consultation has been undertaken and Traffic Restriction has been advertised. Objections received have been referred to the County Council to resolve.
<b>SUB-TOTAL</b>					<b>£ 800.00</b>	

**Proposed Traffic Regulation Order Schemes**

No.	Scheme Title	Scheme Description	Ward	Status	Estimated Budget £	Comments
1	Jermyn Close	Proposed Double Yellow Lines within the turning head to address issues with access.	Arbury	New	£ 600.00	Informal consultation to be undertaken in the first instance by Ward Councillors.
2	Dowding Way	Proposed Double yellow Lines to improve assess for larger vehicles.	Arbury	New	£ 600.00	Site meeting to arranged to look at the issue in the first instance.
3	Brimley Road	Proposed Double yellow Lines to improve assess for larger vehicles at various junctions.	Arbury	New	£ 600.00	Proposal to be developed further. Suggested layout shown in Scheme Number 3 of Appendix B
4	Hawthorn Way	Proposed Double yellow Lines to Between No.s 11-37 & the radius to Chestnut Grove.improve assess for larger vehicles.	West Chesterton	New	£ 600.00	Proposal to be developed further.
5	Ascham Road	Proposed Double yellow Lines on one side of the road to improve assess for larger vehicles.	West Chesterton	New	£ 600.00	Proposal to be developed further.
6	Herbert Street	Proposed Double yellow Lines from its junction with Milton Road to No. 50 Herbert Street to improve assess for larger vehicles.	West Chesterton	New	£ 600.00	Proposal to be developed further.
7	Green's Road	Proposed Double yellow Lines on both sides from its junction with Victoria Road to improve assess for larger vehicles.	West Chesterton	New	£ 600.00	Proposal to be developed further.
8	Fallowfields (Junction nearest to No 24 and No 30)	Proposed Double Yellow lines at the junction to prevent vehicles parking on the corner.	East Chesterton	New	£ 600.00	Proposal to be developed further.
<b>SUB-TOTAL</b>					<b>£ 4,800.00</b>	

**SUMMARY:**

<b>BUDGET AVAILABLE TO SPEND ON NEW TRO SCHEMES</b>	<b>£ 11,115.88</b>
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<b>ESTIMATED COST OF PROPOSED TRO SCHEMES SHOWN ABOVE</b>	<b>£ 4,800.00</b>
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<b>BUDGET REMAINING</b>	<b>£ 6,315.88</b>
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**Cambridge City Council**

**Item**

To: North Area Committee  
Report by: Simon Payne – Director of Environment  
Relevant scrutiny committee: Environment 01/08/13  
Wards affected: Arbury, East Chesterton, King’s Hedges and West Chesterton

## **Cambridge 20mph Project – Phase 1 Consultation Results**

### **1. Executive summary**

This report sets out the outcomes of the Cambridge 20mph Project Phase 1 (North Phase) public consultation and requests that North Area Committee provide recommendations on how the project should be progressed.

### **2. Recommendations**

The North Area Committee is asked:

- 2.1 to note the consultation outcomes;
- 2.2 to provide comments and recommendations to the Executive Councillor for Planning and Climate change (Councillor Tim Ward) and the Environment Scrutiny Committee at which a final decision on potential implementation of the project will be made. Specifically:
  - i) Whether to introduce a 20mph limit on the unclassified roads in the North Phase area
  - ii) Whether to introduce a 20mph limit on all/none/some of the C Class roads within the North Phase area

### 3. Background

- 3.1 In July 2011, a motion to Council was agreed that requested the Executive Councillor for Planning and Climate Change (Cllr Tim Ward) to evaluate existing 20mph schemes in Cambridge and where appropriate, consult on expansion of schemes. Support and commitment from Cambridgeshire County Council was secured, and potential project scope and resourcing were investigated, which culminated in Council Budget funding bids for 'the Cambridge City 20mph Zones Project'. A capital bid for £400,000 to cover works was agreed in February 2012. A further revenue Priority Policy Fund bid for £59,800 to cover staffing was also approved.
- 3.2 Both funding bids stipulate that the project should have a citywide approach. As such the project considers all appropriate roads within the Cambridge City Boundary where it is appropriate/feasible to introduce a self enforcing 20mph limit. Works will be subject to agreement with the Highway Authority (Cambridgeshire County Council).
- 3.3 Due to the size of the project, it has been divided into four separate phases, reflecting existing area committee boundaries. It is intended that each phase be progressed separately and brought to the relevant area committee for recommendation.
- 3.4 The project aims to:
- provide conditions that are conducive to an increase in active travel modes such as walking and cycling and encourage a modal shift towards these modes
  - reduce the severity of personal injury accidents (PIAs) that occur on the city's road network
  - reduce noise and air pollution levels
- 3.4 The project is reflected in the City's current policy context including strategic objective PST4.4 in the Planning and Sustainable Transport Portfolio Plan 2012-13. The extension of 20mph zones is also included within the Council's Annual Statement 2012-13 and contributes to the 'Vision for the City'. The project will help to achieve objectives set out in the



council's Medium Term Strategy, which includes an action to 'Improve facilities for pedestrians, cyclists and public transport users, including consideration of extending areas with a 20mph limit'. In addition forthcoming Climate Change Strategy 2012-2016 includes an action to 'Identify opportunities in the development of the Cambridge Local Plan to minimise traffic generation and promote public transport, cycling and walking'.

3.5 The project was taken to the Environment Scrutiny Committee on 15/01/13, at which approval was provided for the project:

- Programme (see **Appendix A**)
- Governance/Decision making process
- Board terms of reference
- Phasing
- Engagement/Consultation to commence for the first phase

Approval was also provided for the following estimated initial project spending:

- Automatic Traffic Counts (ATCs) for project baseline data collection – < £12,000
- Project wide Engagement/Consultation Activities – < £50,000

3.6 The project was taken to the North Area Committee on 21/03/13 to provide comments on the proposed consultation arrangements for Phase 1. Comments were received and the consultation materials amended.

#### **4. Consultation Process**

4.1 Public consultation for phase one took place between 13/05/13 and 05/07/13 (8 weeks). The consultation was undertaken via the delivery of a consultation pack containing an explanatory leaflet and freepost return questionnaire to all addresses located within the Phase 1 area along with statutory consultees (17,321 addresses). The consultation pack can be viewed at **Appendix B**.

- 4.2 Consultees were provided with two options to respond. Either via an on-line questionnaire hosted via the City Council website, or by filling in the questionnaire delivered in the pack and returning it via the freepost address. In order to identify any consultation responses that were returned by respondees from outside the consultation area, each questionnaire included a unique code, which also needed to be quoted when filling in the on-line questionnaire. As such it has been possible to identify responses received from those outside the consultation area. The code has also allowed for any multiple responses from the same address within the consultation area to be identified. Following analysis it has been found that no one address submitted more than 5 responses and the mix of responses from any one of these single addresses does not suggest an attempt to swing the overall consultation outcomes.
- 4.3 During the consultation period two exhibitions were set up which provided additional information about the project. These were located at the Arbury Community Centre and at the Customer Service Centre in Mandela House. Both exhibitions were in place from the 29/05/13 to 01/07/13. They consisted of three large exhibition boards and comments sheets with a drop box. Two public drop-in sessions also took place at Arbury Community Centre during the consultation period, at which council officers were present to answer questions. One during the day on Saturday 15/06/13 and the other in the evening of Wednesday 19/06/13. The project was also represented at the Arbury Carnival on 08/06/13 with the project exhibition and a council officer present.
- 4.4 PDF copies of the exhibition materials and the consultation leaflet are available on the project web page, and were also distributed in hard copy format to schools, libraries, and community centres within the phase area. The consultation was further publicised via a press release, tweets, articles submitted for inclusion in local newsletters such as the Kings Hedges Community News and leaflets distributed to local health centres.

## 5. Consultation Outcomes

5.1 A total of 4245 responses to the consultation were received. Of these 3850 (90.7%) were received from addresses within the consultation area, and 395 were received from outside the consultation area. Of those from within the consultation area 3752 were from different addresses. This provides an overall response rate of: 21.7%

5.2 Following analysis the results have been summarised into numerical and chart based formats. These are available to view at **Appendix C**.

5.3 Overall the consultation results indicate that the majority of respondees:

- are **in favour** of the 20mph limit on the unclassified roads in the Phase 1 area (63%)
- are **in favour** of 20mph on Chesterton High Street (57%) and Green End Road (51%)
- are **not in favour** of 20mph on Gilbert Road (54%) and Kings Hedges Road (57%)

More respondees are in favour of 20mph on Arbury Road (49%) than against (47%), however this is not an overall majority, with 4% having no opinion. However, looking at responses from within the consultation area only, this changes to 50% yes, 47% no, and 3% no opinion.

5.4 Responses received from statutory consultees are set out in table 1 below. The question numbers refer to those on the Consultation Questionnaire at Appendix B.

**Table 1: Responses from Statutory Consultees**

Consultee	Q1	Q2	Q3					Comments
			Arbury Road	Chesterton High Street	Gilbert Road	Green End Road	King's Hedges	
Cam Sight	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-
Disability Cambridgeshire	Yes	Yes	Yes	Yes	Yes	Yes	Yes	-
Milton Parish Council	No	No	No	No	No	No	No	-
Cambridgeshire Chambers of Commerce	No	No	No	No	No	No	No	Additional road traffic restrictions are not good for business. - Road congestion prevents speeding generally and therefore 20mph limit is unnecessary. - Cost of installation and policing will outway benefits as evidenced from trials
Cambridge 20 Sense	Yes	Yes	Yes	Yes	No	Yes	No	-
Stagecoach East	Yes	Yes	No	No	No	No	No	-
Sustrans	Yes	Yes	Yes	Yes	Yes	Yes	Yes	See below

Comment from Sustrans:

I'm commenting on behalf of Sustrans, the transport charity which works with the County Council on practical schemes to

enable people to travel in ways which benefit their health and the environment. 1) Gilbert Road, Arbury Road, Kings Hedges Road and others carry young people on their way to school. 20mph limit on all these streets will encourage pupils, students and everyone else to cycle or walk instead of being driven, or waiting for a bus. 2) The more complete the "low speed network" can be made the more it will encourage cycling for short and medium length journeys, thus 20mph on the 5 named streets will back up the good work done on lesser streets. If however it is decided not to lower speed limits on any of them it is essential that safe cycle routes segregated from motor and pedestrian movements should be installed along them. 3) It is evident from the map that the principal streets (Milton Rd, Histon Rd, A, B-roads etc) are fed by the streets where the 20mph limit is proposed. Thus if they retain present speed limits it is important that safe cycle routes along them, segregated from motor and pedestrian traffic must be created, to gain the full benefit of the proposals.

5.5 Responses were also received in letter format from the Police (**Appendix D**) and the Cyclists Touring Club (**Appendix E**)

5.6 In addition, e-petitions have been raised by members of the public on both the City and County Council web sites which ask for Victoria Road (currently a 30mph A Class road) to be included in the project and made 20mph.

5.6 Following analysis of the responses, the following general themes (in no particular order) have been identified from the comments received:

- The project will not be/needs to be enforced to be effective. The existing limit is not complied with. Drivers will not obey the 20mph limit and the police will not enforce it
- Enforcing the existing 30mph limit would be preferable. 20mph is too slow. 30mph is slow enough
- The existing 20mph limit in the city centre is ineffective
- 20mph will result in increased levels of non-compliance with the speed limit, pollution, congestion, engine wear, engine noise, fuel consumption, journey length and delay

- The proposals will result in too much sign/line clutter
- Any red surfacing should be minimised
- It would be good if sign clutter could be addressed/reduced as part of the project
- The project needs to be clearly signed
- The project will result in cycles overtaking vehicles, could be dangerous
- It would be difficult to pass cyclists at 20mph/take longer to do so which will be more dangerous
- Victoria Road should be included (most repeated comment)
- All roads in the city should be included. This would reduce potential confusion/improve clarity, reduce sign clutter and prevent potential traffic migration onto these roads
- 20mph is only required outside schools, particularly at drop-off and pick up times
- 20mph should be timed to only be in force during the day/the limit should revert to 30mph at quiet times such as overnight.
- 20mph would provide pedestrian or cyclists with a false sense of security
- At 20mph drivers would have to concentrate on their speed and signs rather than the road
- 20mph could result in increased 'road rage' with dangerous overtaking
- Too expensive – the funding would be better spent on road maintenance.
- The project will increase pressure on police resources
- Pedestrians, cyclists, school pupils should pay more attention/be provided with training on the road. There should be more enforcement on these groups
- It is not possible to exceed 20mph on many of the unclassified roads/other roads at peak times anyway, so why bother making them 20mph?
- The consultation should have included details of potential negative impacts of the project
- Can a 25mph limit be introduced?
- 20mph will be bad for bus services – Stagecoach suggest the no 17 route may be cut as a result of the project
- 20mph would be bad for taxi services with longer journey times and increased fares

- 20mph on some roads will cause traffic to migrate onto the roads that are not 20mph resulting in increased congestion, speeding and accidents along these
- Needs physical measures to enforce the project
- The limit is not required where traffic calming is in place
- Good to remove existing traffic calming if 20mph limit is introduced
- The C roads have good sight lines, wide carriageways and are arterial routes so 20mph is inappropriate
- This is an 'anti-car' proposal. Looks like a project to increase revenue
- The project will go ahead whatever the results of the consultation are
- It would be good to introduce speed cameras to enforce the 20mph limit
- Relocatable vehicle activated signs are a good idea
- It would be better to focus the funding of specific problem locations rather than a blanket limit
- If the roads are 20mph cyclists would be less likely to cycling on the footway
- 20mph could provide improved community life

5.7 Respondent's main reason for using the roads in Cambridge has been analysed and summary charts illustrating this data are provided at **Appendix F**.

## 6. Background papers

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

- Responses to Cambridge 20mph Project, North Phase Public Consultation
- Cambridge City Council, Environment Scrutiny Committee Report – Cambridge 20mph Project  
<http://democracy.cambridge.gov.uk/documents/g714/Public%20reports%20pack%2015th-Jan-2013%2017.00%20Environment%20Scrutiny%20Committee.pdf?T=10>
- Cambridge 20mph Project – Phase 1 Consultation Pack – Please contact the author for a PDF copy

- Department for Transport Local Transport Note 1/07 – Traffic Calming  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3811/ltn-1-07.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3811/ltn-1-07.pdf)
- Department for Transport Draft Speed Limit Circular July 2012 – Setting Local Speed Limits –  
<http://assets.dft.gov.uk/consultations/dft-2012-32/setting-local-speed-limits.pdf>
- Cambridge City Council Budget Setting Report  
[http://mgsqimh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011\\_1.pdf](http://mgsqimh01/documents/s8599/BSR%20Version%20Ver%201.1%2021%20Dec%202011_1.pdf)
- Planning and Sustainable Transport Portfolio Plan 2012-13  
[http://mgsqimh01/documents/s8526/PST\\_Planning\\_and\\_Sustainable\\_Transport\\_Portfolio\\_Plan\\_2012-13.pdf](http://mgsqimh01/documents/s8526/PST_Planning_and_Sustainable_Transport_Portfolio_Plan_2012-13.pdf)
- Cambridge City Council Medium Term Financial Strategy 2011/12 – 2015/16  
[http://mgsqimh01/documents/s13580/MTS\\_Version\\_2\\_Executive\\_FINAL\\_2.pdf](http://mgsqimh01/documents/s13580/MTS_Version_2_Executive_FINAL_2.pdf)
- Cambridge City Council Climate Change Strategy 2012-2016  
[http://mgsqimh01/documents/s13710/Appendix\\_A\\_Cambridge\\_City\\_Council\\_Climate\\_Change\\_Strategy.pdf](http://mgsqimh01/documents/s13710/Appendix_A_Cambridge_City_Council_Climate_Change_Strategy.pdf)

## 7. Appendices

Appendix A – 20mph Project Programme – Phase 1 in Detail  
Appendix B – Consultation Pack  
Appendix C – Consultation Results Summaries - (a) Charts and (b) Numerical Tables  
Appendix D – Consultation Response Letter from Police  
Appendix E – Consultation Response Letter from CTC  
Appendix F – Summary Charts illustrating respondent’s main reason for using the Cambridge Road network

## 8. Inspection of papers

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

Author’s Name: Ben Bishop or Andy Preston  
Author’s Phone Number: 01223 457385 or 01223 457271  
Author’s Email: [ben.bishop@cambridge.gov.uk](mailto:ben.bishop@cambridge.gov.uk)



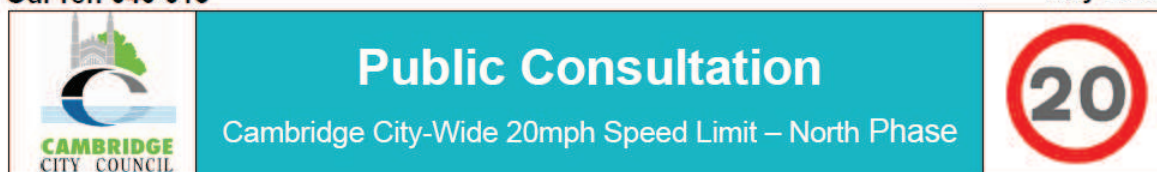


## Appendix B – Consultation Pack

### Information Leaflet - Front Page

Our ref: 040-016

May 2013



Following requests from local residents, the council is proposing to reduce the speed limit on shopping and residential roads. A 20mph limit would provide the following benefits:

- Road conditions that encourage and allow for more people to use sustainable transport, such as walking and cycling, which has associated health and wellbeing benefits;
- Easier conditions for pedestrians to cross the road, particularly for children or the elderly;
- A reduced amount of road noise generated by traffic in residential areas;
- Improved traffic flow, as it flows more smoothly through junctions at lower speeds;
- Reduced airborne pollution levels;
- Reduced severity of injuries sustained as a result of road accidents:- According to the road safety charity ROSPA, studies have found that a pedestrian struck at 20mph has a 97% chance of survival; at 30mph the chances of survival fall to 80%

This leaflet outlines Cambridge City Council's proposals for a City-Wide 20mph limit on residential and shopping streets. Please read through the information in this leaflet and respond to the consultation either by post, using the enclosed questionnaire (**postage is free**) or on-line via an online questionnaire available at: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). A letter and questionnaire is being sent to all addresses within the North Phase area. The Closing date for responses is: **05/07/13**

Due to its size, the project has been divided into four phases. The first Phase covers the north area of Cambridge. Should this first phase receive a positive response further consultations will take place across other areas of the city.

The proposals do not include any new speed humps, only new signs and road markings installed in line with national regulations to make road users aware of the 20mph limit. The project does not proposed to include the A and B classified roads as these are not currently suited to 20mph. Please see the plan overleaf for more information on the roads proposed to be changed from 30mph to a 20mph limit.

Proposed signs and 20mph 'roundel' road markings would be installed on entry into the limit. Repeater signs and markings would be placed within the limit to remind road users of the 20mph limit. Where new signs are installed, these would be placed on existing lampposts or signposts wherever possible. Please see the back page of this leaflet for examples of how the proposed 20mph limit signs and road markings could look.

#### **Additional information including background data is available:**

Please go to: [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit). There will also be a public exhibition with information boards and large format copies of the plans installed at the Arbury Community Centre (Campkin Rd, Cambridge, CB4 2LD) from **29/05/13** to **01/07/13**, Public drop-in sessions with officers on hand to answer questions will also take place at the Arbury Community Centre on **15/06/13** from 10am to 4pm and on **19/06/13** from 4pm to 8pm. Information is also available at other local community centres, libraries, schools and the City Council Customer Service Centre at Mandela House (4 Regent Street, Cambridge, CB2 1BY).

**No decision has been made, your views are important to the Council**

### **Information Leaflet - Back Page**

Example of how entry into the proposed 20mph on a more main road could look with a 20mph road marking 'roundel', some colored road surface and two 20mph Zone entry signs



Example of how entry into the proposed limit on a smaller road could look with a 20mph roundel road marking and 20mph limit signs



If the proposed 20mph limit is introduced, 20mph roundel road markings, and repeater signs would be installed. Wherever possible the repeater signs would be mounted on existing lampposts or signposts. Similar signs are already in place in the city centre such as on Silver Street Bridge



As well as the signs and road markings, it is proposed to install some moveable light up signs. These signs would detect the speed of approaching vehicles and if required light up to remind drivers of the new speed limit



**The following are being consulted:** All properties within the area shown on the plan, Local and Statutory Groups including the Emergency Services, Public Transport Providers, disability groups and Ward Councillors.

**Consultation results will be available to view on the project webpage within one month of the closing date:** [cambridge.gov.uk/20mph-speed-limit](http://cambridge.gov.uk/20mph-speed-limit)

The outcome of this consultation will be presented to the North Area Committee on 01/08/13 and taken to the Environment Scrutiny Committee for a final decision on 08/10/13

For further information please Email: [20mph@cambridge.gov.uk](mailto:20mph@cambridge.gov.uk) or Call: 01223 457385

**If you require this leaflet in larger print please telephone**

**01223 457385**

Information Leaflet – Centre Pages, Consultation Plan



**Questionnaire – Front**

Our ref: 040-016

BB100

May 2013



## Consultation Questionnaire

Proposed Cambridge City-Wide 20mph Speed Limit – North Phase

ADDRESS

CAMBRIDGE CITY COUNCIL  
 Environment and Planning  
 Policy and Projects Division  
 FREEPOST ANG 6390  
 Guildhall  
 Cambridge  
 CB2 3YA

Dear Sir/Madam,

Please read the enclosed information and respond either by filling in an on-line questionnaire at: [cambridge.gov.uk/20MPH](http://cambridge.gov.uk/20MPH) (quoting the code at top of this page) or by filling in this form and posting it to the **Freepost** address in the dashed box above.

Please respond, no decision has been made and your opinion is essential to the council's decision-making process. **The closing date for responses is: 05/07/13**

Question 1		
Do you agree in principle with 20mph speed limits on residential and shopping roads in Cambridge?		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 2		
Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines on the consultation plan? (if 'No' please provide details in the comments section below)		
YES <input type="checkbox"/>	NO <input type="checkbox"/>	NO OPINION <input type="checkbox"/>
Question 3		
Do you agree with installing the proposed 20mph limit on each of the more main roads that are coloured in with red dashed lines on the consultation plan?		
	<b>YES</b>	<b>NO</b>
<b>Arbury Road</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Chesterton High Street</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Gilbert Road</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Green End Road</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>King's Hedges Road</b>	<input type="checkbox"/>	<input type="checkbox"/>
If you wish, please provide any further comments on the proposals (Continue on a separate page if you wish)		

**Thank you for taking the time to provide the council with your views**

Your response is protected by the Data Protection Act and will only be used by Cambridge City Council. Multiple responses from businesses or residences will be accepted

**Questionnaire - Back****An alphabetical list of all the shopping and residential roads affected by Question 2**

Abbots Close	Capstan Close	Fordwich Close	Larkin Close	Pavilion Court	Victoria Park
Abercorn Place	Caravere Close	Fortescue Road	Lauriston Place	Pearl Close	Villa Court
Acrefield Drive	Carisbrooke Road	Forum Court	Lavender Road	Pearmain Court	Wagstaff Close
Acton Way	Carlton Way	Franks Lane	Lawrence Way	Pelham Court	Walker Court
Akeman Street	Carlyle Road	Fraser Road	Laxton Way	Pentlands Close	Walnut Tree Wy
Albemarle Way	Cavesson Court	Frenchs Road	Legate Walk	Perse Way	Warren Road
Albert Street	Chancellors Walk	Gainsborough Close	Legion Court	Pippin Drive	Water Street
Alex Wood Rd	Chapel Street	Garden Walk	Lents Way	Plum Tree CIs	Wavell Way
Alpha Road	Cheney Way	Garry Drive	Leys Avenue	Pretoria Road	Whitfield Close
Amwell Road	Chesterfield Road	George Nuttall CIs	Leys Road	Primary Court	White Rose Walk
Anglers Way	Chesterton Hall Crsnt	George Street	Lilley Close	Primrose Street	Whytford Close
Apollo Way	Chesterton Road (E)	Gilbert Close	Linden Close	Rackham Close	Wilding Walk
Apthorpe Way	Chestnut Grove	Gladeside	Livermore Close	Ramsden Square	Wiles Close
Aragon Close	Church Street	Grasmere Gardens	Logans Way	Redfern Close	Wilson Close
Arbury Court	Clare Street	Grayling Close	Long Reach Road	Ribston Way	Windlesham CIs
Arden Road	Cobholm Place	Green Park	Longworth Avenue	Robert Jennings CIs	Woburn Close
Armitage Way	Cockerell Road	Greens Road	Lovell Road	Roland Close	Woodhead Drive
Arthur Street	College Fields	Grieve Court	Lovers Walk	Roman Courts	Woodhouse Way
Ascham Road	Colwyn Close	Gunning Way	Lynfield Court	Roseford Road	Wynborne Close
Ashcroft Court	Consul Court	Gurney Way	Lynfield Lane	Roxburgh Road	Wynford Way
Ashfield Road	Cook Close	Hale Avenue	Magrath Avenue	Russet Court	
Ashvale	Corona Road	Hale Street	Maio Road	Rutland Close	
Atherton Close	Courtney Way	Hall Farm Road	Maitland Avenue	Sackville Close	
Atkins Close	Cowley Park	Hamilton Road	Maltsters Way	Sandwick Close	
Augustus Close	Cowley Road (N)	Hanson Court	Manhattan Drive	Scarsdale Close	
Aylesborough CIs	Craister Court	Harding Way	Mansel Way	Scotland Close	
Aylestone Road	Crathern Way	Harris Road	Maple Close	Scotland Road	
Bagot Place	Crispin Close	Harvey Goodwin Av	Marfield Court	Searle Street	
Banff Close	Crowland Way	Harvey Goodwin Ct	Mariners Way	Sherbourne Close	
Barnard Way	Cunningham Close	Haviland Way	Markham Close	Sherbourne Court	
Basset Close	Cutter Ferry Close	Hawkins Road	Martingale Close	Shirley Grove	
Bateson Road	Daisy Close	Hawthorn Way	Martins Stile Lane	Somerset Close	
Bayford Place	Dalton Square	Hazelwood Close	Mays Way	Somervell Court	
Beales Way	Darwin Drive	Heath House	Mere Way	Southside Court	
Belvoir Road	De Freville Avenue	Herbert Street	Metcalfe Road	Sovereign Place	
Bermuda Road	Dowding Way	Hercules Close	Midhurst Close	Springfield Road	
Bermuda Terrace	Downhams Lane	Hertford Street	Midwinter Place	St Albans Road	
Birch Close	Dundee Close	Highfield Avenue	Minerva Way	St Andrews Road	
Blackberry Way	Durnford Way	Highworth Avenue	Molewood Close	St Catherines Square	
Blackhall Road	East Hertford Street	Hilda Street	Moncrieff Close	St Kilda Avenue	
Blackthorn CIs	Eastfield	Holland Street	Montague Road	St Lukes Street	
Blanford Walk	Edinburgh Road	Hopkins Close	Montfort Way	Stirling Close	
Borrowdale	Elder Close	Howgate Road	Montgomery Road	Stott Gardens	
Bourne Road	Ellesmere Road	Humberstone Road	Montrose Close	Stretten Avenue	
Brackley Close	Ellison Close	Humphreys Road	Moore Close	Sturmer Close	
Bramley Court	Elmfield Close	Hurrell Road	Mortlock Avenue	Sunset Square	
Brierley Walk	Elmfield Road	Hurst Park Avenue	Moss Bank	Tedder Way	
Briggs Passage	Emperor Court	Inverness Close	Moyne Close	Temple Court	
Brimley Road	Ennisdale Close	Izaak Walton Way	Mulberry Close	The Beeches	
Broad Meadows	Enniskillen Road	Jackson Road	Neptune Close	The Green	
Brownlow Road	Erasmus Close	Jedburgh Close	Nicholson Way	The Grove	
Buchan Street	Essex Close	Jermyn Close	Northfield Avenue	The Pulley	
Butler Way	Evergreens	Jolley Way	Northumberland CIs	Thirleby Close	
Cadwin Field	Fairbairn Road	Kendal Way	Nuffield Close	Thistle St	
Caledon Way	Fallowfield	Kent Way	Nuffield Road	Topham Way	
Callander Close	Fen Road	Kilmaine Close	Nuns Way	Trafalgar Road	
Cam Causeway	Ferrars Way	Kimberley Road	Oak Tree Avenue	Trafalgar Street	
Cameron Road	Ferry Lane	Kinross Road	Orchard Avenue	Tredegar Close	
Campkin Road	Ferry Path	Kirkby Close	Pakenham Close	Tribune Court	
Camside	Finch Road	Kirkwood Road	Tweedsmuir Crt	Verulam Way	
Cannon Court	Fisher Street	Laburnum Close	Union Lane	Victoria Avenue	

**Consultation Pack Envelope**

If undelivered please return to:  
Cambridge 20mph Project Officer  
Cambridge City Council  
Floor 2, Rm 18,  
The Guildhall  
Cambridge  
CB2 3QJ

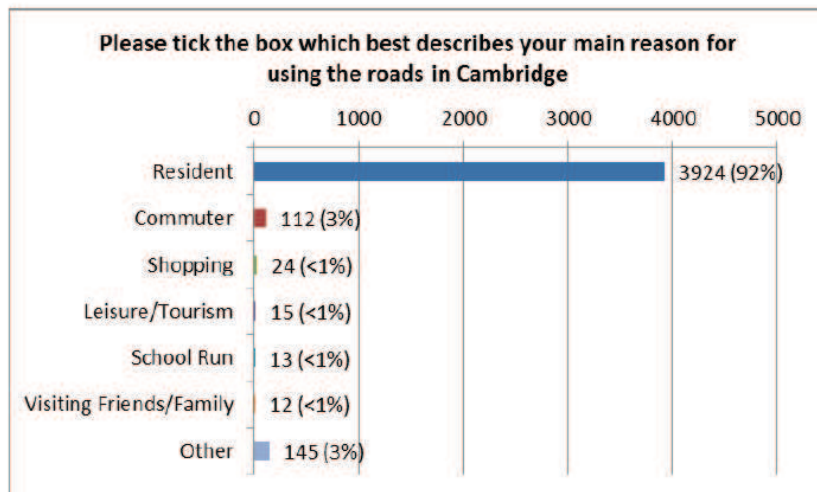
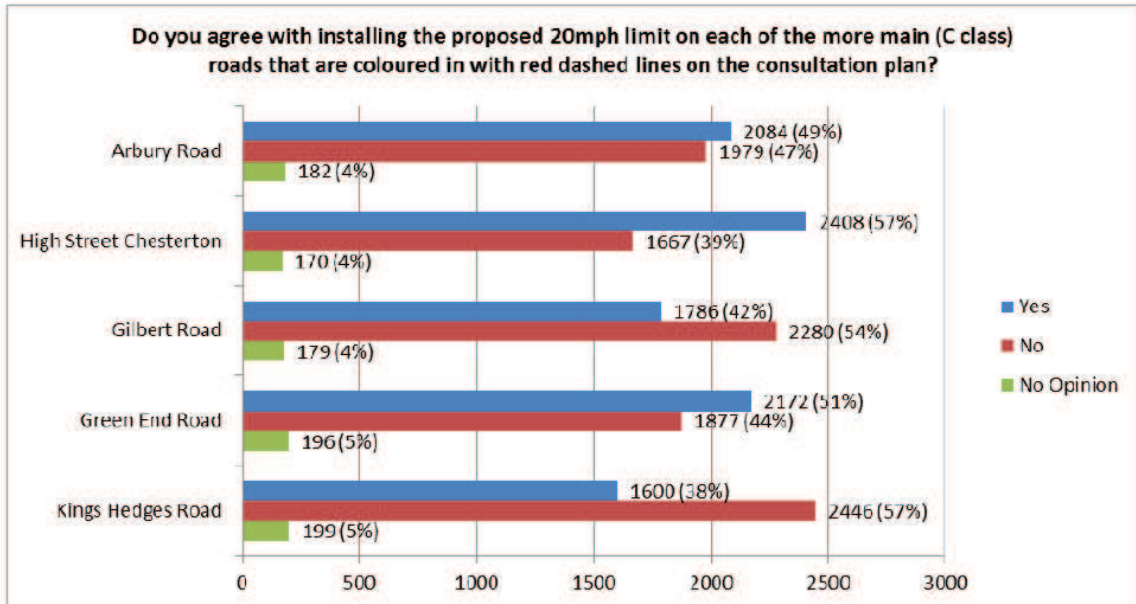
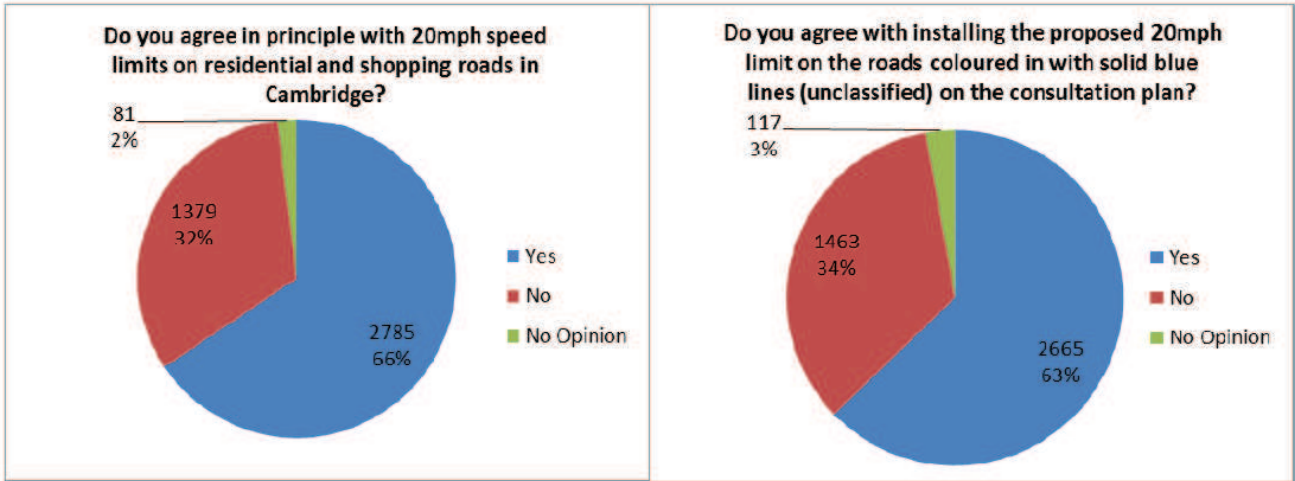


**Important - 20mph speed limit consultation affecting your area  
Please Read**



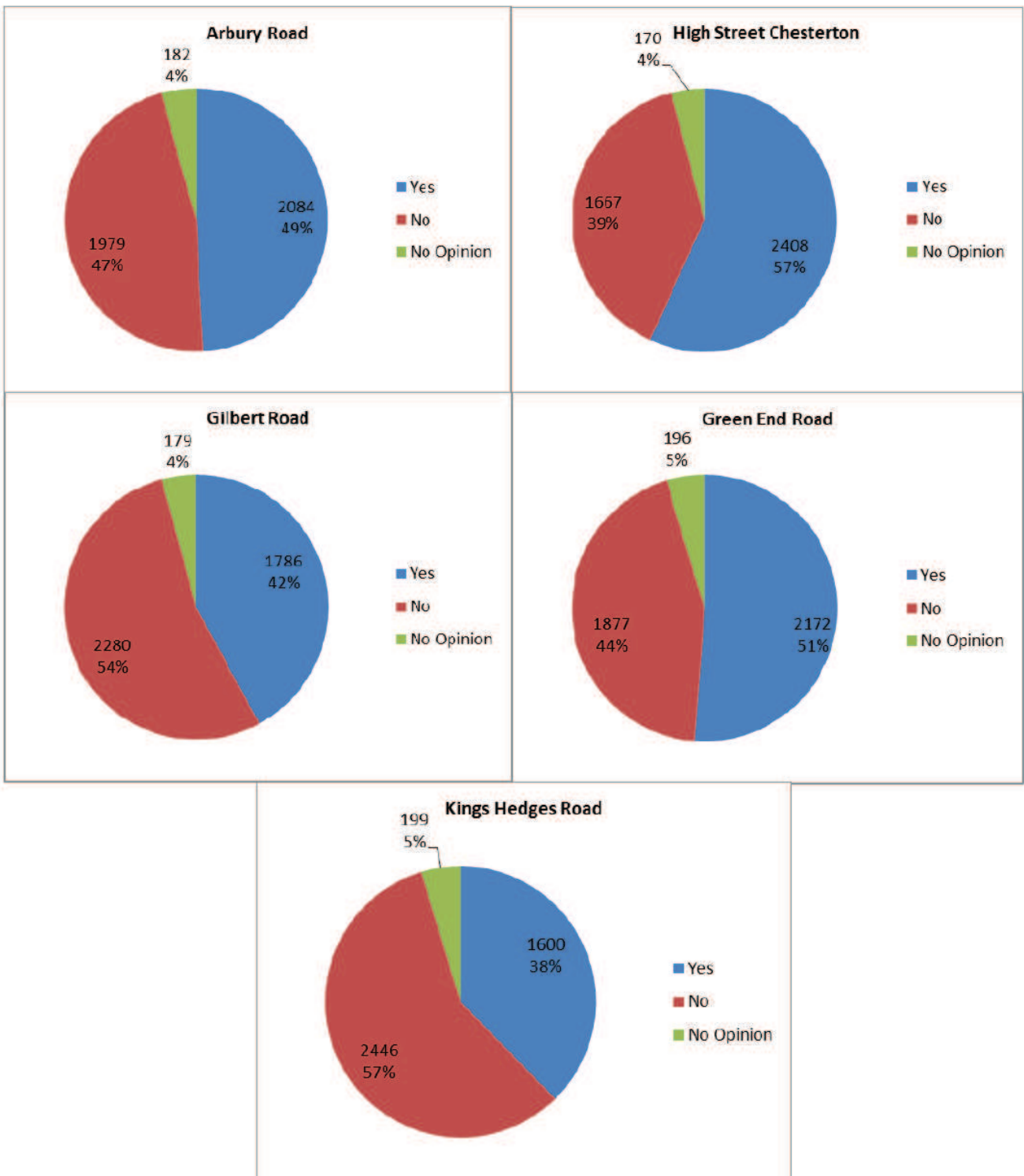
## Appendix C – Consultation Results Summaries (a) Charts

Overall Consultation Results – 4245 responses received in total

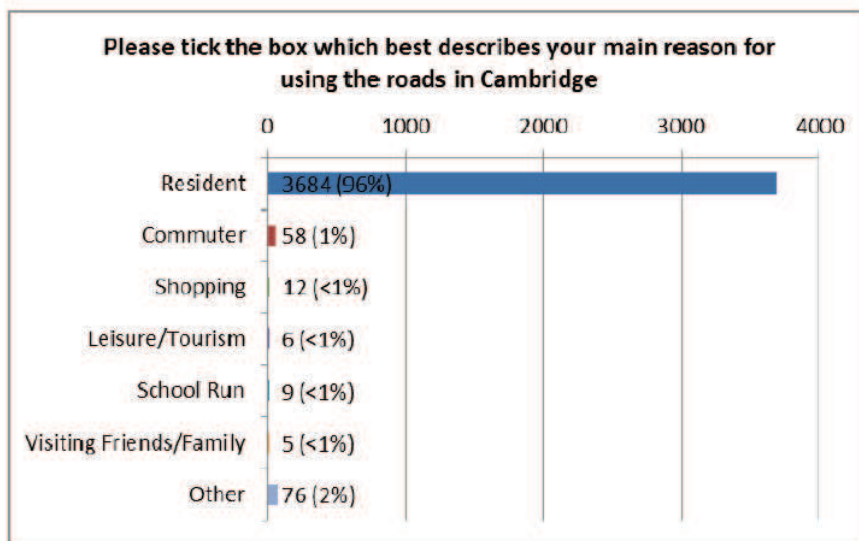
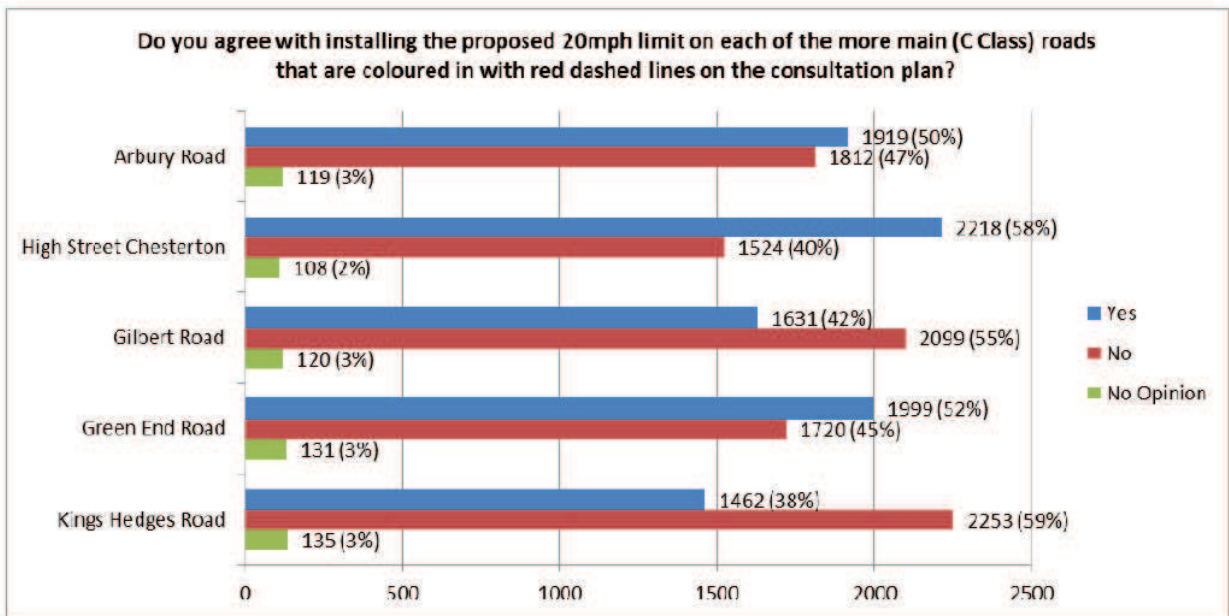
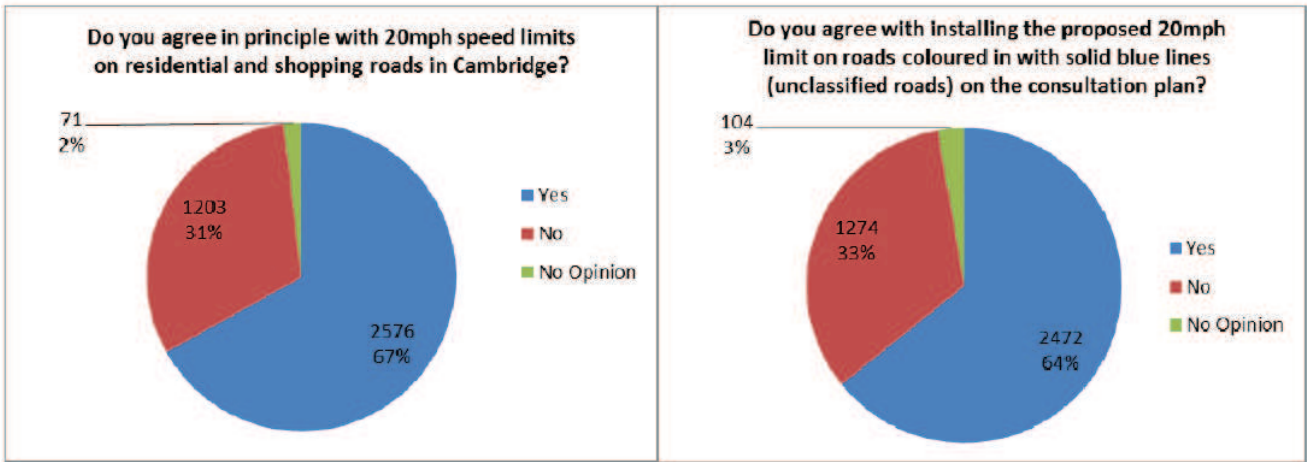




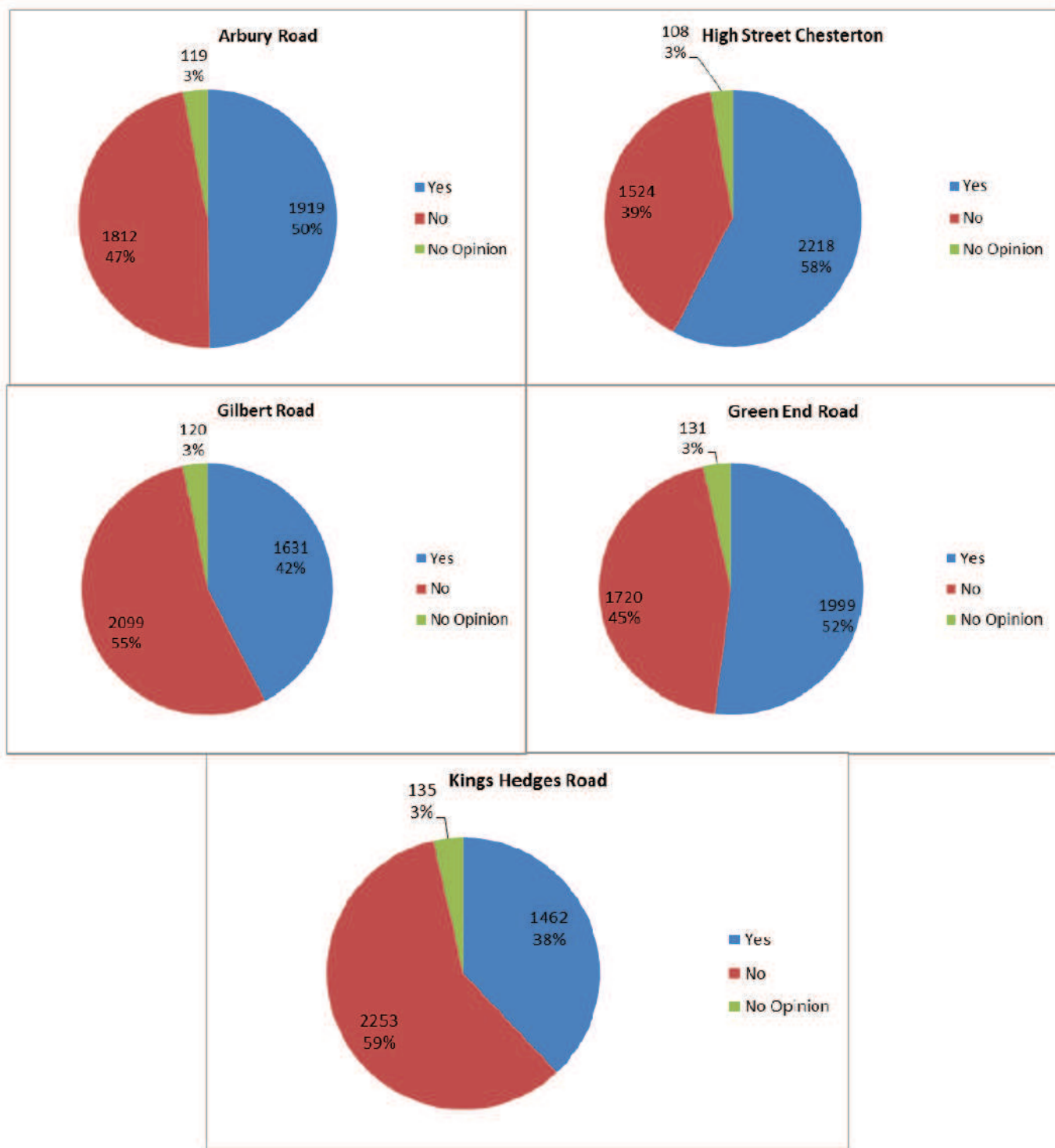
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



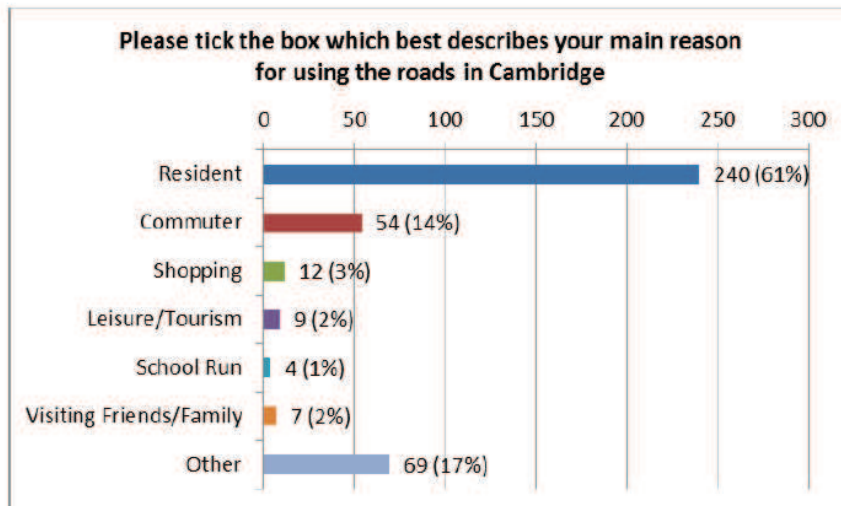
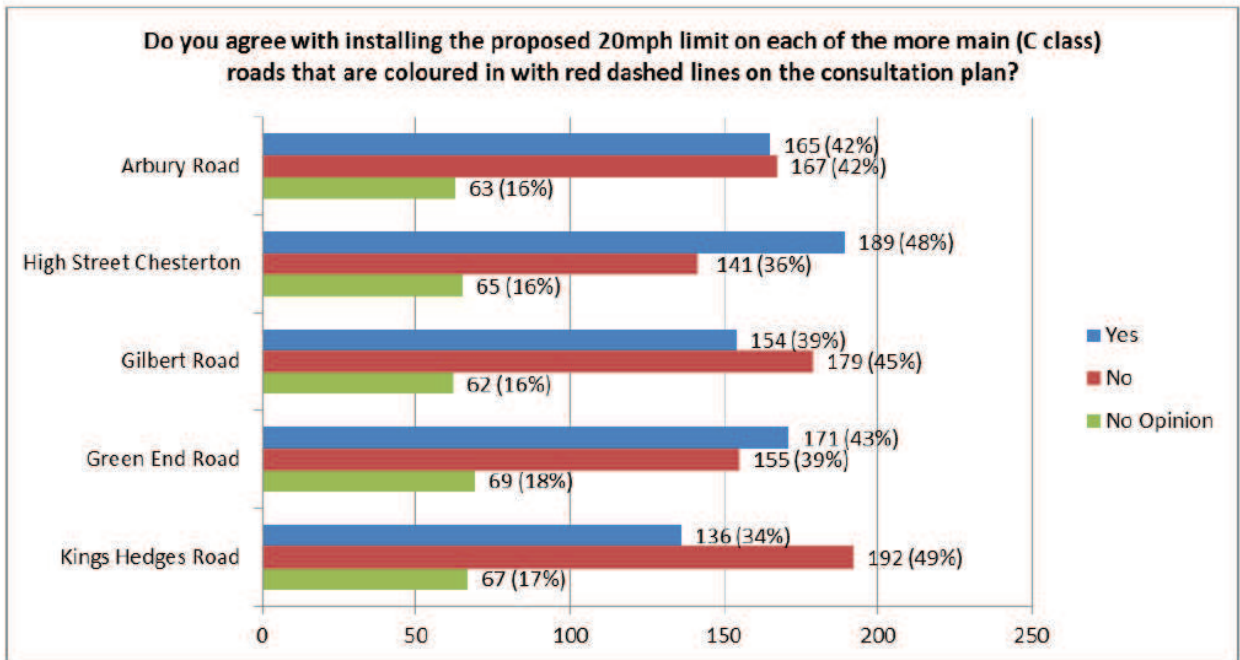
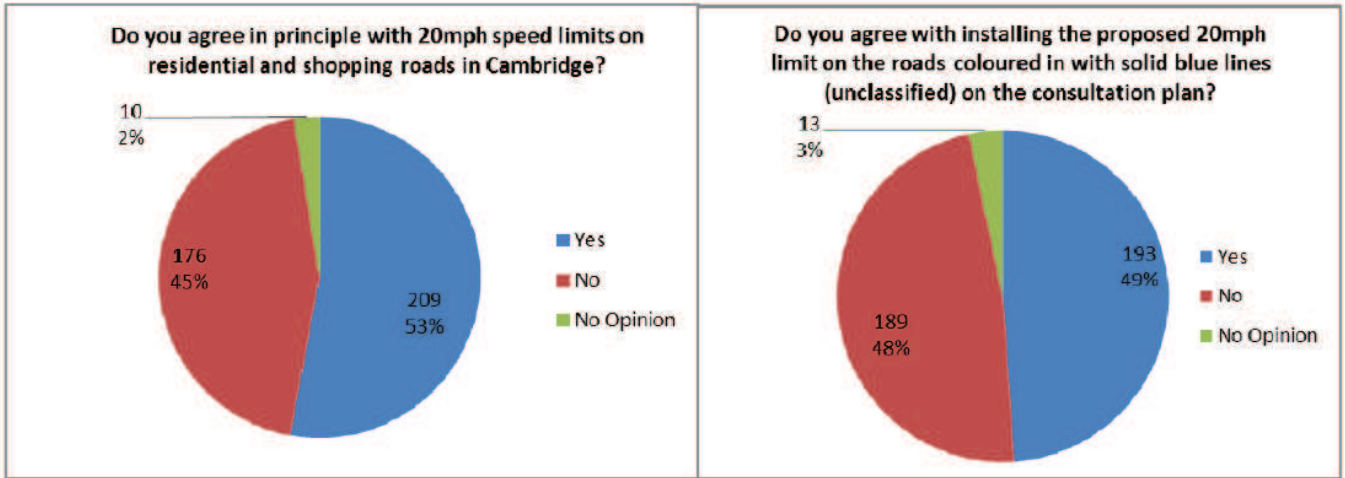
**Consultation results from inside the consultation area – 3850 responses received in total. Of these 3752 from individual addresses (21.7% response rate from 17,321 consultation letters posted)**



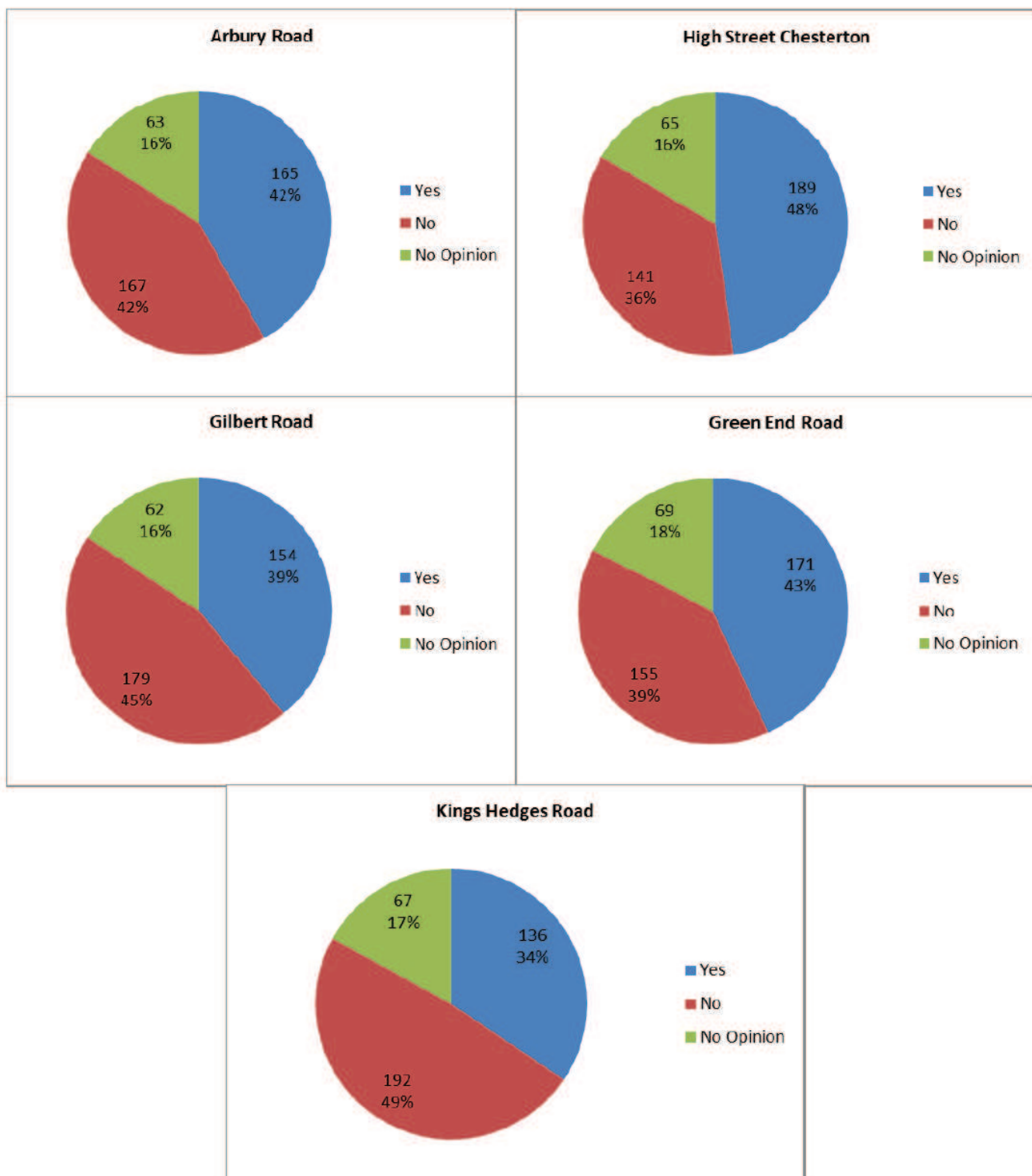
Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



Consultation results from outside the consultation area – 395 responses received in total



Pie Charts for question: "Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?"



**(b) Numerical Tables**

**Cambridge 20mph Project Phase 1 - Consultation results summary**

Overall Responses

		Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?				Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?			
		Arbury Road	High Street	Chesterton	Gilbert Road	Green End Road	Kings Hedges Road		
Yes	2765	2665	2084	2408	1786	2172	1600		
No	1379	1463	1979	1667	2280	1877	2446		
No Opinion	81	117	182	170	179	196	199		
<b>Totals</b>	<b>4245</b>	<b>4245</b>	<b>4245</b>	<b>4245</b>	<b>4245</b>	<b>4245</b>	<b>4245</b>		

Responses from inside consultation area

		Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?				Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?			
		Arbury Road	High Street	Chesterton	Gilbert Road	Green End Road	Kings Hedges Road		
Yes	2576	2472	1919	2218	1631	1999	1462		
No	1203	1274	1812	1524	2099	1720	2253		
No Opinion	71	104	119	108	120	131	135		
<b>Totals</b>	<b>3850</b>	<b>3850</b>	<b>3850</b>	<b>3850</b>	<b>3850</b>	<b>3850</b>	<b>3850</b>		

Responses from outside consultation area

		Do you agree with installing the proposed 20mph limit on the roads coloured in with solid blue lines (unclassified) on the consultation plan?				Do you agree with installing the proposed 20mph limit on each of the more main (C class) roads that are coloured in with red dashed lines on the consultation plan?			
		Arbury Road	High Street	Chesterton	Gilbert Road	Green End Road	Kings Hedges Road		
Yes	209	193	165	189	154	171	136		
No	176	189	167	141	179	155	192		
No Opinion	10	13	63	65	62	69	67		
<b>Totals</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>	<b>395</b>		

## Appendix D – Consultation Response Letter from Police



Mr Ben Bishop  
Cambridge City Council  
Environment and Planning  
Policy and Projects Division  
FREEPOST ANG 6390  
Guildhall  
Cambridge  
CB2 3YA

**Date:** 29 May 2013  
**Our Ref:**  
**Your Ref:** 040-016

Consultation Questionnaire  
Proposed Cambridge City Wide 20mph Speed Limit North Phase

Dear Ben,

Thank you for your consultation questionnaire concerning the above. Unfortunately a simple yes / no / no opinion, answer will not adequately represent the views of Police.

The Department for Transport recently published guidance (DfT Circular 1/2013 Setting local speed limits).

Highlights from that document include:-

Speed limits should be evidence led and self explaining.  
They should encourage self compliance.  
The guidance is to be used for setting all local speed limits.  
Speed limits are only one element of speed management.  
Local speed limits should not be set in isolation.  
They should be part of a package with other speed management measures including engineering.  
If it is set unrealistically low .... It may be ineffective....  
The full range of speed management measures should always be considered before a new speed limit is introduced.  
Mean speeds should be used as the basis for determining local speed limits.

In response to:-

Question 1,  
This question assumes compliance and relevant guidance on how best this can be achieved is provided in the current DfT guidance. Whilst in principle Police support the introduction of 20 mph speed restrictions where the combination of environment and engineering

measures deliver an acceptable level of compliance, we have some concerns that signs and road markings alone may not be effective at all locations. This risks demand for a level of Police speed enforcement activity, sufficient to achieve compliance, that is not practical to achieve. DfT Guidance states:- "... General compliance needs to be achievable without an excessive reliance on enforcement". "... there should be no expectation on the Police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed".

#### Question 2,

Police support the introduction of a 20 mph speed restriction at locations where evidence is available to demonstrate the suitability of a site, in line with current DfT guidance. Which in part suggests:- "... Where means speeds are already at or below 24 mph."

The appearance of a road is an important factor particularly where the effectiveness of a 20 mph speed restriction is reliant on signs and road markings alone, for example at Maids Causeway, Cambridge, where mean speeds within an existing (signs and road markings) 20 mph speed restriction area have recently been recorded at up to 28 mph with non compliance and offending rates of 41.3%.

Police note DfT guidance mentions Portsmouth, where average speeds of 25 mph or higher were present before the introduction of a 20 mph speed restriction and the subsequent reduction in speed once the new lower restrictions were introduced were insufficient to make speeds generally compliant. Bearing this in mind, the results of your traffic surveys and our surveys at fewer sites, would suggest the introduction of a 20 mph speed restriction, by signs and road markings alone may not be effective at some locations coloured blue on the plan.(i.e. those were mean speeds above 24 mph have been recorded)

#### Question 3,

The roads marked with a red and white coloured dotted line on the consultation plan vary in their appearance, with some benefitting from traffic calming measures. Some of the roads currently being considered for inclusion within this project, i.e. Kings Hedges Road, Arbury Road, Gilbert Road have a very similar appearance to some of the "A" and "B" class roads that form part of the highway network in this part of the city but have been excluded from the project on the basis that "these roads are not currently suited to 20 mph". Other than being the responsibility of Cambridgeshire County Council, if the "A" and "B" class roads are not suited to a 20 mph speed restriction then what justification is there to introduce a 20 mph speed restriction on roads which are similar in appearance and upon which speeds of up to 93 mph (Gilbert Road) have recently been recorded as part of our joint traffic survey work?

Where mean speeds above 24 mph were recorded, then in the absence of engineering measures to improve compliance, Police question the introduction of a 20 mph speed restriction at Arbury Road, Gilbert Road or Kings Hedges Road which are likely to require significant levels of Police speed enforcement to achieve compliance.

Clearly if and until this project is implemented its success will be difficult to precisely predict. Whilst there are benefits allied to the introduction of a 20 mph speed restriction Police have concerns about the level of speed enforcement that may be necessary to achieve compliance.

If following the consultation process the scheme proceeds to the implementation stage, please can consideration be given to the use of an experimental Traffic Regulation Order? This would allow the scheme to be implemented and for its effectiveness to be monitored for up to 18 months before a final decision is made on whether to make the Traffic Regulation Order permanent or not, as well as what if any additional engineering measures may be required to help deliver a successful scheme.



Finally, excess speed will generally be a feature on most roads. Using data obtained from our recent comparative surveys at a limited number of roads within Cambridge the results suggest that if a 20 mph speed restriction without additional measures is introduced, some locations are likely to experience a level of offending that would be a serious concern and likely to remain so regardless of Police speed enforcement.

Yours Sincerely

S.K.Chessum

pp. Chief Inspector Richard Hann

Head of the collaborated Bedfordshire, Cambridgeshire and Hertfordshire Road Policing Unit  
Joint Protective Services  
Letchworth Police Station  
Nevels Road  
Letchworth Garden City  
Hertfordshire  
SG6 4TS  
01438 757717

## Appendix E – Consultation Response Letter from CTC

# right to ride network



Cambridge City Council  
Environment and Planning  
Policy and Projects Division,  
FREEPOST ANG 6390  
The Guildhall  
Cambridge: CB2 3YA

Sent by email to:

Please reply to:

Mr Rupert Goodings  
CTC Representative  
c/o 2, The Willows; Camside  
Cambridge  
CB4 1NA  
Tel: 01223 851549  
email: rg-ctc@ecotel.demon.co.uk

1 July 2013

Dear Sirs,

### **Cambridge City-Wide 20mph Speed Limit – North Phase** *(public consultation; May 2013)*

I am writing as the Cyclists' Touring Club Representative for Cambridge City and Cambridgeshire.

I wish to express my strong support for the early and complete introduction of the proposed city-wide 20 mph limit in Cambridge City. As the consultation for this first phase recognises, the introduction of 20 mph limits is strongly supported by CTC and other cycling organisations. Lower vehicle speeds are one of the best ways to improve road safety for both cyclists and pedestrians and thus to encourage more people to cycle and to walk.

I am particularly pleased that Cambridge are proposing to introduce a city wide scheme with the eventual objective that all the city streets, excluding a few A and B roads, benefit from the 20 mph limit. Given that Cambridge City has the highest cycling modal share in the country (by far) I think this introduction of city-wide 20 mph speed limits is somewhat overdue. Many other UK cities have already introduced 20 mph limits and are already reaping the benefits in higher levels of cycling and walking and in less severe accidents.

I note that the consultation invites specific comments on the proposal to include some C-roads in the scheme where traffic volumes are higher and often where vehicle speeds are higher. I think all of these roads should be included; I support the widest possible application of 20 mph limits and I think that as many roads as possible should be included. In particular, all of the following roads that are highlighted in this first consultation should be included: Chesterton High Street; Green End Road; Arbury Road; Gilbert Road and Kings Hedges Road. I would prefer that the scheme was more extensive; specifically, I think that Victoria Road is wrongly omitted and should be included in the North Phase.

In each case, I think there are strong reasons for all these roads to be included as I detail below.

**Chesterton High Street:** There are high levels of cycle and pedestrian traffic on this road. The pedestrian desire lines cross the road at many different places to access homes and shops. This area also has a higher than average percentage of elderly residents, who often struggle to

Right to Ride is CTC's volunteer campaign network – working for all cyclists at the local level.

CTC - the UK's national cyclists' organisation provides a comprehensive range of services, advice, events and protection for its members. CTC Charitable Trust, CTC's charity arm, works to promote cycling by raising public and political awareness of its health, social and environmental benefits, and by working with all communities to help realise those benefits.



Founded 1878

Patron: Her Majesty the Queen  
President: Jon Snow

Cambridgeshire Cyclists' Touring Club – Right to Ride Network

cross the road due to the high traffic volume and the high speeds. Sadly, the existing speed humps and the controlled crossings have not reduced the vehicle speeds enough. I think it is essential that this road is included in the scheme.

Green End Road: Again there are high levels of cycle and pedestrian traffic with both school and residential needs. There is a lot of commuter cycling on this road, with a sharp peak in cycle movements at rush hour. There is a specific problem with large vehicles using the section between Nuffield Road and Milton Road and there may be a need to consider some additional measures to curb speeds in this short section. I think it is essential that this road is included in the scheme.

Arbury Road: This road is currently a relatively hostile environment for cyclists, and I believe this leads to lower levels of cycling. I think it likely that there is suppressed demand from cyclists on this road, particularly on the southern section. The high traffic volumes, combined with parked cars and the narrow roadway means that this will remain a relatively hostile environment for cyclists. However, the combination of schools and residential use means that this road must also be included in the scheme.

Gilbert Road: The recent new cycle lanes are a good improvement for cyclists, but the removal of the parked cars has led to higher vehicle speeds (as was predicted at the time). The result is an environment that is still too hostile for cyclists. Given the large number of schools and the residential needs, and it clear that lower vehicle speeds are needed and hence it is important that this road is included in the 20 mph limit. But I also think that some new speed reduction measures may also be needed to achieve the wanted speed reduction (see below). I note that some speed reduction measures were proposed when the new cycle lanes were being built, and I suggest the expected lack of enforcement means that these measures are now needed. But even without these additional measures, I think this road should be included in the scheme.

Kings Hedges Road: This is currently a hostile environment for cyclists, and I believe this is part of the reason for the current low levels use by cyclists and pedestrians. I again support the introduction of the 20 mph limit here, even though I suspect that 20 mph limit may only have limited impact on actual vehicle speeds unless additional speed reduction measures are introduced (see below).

Victoria Road: This road is currently a relatively hostile environment for cyclists due to narrow lanes and high volume of traffic. I believe this leads to lower levels of cycling; i.e. there is suppressed demand from cyclists. The high traffic volumes and the narrow roadway means that this will remain a relatively hostile environment for cyclists. But I am disappointed that this road is not included in the proposed scheme.

Most of these itemised roads have higher average vehicle numbers. More important, I think the average vehicle speeds conceal a more serious problem. In my experience, a significant minority of vehicles drive recklessly at dangerous speeds, with some exceeding the existing 30 mph speed limits. For this reason, I would like to see the widest possible adoption of 20 mph limits, to reduce this temptation for excessive speeds when the roads are quieter.

I specifically wish to oppose any suggestion that some of these itemised roads should be excluded from the 20 mph limits due to the difficulties of relying on "self enforcement" of the lower speed limit. This concern is reflection of the publicly stated policy of the Police that "20 mph speed limits should be self enforcing". I oppose this for two reasons. First, I argue that even a modest reduction in speeds would be desirable, and there is evidence from previous schemes that 20 mph speed limits are more effective in reducing vehicle speeds when they are applied widely and consistently. Second, I argue that the correct response to the challenge of "self-enforcement" is to install additional speed reduction measures on any of the roads where

Cambridgeshire Cyclists' Touring Club – Right to Ride Network

average speeds remain above 20 mph. I have suggested that these may be needed on both Gilbert Road and on King Hedges Road.

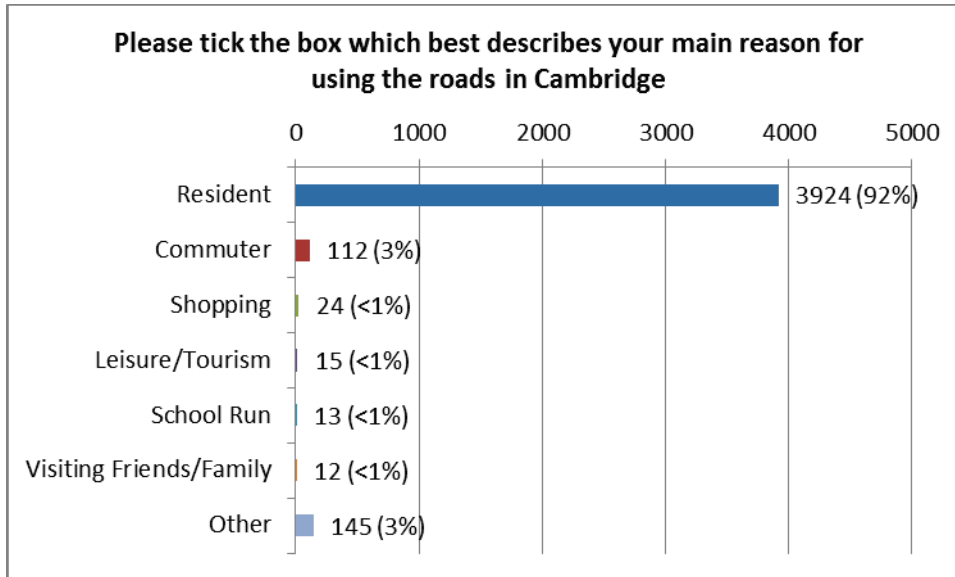
In summary, I welcome this introduction of City-wide 20 mph speed limits in Cambridge with the 20 mph limit being applied to as many city roads as possible. I would strongly ask that all of the itemised and proposed roads are included in the Phase 1 scheme. I would also hope that you will proceed with the subsequent phases as quickly as possible. CTC, along with the majority of cyclists and pedestrians, would like this change to be implemented as widely as possible and as soon as possible.

Yours faithfully

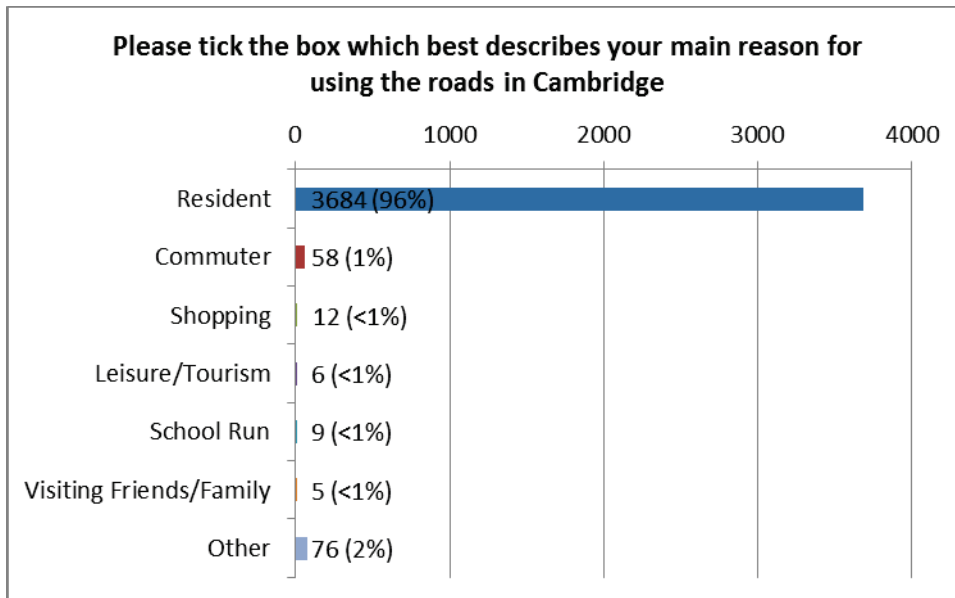
Rupert Goodings.

## Appendix F – Summary Charts illustrating respondent’s main reason for using the Cambridge Road network

(a) Overall



(b) From inside the consultation area



(c) From outside the consultation area

