



EAST AREA COMMITTEE



AGENDA

To: City Councillors: Blencowe (Chair), Owers (Vice-Chair), Baigent, Benstead, Hart, Herbert, Johnson, Roberts, Robertson, Sinnott, C. Smart and Smith

County Councillors: Kavanagh, Moghadas, Walsh and Whitehead

Dispatched: Wednesday, 21 October 2015

Date: Thursday, 29 October 2015

Time: 7.00 pm

Venue: Meeting Room - Cherry Trees Day Centre

Contact: Sarah Steed

Direct Dial: 01223 457013

Public Exhibition: East Cambridge Urban Park

Representatives from Anderson Group would like to present their options for the land at East Cambridge Urban Park (Cambridge Lakes).

Members of the Committee and the public are invited to view the exhibition before the start of the meeting and during the break.

1 Apologies For Absence

2 Declarations Of Interest

Members of the committee are asked to declare any interests in the items on the agenda. In the case of any doubt, the advice of the Head of Legal should be sought **before the meeting**.

Minutes And Matters Arising

3 Minutes (Pages 7 - 18)

To confirm the minutes of the meeting held on 2 July 2015.

4 Matters & Actions Arising From The Minutes (Pages 19 -

20)

Reference will be made to the Committee Action Sheet available under the 'Matters & Actions Arising From The Minutes' section of the previous meeting agenda.

General agenda information can be accessed using the following hyperlink:

<http://democracy.cambridge.gov.uk/ieListMeetings.aspx?CommitteeId=147>

Open Forum: Turn Up And Have Your Say About Non-Agenda Items

5 Open Forum

Refer to the 'Information for the Public' section for rules on speaking.

Items For Decision

6 Environmental Data Reports - EAC *(Pages 21 - 58)*

7 EAC Local Highways Improvement Programme 2016-17
(Pages 59 - 138)

8 S106 Priority-Setting: East Area Project Proposals
(Pages 139 - 156)

9 Appointment to Outside Body
• Cambridge Airport Consultative Committee

10 Ridgeon's Cromwell Road Draft Planning and Development Brief SPD *(Pages 157 - 166)*

Items For Discussion Including Public Input

11 Oral Report from Rebecca Avery, Police and Crime Commissioner Outreach Worker

12 County Council - Lighting Proposal *(Pages 167 - 176)*

13 Presentation on the Abbey Chesterton Bridge Options
(Pages 177 - 178)

- 14 **Access from Rail Station to Cambridge Leisure** (*Pages 179 - 184*)

- 15 **Record of Urgent Decisions taken by the Chair, Vice Chair and Spokesperson for East Area Committee**
To note decisions taken by the Chair, Vice Chair and Spokesperson since the last meeting of the East Area Committee.

- 15a S106 Decision - St Thomas Play Area (*Pages 185 - 194*)

Meeting Information

Open Forum Members of the public are invited to ask any question, or make a statement on any matter related to their local area covered by the City Council Wards for this Area Committee. The Forum will last up to 30 minutes, but may be extended at the Chair's discretion. The Chair may also time limit speakers to ensure as many are accommodated as practicable.

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EAST AREA COMMITTEE2 July 2015
7.00 - 9.30 pm

Present: Councillors Blencowe (Chair), Owers (Vice-Chair), Baigent, Benstead, Herbert, Johnson, Roberts, Robertson, Sinnott, C. Smart, Smith, Walsh, Whitehead and Moghadas

County Councillors: Moghadas, Walsh and Whitehead

Officers:

Operations Manager – Community Engagement and Enforcement Wendy Young

Safer Communities Section Manager: Lynda Kilkelly

Committee Manager: James Goddard

Committee Manager: Sarah Steed

Other Officers:

Sergeant Colin Norden

FOR THE INFORMATION OF THE COUNCIL

15/18/EAC Election of Chair and Vice Chair - EAC

The Committee Manager took the chair whilst the East Area Committee elected a chair.

Councillor Sinnott proposed, and Councillor Baigent seconded, the nomination of Councillor Blencowe as Chair.

Resolved 7 votes to 0 that Councillor Blencowe be Chair for the ensuing year.

Councillor Roberts proposed and Councillor Sinnott seconded the nomination of Councillor Owers as Vice-Chair.

Resolved 7 votes to 0 that Councillor Owers be Vice-Chair for the ensuing year.

Councillor Blencowe assumed the Chair from the Committee Manager at this point.

15/19/EAC Apologies For Absence

Apologies were received from City Councillor Hart and County Councillor Kavanagh.

15/20/EAC Declarations Of Interest

No interests were declared.

15/21/EAC Minutes

To be provided at the next meeting.

15/22/EAC Matters & Actions Arising From The Minutes

Open forum 08/01/15 monitoring of planning condition relating to student accommodation

Councillor Blencowe confirmed that reactive rather than proactive monitoring was taking place. The issue was discussed at the 1 July 2015 Planning Committee. A briefing on student accommodation would be held for councillors in August or September.

Tenison Road Bollards outside numbers 37/39 and the junction with Mill Road

It was confirmed that one bollard had been replaced on - 22 June 2015.

Notification of the Devonshire Road new cycle link

Councillor Blencowe confirmed that the cycle link came to Planning Committee July 2015 and he would continue to liaise with Mr Leigh on this issue.

Making the maximum financial return from assets

Councillor Whitehead confirmed that the County Council was being pushed to maximise financial return of assets. However finance was not the only criterion and a list other criteria would be considered on a disposal.

Councillor Walsh confirmed that assets could be sold at less than best value, but any such decision had to be approved by Full Council.

Environmental Data Reports – EAC

Cllr Roberts to liaise with Cllr Sinnott regarding scheduling another community clear out opportunity.

15/23/EAC Open Forum

1. **Mr John Franks requested that the sand in Sleaford Street Play Park was replaced, as cats had excreted in the sand.**

ACTION: Councillor Blencowe confirmed that he would follow this matter up with Declan O'Halloran Technical Officer.

2. **Mr Richard Taylor raised concerns about the summer activity programme for boys. The summer activity programme for girls had a large range of activities which included dancing and hula hooping whereas the only activity offered for boys was a small discount on swimming which seemed unfair. It was acknowledged that there was a difference in activity levels between boys and girls but this should not affect the number of activities offered to boys and girls.**

Councillor Blencowe stated that there was a large programme of children's activities across the City and that this should be considered in context.

Councillor Johnson stated that the project was meant to address the gap in participation in activities. Only half as many women participate in sport compared to men. Councillor Johnson had had a discussion with the Head of Communities, Arts and Recreation and dance classes had specifically been requested.

3. **Dr Tony Eva raised concern about climate change and stated that England had experienced one of the warmest ever July days. Did the Council feel that climate change was a great threat and what was the Council doing about it?**

Councillor Owers confirmed that climate change fell within his remit as the Executive Councillor for Finance and Resources. The City Council's Climate Change Strategy was being reviewed and was going to Strategy and Resources Committee in October 2015 for consideration. The Council needed to look at how it could work with other organisations to reduce their carbon footprint and how Cambridge could be adapted to deal with climate change. One climate change issue that Cambridge was at serious risk of was water shortage. Mr Eva was encouraged to attend the Strategy and Resources Committee in October when the matter would be considered.

ACTION: Councillor Owers to liaise with Dr Eva regarding the Climate Change Strategy.

Councillor Sinnott said important research had been carried out over the past year into climate change and inequalities. New initiatives had been made as a result. One example was that Councillor Roberts had looked at a number of different materials which could be recycled.

Councillor Smart commented that climate change was an issue which created a great deal of debate but was an issue that the Council was taking very seriously. The Climate Change Strategy looked at attempts to get people from driving their cars onto other modes of transport. Councillor Smart was also pleased to see a whole series of houses had applied to have external insulation so that less money would need to be spent on heating and cooling the properties. New developments on the edge of the city had also taken steps to provide greener development.

Mr Frank Gawthrop commented in relation to solid wall insulation that there had been 2 applications in Tenison Road which had been withdrawn following objections from the Conservation Officer. It would have been helpful for the public, if there had been guidance provided about the installation of solid wall insulation within a conservation area.

Councillor Whitehead signposted Climate Change Strategy information on the County Council website.

4. Ms Melanie D'Souza raised a concern regarding education particularly relating to pressures of overly subscribed schools places at St Phillips School.

St Philip's Primary School in Romsey Town is regularly and increasingly oversubscribed. It appeared to me that the current council response is to do nothing until Abbey Meadows School reached capacity from the overflow of Romsey children. Is this the case?

-What work is the County and City Council doing on this issue? What are the projected numbers of school age children in Romsey in future years? What extra places would be needed at St Phillip's to satisfy local demand?

-What response is being considered? What consideration has been given to:

- a) alter catchment areas**
- b) increase the capacity of St Philip's site**
- c) build another school, when, where and how?**
- d) extending Abbey Meadows**

What are the issues that affect the Council's decision making? What factors are beyond their control? What are the pros and cons of the options above?

Councillor Whitehead stated that a written response had been provided to Ms D'Souza by an Education Officer. The County Council had a statutory responsibility to provide school places and the County Council completed the admissions process for all schools. As far as possible the County Council did try to accommodate the parent's choice and 96% of parents got their first choice of school. There were no plans to build a school. Provided children were able to get a school place then there would be no plans to build a school, however this would be kept under review. The County Council had to ensure that a child was provided with a place at a school however it could not guarantee that the child would be offered a place at the parent's school of choice. There was an appeals procedure for parents if their children were placed in different schools.

Councillor Smith stated that this was a big issue in Romsey. Abbey Meadows School was probably in statutory terms within the area but the route to school, in terms of the nature of the journey and distance to the school should be taken into account and this should be kept under review.

Councillor Baigent stated that it did not seem right in Romsey that a family had to pass a school in order to get to another school.

Councillor Smart commented that this was an issue which had arisen over the last 3-4 years and could understand the difficulties if a family had one child at St Phillips School and another at Abbey Meadows. There was a problem if no further expansion was planned for St Phillips, this seemed to be an issue which showed no sign of going away.

Councillor Moghadas had spoken with a resident who was very upset and stated that they may have to move because of the different schools that their children attended. It sounded collectively like there was an issue regarding school places in Romsey.

ACTION: Cllr Whitehead to liaise with Ms D'Souza regarding school places query post meeting.

15/24/EAC Policing & Safer Neighbourhoods - EAC 2 Jul 2015

The Committee received a report from Sergeant Colin Norden regarding the policing and safer neighbourhoods' trends.

The report outlined actions taken since the Committee on 8 January 2015. The current emerging issues/neighbourhood trends for each ward were also highlighted (see report for full details).

Previous priorities and engagement activity noted in the report were:

- i. Tackling the supply of drugs in the East area
- ii. Anti-social behaviour (ASB) in the Petersfield and Mill Road areas.
- iii. Speeding and anti-social cycling

The Committee discussed the following policing issues:

- i. Work to address antisocial behaviour in Petersfield open spaces.
- ii. Public Space Protections Orders. These addressed a lot of anti-social behaviour issues associated with street drinking in the Mill Road area. They were being monitored to ensure that anti-social behaviour was not being moved from one area to another (i.e. somewhere without a Public Space Protections Order.)
- iii. Measures to address street drinking:
 - Reduce the strength campaign.
 - Review of premises licences where alcohol was knowingly sold to intoxicated people.
 - Intelligence/evidence from residents very much welcomed.
 - The street life community needed space too.
- iv. How to report issues by email instead of using the 101 telephone number.

ACTION: Lynda Kilkelly to circulate email contact details.

- v. Tenison Road residents to meet the Speedwatch Co-ordinator to address speeding in Tenison Road.
- vi. Bike thefts in Petersfield ward.
- vii. Residents could register details about their property (e.g. serial numbers, descriptions, photos etc) on <https://www.immobilise.com/> to give the Police sufficient details to identify and return stolen property.
- viii. Drug dealing in Romsey Recreation Ground toilets.

Members of the public and Councillors asked a number of questions, as set out below.

1. Mr Richard Taylor asked whether statistics were kept on the use of Public Space Protection Orders (PSPO) and if fixed penalty notices were issued how many people went to court.

Sergeant Norden responded that a common sense approach was being taken to the issuing of fixed penalty tickets. Police Officers carried a pocket notebook should an incident need to be recorded.

Lynda Kilkelly stated that a procedure was in place to collect statistics however because the Order was new there were currently no statistics. The statistics would be reported back to the Committee.

2. Ms Cranmer asked what action was being taken against people who drove across the pavement at Tenison Road.

Sergeant Norden said that the Police would issue tickets or warnings if they witnessed an incident. Residents had passed a film of pavement parking to the Police which was being processed. A notice of intended prosecution is likely to follow.

3. Councillor Owers requested confirmation what the fixed tickets were usually issued for in relation to anti-social cycling.

Sergeant Norden confirmed that tickets for anti-social cycling were usually issued for cycling on the pavement or cycling through a red light.

4. Councillor Sinnott asked whether a breakdown of domestic violence statistics and data could be provided.

Lynda Kilkelly confirmed that this information would need to be found manually and would therefore be an issue surrounding resources. However this may be able to be provided as a separate item in the future.

5. Councillor Benstead stated that it appeared that there had been an increase in violent crimes and asked whether there was a reason for this.

Sergeant Norden confirmed that the Police had changed the way in which violent crimes were recorded and this might account for the increased figures.

Resolved (unanimously) to agree the following priorities:

- i. Continue with the work against the supply of Class A drugs and the presence of persons linked to organised crime groups from the London area.
- ii. Continue to target street drinking and alcohol-related ASB in the Petersfield and Mill Road areas.
- iii. Continue to address road safety matters such as vehicle speeding and anti-social cycling.

15/25/EAC Environmental Data Reports - EAC

The Committee received a report from the Operations Manager – Community Engagement and Enforcement. She brought the report up to date by stating:

- Riverside would now be included in priority 2 patrols for dog fouling
- Cleansing work had been undertaken on priority 8 cleansing around bench and surrounding area at Cavendish Road / Mill Road junction.

The report outlined an overview of City Council Refuse and Environment and Streets and Open Spaces service activity relating to the geographical area served by the East Area Committee. The report identified the reactive and proactive service actions undertaken in the previous quarter, including the requested priority targets and reports back on the recommended issues and associated actions to be targeted in the following. It also included key officer contacts for the reporting of waste and refuse and public realm issues.

The following were suggestions for members on what action could be considered for priority within the East Area for the quarter of July to September 2015. Amendments detailed by the Operations Manager – Community Engagement and Enforcement are shown underlined:

Continuing priorities:

- i. Enforcement patrols to tackle fly tipping at The Broadway and at Ekin Road
- ii. Early morning patrols for dog fouling at the following locations:
 - Romsey Recreation Ground
 - Petersfield Recreation Ground
 - Cannon Green
 - St Thomas's Square and Road
 - Ravensworth Gardens play areas

- Coldhams Common
 - Thorpe Way area
 - Riverside from Midsummer Common to Stourbridge Common
- iii. Enforcement patrols to deal with the litter issues at Cambridge Leisure Park at Clifton Road including liaison and educational work with nearby schools and colleges.
 - iv. Enforcement work to tackle bins on streets in the Romsey and Petersfield areas.
 - v. Enforcement work to tackle the environmental crime issue on Rope Walk including fly tipping and abandoned vehicles.

New suggested priorities:

- vi. Park deep cleanse, to include removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping at Ditton Fields Recreation Ground, Brooks Road Play Area, Coleridge Recreation Ground and Flower Street play area.
- vii. Patrols to deal with illegal encamping at Barnwell East and West nature reserves.
- viii. On-going Cleansing around bench and surrounding area at Cavendish Road / Mill road junction.

The Committee discussed the following issues:

- i. Dog fouling in Riverside and Cavendish Road areas.
- ii. Clarifying details on the City Council webpages regarding the difference between ward blitzes and ward clear outs. Residents would then know what to expect when a blitz or clear out was timetabled.
- iii. Enforcement action against vehicles without valid road tax.
- iv. Fly tipping in Ekin Road.

In response to Members' questions the Operations Manager – Community Engagement and Enforcement said the following:

- i. If a property did not have off street storage for waste receptacles, then alternative waste collection could possibly be offered by the City Council.
- ii. Some notices had been issued to those properties who did not store their waste receptacles correctly.
- iii. The City Council had devolved powers from the DVLA to obtain registered keeper details for vehicles. One requirement of this devolved power was that the City Council was heavily audited to ensure that information was being obtained, used and stored correctly.

A Member of the public asked whether allotment holders were permitted to have bonfires on their allotments or whether holders broke the rules if they did have a bonfire.

It was confirmed that allotments fell within the remit of Councillor O'Reilly and the officer would liaise with the relevant teams to provide an answer.

ACTION: Operations Manager to investigate the issue of the bonfire on Burnside Allotment, and if this contravened Allotment regulations (land was not managed by the Council but by an allotment society.)

Following discussion, Members unanimously resolved to approve the continuing and new suggested priorities for action as amended above.

15/26/EAC Appointment of Outside Bodies

Resolved that Councillor Hart be the representative for the East Barnwell Community Centre for the ensuing year.

Resolved that the appointment of the representative for Cambridge Airport Consultative Committee be deferred to the next meeting.

ACTION: Committee Manager to check if this can be deferred, or should be an out of cycle decision.

15/27/EAC Access From the Main Rail Station to Cambridge Leisure

The Committee received the information report.

ACTION: Councillor Blencowe as Chair to invite Mike Davies Team Leader - Cycling Projects, Cambridgeshire County Council to the next Committee meeting to provide a report on, and answer questions about access from the rail station to Cambridge Leisure.

The meeting ended at 9.30 pm

CHAIR

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Committee	East Area Committee
Date	2 July 2015
Updated on	

ACTION	LEAD OFFICER/ MEMBER	TIMESCALE	PROGRESS
Open Forum Cllr Blencowe to follow up replacement of sand at Sleaford Street play area	Cllr Blencowe / Declan O'Halloran	29/10/15	Sand replenished w/c 6 July 2015.
Open Forum Cllr Owers to advise Dr Eva regarding public consultation on climate change strategy	Cllr Owers	29/10/15	
Open Forum Cllr Whitehead to liaise with Ms D'Souza regarding school places query post meeting.	Cllr Whitehead	29/10/15	
Police and safer neighbourhoods Sgt Norden / Lynda Kilkelly to circulate email contact details instead of using 101.	Sgt Norden / Lynda Kilkelly	29/10/15	Lynda Kilkelly circulated details by email 13/7/15 and 23/7/15 and 17/8/15.
Environmental Data Report Wendy Young to liaise with the appropriate council teams who deal with bonfires	Wendy Young / Yvonne O'Donnell	29/10/15	Information on bonfires can be found on the council website: https://www.cambridge.gov.uk/bonfires As to whether a bonfire can be a statutory nuisance unless the person in control of the allotment can be found to be in some way responsible then each allotment holder would be treated as an

			<p>individual, what this means is you can't necessarily add up all the bonfires into one case and call it nuisance overall. Each person is only responsible for their fire/smoke.</p> <p>In terms of a bonfire being a statutory nuisance it's a matter of fact and degree, a massive amount of smoke every month might be of greater impact than a small amount in a controlled manner once a week.</p> <p>Allotments have house rules which may contain a rule on burning of waste.</p>
<p>Appointment to Outside Bodies</p> <p>Chair, Committee Manager and Gary Clift to liaise whether appointment to Cambridge Airport Consultative Committee can be deferred to future agenda or out of cycle decision</p>	<p>Cllr Blencowe, Sarah Steed, Gary Clift.</p>	<p>29/10/15</p>	<p>Agreed with Chair to defer appointment until the next East Area Committee meeting on 29/10/15.</p>
<p>Access from Main Road Rail Station to Cambridge Leisure</p> <p>Chair / Committee Manager to invite Mike Davies to attend next EAC meeting to speak on Access from Main Road Rail Station to Cambridge Leisure</p>	<p>Cllr Blencowe / Sarah Steed</p>	<p>29/10/15</p>	<p>Mike Davies confirmed attendance at 29/10/15 EAC</p>

Environmental Report: Annual Report



Cambridge East Area
July to September 2015

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1. Introduction

This report provides an overview of City Council Refuse and Environment and Streets and Open Spaces service activity relating to the geographical area served by the East Area Committee. The report identifies the reactive and proactive service actions undertaken in the previous year, including the requested priority targets and reports back on the recommended issues and associated actions to be targeted in the following quarter. It also includes key officer contacts for the reporting of waste and refuse and public realm issues.

2. Target setting and recommendations

All those at Committee have an opportunity to suggest issues that they would like to see tackled in the neighbourhood area during the upcoming quarter to help shape the activity to be undertaken within the public realm. Following suggestions that are received the relevant teams will consider the suggestions, and will prioritise work, responding reactively where appropriate and programming some work for the future. All suggested targets will be reported back on in the following quarter to update members and the public on the status of the issue. Recommendations will also be presented to the committee for consideration and to aid discussion.

Recommendations

The following are suggestions for members on what action could be considered for priority within the East Area for the quarter of October to December.

Continuing priorities*

Number	Priority details
1	Enforcement patrols to tackle fly tipping at Ekin Road <i>and Riverside</i>
2	Early morning , <i>daytime and weekend</i> patrols for dog fouling at the following locations: <ul style="list-style-type: none">• Romsey Recreation Ground• Petersfield Recreation Ground• Cannon Green• St Thomas's Square and Road• Ravensworth Gardens play areas• Coldhams Common• Thorpe Way play area
3	Enforcement patrols to deal with the litter issues at Cambridge Leisure Park at Clifton Road including liaison and educational visits with nearby schools and colleges
4	Enforcement work to tackle bins on streets in the Romsey and Petersfield areas

New suggested priorities

Number	Priority details
5.	Park deep cleanse, to include removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping at Jack Warren Green play area, Great Eastern play area, Shenstone House play area and Ravensworth Gardens play area

* Amendments to continuing priorities are shown in italics

Members are recommended to endorse the above recommendations or to make proposed amendments, and in doing so to consider the community intelligence questions below to help shape the public realm work.

Community intelligence questions

1. What activities should be considered as part of ward blitzes?
2. What geographical locations would benefit from targeted work? (including public realm enforcement activity and clean-up work by the community payback)
3. What locations for new and replacement general waste, recycling and dog bins (in line with resources available) should be considered?
4. Where and when the dog warden service should patrol in order to target dog fouling?

3. Routine activity

Streets and Open Spaces teams work closely with residents, community and campaign groups to keep Cambridge clean, green and safe. Street cleansing works to clear shop fronts and maintain all residential streets to a good standard of cleaning by sweeping them regularly. The team empties litterbins and dog bins across the city parks and open spaces, as well as removing graffiti and clearing needles and fly tipping.

The grounds maintenance team maintains all council housing and highway grass and shrub beds across the city, and carries out the maintenance of the city's cemeteries and crematoriums as well as the maintenance of all parks across the city. The City Rangers team provide a street-level, face-to-face contact point for people to raise any cleanliness and public safety issues that they might have concerning their neighbourhood.

The dog warden patrols within Cambridge to increase people's awareness of the requirement to clear up after their pets, as well as collecting stray dogs within the city and works alongside animal charities to deliver educational roadshows. Investigation of instances of environmental crime in public places across the city is carried out by the public realm enforcement team. As well as undertaking enforcement action where necessary, the team provide advice for residents and businesses on issues including fly tipping, litter, waste, illegal advertising, abandoned shopping trolleys, verge parking and abandoned, untaxed and nuisance vehicles.

4. 'Ward Blitz' activity

The City Council has embarked on a campaign of monthly 'ward blitzes' across the City, involving the Council's City Rangers, Rapid Response, Public Realm Enforcement and Street Cleansing teams. These teams will undertake coordinated public realm maintenance, enforcement and educational action, targeting one ward every month in rotation. Working within existing budgets, this action is additional to the routine, day-to-day, work undertaken by these services.

Ward blitz activity will have included a combination of the following actions:

- Deep cleansing of channels
- Cleansing of litter and dog bins
- Cleansing of signage
- Cleansing of recycling centres
- Increased dog warden presence
- Increased public realm enforcement presence
- Joint working with Cambridgeshire Fire and Rescue, and Cambridgeshire Police
- Free dog microchipping event

- Proactive inspections by pest control in known hotspots

The results of the ward blitzes are reported as follows:

Abbey – Environmental Report January to March 2015

Coleridge – Environmental Report April to June 2015

Petersfield – Environmental Report July to September 2015

Upcoming ward blitzes:

Romsey ward blitz will take place during December 2015 and the report will be included as part of the Environmental Report for the period October to December 2015.

5. Specific issues and actions: Previous quarter

The following specific issues were identified for targeted action in the previous quarter. The following tables summarise the action undertaken and current situation, whether ongoing or completed, for each issue.

Priority 1	Enforcement patrols to tackle fly tipping at The Broadway and at Ekin Road
Action Taken	Work has continued with The Broadway and over the last 6 months there have not been any reports of fly tipping. The enforcement team have continued to make Cheffins aware of any problems that are encountered and now have a good working relationship in place.
Current Situation:	Completed – has been ongoing since October 2014
Action Taken	Regular patrols have been undertaken at Ekin Road to address the issues of fly tipping. Between the periods July to September no fly tips were identified by the enforcement team.
Current Situation:	Ongoing
Priority 2	Early morning patrols for dog fouling at the following locations: <ul style="list-style-type: none"> • Romsey Recreation Ground • Petersfield Recreation Ground • Cannon Green • St Thomas's Square and Road • Ravensworth Gardens play areas • Coldhams Common • Thorpe Way play area
Action Taken	Dog warden patrols have been conducted by both the Dog Warden Service and Enforcement team to address the issues of dog fouling totalling over 34 hours (including activity undertaken as part of the Petersfield ward blitz). Educational advice and dog bags continue to be provided to a number of dog walkers at these locations.
Current Situation:	Ongoing
Priority 3	Enforcement patrols to deal with the litter issues at Cambridge Leisure Park at Clifton Road including liaison and educational visits with nearby schools and colleges
Action Taken	The enforcement team have continued to patrol this area to deal with littering from students and people in the area. Further work is planned during the school term when the surrounding colleges can be worked with to provide educational advice.
Current Situation:	Ongoing
Priority 4	Enforcement work to tackle bins on streets in the Romsey and Petersfield areas

Action Taken	Work has been undertaken to deal with issues of bins left on the streets, particularly in areas where they cause an obstruction to passers-by. Recent legislative changes have limited the powers that the enforcement team have to deal with this issue, and it is now only a civil offence for such issues. The new process is more time consuming and likely to result in enforcement action taking longer periods of time to reach a resolution. Officers are working to produce updated guidance on the websites and as part of the standard letters sent to residents.
Current Situation:	Ongoing
Priority 5	Enforcement work to tackle the environmental crime issues on Rope Walk including fly tipping and abandoned vehicles
Action Taken	Regular patrols continue to be undertaken at Rope Walk to address the issues of environmental crime. During the period July to September one fly tip was found, with evidence from a local resident. The resident was issued a formal warning and paid the clear up cost for the waste. There was one other small fly tip identified, no further offences of environmental crime were observed or reported during this period.
Current Situation:	Completed – this priority has been in place since January 2015
Priority 6	Park deep cleanse, to include removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping at Ditton Fields Recreation Ground, Brooks Road play area, Coleridge Recreation Ground and Flower Street play area
Action Taken	The whole of Ditton Fields play area has been deep cleansed. This involved a team of two operatives and took approximately 3 hours to complete during July.
Current Situation:	Completed
Action Taken	The whole of Coleridge Road Recreation Ground has been deep cleansed. This involved a team of two operatives and took approximately 3 hours to complete during July
Current Situation:	Completed
Action Taken	The whole of Brooks Road play area has been deep cleansed. This involved a team of two operatives and took approximately 3 hours to complete during July
Current Situation:	Completed
Action Taken	The whole of Flower Street play area has been deep cleansed. This involved a team of two operatives and took approximately 2 hours to complete during July
Current Situation:	Completed
Priority 7	Patrols to deal with illegal camping at Barnwell East and West nature reserves
Action Taken	Over 13 hours of patrols were conducted to deal with illegal camping at the two nature reserves. Two illegal campers were served statutory notices and subsequently their belongings were impounded. No campers have been identified in this area since mid-August 2015.
Current Situation:	Completed

Priority 8	Cleansing around bench and surrounding area at Cavendish Road / Mill Road
Action Taken	The area at the junction of Cavendish Road and Mill Road has been deep cleansed which took place during mid July.
Current Situation:	Completed

6. Specific issues and actions: Previous year

The following specific priorities were identified for targeted action in the previous 12 months. The following tables summarise the action undertaken and current situation, whether ongoing or completed, for each issue.

Priority	Enforcement patrols to tackle fly tipping at The Broadway and at Ekin Road and Riverside and Budleigh Close
Action Taken	Work has continued with The Broadway and over the last months there have not been any reports of fly tipping. The enforcement team have continued to make Cheffins aware of any problems that are encountered and now have a good working relationship in place.
Period	October 2014 to September 2015
Current Situation:	Completed
Action Taken	Ekin Road has been monitored by the enforcement team to investigate fly tipping. Work continues in this area for the upcoming period.
Period	July 2015 to current period
Current Situation:	Completed
Action Taken	Patrols were undertaken by the enforcement team between October to March and a number of fly tips were investigated but no suspects were identified, and no evidence was retrieved of responsible persons.
Period	October 2014 to March 2015
Current Situation:	Completed
Action Taken	Fly tipping at Budleigh Close was removed on 24 October by the Rapid Response Team, monitoring identified that it was not one of the East area hotspots and no further action was undertaken in regards to ongoing enforcement action.
Period	October to December 2014
Current Situation:	Completed
Priority	Early morning patrols for dog fouling at the following locations: <ul style="list-style-type: none"> • Romsey Recreation Ground • Petersfield Recreation Ground • Cannon Green • St Thomas's Square and Road • Ravensworth Gardens play areas • Coldhams Common • Thorpe Way play area
Action Taken	Educational work has been undertaken since October 2014. The dog wardens continue to patrol this area and have held dog microchipping and educational pop up events during the summer period. Over 60 hours of patrols have been undertaken and this continues to be a focus for the dog warden.
Period	October 2014 to current period

Current Situation:	Ongoing
Priority	Enforcement patrols to deal with the litter issues at Cambridge Leisure Park at Clifton Road including liaison and educational visits with nearby schools and colleges
Action Taken	Work has been undertaken between January to September, during which time contact was made with the Leisure Park management and joint working patrols were undertaken. The Director of Student Support at Hills Road has also been worked with and the team have undertaken lunchtime patrols and engagement with students.
Period	January 2015 to current period
Current Situation:	Ongoing
Priority	Enforcement work to tackle bins on streets in the Romsey and Petersfield areas
Action Taken	Work has been undertaken to deal with issues of bins left on the streets, particularly in areas where they cause an obstruction to passers-by. Recent legislative changes have limited the powers that the enforcement team have to deal with this issue, and it is now only a civil offence for such issues. The new process is more time consuming and likely to result in enforcement action taking longer periods of time to reach a resolution. Officers are working to produce updated guidance on the websites and as part of the standard letters sent to residents.
Period	April 2015 to current period
Current Situation:	Ongoing
Priority	Enforcement work to tackle the environmental crime issues on Rope Walk including fly tipping and abandoned vehicles
Action Taken	Regular patrols continue to be undertaken at Rope Walk to address the issues of environmental crime. Only a few odd occurrences of fly tipping have been found, and no further offences of environmental crime have been observed or reported.
Period	January to September 2015
Current Situation:	Completed
Priority	Patrols to deal with illegal camping at Barnwell East and West nature reserves
Action Taken	Patrols were conducted to deal with illegal camping at the two nature reserves. Two illegal campers were served statutory notices and subsequently their belongings were impounded. No campers have been identified in this area since mid-August 2015.
Period	April to September 2015
Current Situation:	Completed
Priority	Cleansing around bench and surrounding area at Cavendish Road / Mill Road
Action Taken	The area around the junction of Mill Road and Cavendish Road has been deep cleansed.
Period	July to September 2015
Current Situation:	Completed

Priority	Deep cleanse of Snakey Path and the Tins from Burnside to include the removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping
Action Taken	The whole of Snakey Path and the Tins from Burnside into the South area has been cleansed. The work involved a team of two operatives and took approximately 30 hours over 5 days to complete. One bridge on the Tins remained uncleansed and was heavily graffitied; it was referred to Network Rail to address at the footbridge falls within their remit. No response was received from Network Rail.
Period	October to December 2014
Current Situation:	Completed
Priority	Dog warden patrols to deal with dogs off leads issues at Budleigh Close and Barnwell Road shops
Action Taken	Patrols were undertaken by the dog wardens to address the issues of dog control at the sites. No suspects were identified during the period of January to June and no reports were received by the service.
Period	January to June 2015
Current Situation:	Completed
Priority	Enforcement joint working and patrols to deal with illegal camping on green open spaces, including Stourbridge Common
Action Taken	Officers spent over 14 hours patrolling the green space for illegal camps. During the time four illegal camps were served with statutory notices and two were seized when they were not removed within the allotted time.
Period	October 2014 to March 2015
Current Situation:	Completed
Priority	Jet wash Barnwell Road and Adkins Corner shops to remove grime and chewing gum from the shop fronts
Action Taken	The shop areas were cleansed, which involved a team of two operatives and took approximately 14 hours to complete.
Period	October 2014 to March 2015
Current Situation:	Completed
Priority	Litter enforcement at Ditton Fields Recreation Ground
Action Taken	Between October and March a number of patrols were undertaken to the recreation ground. No individuals were witnessed littering at the location.
Period	October 2014 to March 2015
Current Situation:	Completed
Priority	Park deep cleanse, to include removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping
Action Taken	The following park cleanses have been completed between January and September 2015: <ul style="list-style-type: none"> • Romsey Recreation Ground: involved a team of operatives and took 4 hours to complete during May 2015 • St Thomas's Square green space: involved a team of operatives and

	<p>took 4 hours to complete during May 2015</p> <ul style="list-style-type: none"> • Petersfield Recreation Ground: involved a team of operatives and took 4 hours to complete during May 2015 • Dudley Road green space: involved a team of operatives and took 4 hours to complete during May 2015 • St Matthews Piece: involved a team of two operatives and took 6 hours to complete during February. • Ditton Fields Recreation Ground: took a team of 2 operatives 3 hours to complete during July 2015 • Coleridge Recreation Ground: took a team of 2 operatives 3 hours to complete during July 2015 • Brooks Road play area: took a team of 2 operatives 3 hours to complete during July 2015 • Flower Street play area: took a team of 2 operatives 2 hours to complete during July 2015
Period	January 2015 to current period
Current Situation:	Ongoing
Priority	Enforcement patrols to deal with the ongoing issues at Tesco, Cheddars Lane
Action Taken	Patrols were undertaken between October to March to continue to monitor the litter cleansing by the business. The cleansing standard between January and March was of a high standard that no further action was considered necessary at that time.
Period	October 2014 to March 2015
Current Situation:	Completed
Priority	Cut back and clean-up of the alleyway between The Westering and Newmarket Road
Action Taken	On 3 December 2014 a City Ranger and volunteers from Wintercomfort undertook cleansing and cut back of the alleyway. This took approximately 4 hours to complete.
Period	October to December 2014
Current Situation:	Completed
Priority	Investigating the feasibility of further litter and recycling bins to be placed along Thorpe Way and Dunsmore Close
Action Taken	New litter and recycling bins were installed between November and December.
Period	October to December 2014
Current Situation:	Completed
Priority	Gutter clearing on Occupation Road and St Phillips Road
Action Taken	An Operations team visited the area between October to December and cleared / swept by hand the areas between parked cars.
Period	October to December 2014
Current Situation:	Completed

Other issues:

The following issues were identified for action in the previous 12 months. The following tables summarise the action undertaken and current situation, whether ongoing or completed, for each issue:

Issue	Educational session at Abbey Meadows Primary School
Action Taken	A number of invites were sent to Abbey Meadows Primary School to arrange for them to receive educational talks on litter and dog fouling. No responses were received to any of the invitations sent.
Current Situation:	Completed
Issue	Pocket ashtray distribution in the East Area, for businesses and other relevant organisations
Action Taken	Since October 2014 the enforcement team have distributed pocket ashtrays to businesses in the East area, including a large number in Mill Road. This work is ongoing and supplies are provided where needed.
Current Situation:	Ongoing
Issue	Dog mess disposal stickers
Action Taken	New stickers were produced during 2015 that are being used on litter bins to advise that dog mess can be disposed of in litter bins as well as dog bins. These stickers are being used on litter bins at sites where dog bins cannot be located, such as areas of high density housing. An example of the stickers used is included in the appendix of this report.
Current Situation:	Completed
Issue	Hope Street - fly tipping
Action Taken	Working relationships were developed with the local shops to report cases of fly tipping, and signage was put up in the area to reduce cases of illegal waste dumping.
Current Situation:	Completed
Issue	Dog signage at Budleigh Close, and St Thomas's Square and Road
Action Taken	Approximately twelve new dog signs were placed on the lampposts in Budleigh Close, St Thomas's Square and Road area to deal with the issue of dog fouling.
Current Situation:	Completed

7. Environmental Data

Private Realm [East Area]

Period	Activity	Investigations	Treatments Carried out	Informal Action / Written Warnings	Statutory Notices Served	Simple Cautions	Legal Proceedings
Quarter 2: 2014/15	Pest Control	46	40	N/A	N/A	N/A	N/A
Quarter 2: 2015/16		47	44				
Quarter 2: 2015/16	Proactive Pest Interventions ²	5	3	N/A	N/A	N/A	N/A
Quarter 2: 2014/15	Noise Complaints	108	N/A	3	6	0	4
Quarter 2: 2015/16 ⁴		142			6	0	1
Quarter 2: 2014/15	Refuse/ Waste Complaints	10	N/A	3	0	0	0
Quarter 2: 2015/16 ⁴		4			0	0	0
Quarter 2: 2014/15	Other public health complaints ⁵	14	N/A	3	0	0	0
Quarter 2: 2015/16 ⁴		11			0	0	0
Quarter 2: 2014/15	Private Sector housing standards	28	N/A	3	2	0	0
Quarter 2: 2015/16 ⁴		70			2	0	0

² New data set for period July to September 2015

³ All complaints will generally have at least one such action

⁴ Data is from 1 July to 26 August 2015

⁵ Other public health complaints includes odour, smoke, bonfires, filthy and verminous

Summary of private realm enforcement data

- Proactive pest intervention areas in the last quarter have included Burnside, Mill Road Depot, Fairfax Road Allotments, Brooks Road Recycling Centre and Stourbridge Grove.
- One prosecution has been brought for failing to comply with a noise abatement notice and resulted in a £1500 fine including costs

Public Realm Data

Public Realm Enforcement [East Area]

Period	Activity	Investigations	Written Warnings	Statutory Notices	Fixed Penalty Notices	Simple Cautions	Legal Proceedings
Quarter 2: 2014/15	Abandoned vehicles	16	N/A	N/A	0	0	0
Quarter 2: 2015/16		36			2	0	0
Quarter 2: 2014/15	Nuisance vehicles ⁶	14	13	N/A	0	0	0
Quarter 2: 2015/16		8	7		0	0	0
Quarter 2: 2014/15	Derelict cycles	27	N/A	N/A	N/A	N/A	N/A
Quarter 2: 2015/16		22					
Quarter 2: 2014/15	Domestic waste	22	7	3	0	0	0
Quarter 2: 2015/16		63	16	0	0	0	1
Quarter 2: 2014/15	Trade waste	3	3	0	0	0	0
Quarter 2: 2015/16		1	4	0	0	0	0
Quarter 2: 2014/15	Litter	2	0	0	1	0	0
Quarter 2: 2015/16		16	0	0	11	0	0
Quarter 2: 2014/15	Illegal camping	5	N/A	5	N/A	0	0
Quarter 2: 2015/16		8		7		0	0
Quarter 2: 2014/15	Illegal advertising	6	5	N/A	0	0	0
Quarter 2: 2015/16		19	10		0	0	0

⁶ Nuisance vehicles includes vehicles displayed for sale or being repaired (other than in an emergency) on the public highway

Summary of public realm enforcement data

- Of the 36 abandoned vehicles the majority were removed by their owners or claimed within the 7 day notice period. One abandoned vehicle was seized from Howard Road which was the remains of a scooter frame. A fixed penalty notice was issued for a vehicle that was abandoned on Corrie Road and the case is currently ongoing. A further fixed penalty was issued for abandoning a vehicle on Hope Street, which was subsequently paid. The majority of vehicles identified in this period are as part of the proactive work carried out by the enforcement team.
- Eight nuisance vehicles were found across the East Area. Three vehicles were found for sale on Barnwell Road and two on Dunsmore Close, all vehicles were removed from sale within a 7 day period.
- Twenty two derelict cycles were removed from across all four wards. The number of cycles removed as abandoned in the East area usually varies between 15 to 25 a quarter.
- There were sixty five domestic waste investigations conducted in the area between July and September, the majority of which was waste littered and fly tipped at recycling centres across the area and a large proportion were identified during the Petersfield ward blitz in August. Of the investigations conducted there were 16 warning letters, one set of legal proceedings is being produced for a repeat fly tipper, and in 23 cases it was not possible to identify a responsible suspect. There are currently 17 ongoing cases awaiting further action.
- Eight cases of trade waste were investigated in the East area, waste that was dumped was traced to businesses, which complied with requests for their waste transfer information and were issued either a warning letter or received a verbal warning.
- There were sixteen cases of litter investigated in the East area during July to September; nine fixed penalties were issued for littering from a motor vehicle including five on Mill Road and two for littering on foot including two on Mill Road. All fixed penalties were subsequently paid.
- There were eight cases of illegal camping, five at Stourbridge Common two at Barnwell nature reserves and one at Coldhams Common. Statutory notices were served on the sites and subsequently the council impounded three tents that were not remove within the allotted time period.
- Nineteen incidents of illegal advertising were identified, six of which were estate agent boards. The majority of the posters (52%) were identified as part of the proactive work undertaken during the Petersfield ward blitz.

Dog Warden Service [East Area]

Stray dogs

Period	Activity	Number of cases	Rehomed	Destroyed	Claimed	In Kennels	Comment
Quarter 2: 2014/15	Stray dogs	1	0	0	1	0	Two other stray dog calls were received, but the dogs were collected by their owner before the dog warden attended
Quarter 2: 2015/16		3	0	0	3	0	Two other stray dog calls were received, but the dogs were collected by their owner before the dog warden attended

Dog Control Orders

Period	Activity	Investigations	Written Warnings	Statutory Notices	Fixed Penalty Notices	Simple Cautions	Legal Proceedings
Quarter 2: 2014/15	Dog control orders: Fouling	3	0	0	0	0	0
Quarter 2: 2015/16		11	0	0	0	0	0
Quarter 2: 2015/16 ⁷	Dog control orders: Exclusion	0	0	0	0	0	0
Quarter 2: 2015/16 ⁷	Dog control orders: Leads	0	0	0	0	0	0
Quarter 2: 2015/16 ⁷	Other dog complaints ⁸	1	0	0	0	0	0

⁷ New data set for period July to September 2015

⁸ Includes issues such as barking, welfare, signage requests and educational advice as well as joint working with Environmental Health, RSPCA and Housing Associations'

Operations cleansing data by ward [East Area]

Period	Activity	Total number of incidents	Ward			
			Abbey	Coleridge	Petersfield	Romsey
Quarter 2: 2014/15	Fly tipping	105	39	18	24	24
Quarter 2: 2015/16		132	42	14	48	28
Quarter 2: 2014/15	Offensive graffiti ⁹	3	1	1	1	0
Quarter 2: 2015/16		0	0	0	0	0
Quarter 2: 2014/15	Detrimental graffiti ¹⁰	15	1	1	8	5
Quarter 2: 2015/16		26	7	1	14	4
Quarter 2: 2014/15	Needles	22	14	1	5	2
Quarter 2: 2015/16		63	23	0	37	3
Quarter 2: 2014/15	Shopping trolleys	84	11	4	56	11
Quarter 2: 2015/16		101	17	3	65	16

⁹ Offensive graffiti includes but is not limited to that which contains swear words, reference to religion, racist, reference to a person / naming a person, drawings of human body parts, words of reference to human body parts and reference to sexual activity. The service aim is to remove this type of graffiti within 1 working day.

¹⁰ Detrimental graffiti is graffiti that contains but is not limited to general tags, drawings not falling under the above criteria, and words not classified as offensive. The service aim is to remove this type of graffiti within 5 working days.

Summary of operations cleansing data:

- Of the 42 reports for fly tip in the Abbey ward, just over a quarter of them were from the neighbourhood and public recycling points, including Ann's Road, Dennis Road, Helen Close, Headford Close and Rachel Close. The other fly tip reports for Abbey area were reported from different locations.
- In Coleridge there were three fly tips from Fanshawe Road, the rest of the incidents were single locations and there were no patterns identified.
- In August the ward blitz for Petersfield took place and 45% of the reported fly tips were cleared during this time. The majority of these were household waste (58%) from the neighbourhood recycling areas, and resulted in a large amount of evidence where enforcement action was taken.
- Twenty eight fly tips were removed from Romsey including four incidents on Stourbridge Grove, three on Vinery Road and three on Barnwell Road. No other incidents of fly tipping were identified.
- There were two cases of detrimental graffiti at the underpass of Elizabeth Way, this is an ongoing issue and the majority of graffiti has been painted over with the authorisation from County Council Highways. There were also nine incidents of general tagging on Mill Road no other patterns were identified.
- Fifteen used needles were removed from wooded area at Stourbridge Grove adjacent to Garlic Row and were found by an Enforcement Officer while dealing with an illegal encampment, a further six needles were found removed in the same area by cleansing operatives. Twenty used needles were removed from outside Petersfield Mansions by gardeners and were removed disposed of, six needles were removed from gulley's at East Road garage block which were reported by maintenance operatives and a further 6 needles were removed in Mill Road Cemetery on three separate occasions over the period July to September.
- The number of trolleys impounded by Streets and Open Spaces was 51.

Waste and Recycling Data [City wide]

This section includes information about the Waste Policy team's area of responsibility. The team has an Operational Plan that covers the work for the year. This work is generally not area based but it is useful to residents and provides statistics to demonstrate activity and continuous improvement in areas of sustainable waste management.

Activity	Q1 Apr-Jun
Recycling rate – dry recycling 2015/16	21.4%
Recycling rate – dry recycling 2014/15	21%
Recycling rate – composting 2015/16	23.8%
Recycling rate – composting 2014/15	24.9%
No of press releases issued	5
No of 2 nd blue bins delivered	93
No of 2 nd Green bins delivered	87
No. of black bins changed from standard to small	32
No of events attended	15
No of people spoken to	800
No of Kitchen Caddies given out	473
No of Recycling Champions (RC) at events	33
No of new RC recruited	8
Amount of rubbish/recycling collected at events (tonnes)	Total 35.7 tonnes 24.7 T rubbish (69%) 11 T recycled (31%)
No of community/school visits to AmeyCespa	14

Summary of Waste and Recycling Data

Composting and recycling figures are high during quarter one but subject to fluctuation over the seasons. Many community events have been attended in the first quarter of the year with support from our volunteer recycling champions. These range from Community Action Days to general recycling promotion for national Recycle Week, to Love Food Hate Waste Campaign events including a very successful launch “punt stunt” event in May in conjunction with Cambridge Sustainable Food. The event was widely covered on the radio and local press (including front page of the Cambridge News) and gained extensive coverage in social media.

Events attended

April to June 2015

Date	Location	Details
14/04/2015	Recycling Centre	Trip to SATcO
09/04/2015	Thorpe Way Community Day	Thorpe Way
21/05/2015	Tristram Stuart Talk	St Pauls Church
22/05/2015	Punt Stunt	Quayside
23/05/2015	EAT Festival	Corn Exchange
29/05/2015	Beehive Centre	Compost Giveaway
06/06/2015	St Bedes	St Bedes Community Day
13/06/2015	Arbury	Arbury Carnival
20/06/2015	Chesterton Recreation Ground	Chesterton Festival
23/06/2015	Recycling Week Kings Hedges	Caddy hand out and information
24/06/2015	St Pauls Church	Cooking Demonstration with Full Spoon Café
24/06/2015	Trumpington Meadows	Community Afternoon/Environmental day
25/06/2015	Cherry Hinton High Street	Caddy hand out and information session
26/06/2015	Shirley Community Nursery	Caddy hand out and information session
27/06/2015	Arbury Community Centre	Cooking Demo with Sustainable Food

8. Proactive and community work: Previous quarter

During the previous quarter the following proactive and community work has been undertaken.

Task / Event	Petersfield Community Clean Up Day
Date	July 2015
Action Taken	This was a joint event between the council and local organisations for a community clean-up day where people were able to dispose and recycle household waste, including bulky items for free. There was a 'Take it or Leave it' stall for items suitable for re-use, and recycling information was also available. Other council departments were also on site, including the dog warden and housing officers to provide education and advice. On the day 1.76 tonnes of rubbish was collected, including 0.42 tonnes of electrical and 0.19 tonnes of metal waste which were recycled.
Current Situation	Completed
Task / Event	Waste and Recycling Events
Date	April to July 2015
Action Taken	Detailed on page 22 of this report.
Current Situation	Ongoing – part of a programme of ongoing work
Task / Event	Dog microchipping
Date	August 2014 onwards
Action Taken	As part of an ongoing programme of dog education throughout the city, free dog microchipping events have been held in conjunction with the Dogs Trust. Events have been held at: <ul style="list-style-type: none"> • Staffordshire Street • Thorpe Way Recreation Ground
Current Situation	Ongoing – part of a programme of ongoing work

9. Proactive and community work: Previous year

During the previous 12 months the following proactive and community work has been undertaken.

Task / Event	Dog fouling campaign
Date	December 2014
Action Taken	As part of the Keep Britain Tidy 'We're Watching You' dog fouling campaign, Borrowdale was monitored for dog fouling during a 4 week period, during which time glow in the dark posters were put up to encourage owners to dispose of dog mess correctly.
Current Situation	Completed
Task / Event	Dog poo poster competition
Date	March to May 2015
Action Taken	A dog poo poster competition open to local children, aged 11 years and under, was run between March to May where children were invited to create a 'Bag it, Bin It' campaign poster to promote that dog owners should clear up after their dogs and can use either the dog or litter bins in the city. Over 130 entries were received from the competition and the winners were selected during June 2015. The winners and a number of the runners up were from the East wards. A copy of the newspaper articles with the winners is shown in the appendix of this report.
Current Situation	Completed – posters to be used as part of an educational programme
Task / Event	Staffordshire Street
Date	January to March 2015
Action Taken	Work was undertaken at the area of Staffordshire Street and the surrounding estate areas, which involved removal of fly tipping, litter, graffiti and dog fouling. This involved a team of four operatives and took approximately 16 hours to complete.
Current Situation	Completed
Task / Event	Ravensworth Gardens
Date	January to March 2015
Action Taken	Work was undertaken at the area of Staffordshire Street and the surrounding estate areas, which involved removal of fly tipping, litter, graffiti and dog fouling. This involved a team of two operatives and took approximately 4 hours to complete.
Current Situation	Completed
Task / Event	Riverside dog fouling signage
Date	January to March 2015

Action Taken	New dog fouling signage has been put up along the length of Midsummer Common, Riverside and Stourbridge Common which advises it is an offence not to clear up after your dog and that offenders can face a fixed penalty notice or prosecution.
Current Situation	Completed
Task / Event	Seymour Street
Date	November 2014
Action Taken	The rear access running from number 71 to 95 Seymour Street was attended to by a City Ranger working with the Community Payback team during November. A large volume of overgrown greenery and fly tipping was removed from the area, and the work involved cutting back resident's trees that were overgrown and allowing access to lampposts, fences and gardens that had previously been inaccessible. Photographs of the before and after are included in the appendices.
Current Situation	Completed

10. Proactive and community work: Upcoming

The following proactive and community work is currently planned to take place:

Task / Event	Free dog microchipping
Location	City wide
Dates	September 2015 onwards
Description	The dog wardens are offering free dog microchipping to any owners of dogs who are not currently chipped. It becomes law in April 2016 for all dogs to be microchipped. Dog wardens will be available Wednesdays to visit residents and/or events to provide the service.
Details	Contact Dog Warden Service (details on page 27) for further information.

11. Key contacts

Officers

Area	Contact	Telephone Number	Email
Environmental Health Manager	Yvonne O'Donnell	01223 457951	yvonne.odonnell@cambridge.gov.uk
Senior Operations Manager	Don Blair	01223 458575	Don.blair@cambridge.gov.uk
Operations Manager (Grounds Maintenance)	Paul Jones	01223 458215	Paul.Jones@cambridge.gov.uk
Operations Manager (Community Engagement and Enforcement)	Wendy Young	01223 458578	Wendy.young@cambridge.gov.uk
East Area Ranger: Chris Clements	City Rangers	01223 458282	cityrangers@cambridge.gov.uk
Public Realm Enforcement (East team):	Nick Kester	01223 458573 01223 458062	streetenforcement@cambridge.gov.uk
	Andy Hine		
	Steve Phillips		
Dog Warden	Samantha Dewing (Mon-Wed)	01223 457883	dogwarden@cambridge.gov.uk
	Sharron Munro (Wed-Fri)		
Volunteer opportunities (Streets, Parks and Open Spaces)	Rina Dunning	01223 458084	Caterina.dunning@cambridge.gov.uk
Recycling Champions	Co-ordinator	01223 458240	recycling.champions@cambridge.gov.uk
Out of Hours	Emergency calls	0300 3038389	N/A

Issues

Area	Contact	Telephone Number	Email
Dog fouling Litter Fly tipping (public land) Graffiti Needles Abandoned, untaxed and nuisance vehicles Illegal camping Bulky waste collections New blue, green and black bins Replacement blue, green and black bins Repairs to blue, black and green bins	Customer Service Centre	01223 458282	wasteandstreets@cambridge.gov.uk
Abandoned bicycles	Customer Service Centre	01223 458282	cityrangers@cambridge.gov.uk
Pest Control	Refuse and Environment	01223 457900	env.health@cambridge.gov.uk
Noise			
Stray and lost dogs	Customer Service Centre	01223 457900	dogwarden@cambridge.gov.uk

12. Resources

The following are suggestions that members of the East Area Committee and residents and businesses may wish to consider or request for the upcoming period:

Recycling and general street litter bins

A small quantity of recycling and general street litter bins are available for each ward, as follows:

Ward	Bins used	Bins available for installation
Abbey	12	0
Coleridge	7	4
Petersfield	6	4
Romsey	10	1

We would like to receive suggestions for where bins should be installed on the street and will investigate the suitability of all suggested locations. We will also be undertaking a review of where bins are currently installed to see how they are used.

Installed bin sites:

Ward	Location	Installation Date	Comments
Abbey	Newmarket Road (by bus stop near to Jack Warren Green)	November 2014	
Abbey	Velos Walk (top of Helen Close)	February 2015	
Abbey	Stanley Road (junction with Riverside)	December 2014	
Abbey	Saxon Road (junction with Riverside)	December 2014	
Abbey	Riverside (under Millennium bridge)	December 2014	
Abbey	Jack Warren Green	August 2015	
Abbey	Tiptree Close pathway	August 2015	
Abbey	Thorpe Way	August 2015	
Abbey	Rachel Close	August 2015	
Abbey	Fison Road (top of Anns Road)	August 2015	
Abbey	Dennis Road (next to phone box)	August 2015	
Abbey	Ekin Road (footpath to Ditton Lane)	August 2015	
Coleridge	St Thomas's Square	December 2014	
Coleridge	St Thomas's Road (junction with St Thomas's Square)	December 2014	
Coleridge	Birdwood Road (by number 52)	May 2015	
Coleridge	Perne Road (near Radegund Road roundabout)	April 2015	
Coleridge	Ancaster Way (junction with Tiverton Way)	May 2015	
Coleridge	Rustat Road (near to Carter Bridge)	March 2015	
Coleridge	Cherry Hinton Road (by bus stop at Leisure Park)	August 2015	
Petersfield	Veras Way (top of Rope Walk)	November 2014	
Petersfield	Staffordshire Street (walkway between St Matthews Street)	December 2014	These two sets of bins have attracted an increase in fly
Petersfield	Staffordshire Street (between Hollymount and Glenmore)	December 2014	

			tipping. One set has been removed as it is causing a detrimental effect to the local environment.
Petersfield	Hooper Street (at road closure point)	March 2015	
Petersfield	Gwydir Street (at road closure point)	March 2015	
Petersfield	Gwydir Street (outside Bath House play area)	September 2015	
Petersfield	Ainsworth Street (next to children's play area)	September 2015	
Romsey	Mill Road (near to kitchen shop by Vinery Road junction)	July 2015	
Romsey	Coldhams Lane (by Coldhams Common bus shelter)	June 2015	
Romsey	Vinery Road (junction with Coldhams Lane)	June 2015	
Romsey	Fairfax Road (junction with Catharine Street)	June 2015	
Romsey	Devonshire Road (near to Carter Bridge)	March 2015	
Romsey	Montreal Square (alleyway through to Hobart Road)	September 2015	
Romsey	Marmora Road (by junction with Suez Road)	September 2015	
Romsey	Marmora Road (Alleyway to Coleridge Road)	September 2015	
Romsey	Coldhams Lane (opposite the Paddocks)	September 2015	
Romsey	Fairfax Road	September 2015	

Dog bin provision

A number of dog bins are available for each ward, as follows:

Ward	Bins used	Bins available for installation
Abbey	4	0
Coleridge	2	2
Petersfield	1	2
Romsey	0	4

We would like to receive suggestions for where bins should be installed on the parks and open spaces and will investigate the suitability of all suggested locations. We will also be undertaking a review of where bins are currently installed to see how they are used.

Installed bin sites:

Ward	Location	Installation Date	Comments
Abbey	Barnwell Road (entrance to Coldhams Common)	December 2014	
Abbey	Egerton Close (junction with	March 2015	

	Egerton Road)		
Abbey	Fison Road / Thorpe Way	January 2015	
Abbey	Leonard Close	June 2015	
Coleridge	St Thomas's Square	December 2014	
Coleridge	Coleridge Recreation Ground (top corner)	August 2015	
Petersfield	Ravenworth Gardens (on green at entrance from Devonshire Road)	December 2014	

Pocket ashtray distribution

Locations of where pocket ashtrays should be distributed from are welcomed by the Public Realm Enforcement team.

Dog fouling signs

Small quantities of 'no dog fouling' signs are available for each ward, as follows:

Ward	Signs used	Signs available for installation
Abbey	0	13
Coleridge	0	13
Petersfield	0	13
Romsey	0	13



13. Appendices

Ward Blitz Activity – Petersfield – August 2015

The City Council has embarked on a campaign of 'ward blitzes' across the City, involving the Council's City Ranger, Rapid Response, Public Realm Enforcement and Street Cleansing teams. These teams will undertake coordinated public realm maintenance, enforcement and educational action; this is additional to the routine, day-to-day, work undertaken by these services.



Ward blitz activities include:

- Cleansing of channels
- Cleansing of litter and dog bins
- Cleansing of signage
- Cleansing of recycling centres
- Increased dog warden presence
- Increased public realm enforcement presence
- Joint working with Cambridgeshire Fire and Rescue, and Cambridgeshire Police
- Free dog microchipping event

Petersfield was the tenth ward area to receive the targeted service during August 2015. A summary of the ward blitz action delivered in the month is detailed below:

Shop fronts deep clean	Shop fronts and associated street furniture pressure washed at Norfolk Street.
Litter clearance	All footways within the ward have been cleared of litter and debris at least once a week during the blitz period.
Cleansing of recycling centres	All recycling sites within Petersfield were visited once in the month and have been pressure washed and also all of the footway surfaces pressure washed at these locations. Operations staff visited all recycling sites at least once a week to clear and dispose of any fly tipped items.
Graffiti removal	The graffiti teams proactively patrolled and cleared all graffiti, both offensive and detrimental.
Sweeping of litter, detritus and leaves	A large mechanical sweeper was deployed to Petersfield and swept all carriageway channels (where not obstructed by parked vehicles) at least once in the month, and a mid-size mechanical sweeper with support from operatives swept footways and carriageways (where not obstructed by parked vehicles) at least once in the month with manual clearance of detritus to assist machine where required

<p>Increased dog warden presence</p>	<p>The Dog Warden conducted patrols in the green space area of Petersfield to deal with issues of dog fouling and dog control. Patrols included a mixture of early morning, daytime and weekend patrols. The following locations were visited:</p> <ul style="list-style-type: none"> • Mill Road Cemetery • Flower Street play area • Ravensworth Gardens (Upper level) play area • Ravensworth Gardens play area • St Barnabas Court play area • Lyndewode Road green area • Gwydir Street play area • Petersfield Recreation Ground • Sleaford Street / Ainsworth Street play area • St Matthews Piece • Petworth Street green area • Shenstone House play area <p>In total over twenty three hours were spent patrolling the ward for dog control issues and providing education where required. No fixed penalties were issued for dog control breaches.</p>
<p>Increased public realm enforcement presence</p>	<p>The public realm enforcement team carried out 64 hours of hi-visibility patrols in the ward during August, including the following specific issues:</p> <ul style="list-style-type: none"> • Removal of eight incidents of flyposting including Devonshire Road, Kingston Street and Ravensworth gardens. • 20 hours of foot patrols were conducted to deal with fly tipping, in this time ten incidents of fly tips were located, two of which contained evidence and appropriate enforcement action was taken. • Over 14 abandoned vehicles were investigated, and statutory notices applied to a number of the vehicles.
<p>Increased city ranger presence</p>	<p>The city ranger team carried out an amount of hi-visibility work in the ward during August, including the following specific issues:</p> <ul style="list-style-type: none"> • Removal of abandoned bicycles on Collier Road and Mill Road. • Removal of small scale graffiti from street signs • Completed removal of fly tipping at Emery Road and Waitrose recycling centre. • Investigation of fly tipping at Gwydir Street recycling centre.

Example of dog mess disposal sticker



Newspaper article from July 2015 with poster winners



BAG IT BIN IT: Mayor Rob Dryden presents awards to the winners. Back row, from left are Sam Dewing, dog warden, Joe Obe, city ranger, Cllr Rob Dryden, Dorota Jedryszczak, 11, Grace Timbers, 11; and front, Alex Hollis, 5 and Sammy Garfoot, 5. Picture: David Johnson

Dog poo posters get the votes

SOME artistic Cambridge school children have turned their talents to tackling the city's problems with dog mess.

Two youngsters from Shirley Primary School in Chesterton claimed top prize in the poster designing competition run by Cambridge City Council in conjunction with the News.

Three shortlisted entries in each category – for children aged 6 and under, and 7 to 11 – were put to the test in an online poll on our website.

More than 100 votes were cast – with Dorota Jedryszczak, 11, and Sammy Garfoot, 5, winning their respective categories. The posters will now be put-up around the city.

Coldhams Common before and after work undertaken by Enforcement Team for illegal camper (completed August 2015)



Page 55



Ditton Walk before and after work undertaken by City Ranger on overgrown vegetation (completed August 2015)



Montreal Square before and after work undertaken by City Ranger on graffiti (completed September 2015)



Vinery Road before and after work undertaken by City Ranger on overgrown vegetation (completed September 2015)





Cambridge City Council

To: East Area Committee 29/10/2015

Report by: Simon Payne,
Director of Environment

Wards affected: Petersfield, Romsey, Coleridge, Abbey

MINOR/LOCAL HIGHWAY IMPROVEMENT PROGRAMME 2016-17

1.0 Executive summary

This report requests that the Committee consider bids received by Cambridgeshire County Council for Local Highways Improvement (LHI) schemes in East area for 2016-17, and determine a priority list of up to 8 projects to be further considered by Cambridge Joint Area Committee and its nominated assessment panel (within the funding available across the City for 2016-17) from those listed in Appendix A of this report.

2.0 Recommendations

The East Area Committee is requested to:

- 2.1 Consider Local Highways Improvement (LHI) applications received by Cambridgeshire County Council from Councillors and community groups across the city for financial support from the City Council in 2016-17 from its Minor Highways Improvements budget;
- 2.2 Select up to 8 projects which it considers to be the highest priority, for further consideration and adoption by Cambridge Joint Area Committee and its nominated assessment panel.

3.0 Background

- 3.1 Cambridgeshire County Council has for a number of years operated an annual programme of Local Highways Improvements (LHI) across the County. This enables Parish Councils and other community groups to bid for funding to improve their local highways and streets, provided they are able to contribute financially to the minimum level required (10% of anticipated project cost). Bids are invited each year

across the five district areas, to be considered within the financial allocations available for each area.

- 3.2 Within Cambridge, these required financial contributions have been considered, and agreed, through Area Committees as part of the annual Environment Improvement Programme (EIP), with the Cambridge Joint Area Committee agreeing the overall programme city-wide.

4.0 Amendments to Operating Protocols

- 4.1 Whilst the programme has operated well outside of Cambridge, within the city the lack of a dedicated budget has caused some difficulties to programme consideration and agreement. This has now been addressed, with the City Council allocating some £30,000 per annum for the four years from 2015-19 for Minor Highways Improvements, with the specific objective of providing the contributions required to secure an annual programme of LHIs across Cambridge.
- 4.2 In parallel with the City Council's work, the County Council has undertaken a review of its LHI programme and agreed amendments (Highways and Community Infrastructure Committee meeting on 7 July 2015) to its operating protocols, for application from the 2016-17 programme year onwards.
- 4.3 At its meeting on 14 July 2015, Cambridge Joint Area Committee agreed the appointment of a six member panel to act on its behalf in considering, and prioritising, LHI bids received across the city prior to final endorsement by the Committee.
- 4.4 The most significant other changes, in respect of Cambridge, are that bids for core improvements to highways (such as traffic speed or parking controls, and footways and pedestrian crossings) should now be considered solely through the County Council's LHI programme rather than through EIP, and that the City Council will be able to propose a maximum of 32 project bids each year (with each Area Committee being asked to consider and propose up to 8 projects across its administrative area) for consideration within the available funding.

5.0 2016-17 Programme Year Bids

- 5.1 Invitations for LHI scheme bids for 2016-17 were sent by the County Council to all County and City Councillors across Cambridge on 16 July 2015. This included revised guidance notes on the programme,

to assist in compiling bids, and a new project application form. Reminders were sent on several occasions by the County Council to ensure there was adequate opportunity to submit applications. The information pack is attached as **Appendix C**.

- 5.2 The application window for the preparation, seeking advice, compilation and submissions of bids has been dependent on the schedule of forthcoming Area Committee meetings, but has been not less than 8 weeks for any area of Cambridge. Across East area some 13 bids have been received (listed in summary as **Appendix A**, with full application details contained in **Appendix B**) for Area Committee's consideration, and prioritisation.

6.0 Area Committee Consideration of Bids Received

- 6.1 East Area Committee is asked to consider the bids received, and select a maximum of 8 across the area for further consideration by Cambridge Joint Area Committee and its appointed member assessment panel. The likely costs identified for each application listed in **Appendix A** are for guidance only. Where an application is considered either not practicable, or ineligible under the operating criteria for LHIs, no associated cost is identified.
- 6.2 Following consideration by each Area Committee, officers will undertake a technical appraisal of each of the projects put forward in order to inform assessment by the Joint Area Committee nominated panel. Whilst each Area Committee is at liberty to determine precisely how they wish to select their 8 priority projects, they may wish to make reference to the criteria laid out under section 5 (pages 8-9) of the guidance documentation attached as **Appendix C** (applications will be assessed in respect of road safety, persistent problems, community impact and added value).

7.0 Background papers

None

8.0 Appendices

APPENDIX A

Summary of East area LHI applications received for 2016-17.

APPENDIX B

Copies of East area LHI applications received for 2016-17.

APPENDIX C

LHI Guidance notes and Application form.

9. Inspection of papers

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

Author's Name:	John Richards
Author's Phone Number:	01223 458525
Author's Email:	john.richards@cambridge.gov.uk

SUMMARY OF FEASIBLE LHI SCHEMES FOR 2016/17 - EAST AREA

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Cost £	Required County Council Contribution £	Required Applicant (City) Contribution £	Comments
001	Birdwood Road at St Thomas' Road junction	Introduction of double yellow line parking controls.	County Councillor Noel Kavanagh	Coleridge	£2,000	£1,800	£200	Appears practicable and compliant with adopted County policy. Given proximity to St. Bedes School, limited (school time) waiting restrictions may be more
002	Fanshawe Road, and adjacent road junctions	Request for double yellow line parking controls, white road markings and 'STOP' and 'GIVE WAY' signs.	County Councillor Noel Kavanagh	Coleridge	£5,000	£4,500	£500	Requires further review of practicability. Land not all within public highway and STOP line may not be compliant with legislative requirements.
003	Flamsteed Road junction with Rustat Road	Request for double yellow line parking controls.	County Councillor Noel Kavanagh	Coleridge	£1,000	£900	£100	Appears practicable and compliant with current adopted County parking management policy.
004	Stanley Road, Riverside and Garlic Row	Introduction of residents parking scheme.	City Councillor Peter Roberts	Abbey	-	-	-	Residents parking schemes not considered eligible under LHI programme.
005	Mercers Row, Garlic Row and Newmarket Road	Erection of road signing to reinforce the traffic routing changes already under investigation.	City Councillor Peter Roberts	Abbey	£3,000	£2,700	£300	Associated traffic controls subject to statutory process and approvals, and if practicable may be able to include some of the

APPENDIX A

006	Ivy Court, Sleaford Street, York Street and St. Matthew's Gardens areas	Request for double yellow line parking controls, to ensure access and prevent pavement parking.	Councillors Richard Robertson, Ann Sinnott, Kevin Blencowe and Ashley Walsh	Petersfield	£2,500	£2,250	£250	Requires review of practicability and status since areas may not be adopted public highway, nor likely to become so.
007	Mawson Road	Extension of the residents' parking bay by approx 40 metres into area of double yellow lines at the Mill Road end in vicinity of mosque.	Councillors Richard Robertson, Ann Sinnott, Kevin Blencow and Ashley Walsh	Petersfield	£1,500	£1,350	£150	Area currently prohibited parking. Practicability subject to further review of overall parking needs, and restrictions, in area.
008	River Lane/Beche Road & River Lane/Riverside junctions	Request for 'STOP' signs and relevant lines painted on the road.	City Councillor Richard Johnson	Abbey	£2,500	£2,250	£250	Two separate locations neither likely to meet statutory requirements for STOP line. Alternative road marking improvements may be possible.
009	Staffordshire Street	Include Staffordshire Street in the existing area residents parking scheme.	Councillors Richard Robertson, Ann Sinnott, Kevin Blencowe and Ashley Walsh	Petersfield	-	-	-	Not considered eligible as an LHI since would involve adding to existing Petersfield residents parking scheme.
010	Thoday Street	Remove sewerage ventilation pipe (believed redundant) on footway.	City Councillor Catherine Smart	Romsey	-	-	-	Not required. Section 81 notice already issued by Local Highways Officer utility company (may need Streetworks team to chase up).
011	Tiverton Way and Perne Road	Bring a short piece of land into the stewardship and care of the Highways Authority.	City Councillor Catherine Smart	Romsey	-	-	-	Adopting land as public highway is not considered eligible under LHI programme.

APPENDIX A

012	Wycliffe Road	Request to extend the existing double yellow line parking controls at Junction with Perne Road adjacent to Sainsburys store.	City Councillor Catherine Smart	Romsey	£1,000	£900	£100	Requires review of practicability and compliance with adopted policy. Applicant has evidenced resident support for restriction suggested.
013	Litchfield Road to Perne Road	Resurface pathway connecting these two roads	County Councillor Noel Kavanagh	Coleridge	£10,000	£9,000	£1,000	Pathway in regular use between residential area and local shops. Treatment form would be dependent on affordability.
TOTAL					£18,500	£16,650	£1,850	

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APPENDIX B

Copies of East area LHI applications received for 2016-17.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	County Councillor Noel Kavanagh
Contact Name:	
Address:	<div style="background-color: black; width: 150px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 80px; height: 15px;"></div>
Email Address:	noelkavanagh@hotmail.co.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 15px;"></div>

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

**Birdwood Road/ St Thomas's Road junction.
Cambridge**

It is proposed that double yellow lines are introduced at St Thomas's Road/ Birdwood Road junction to prevent vehicles parking on the north side of Birdwood Road.

These parking restrictions are needed to address the hazard created by vehicles parking on Birdwood Road. The parked vehicles impede the sightline of vehicles leaving St Thomas's Road. Vehicles parked opposite the junction also narrow the width of the road. This junction is close to St Bede's Secondary school and Birdwood Road and is particularly busy at the start and the end of the school day with batches of buses transporting children to and from the school with many children cycling.

St Thomas's Road is also used as a "rat run" by vehicles cutting through from Cherry Hinton Road to Birdwood Road, often not driving at a safe speed appropriate for this residential area.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£1,800	Maximum £10,000
	+	
Applicant contribution:	£200	Minimum of 10% of total cost
	=	
Total Estimated Project Cost:	£2,000	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Parking restrictions at the St Thomas's Road/ Birdwood Road junction will address the potential danger created by vehicles parking at the junction.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Vehicles will be able to join Birdwood Road from St Thomas's Road more safely as the drivers will have a clear sightline on what is a busy road, particularly at the beginning and end of the school day and when commuters use the road as a "rat run".

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

St Thomas's Road is a residential area containing families with children and elderly people.

St Bede's School is close to the junction that requires the parking restrictions and

the proposed parking restrictions will make the area safer for the many children that pass the junction on foot, on bicycles and on the buses every day.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

The improvements will contribute to making St Thomas's Road and Birdwood Road safer for motorists, cyclists and pedestrians.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	County Councillor Noel Kavanagh
Contact Name:	
Address:	<div style="background-color: black; width: 150px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 80px; height: 15px;"></div>
Email Address:	noelkavanagh@hotmail.co.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 15px;"></div>

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?
What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Fanshawe Road. Cambridge

It is proposed that double yellow lines are put on the Sterne Close/ Fanshawe Road junction Bancroft Close/ Fanshawe Road junction and on the corners of the half circular road serving the flats opposite these junctions

These parking restrictions are needed to address the persistent problems created by vehicles parking next to these junctions.

Junction with Fanshawe Road and Rustat Road and junction with Fanshawe Road and Coleridge Road require white road markings and " STOP, GIVE WAY" signs

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£4,500	Maximum £10,000
+		
Applicant contribution:	£500	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£5,000	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Parking restrictions will address the problem of commuter parking in the area which is increasing. The situation on Fanshawe Road will get worse when the extensive housing development on Rustat Road is complete as the current parking spaces used by commuters will no longer be available.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Fanshawe Road is often used as a “rat run” for vehicles shortening their route when travelling from Cherry Hinton Road, along Rustat Road to Coleridge Road and Mill Road. This route is used in both directions.

This is a residential area with many families with young children living in the vicinity. Vehicles often speed along Fanshawe Road and when vehicles are parked on the junction of Sterne Close and Fanshawe Road it is hazardous for vehicles wishing to exit Sterne Close and Bancroft Close as the driver’s sight line is obscured by the parked vehicles.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Residents on Fanshawe Road, Bancroft Close and Sterne Close have communicated to local councilors their concerns about the parking on the junctions and have expressed the need for parking restrictions.

There is also support for the “Stop, Give Way” signs and road markings at both ends of Fanshawe Road.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

The improvements will contribute to making Fanshawe Road safer for pedestrians, motorists and cyclists.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	County Councillor Noel Kavanagh
Contact Name:	
Address:	<div style="background-color: black; width: 150px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 80px; height: 15px;"></div>
Email Address:	noelkavanagh@hotmail.co.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 15px;"></div>

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

**Flamsteed Road.
Cambridge**

It is proposed that double yellow lines are extended on the road on either side of the junction of Flamsteed Road and Rustat Road

These parking restrictions are needed to address the persistent problem created by vehicles parking next to the junction which obstruct the sightline of vehicles emerging from Flamsteed Road.

The problem will be further exacerbated when the extensive development currently taking place on Rustat Road is completed.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	<input type="text" value="£900"/>	Maximum £10,000
+		
Applicant contribution:	<input type="text" value="£100"/>	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	<input type="text" value="£1,000"/>	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

There is already a major problem caused by commuter parking along Rustat Road. An extension of parking restrictions is required to address the problem which will increase when parking spaces are reduced due to the when the housing development currently taking place is completed .

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Rustat Road is often used as a “rat run” for vehicles shortening their route when travelling from Cherry Hinton Road, along Rustat Road to Coleridge Road and Mill Road. This route is used in both directions.

Drivers’ emerging from Flamsteed Road often have their sight line obscured by vehicles parked near the junction and there have often been near collisions due to vehicles speeding along Rustat Road.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Residents of Flamsteed Road and Rustat Road have communicated to local councilors their concerns about the parking near the junction with Flamsteed Road and have expressed the need for parking restrictions.

Members of the Rustat Road Resident’s Association have been lobbying for this improvement for a long time.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

The improvements will contribute to making Flamsteed Road and Rustat Road safer for pedestrians, motorists and cyclists.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk

Deadline for submission - **Monday 2nd November 2015**

Applicant Details:

Applicant Name:	Councillor Peter Roberts
Contact Name:	Peter Roberts
Address:	
Email Address:	peter.roberts@cambridge.gov.uk
Phone Number:	

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Stanley Road, Riverside and Garlic Row residents routinely struggle to find parking spaces on these streets, recently acknowledged by Councillor Dyer when commenting on a planning application (see figures 1 and 2). This is largely due to pressure caused by commuters, shoppers, the multiple different congregations (numbering hundreds) using the Jehovah's Witness church on Stanley Road, spillover from Mercer's Row Industrial estate and football fans attending Cambridge United matches. The majority of houses on Stanley Road and Riverside have no off-street parking and therefore rely on what on-street parking is available. This is routinely difficult due to non-residential traffic taking advantage of the free on-street parking and close proximity to the city centre and local amenities.

Introduction of a residents parking scheme on these roads would dramatically reduce the competition for parking spaces.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£ <input style="width: 80%;" type="text"/>	Maximum £10,000
+		
Applicant contribution:	£ <input style="width: 80%;" type="text"/>	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£ <input style="width: 80%;" type="text"/>	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Introduction of a residents parking scheme would deter non-residents from parking. This would have a dramatic impact on resident's ability to park. Non-residents use these roads to park on a daily basis, and therefore their absence will free a large number parking spaces on these roads currently used for non-residential parking.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Stanley Road is hazardous at all times to cycle down, due to the high numbers of vehicles parked on both sides of the road. In peak times, such as when Cambridge United play the road becomes very dangerous for cyclists due to queueing traffic adding to the congestion and leaving no room for cyclists, see figure 3. The section of Riverside at the bottom of Stanley Road is an area where pedestrians, cyclists (on what is effectively a cycling super-highway) and cars converge. Reducing the number of parked cars in this area will make this part of Riverside safer for pedestrians and cyclists.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

The eastern Riverside community has for years been plagued by disruptive non-residential parking, causing much frustration for residents and adding to congestion. A large number of people use Riverside for recreational purposes, however the stretch of Riverside near the bottom of Stanley Road is currently one of particular conflict between cars, pedestrians and cyclists. Reducing the number of non-residential cars will improve the safety of this area of Riverside and encourage more people to use sustainable transport (as it has done at the western end of Riverside). More widely, all three streets proposed form a major cycleway between eastern Cambridge and the centre.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Newmarket Road suffers terribly from congestion, particularly on weekends, and even worse on Cambridge United match days, see figure 4. Deterrance of shoppers, football fans etc from parking on these streets will go some way to reducing traffic on Newmarket Road.

Thank you for taking the time to submit your proposal.

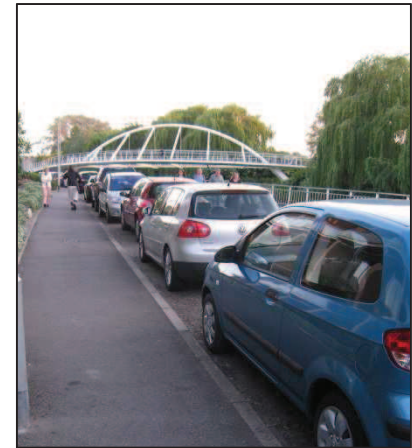
Figure 1: Parking in Stanley Road over one week



“Stanley Road suffers very high levels of competition amongst existing residential units for on-street car parking” Ian Dyer, CCC, 10/0312/FUL

Figure 2: Parking problems in Riverside and Garlic Row

Riverside



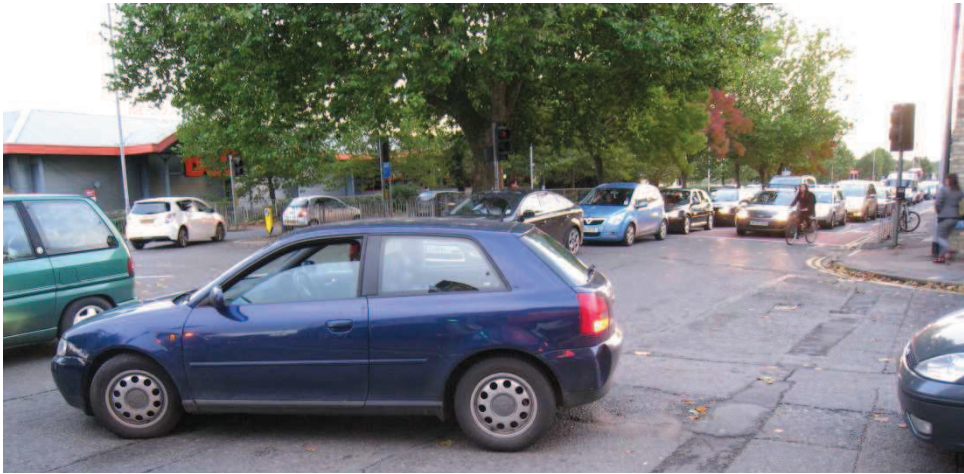
Garlic Row



Figure 3: Congestion on match days = no room for cyclists



Figure 4: Newmarket Road shortly after Cambridge United final whistle



APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	Councillor Peter Roberts
Contact Name:	Peter Roberts
Address:	
Email Address:	Peter.roberts@cambridge.gov.uk
Phone Number:	

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Currently there are no signs to route HGVs exiting the Mercers Row estate away from the impassible and/or dangerous route via Oyster Row/Stamley Road to Newmarket Road (Figures 1 and 2). HGVs are repeatedly getting stuck, especially at the turn of Oyster Row and Stanley Road, requiring up to half an hour, often with help from local residents or local police, to back down Oyster Row and turn the way that they came. Damage to cars (Stanley Road in particular is very narrow) and blocking of the Stanley Road/Newmarket Road junction is frequent.

A TRO has been agreed upon and funding secured that will narrow Garlic Row to prevent right-turning HGVs from travelling in the direction of Stanley Road. However, no signs will be provided to route HGVs appropriately, using the existing wide and dedicated U-turn point on Newmarket Road.

Suggested improvements are to erect three signs (Figures 3 and 4):

1. Left-turn only for HGVs at exit of Mercers Row onto Garlic Row
2. "HGVs for Cambridge turn left" or similar at junction of Garlic Row and Newmarket Road
3. "For Cambridge use U-turn point" or similar at U-turn point on eastbound side of rail bridge on Newmarket Road

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£2,250	Maximum £10,000
+		
Applicant contribution:	£250	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£2,500	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Together with the proposed road narrowing TRO which is already funded these proposed signs will hopefully completely resolve the problem that currently HGV drivers do not understand that the route from Mercers Row via Oyster Row and Stanley Road is wholly unsuitable for this type of traffic. Currently drivers (in particular it would seem those foreign drivers who are especially unfamiliar with the local road network) are reliant on SatNav routes which give no indications of the route suitability for HGVs.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

The signs will route 40T HGVs away from the narrow and busy Oyster Row/Stanley Road areas, reducing conflict of HGVs with cars, and especially with cyclists in this area which forms a major conduit between east Cambridge and the Riverside/Stourbridge Common cycling hotspots.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Residents have been plagued for years with HGVs blocking the junctions of Oyster Row/Stanley Road and Stanley Road/Newmarket Road, as well as damage caused to parked cars as a result of the very narrow nature of Stanley Road in particular. In addition the vehicles are so large and the properties so close to the road that noise and vibration continue to be issues. All of these issues will be resolved by routing the HGVs on the most appropriate route back to Newmarket Road.

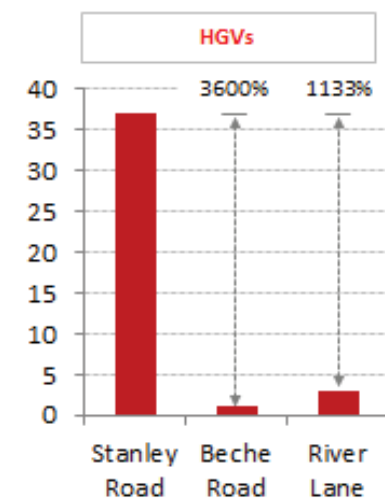
ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

There is very strong feeling within the local community that this problem has gone on for too long (see attached petition signed by 157 people from hundreds of properties on the affected route). Many residents have noted how intimidating the HGVs are to cycling on the affected route and how they would be more likely to cycle on it should the threat of facing an oncoming HGV not be present (especially at the junctions mentioned). HGVs also park dangerously on the Oyster Row/Stanley Road route (Figure 5), which will be prevented by adequate TROs/signage.

Thank you for taking the time to submit your proposal.

Figure 1. Inadequate signage means HGV drivers follow SatNav systems that do not explain that Oyster Row/Stanley Road route to Newmarket Road is impassible/dangerous



T3/T4 class HGVs per week on Riverside area roads (2014 20mph project statistics from City Council)

Figure 2. Overview map of major issues

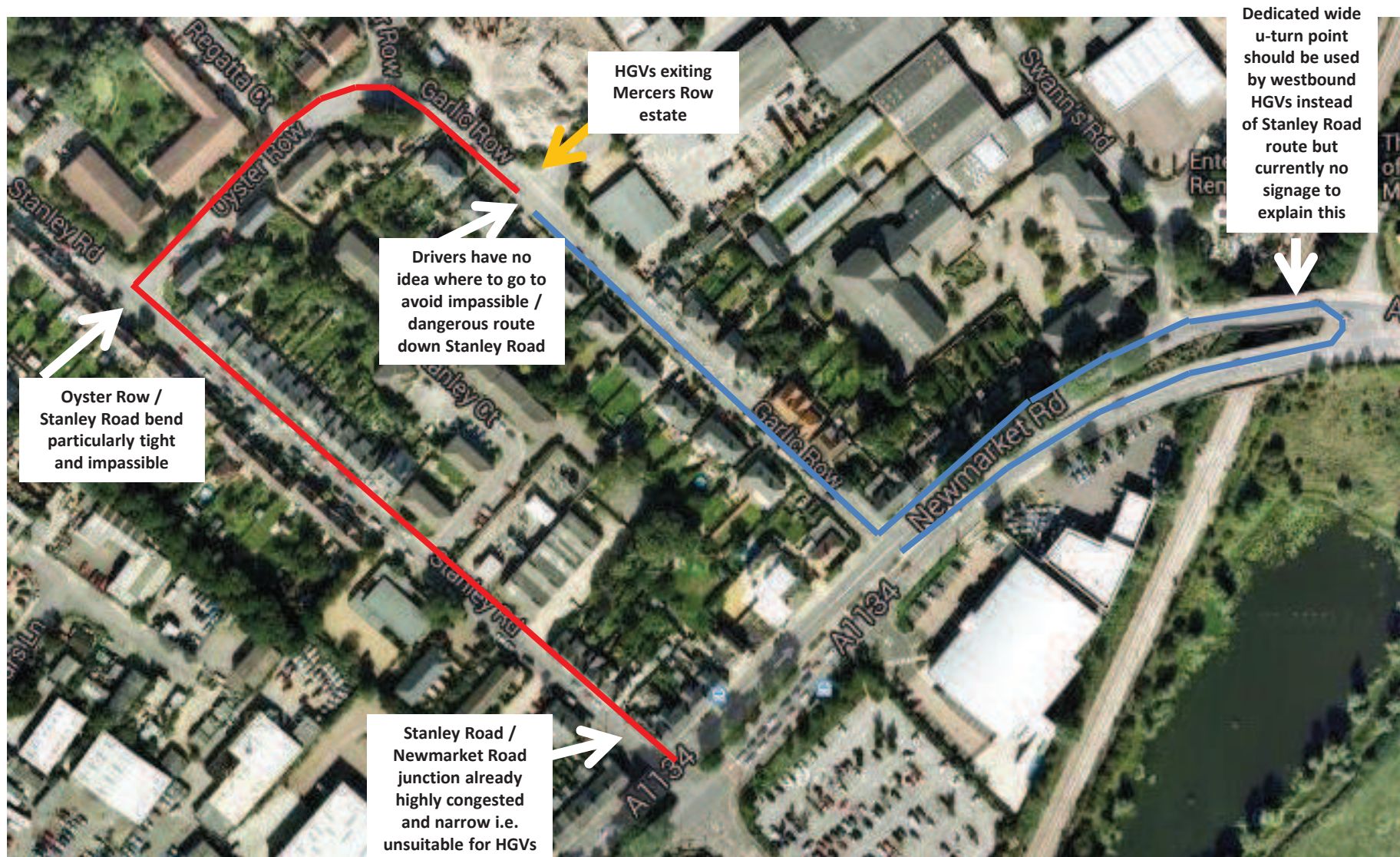


Figure 1. Suggested signs to facilitate routing of HGVs away from Oyster Row/Stanley Road route. Will be critical to success of Garlic Row narrowing TRO otherwise HGVs drivers will block Garlic Row attempting to turn towards Stanley Road

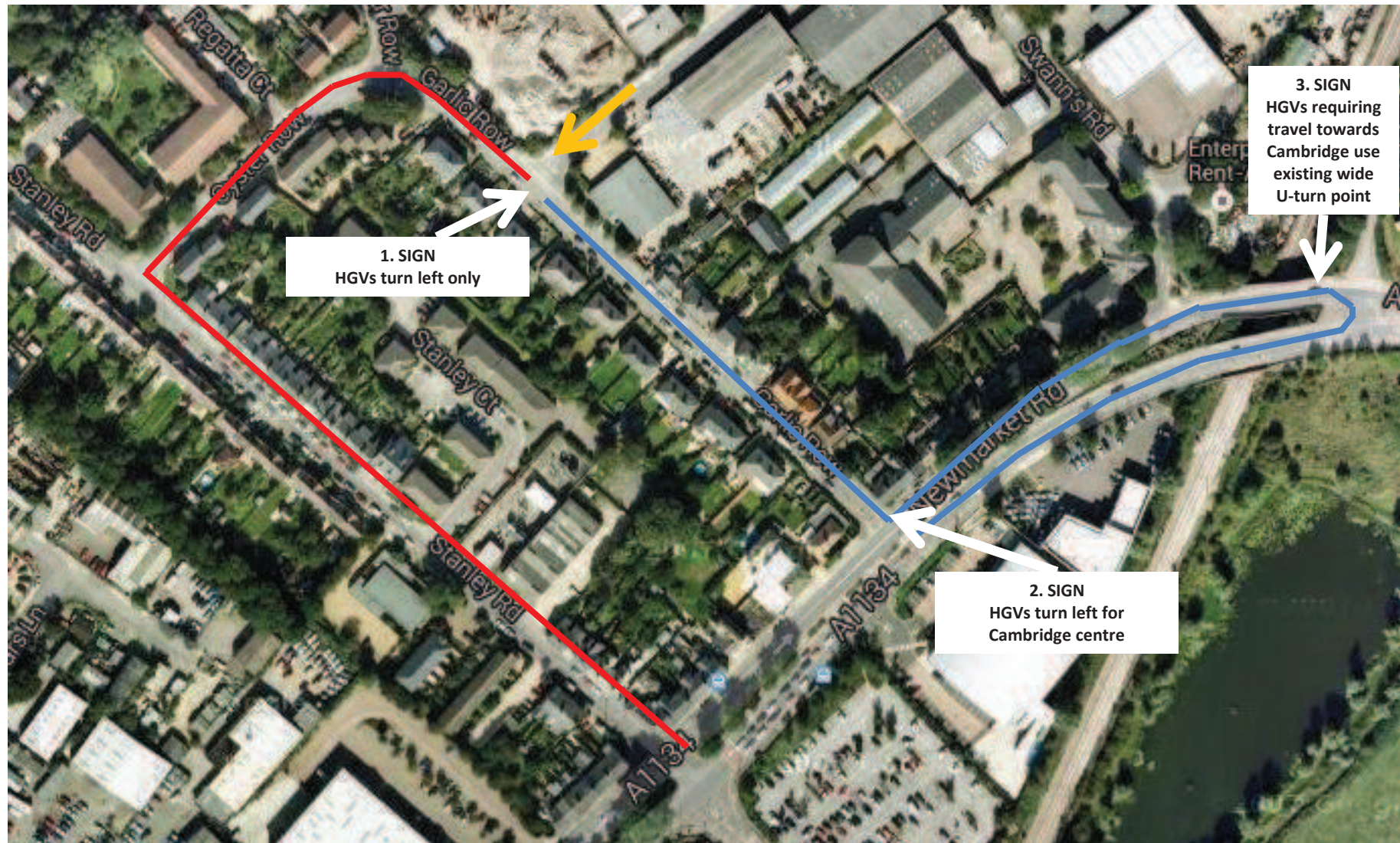


Figure 4. Pictures of suggested sign locations showing current lack of signs to route HGV drivers



Figure 5. HGVs parked dangerously on Oyster Row



Local Highway Improvement (LHI) Initiative 2016/17

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Name:	Councillors Richard Robertson, Ann Sinnott, Kevin Blencowe & Ashley Walsh
Contact Name:	Richard Robertson
Address:	Cambridge City Council
Email Address:	richard.robertson@cambridge.gov.uk
Phone Number:	██████████

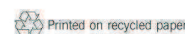
What highway issue or improvement would you like to address?
What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

To prevent blocking of roads and pavement by vehicles.

1. The access road from Sleaford St to Ivy Court (Petersfield) needs a 24 hour ban and double yellow lines on both sides to stop vehicles parking there and blocking the road to Ivy Court.
2. The access road from New Street to the back of the houses in York St and to the alleyway to St Matthew's Gardens needs a 24 hour ban and double yellow lines to stop vehicles parking on the pavement and blocking that, and to some extent the roadway itself. See pictures.



EQUALITY
FRAMEWORK
FOR LOCAL
GOVERNMENT
ACHIEVING



OBJECTIVES (continued)



Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£2250	Maximum £10,000
+		
Applicant contribution:	£250	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£2500	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

At Ivy Court there is a persistent problem with vehicles parking on the access road blocking the way through to the Court. This is a problem for cars as well as larger vehicles and emergency services. A 24 hour parking ban should stop this.

The road way from New Street became a big problem for residents and other pedestrians trying to use the pavement when vehicles parked all over it. The access road itself also got partially blocked at times. The police have provided a set of No Parking cones for the last few months but the permanent solution of a 24 hour parking ban is needed.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Pedestrians using the pavement from St Matthew's Gardens to New Street will no longer be forced to use the road by cars parking on the pavement.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

All four ward councillors support these parking bans which have been requested by several residents of Ivy Court and by residents of St Matthew's Ct respectively.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

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Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details:

Applicant Name:	Councillors Richard Robertson, Ann Sinnott, Kevin Blencowe & Ashley Walsh
Contact Name:	Richard Robertson
Address:	Cambridge City Council
Email Address:	richard.robertson@cambridge.gov.uk
Phone Number:	[REDACTED]

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Extension of the residents' parking bay on the east side of Mawson Road, (Mill Road end), for a length of about 40metres from the existing bay up to but not including the mosque.

To provide additional parking space for residents to park their cars and prevent other vehicles, especially cars and taxis, parking on this stretch - which is currently marked as no parking at any time with double yellow lines. These lines prevent parking on a much longer stretch of street leading up to Mill Road because they used to be daily deliveries by large articulated lorries to the loading bay of the supermarket which used to exist on the corner of Covent Garden and Mill Road. These lorries used to use Mill Street and then Mawson Road to return to Mill Road and leave the area. However the supermarket closed down some years ago and was replaced by the Sally Army charity shop which only has a small van servicing it.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£1350	Maximum £10,000
	+	
Applicant contribution:	£150	Minimum of 10% of total cost
	=	
Total Estimated Project Cost:	£1500	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

There is a persistent problem of cars and taxis arriving, parking and leaving again on this stretch of road at all times of the night. These vehicle movements disturb the residents' sleep in this narrow terraced street where houses open directly onto the pavement.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

The problem of nighttime disturbance by cars and taxis bringing people to the mosque has been a source of considerable tension in the area and has been raised over the last 18 months at the Mosque Community Forum established to provide opportunity for the mosque and local community to meet together to discuss issues. The disturbance is particularly bad during the month of Ramadan when the call to prayers can be as early as 3.30 am. The mosque have discouraged people visiting them during the night from parking in the street and disturbing residents but with very limited success. It has now been agreed by all Forum participants that extending the parking by residents to include the area outside the houses on Mawson St would improve substantially the situation.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

All four ward councillors and the Mosque Community Forum support this proposal which would make a strong contribution to community relations in the area beside the Mawson St mosque as well as providing extra space for parking by residents. .

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk

Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	Cllr Richard Johnson
Contact Name:	
Address:	<div style="background-color: black; width: 150px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 80px; height: 15px;"></div>
Email Address:	richard.johnson@cambridge.gov.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 15px;"></div>

OBJECTIVES OF YOUR PROPOSAL: *(see guidance notes)*

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

River Lane/Beche Road & River Lane/Riverside STOP sign/road markings

Residents have suggested that a STOP sign needs to be installed at this junction and appropriate stop lines painted on the road.

The junction of River Lane and Riverside has also been reported to Highways as a problem, so perhaps both these River Lane junctions need STOP signs and road markings.

Please see the below photographs setting out the location and areas highlighted in this application.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

Fig 1: View of River Lane junction at Beche Rd



Fig 2: Ariel view of junction

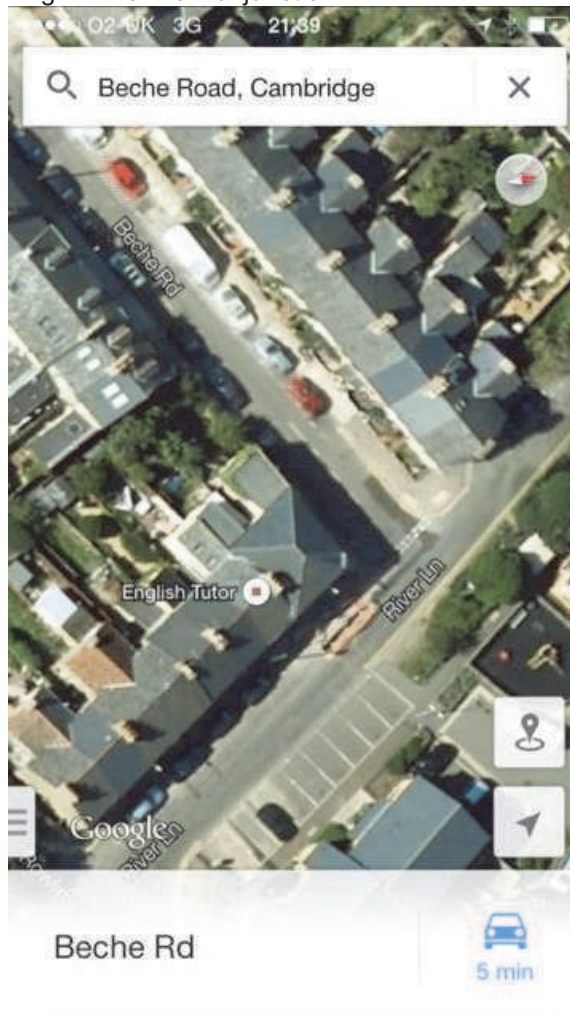


Fig 3: View of River Lane junction from Riverside



CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£1000	Maximum £10,000
+		
Applicant contribution:	£ 100	Minimum of 10% of total cost
<p>Applicant contribution to be from Cambridge City Council as per established process</p> <p>=</p>		
Total Estimated Project Cost:	£1100	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

It has been remarked by some residents that cars are sometimes exiting Beche Road onto River Lane as if they have right of way, not realising that River Lane is the main road in this instance. A new STOP sign and markings will aid motorists to help avoid this uncertainty.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Residents have remarked that cars have been noted as coming out too fast without looking for cyclists at the junction of River Lane and Riverside, causing possible problems of conflict.

The STOP sign and road markings would assist in giving certainty to drivers and aid pedestrian and cyclist safety in uploading the priority right of way at the Beche Road/River Lane and River Lane/Riverside junctions.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

The proposed markings will assist in making Beche Road and River Lane safer for cyclists and other road users, meaning the potential for improved cycling usage, providing a community, economic and social benefit.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

- This proposal has Local Member and Resident Association support.
- Councillors and Resident Association have collaborated on application
- Arrangement in place for 10% of project funding from Cambridge City Council Area Committees if agreed by councillors by the relevant committee.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

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Please return your completed application to local.projects@cambridgeshire.gov.uk

Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	Councillors Richard Robertson, Ann Sinnott, Kevin Blencowe & Ashley Walsh
Contact Name:	Richard Robertson
Address:	Cambridge City Council
Email Address:	richard.robertson@cambridge.gov.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 1.2em;"></div>

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Residents' Parking Scheme for Staffordshire Street, (Petersfield)

The objective is to enable local residents to be able to park in their street - which is currently invaded by cars every day.

The proposal is to include the street in the residents parking scheme which already exists in the roads on all sides of it.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£	Maximum £10,000
+		
Applicant contribution:	£	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Staffordshire Street has suffered from this as a persistent problem for some years, When the residents parking scheme was introduced in the roads surrounding the street it just made it worse for Staffordshire St.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

It will reduce the number of cars entering this street and surrounding ones, cruising round the area looking for a place to park for the day. The adjoining Norfolk St is heavily used by pedestrians and cyclists and in particular has hundreds of children going to and from St Matthew's Primary School every school day. Reducing car movements on that road would be a strong contribution to road safety as well as on Staffordshire St itself.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Ward councillors have been repeatedly asked to do something to enable residents to park in their street – something which is just not possible during the day if they leave and try to return. As a result all the residents of the St Matthews estate were consulted by the ward councillors earlier this year. Each household was given information about residents parking schemes and a survey questionnaire asking whether they would support the introduction of such a scheme. 93% of the respondents said Yes.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

All four ward councillors support this proposal. Staffordshire St is close to the City centre, Anglia Ruskin University and Grafton Centre. It is surrounded by roads which have a residents' parking scheme because of the pressure from people entering the area in their cars to access offices, shops and the university. The street should not have been left out of the scheme for the area and adding it in will rectify this omission.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	Councillor Catherine Smart, City Councillor for Romsey
Contact Name:	Catherine Smart
Address:	
Email Address:	chlsmart@cix.co.uk
Phone Number:	

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

To remove the redundant pipe blocking the pavement outside School Court in Thoday Street, Romsey. The pipe appears to have been a sewer ventilation pipe but has been capped about a meter above the ground so serves no useful purpose. It also looks loose on its moorings.

(continue overleaf)

OBJECTIVES (continued)



This would add a little bit of space for parking in an area where every inch is valued!

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£1,350	Maximum £10,000
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+

Applicant contribution:	£150	Minimum of 10% of total cost
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This would be part of the Cambridge East Area Committee allocation

=

Total Estimated Project Cost:	£1,500	Total of above (see indicative costs)
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Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

It has been in its present useless state for many years (I don't know exactly when it was capped off).

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

It is a hazard to pedestrians, cyclists and drivers, particularly to those with mobility problems.
It is outside a sheltered housing complex, which increases the risk.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

This is a conservation area and it is not a thing of beauty.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

There would be a little more space for parking cars, in an area where every inch is valued!

As ward councillor, I am fully in support for this proposal.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

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Please return your completed application to local.projects@cambridgeshire.gov.uk

Deadline for submission - **Monday 2nd November 2015**

Applicant Details:

Applicant Name:	Councillor Catherine Smart, City Councillor for Romsey
Contact Name:	Catherine Smart
Address:	
Email Address:	chlsmart@cix.co.uk
Phone Number:	

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

To correct an anomaly and bring into the ownership and care of the Highways Authority a short piece of land heavily used by cyclists.

There is a short stretch of land between Tiverton Way and Perne Road (both adopted highways) which is in the ownership of the City Council but the upkeep is the responsibility of a householder whose gate opens onto it. Bollards separate it from Tiverton Way so only pedestrians and cyclists can enter from that direction.

This is an anomaly dating from when his house was the only one needing access. Since he moved in and took over responsibility for this short stretch, Tiverton House has been occupied by students and many have realised that it is a shorter way to the cycleway along Natal Road from the Snakey path route. Trefoil Terrace has also been built. It is now heavily used by cyclists and pedestrians.

The obvious correction of the anomaly is for it to be adopted by the County Council as a regular part of the Highway but the requirement that it be put in tip-top order by this individual householder before this is done is unreasonable under the circumstances.

This stretch of road was originally part of the first Cambridge to Ipswich railway line so the foundations will be sturdy although the top surface is beginning to need attention.

(continue overleaf)

OBJECTIVES (continued)

At the very least it would be good to have done a technical investigation to see how much it would cost to put it into appropriate order for adoption. If the cost is reasonable, it could be a LHI. If it is beyond that budget, additional funding from money set aside for cycling improvements should be sort.

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£	Maximum £10,000
---	---	-----------------

+

Applicant contribution:	£	Minimum of 10% of total cost
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This would be part of the Cambridge East Area Committee allocation.

=

Total Estimated Project Cost:	£	Total of above (see indicative costs)
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Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

Changed circumstances in the area in the last ten years have caused this problem to arise. It has become a well used cycle path. The anomaly needs attention and, as a first step, we need to find out how much it would cost.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

The road surface is showing signs of wear which will be an increasing hazard to cyclists.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Making this short stretch into a formal cycle route would give an alternative both to those using the Snakey Path and those coming from the Tiverton estate towards the station and city centre.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Long term, adding this short stretch to the cycle network would add value to that network but proving a better alternative to the present route.

As ward councillor, I am fully in support for this proposal.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk

Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	Councillor Catherine Smart, City Councillor for Romsey
Contact Name:	Catherine Smart
Address:	
Email Address:	chlsmart@cix.co.uk
Phone Number:	

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

At present there is a short stretch of double yellow lines both sides of Wycliffe Road at its junction with Brooks Road in Cambridge but cars park right up to the lines on both sides. This means that it is a single track almost up to the junction with poor visibility both for those turning into Wycliffe Road and those going out.

Residents believe that people traveling to work together meet here and leave their cars. The situation has become worse since Sainsburys put a three hour time limit on their car-park.

The Local Highway Improvement requested, is to lengthen the double yellow lines on Wycliffe Road, either doubling the length or further - possibly as far as the entrance to the car-park.

This would increase the safety of the junction by making it possible for cars turning off the ring-road being able to see if there is any car already coming - and vice versa. It will also be possible for a car to wait at the top of Wycliffe Road, off the ring-road, till an on-coming car has come through the single width stretch.

(continue overleaf)

OBJECTIVES (continued)

Additional information in support of application:

I sent a letter to the residents of Wycliffe Road saying that I had been asked to request this and did anyone object or have any supporting information.?

In answer to my request, I had several phone calls describing occasions when they had seen or participated in near misses.

No-one contacted me to object.

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£900	Maximum £10,000
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+

Applicant contribution:	£100	Minimum of 10% of total cost
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This would be part of the Cambridge East Area Committee Allocation

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Total Estimated Project Cost:	£1,000	Total of above (see indicative costs)
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Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

The situation has persisted for some time but it has got worse recently following the decision of Sainsbury's to put a three hour time-limit on their car-park.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Longer yellow lines will allow much better visibility at the junction and so increase the safety of this junction. It would not prevent parking completely.

Brooks Road is part of the Cambridge ring road so cars can be traveling at speed (for an urban area). Sudden stops can cause shunt accidents.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

I am putting this forward at the request of residents and there is local support for this move (see above)

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

The route cause of the problem - car-sharing, is laudable, so we would not want to stop parking altogether but it must be done in such a way as to be safe for all road users.

As ward councillor, I am fully in support for this proposal.

Thank you for taking the time to submit your proposal.

APPLICATION FORM

Local Highway Improvement (LHI) Initiative 2016/17

Please ensure you have read through the supporting LHI guidance document before completing this application form. You must complete all sections, failure to provide adequate information may result in your application being discounted or further information being requested. It is strongly advised that you contact the Local Projects team to discuss your application prior to submission. The options available are outlined in the LHI application guidance notes.

Please return your completed application to local.projects@cambridgeshire.gov.uk
Deadline for submission - **Monday 2nd November 2015**

Applicant Details;

Applicant Name:	County Councillor Noel Kavanagh
Contact Name:	
Address:	<div style="background-color: black; width: 150px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div> <div style="background-color: black; width: 80px; height: 15px;"></div>
Email Address:	noelkavanagh@hotmail.co.uk
Phone Number:	<div style="background-color: black; width: 100px; height: 15px;"></div>

OBJECTIVES OF YOUR PROPOSAL: (see guidance notes)

What highway issue or improvement would you like to address?

What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Pathway connecting Litchfield Road to Perne Road. Cambridge

The tarmac pathway that connects Litchfield Road to Perne Road is very uneven with a disintegrating surface. It is proposed that the pathway is re-surfaced because it is the main pathway used by elderly residents living in the Litchfield Road flats to gain access to local shops on Perne Road. Some of the residents are in wheelchairs or are mobility scooter users and it is difficult for these people to use the pathway.

(continue overleaf)

OBJECTIVES (continued)

Please attach any additional information in support of your application e.g. plans, photos or correspondence. (Maximum of 3 pages)

CAMBRIDGESHIRE POLICE COMMENTS: (see guidance notes)

If your application does not need Police consultation then please write not applicable in the box below.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£9,000	Maximum £10,000
+		
Applicant contribution:	£1,000	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£10,000	Total of above (see indicative costs)

Please note that unless you contribute at least 10% of the total cost, your proposal **will not** be assessed. It is strongly advised that you contact the Local Projects team on the above email address to discuss this part of your application.

Please outline how your proposal fulfills the following aims of the LHI Initiative;

PERSISTENT PROBLEM: (see guidance document)

How does your proposal aim to address the problem and to what degree will it resolve or improve it?

The pathway is uneven and rutted and is particularly difficult for elderly people to walk on it.

Re-surfacing will make the pathway safer for pedestrians, wheelchair users and those in mobility scooters.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

A new surface will improve safety of those using the pathway, contributing to preventing those who are not sure footed, particularly the elderly, from tripping up and getting injured.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Residents of Litchfield Road flats and people from nearby streets use the pathway to gain access to shops on Perne Road. Improving the pathway surface will reduce the risk of pedestrians injuring themselves by tripping up. The pathway is also well used by people accessing the Litchfield Road Community Hall.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Re-surfacing the pathway will reduce the anxiety of elderly people wary of using the path in its current bad condition.

Thank you for taking the time to submit your proposal.

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Local Highway Improvement Initiative

Application Guidance Notes

2016 – 2017

Section	Contents	Page
1	Summary of the Local Highway Improvement Initiative	2
2	Preparing and submitting your application	2
3	Things to consider when applying	6
4	LHI area workshop dates	7
5	Assessment and scoring of applications	8
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7	Timescales and deadlines	10
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1.0 SUMMARY OF THE LOCAL HIGHWAY IMPROVEMENT INITIATIVE

Cambridgeshire County Council is keen to work with local communities to help deliver local improvements to their highways and streets. This initiative invites community groups to submit a proposal for funding from our Local Highway Improvement (LHI) fund and gives local people a real influence over highway improvements in their community.

Schemes are delivered on a jointly funded basis, with applicants able to apply for up to £10,000 from the County Council as a contribution to their scheme. The applicant is expected to provide a minimum contribution towards each project of at least 10% of the total scheme cost. This enables applicants to deliver minor improvements for as little as £500.

Applications could involve any highway measure or improvement that is considered to offer benefit to the local community. Examples of schemes that have been delivered through this initiative are included in section 9.0. Traffic calming, parking restrictions, speed limit changes and footway and pedestrian crossing improvements are some of the most common proposals that are delivered by this initiative.

Applications are accepted from any groups or organisations that represent the local community, such as parish or town councils and local community groups. The council strongly recommends that all applicants begin by contacting their parish council to discuss their proposal and to gain local support before proceeding with an application.

Due to the popularity of this initiative only one application per applicant will be assessed.

2.0 PREPARING AND SUBMITTING YOUR APPLICATION

All applications **must** be submitted using the form appended to this guidance document. All sections of the document must be completed and proposals cannot be received in any other format.

These sections are;

a) Objectives of your proposal

Applicants are asked to clearly identify their objectives in applying for funding. This should highlight in detail the highway issues that the applicant is aiming to resolve or improve, e.g. excessive traffic speeds, difficulties crossing or walking along the road or safety issues caused by parked vehicles etc. Any supporting statistics, such as accident data or speed surveys should also be referenced here. The County Council has an online interactive map containing the last five years of vehicle, pedestrian and cyclist accidents, which can be accessed using the following link;

<http://my.cambridgeshire.gov.uk/myCambridgeshire.aspx>

The applicants preferred type of solution can also be identified. However, it should be noted that until more detailed feasibility work is carried out, no guarantee can be given to the deliverability of this preferred solution.

Applicants should demonstrate that there is support for the scheme from local people, particularly those that would be directly affected by the proposal.

Applicants are also encouraged to contact the Local Projects team at the County Council to discuss their applications prior to submission, so that advice can be provided on the initial feasibility and estimated cost of potential solutions.

b) Cambridgeshire Police Comments

Any application that includes proposed changes to the Public Highway that will require Police enforcement, such as speed limit changes and parking restrictions, or involves physical traffic calming features, will need to incorporate comments from Cambridgeshire Police.

Derek Crosby, Traffic Management Officer for Cambridgeshire Police, should be informally consulted on the objectives of the application and his comments included in this section.

His contact details are as follows;

Derek Crosby - Traffic Management Officer
derek.crosby@cambs.pnn.police.uk
01480 422458

c) Financial Contributions

The maximum contribution from the County Council's LHI initiative towards each successful application is £10,000 and the applicant must contribute at least 10% of the total estimated cost of the project.

Applications will be looked upon more favourably where an applicant is able to offer a greater percentage contribution.

Example contribution calculation;

County Council LHI contribution applied for	=	£6,000 [Maximum £10,000]
Maximum Applicants contribution	=	£600 [Minimum of 10% of total]
<u>Total Estimated Project Cost</u>	<u>=</u>	<u>£6,600 [Total of above]</u>

The total cost of the project must also incorporate any additional maintenance charges for higher standards of design or on-going operating costs, such as energy costs or regular safety maintenance inspections of highway equipment.

The guide overleaf gives an indication of the typical costs of various highway improvements and highlights those that may lead to additional maintenance liabilities or may not be adopted by the County Council.

Again it is strongly recommended that highways officers are contacted to discuss this part of the application prior to submission, to ensure it is as accurate as possible at application stage.

Local Highway Improvement Initiative

Indicative Cost of Solutions

Last updated 13th July 2015

Feature	Indicative Cost	Comment
Raised crossing point (6.5m carriageway, 3m plateau)	£10,000 - £12,000	Assumes no additional street lighting required.
Pair of asphalt speed cushions	£5,000	Assumes no additional street lighting required, no kerb build outs.
Pair of rubberised speed cushions	£3,500	
Speed cushion scheme (asphalt) (4x pairs)	£17,250	
Raised junction table	£15,000 - £20,000	Assumes no additional lighting required.
Priority give way traffic island (1.5m wide, including cycle bypass)	£5,000	Priority sign requires illumination where <50m from a lighting column, (cost increase). speed cushion in running lane +£2,000. Assumes no additional street lighting required.
Pedestrian refuge/traffic island (2m wide, 4m long)	£5,000	Assumes new tactile paving on both sides of carriageway but does not include illumination.
Carriageway build outs (1m wide)	£2,000 - £3,000	
Mini roundabout	£35,000	Indicative, may vary significantly dependent on changes required to adjoining road alignments. Additional street lighting may be required.
Mobile Interactive flashing sign	£2,500 - £4,000	Must be owned and operated by the applicant. Posts erected by CCC.
Zebra crossing	£15,000 - £25,000	Additional street lighting required may increase cost significantly.
Puffin/toucan crossing	£60,000 - £90,000	Higher cost if wide road necessitates traffic island. Additional street lighting required may increase cost significantly. Considerable maintenance required, quotation on request.
Traffic warning/regulatory signs	£400	Assumes sign & supplementary. Plate on 1x new post
Directional signs	£500 - £2,000	Dependent on size of sign & posts required.
Signal controlled junction	£150,000 - £650,000	Dependent on number of approaches, street lighting requirements etc. Considerable maintenance required, quotation on request.
Footway (50m length, 2m width)	£9,000-£12,000	Dependent on kerb/edging and drainage requirements.
Pedestrian barriers	£300	Price per 2m panel length.
Street lighting	£2,000	Per street lighting column, including connection (dependent on location of nearest UK Power Networks service, extra cabling can increase cost). £1500 commuted sum per column is also required at point of installation.
Change/extension of speed limit (inclusive of traffic regulation order costs)	£2,500 - £5,000	Dependent on number of signs required, based on length of speed limit proposed and number of adjoining junctions and lighting requirements for signs. New terminal signs on a trunk/principal road must be illuminated, this will increase cost.
Parking/waiting restrictions	£1,200 - £3,000	Sign requirements are dependent on type of restriction and may increase cost.
Install new kerbing (per 20m length)	£1,500- £2,000	For replacement of existing add £250 per 20m length for removal/disposal of existing
New drainage gully	£750	Includes connection to an existing drain
Pedestrian crossing point	£1,500	Includes tactile paving, assumes no central island required.
Install new bollard	£500	Approx. per bollard, dependent on bollard type.
30mph road marking roundel	£100	

Please Note:

- These are indicative costs only. Until detailed design work is carried out, no guarantee can be given as to the deliverability or cost of individual solutions.
- Traffic calming measures may lead to required improvements to the standard of street lighting, which may significantly increase the cost of solutions.

The next section of the application form asks applicants to demonstrate how their proposal fulfils the aims of the LHI initiative, based on the four key categories listed below. These categories will be scored by the Member Advisory Panels, to prioritise which applications are recommended to receive funding. Further information on the scoring process can be found in section 5.0

d) *Persistent Problem*

Evidence that the problem has persisted for some time and the degree to which these ongoing difficulties will be addressed by the proposal should be fully detailed in this section. A description of any measures that have been implemented in the past with limited success should also be included.

e) *Road Safety*

Applicants should identify the road safety aspects of their proposal, the hazards that currently exist and how the proposal could contribute to their reduction, or general improvement of road safety.

f) *Community Improvement*

Proposals are expected to create improvements for the local community, from either a social or economic perspective, or both. An explanation of how the proposal achieves this should be included. Evidence that the proposal is supported by the local community is also required, along with the level of consultation that has already been carried out. The degree to which the proposal addresses something felt to be very important locally.

g) *Added Value*

This new category should be used to highlight any other particular benefits of the proposal such as;

- Collaboration between organisations in submitting an application.
- Applicants providing funding contributions in excess of the minimum 10% and in proportion to their annual precept, if the applicant is a Parish or Town Council
- Evidence that the applicant has pursued alternative options to solve the issue, such as Community Speed Watch for speeding related issues.
- Evidence of significant local and/or member support.

3.0 THINGS TO CONSIDER WHEN APPLYING

Requirements that must be fulfilled;

Virtually all highway measures that the County Council provides can also be funded by a community. However, there are certain conditions that must be met:

- The proposal has to be safe, to ensure that the travelling public are not endangered. In some instances sites that are suggested for highway measures, such as pedestrian crossing points, are not appropriate and would not satisfy safety requirements.
- All proposals that affect the layout of the highway must also be subjected to an independent three stage road safety audit.
- Proposals also need to satisfy any legal requirements and highway policies that the council has for a range of highway measures, to ensure that it acts with equity and fairness.
- Current highway policies and standards can be found on our website using the following link;
- http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

Responsibility for any maintenance liabilities;

Where improvements are proposed to be constructed to County Council standards, long-term maintenance will become the responsibility of the County Council.

However, any on-going operating costs, such as electricity for street lights or regular routine safety equipment maintenance inspections, will need to be met by the applying group. The table in section 2 of this document highlights the highway measures that require additional maintenance funding, along with indicative costs.

It is recognised that communities may want to adopt a higher standard of design, such as incorporating special materials or features to enhance the local environment.

We are happy to work with applicants who wish to adopt this approach, provided they are prepared to take responsibility for the additional maintenance liability. The LHI Member Panels will be presented with any implications of adopting a higher design standard as part of the technical appraisal process, which is explained further in section 5.0 of this document.

Advertising of legal traffic regulation orders;

Applicants often request the introduction of parking controls (yellow lines) or other highway restrictions through the making of a traffic regulation order. As there is a legal process involved which allows for objections to be made, there is no guarantee that the order will be approved.

Irrespective of whether the order is approved, the costs associated with the legal process would have to be met. The timing of the formal advertisement will be programmed to minimise costs by combining advertisements which may result in some delay. It is expected that those requesting a traffic regulation order would demonstrate that they have undertaken appropriate informal local consultation to assess support for the proposed measure prior to commencing the legal process.

4.0 LHI AREA WORKSHOP DATES

Your Local Projects Team are always available to advise on any aspect of this initiative and can be contacted on 0345 045 5212 or by email local.projects@cambridgeshire.gov.uk

However, specific workshops will also be held as part of **highways depot open days** that are planned in each area, to give applicants an opportunity to speak with highways officers in person and discuss ideas or proposed applications in detail. These will be held in the following locations on the dates and times shown below.

To **request a time slot** please email local.projects@cambridgeshire.gov.uk

Schedule of workshops;

Location	Area	Date	Time slot
Huntingdon Highways Depot Stanton Way Huntingdon PE29 6PY	Huntingdonshire	Tuesday 1 st September	14:00 – 16:00 16:00 – 18:00 18:00 – 20:00
Mill Road Depot (City Council) Mill Rd Cambridge CB1 2AZ	Cambridge City	Tuesday 8 th September	14:00 – 16:00 16:00 – 18:00 18:00 – 20:00
Witchford Highways Depot Stirling Way Witchford CB6 3NR	East Cambridgeshire	Monday 14 th September	14:00 – 16:00 16:00 – 18:00 18:00 – 20:00
Hereward Hall County Road March PE15 8NE	Fenland	Tuesday 15 th September	14:00 – 16:00 16:00 – 18:00 18:00 – 20:00
Whittlesford Highways Depot Station Road Whittlesford CB22 4NL	South Cambridgeshire	Thursday 17 th September	14:00 – 16:00 16:00 – 18:00 18:00 – 20:00

5.0 ASSESSMENT AND SCORING OF APPLICATIONS

The assessment and scoring of applications is split into two stages.

STAGE 1 - Technical Appraisal

This appraisal, carried out by highway officers, will assess four technical areas associated with the application and each assigned a traffic light based rating [red,amber,green]. These areas are;

- ***Risks to Delivery***
Any foreseen issues associated with the proposal will be highlighted in this category, such as the potential for objections to traffic regulation orders, the risk of objections from directly affected residents or any engineering feasibility issues that make the proposal difficult to deliver and within the budget available. Any land ownership issues or the need for legal agreements will also be raised, along with the viability of delivery within the programme year.
- ***Effectiveness***
An assessment of the effectiveness of the proposed solution or the options that are available, with regard to the highway issue being raised by the applicant. For example, proposing a priority gateway feature on a road with limited opposing traffic flow would not be regarded as an effective traffic calming feature.
- ***Road Safety***
An initial response from the road safety team, highlighting any potential issues with the proposal, along with its contribution to improving road safety.
- ***Maintenance***
The maintenance implications of the proposal will be fully outlined, particularly if any special materials or on-going operational requirements are included in the proposal. Whether the applicant is providing maintenance funding or taking ownership on completion will also be highlighted.

The estimated cost of the proposal will be reviewed, with a view to recommending a revised contribution as necessary. If this leads to the need for an increase in the applicants' contribution, then agreement will be required from the applicant if the application is to be considered as part of the next stage.

STAGE 2 – Member Advisory Panels

Advisory panels have been created for each district council area across Cambridgeshire. Panels outside Cambridge City are made up of County Councillors based on current political proportionality and agreed by the Highways & Community Infrastructure Committee.

The panel for Cambridge City is appointed by the Cambridge Joint Area Committee. Membership of the panels for 2016/17 is yet to be confirmed.

All completed application forms and any accompanying information are provided to panel members, along with the technical appraisal carried out from the stage 1 assessment. The panel then meet to jointly review and score each application in the four LHI category areas detailed in section 2(d-g). A maximum score of 5 may be awarded for each category area and scores are awarded as follows;

Score 0	Fails to deliver any improvement
Score 1	Delivers negligible improvement
Score 2	Delivers limited improvement
Score 3	Delivers some improvement
Score 4	Delivers substantial improvement
Score 5	Delivers exceptional improvement

Each applicant will be invited to attend the panel meeting to support their application, highlighting the benefits that it may provide, within a three minute time allocation. The panel may also wish to ask the applicant further questions about their application.

If the applicant, or their nominated representative, is not able to attend, then a written representation can be presented to the panel in their absence.

The average score per category across all panel members is used to calculate the overall average score for each application. Panel members are not permitted to score applications in their own division. The applications for each district area are prioritised in score order and an LHI contribution for each scheme is allocated in accordance with panel recommendations.

The member advisory panels will meet in December 2015 and January 2016. The dates, times and locations of panel meetings will be confirmed by the end of September 2015.

6.0 ALLOCATION OF FUNDING

The prioritised list of schemes for each district area is presented to the Highways and Community Infrastructure Committee, where it is recommended for approval, prior to the start of the financial year in which the funding is available. The schemes that can be funded within the budget available for each district area are also highlighted.

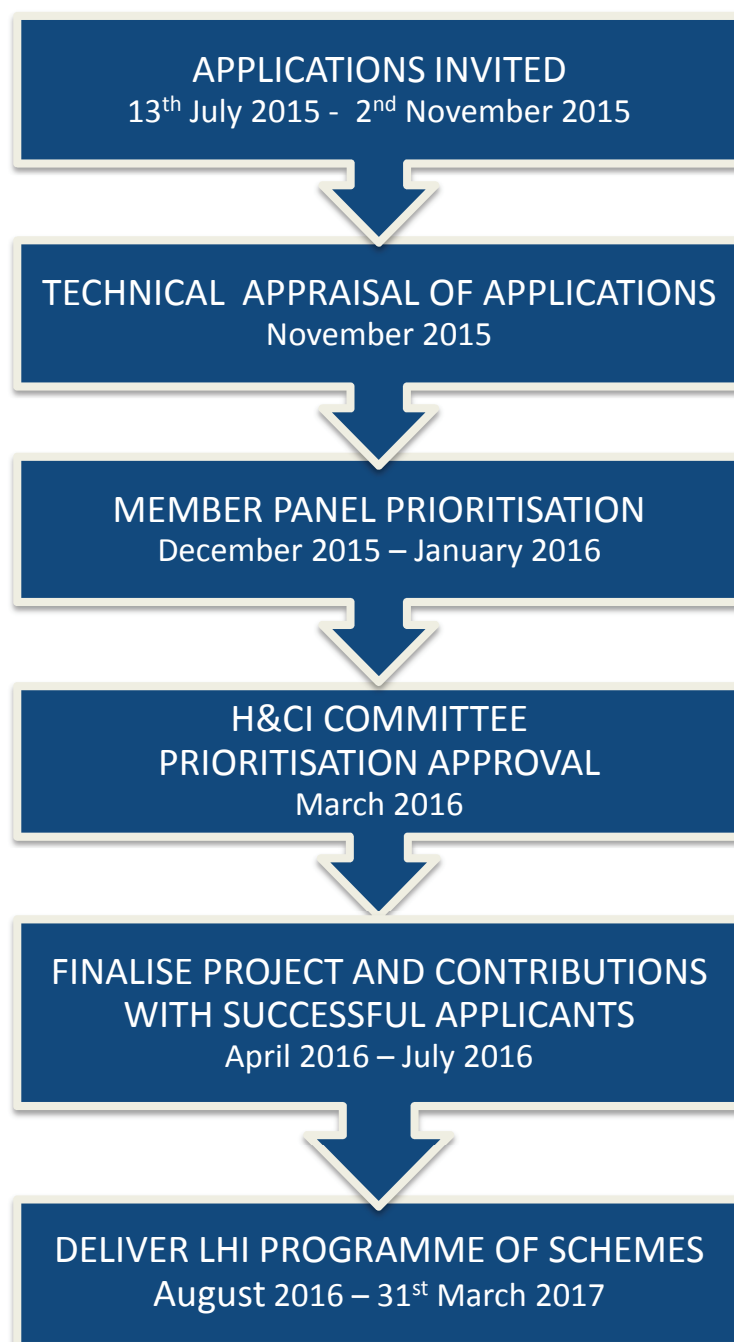
All applicants are subsequently notified of the Committee decision.

Written agreement from the applicant, confirming the final agreed proposal and provision of the necessary third party contribution is then **required within 4 months** of the award of LHI funding. Highways officers will work with applicants throughout this period to finalise the proposed measures.

Should issues arise during this period, which either makes the proposal no longer viable or agreement in writing cannot be reached with the applicant, then highways officers will **reallocate the awarded funding to the next prioritised application** for that particular district area, in consultation with the County Councillor for that division or ward. This ensures that as many schemes as possible are delivered within the programme year, as funding cannot be carried forward to future years.

7.0 TIMESCALES AND DEADLINES

The timescales associated with the LHI process can be summarised as follows;



The Local Highways Improvement Initiative capital budget cannot be carried forward to the following financial year. It is therefore vital that applicants agree final project proposals and contributions in a timely manner, to reduce the risk of schemes not being delivered and awarded funding lost.

8.0 OTHER INFORMATION

- Applicants are encouraged to complete their application form in typed, electronic format. If this is not possible, please contact us for assistance.
- Applicants are asked to complete all relevant sections of the form rather than attaching reports. This enables a fair assessment of your application.
- All applications will be acknowledged by post or email within 5 days of receipt. If you do not receive an acknowledgement you should call 0345 045 5212 to check that your application has been received.
- Successful applicants must confirm in writing their agreement to pay the required level of financial contribution before orders are placed for works.
- Applicants will be invoiced for their contribution on completion of the works.
- Contributions from applicants cannot be spread over multiple financial years.

9.0 LHI SCHEME CASE STUDIES

Overleaf are some examples of schemes that have been funded by the Local Highway Improvement Initiative over the past few years.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High Street, Abbotsley Footway Access Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Abbotsley Parish Council
- Issue raised – safe access to village hall
- Delivered by County Council Highways Team
- Access improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £1,000
- Total cost; £11,000

This scheme involved access improvements to the village hall on High Street, Abbotsley. No footway existed on the village hall side, where a steep highway verge also meant that all pedestrians had to walk along the carriageway to a set of steps that led directly into the carriageway. Wheelchair users also had to use the vehicular entrance which had poor visibility when entering or exiting, due to concrete retaining walls on either side.

The solution was to re-grade the existing grass verge and construct new brick retaining walls to enable construction of a new footway along the verge. This included modification of the concrete retaining walls at the vehicular entrance, to improve visibility, and provision of a pedestrian crossing point to allow pedestrians using the opposite footway to cross to the new section.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High Street, Ashley Pedestrian Crossing Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Ashley Parish Council
- Issue raised – safe crossing for elderly
- Delivered by County Council Highways Team
- Traffic calming & crossing improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £5,000
- Total cost; £15,000

The applicant originally applied for the installation of a zebra crossing in this location. The main aim was to provide assistance for the elderly crossing the road throughout the day to access bus stops and local shops. It was also hoped that such a feature would subsequently reduce vehicle speeds.

However, once accessed it was soon established that a zebra crossing would be much more hazardous in this location; due to the extremely low level of demand from pedestrians crossing, which over time influences driver behaviour to ignore the crossing.

A built out feature was therefore proposed instead, which incorporated a crossing point. This reduced the crossing width for the elderly by a third, increased visibility for pedestrians, highlighted the pedestrians to approaching drivers and reduced vehicle speeds.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Wertheim Way, Huntingdon New Zebra Crossing

PROJECT DETAILS

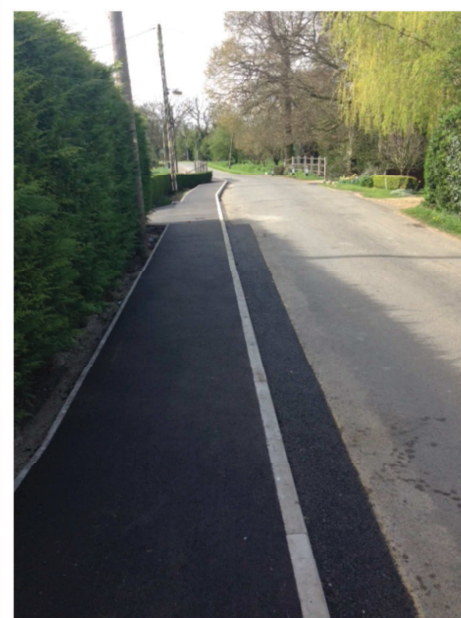
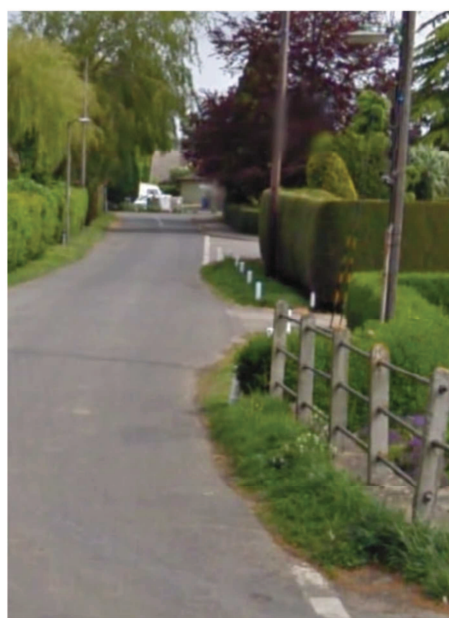
- Delivered in 2014/15
- Applicants – Stukeley Meadows Primary School & Huntingdon Town Council
- Issue raised – safer access to local facilities
- Delivered by County Council Highways Team
- Road safety/community access improvement
- LHI County Council Contribution; £6,350
- Applicant contribution; £3,150
- Total cost; £9,500

Wertheim Way forms a loop, both ends joining Stukeley Road, whilst it is not a through route, it serves numerous cul-de-sac's along its entire length. Parking in the area is also an issue and vulnerable road users have to interact with vehicular traffic at peak times.

The proposal involved in the installation of a zebra crossing on an existing road hump. The road hump incorporated an uncontrolled crossing point, linking two paths crossing Stukeley Meadows, serving residents of the area as a route to the primary school and nearby shops. As the zebra was to be located on a road hump, and following discussions with the Road Safety Team, substantial savings were made by not needing to lay high friction surfacing on the approach to the crossing. All road markings in the area were also refreshed at the same time and the street lighting upgraded.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Cattle Dyke, Gorefield New Footway Extension

PROJECT DETAILS

- Delivered in 2015/16
- Applicant – Gorefield Parish Council
- Issue raised – lack of footway provision
- Delivered by County Council Highways Team
- Community access improvement
- LHI County Council Contribution; £7,710
- Applicant contribution; £860
- Total cost; £8,570

Cattle Dyke in Gorefield had a missing link in its footway, from its junction with Back Road, over the bridge to its junction with St Pauls Close, approximately 45m in length.

The parish council highlighted the need for a safe route for pedestrians, particularly those walking to and from the local school and local facilities.

A new section of kerbed footway has been constructed over the bridge and along to St Pauls Close, utilising both the verge and some of the existing carriageway width. A new section of railing was also provided to maintain safety at the bridge.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



Cowbridge Hall Rd, Little Downham Passing Places

PROJECT DETAILS

- Delivered in 2013/14
- Applicant – Little Downham Parish Council
- Issue raised – Lack of formal passing places
- Delivered by County Council Highways Team
- Road Safety improvement
- LHI County Council Contribution; £10,000
- Applicant contribution; £1,000
- Total cost; £11,000

Cowbridge Hall Road is a minor link road in an agricultural area. There were two existing unofficial passing places that were below standard. This meant that passing vehicles used them at their own risk and they were a constant maintenance issue for the Highways team.

The parish council requested that these were upgraded and improved. Feasibility confirmed that both could be completed within budget.

Both were not only able to be upgraded to official highways specification, but were both increased in size to ensure that the largest of vehicles could pass safely.

CASE STUDY

LOCAL HIGHWAY IMPROVEMENT PROJECT



High St – Rusts Lane, Alconbury Minor Junction Improvement

PROJECT DETAILS

- Delivered in 2014/15
- Applicant – Alconbury Parish Council
- Issue raised – safety at junction
- Delivered by County Council Highways Team
- Road Safety improvement
- LHI County Council Contribution; £400
- Applicant contribution; N/A
- Total cost; £400

The applicant proposed to change the existing GIVE WAY to a STOP. The reason being that when approaching the junction from the North, visibility was extremely poor when pulling on to High Street. This is not helped by the fact that this route, albeit rural with light demand, takes 75% of turning movements.

Whilst new STOP signs require state approval, this was granted in principal during early communications. However the preferred solution was to improve visibility by bringing the give way lines further out into the junction, effectively gaining an extra 1.2m and an additional 15-20m of forward visibility for vehicles along the High St.

This was achieved at low cost, further aided by being delivered in conjunction with other County Council works in the locality.

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CAMBRIDGE CITY COUNCIL

REPORT OF: Director of Environment

TO: East Area Committee

29/10/2015

WARDS: Abbey, Coleridge, Petersfield, Romsey

S106 DEVOLVED DECISION-MAKING: 2015/16 PRIORITY-SETTING

1. INTRODUCTION

1.1 Between June-August 2015, the council ran its latest S106 bidding round. Proposals were invited for projects that could help to mitigate the impact of development in Cambridge through funding from generic, off-site developer contributions. In addition to a request to supplement strategic S106 funding for a project on the East/South Area border, the Area Committee is asked to consider five proposals have been received for local projects in East Area. These are for:

- establishing community gardens on Gwydir Street
- formalising Coldham's Common BMX track
- improving Ditton Fields play area for the under 5s and
- improving Dudley Road play area
- a grant request to improve community facilities at the Leper Chapel

1.2 Section 3 provides sets the context and provides an update on how much S106 devolved funding is available to the East Area. Section 4 assesses the applications against the council's S106 eligibility criteria.

2. RECOMMENDATIONS

It is recommended that the East Area Committee:

- 2.1 notes that (a) Petersfield Area Community Trust is not in a position to take up the offer of a £48.6k grant to convert Sturton Street Chapel and Hall into a community centre and that (b) this allocation will be cancelled and released back into the devolved S106 community facilities fund for other local community facility projects in East Area;
- 2.2 contributes £25k of its devolved S106 community facilities funds to a grant to refurbish the Memorial Hall and Church Hall on Cherry Hinton Road, subject to project appraisal and community use agreement; and
- 2.3 identifies which eligible local project proposals to prioritise for the use of devolved S106 contributions from East Area, subject to project appraisal and community use agreement, as appropriate.

3. BACKGROUND

- 3.1 New development creates extra demands on local facilities. The council asks developers to pay S106 contributions to mitigate that impact. This S106 funding has helped fund new and improved facilities. For more details (including factsheets on S106 grant-funded community and sports facilities with community use agreements), see the Developer Contributions web page (www.cambridge.gov.uk/s106).
- 3.2 Every year since 2012/13, the council has run a S106 priority-setting round, based on contributions received from off-site, generic S106 contributions based on broad infrastructure types.
- Each area committee has decision-making powers over the use of devolved S106 contributions for local projects in its area¹ - the focus of this report.
 - Executive councillors select strategic/city-wide projects benefitting more than one area or Cambridge as a whole²: Six such proposals in/relating to East Area were received in the latest bidding round and prioritised earlier this month. See Appendix A & paragraph 4.3.
- 3.3 Some major S106 projects have been completed in East Area during the last 12 months, including:
- the East Barnwell scout hut on Stanesfield Road;
 - tennis courts, a multi-use games area and new play area at Coleridge Recreation Ground;
 - new starting blocks at Parkside Pool (city-wide S106 project);
 - improvements to Ross Street community centre;
 - grant towards the kitchen and portable stage lift at the new C3 centre, which was opened earlier this month.
- 3.4 Appendix B highlights the progress made on on-going S106 projects. Although staff shortages and other workloads earlier this year caused some delays, several projects are expected to be completed next spring. A couple of other projects have not moved forward, however.

-
1. The devolved funding for each area committee is based on all unallocated, generic off-site S106 contributions (for the provision of, improvement of or better access to particular types of facilities) received from minor developments in the area and half those from major developments in the area. This relates to the informal open space, play, community facilities and outdoor sports contribution types.
 2. The strategic funds for informal open spaces, play areas, community facilities and outdoor sports provision are based on (the other) 50% of the off-site generic S106 contributions from major developments. Meanwhile, all public realm and public art contributions received are held in separate city-wide funds.

- a. Last January, the Committee awarded an S106 grant of £48.6k to Petersfield Area Community Trust (PACT) to convert Sturton Street Chapel & Hall into a community centre, subject to PACT acquiring the site. Now the site has been sold to another bidder, PACT has confirmed that it cannot use S106 allocation, which now needs to be released back into the Area Committee's devolved fund. This is reflected in recommendation 2.1. See also paragraph 5.3.
- b. In November 2013, the Area Committee allocated £255,000 of devolved S106 community facilities funding to the county council's plans to develop the East Barnwell community centre. Last July, however, the county council decided not to proceed with its existing plans for the community centre, but is preparing a revised scheme instead. The city council has expressed its disappointment and has made clear to the county council how it would expect the revised plans to progress by June 2016. This city council response is summarised in Appendix B and has also been reported to the Community Services Scrutiny Committee earlier this month. The £255k S106 funding continues to be allocated to the project, but the Area Committee will be able to review this level of funding once the county council has provided its update on progress next June.

3.5 As previously reported to this Committee, the off-site, generic S106 funding available for S106 priority-setting rounds is set to taper off and run down over the next few years³. Given the need to make effective use of it, an Outdoor Play Investment Strategy was approved following a report to Community Services Scrutiny earlier this month: it contains a play area audit, which area committees can use to inform their devolved decision-making about the use of S106 play area funding.

3.6 The latest analysis (as at 13/10/15 and rounded down to the nearest £25k), shows that the following devolved S106 funding is available.

Informal open space	Play area provision	Community facilities	Outdoor sports
£225k	£125k ⁴	£150k ⁵	£300k

3. The only off-site, generic S106 contributions left to be paid are those for which S106 agreements were completed before 6 April 2015, but where payments have not yet been triggered (eg, by start of building works). New S106 pooling constraints mean that, from April 2015, new S106 contributions must be for **specific** projects with no more than five of these agreed for any particular project. See paragraph 5.4.
4. The availability of devolved S106 play area funding for East Area recognises that some costs associated with the Bath House play area project are assigned to a S106 contribution specifically for a play area in the vicinity of the development.
5. The devolved S106 community facilities funding figure has been increased to reflect the fact that the £48.6k allocated to the grant offer to PACT is no longer possible.

3.7 Please note the following points about the funding availability analysis.

- a. Projects prioritised in previous rounds have already been allocated funding: the table shows the received contributions available now.
- b. To ensure that the use of S106 contributions is related to the developments from which they have been paid, officers aim to fund a local project in a particular ward firstly from relevant S106 funding from the same ward before using contributions from developments in other wards in the Area which will benefit from the project⁶.
- c. This means that the devolved funding available is not always spread evenly across wards within an area, depending on the level of development in (and contributions received from) each ward and the S106 allocations made for already-prioritised projects. In East Area, this particularly affects devolved community facilities contributions in Abbey⁷: The current allocation of £255k for East Barnwell Community Centre means that there is currently no further S106 community facilities funding available from that ward.
- d. The annual priority-setting rounds have helped to ensure that S106 contributions with expiry dates are managed in a timely way. This means that the unallocated devolved S106 contributions from East Area with the nearest expiry dates are from Coleridge (around £26k for informal open space and £29k for outdoor sports): they have to be contractually committed to projects by July 2017⁸. This report returns to this issue in paragraph 5.2.

4. CONSIDERATIONS: ANALYSIS OF S106 BIDS RECEIVED

4.1 As part of the latest S106 bidding round, the council has published clear eligibility criteria (see Appendix C) that proposals should be:

- specific;
- within the city of Cambridge
- about providing additional benefit
- accessible to all
- affordable and financially viable.

As part of this, grant applicants are asked to explain why they need the S106 funding requested (ie, they do not already have sufficient funding for the project). The guidance for applicants also emphasises the need for bids to be feasible and ready to be considered.

-
6. The need for the use of S106 contributions to be directly-related to developments is set out in the statutory tests in the Community Infrastructure Levy (CIL) Regulations, which also require them to be necessary to make development acceptable in planning terms and fair and proportionate (in scale and kind) to the development.
 7. Some wards in others Areas face the similar issues to the ones highlighted for Abbey.
 8. The amounts of S106 contributions with expiry dates are regularly reviewed and may change (for example, subject to opportunities to assign them to related local projects).

- 4.2 The latest S106 bidding round ran from 22 June – 10 August 2015. This was publicised via: the council's Developer Contributions web page; news releases and social media; emails to local community groups, organisations and residents who have enquired about S106 funding in recent years; and emails to local councillors, asking them to spread the message within their wards.
- 4.3 Before considering the local project proposals mentioned in paragraph 1.1, the Area Committee's attention is drawn to the grant request for £150k to refurbish the Memorial Hall and church hall on Cherry Hinton Road as a community facility.
- a. The site is (just) in the Coleridge ward but the facility would also benefit Queen Edith's ward in South Area. As the proposal would benefit more than one area, it was reported to the Community Services Scrutiny Committee on 8 October. Relevant extracts from this report can be found in Appendix D. The proposal meets all the assessment criteria.
 - b. The Executive Councillor for Communities agreed to allocate up to £100,000 of strategic S106 community facilities funding (from Coleridge and Queen Edith's wards) towards the project, subject to project appraisal and community use agreement. This is also conditional on the South and East Area Committees, between them, funding the other £50k requested.
 - c. Whilst neither area committee has sufficient directly-related, devolved S106 funding to cover the overall £150k grant request, the allocation of strategic S106 funding means that both areas could afford £25k towards this project. This is recommended in paragraph 2.2. A similar recommendation will be made to the South Area Committee for its meeting on 14 December.
- 4.4 A pack of the detailed East Area local project proposals can be found at (www.cambridge.gov.uk/s106). Officers have assessed them against the criteria mentioned above. See the summary overleaf. The overall assessments in the right-hand column show that:
- a. the proposals for the community gardens on Gwydir Street (E1) and the community facilities at the Leper Chapel (E5) are not yet ready to be considered;
 - b. the Area Committee is invited to prioritise which of the three other proposals (for formalising the BMX track on Coldham's Common or improving the play areas at Ditton Fields or Dudley Road) to prioritise, using the appropriate devolved S106 contribution types. See recommendation 2.3.

Table: Assessment of East Area local proposals against eligibility criteria

Key:

● = Yes. ◐ = Partly.

✖ = No. ? = Unclear.

		Specific	Eligibility/ Additionality	Access for all	S106 available	S106 needed	Feasible	Ready to consider	Overall assessment
Informal open space									
E1	Community gardens on Gwydir Street	●	◐	◐	●	●	◐	✖	NOT YET
E2	Coldham's Common BMX track	●	●	●	●	●	◐	●	YES
Play areas									
E3	Improve Ditton Fields play area	●	●	●	●	●	●	●	YES
E4	Improve Dudley Road play area	●	●	●	●	●	●	●	YES
Community facilities									
E5	Community facilities at the Leper Chapel	●	●	●	✖	●	●	✖	NOT YET

4.5 **Community gardens on Gwydir Street (E1):** A local resident has proposed raised beds, a potting area and seating for communal gatherings (alongside limited allocated parking spaces, a bollard, secure lighting, a gated secured bin area and resurfacing of the concreted area) on the wasteland used as a car park at the back of 99-105 Gwydir Street. The applicant's aim is to improve the environment and make better use of land that is considered overgrown, unsightly and misused.

► *Officer comments:* Whilst there have already been some discussions with City Housing and Gwydir Gardens Residents' Association, the supporters of this proposal are invited to come forward with more details and carry out further consultation with local residents (including occupants of the neighbouring homes). Creating a public open space at the rear of properties does not necessarily reduce the risk of anti-social behaviour (as has been suggested). Not all the features of the proposal would be eligible for S106 informal open space funding (for landscaping improvements).

4.6 **Coldham's Common BMX track (E2):** The Council's Streets and Open Spaces service has suggested formalising the existing BMX track at Coldham's Common, which has evolved since the early

1990s. Users of the track have developed and adapted the circuit and obstacles (eg, soil mounds) themselves. Whilst the current track is popular with users and provides a facility for young people away from housing, there are concerns about the risks of injury. Officers have had some initial, informal discussions with the Friends of Coldham's Common about how the BMX track could be improved.

- a. A more permanent, properly constructed track and obstacles (involving wider, gritted paths and fencing) would increase the safety of both BMX cyclists and of dogs/other animals which occasionally stray onto the track. Elsewhere in the city, the recent improvements to the BMX track facility at Brown's Field in North Area (also funded from S106 contributions) have proved popular.
- b. Officers have suggested that formalising the track could cost around £85k of devolved S106 informal open space contributions, which are available. If the Area Committee supports this proposal, it might also open up the possibility that an enhanced BMX facility could be developed here using specific new S106 contributions that are being sought⁹. An enhanced scheme could cost in the region of £140k and could include additional track features, shelters and benches, cycle parking and information boards.

4.7 Ditton Fields play area (E3): The "We are Ditton Fields" group has set up its "Reclaim the Rec" campaign, seeking improved play equipment (particularly for the under-5s). It highlights concerns that Ditton Fields (and the high numbers of young children who live there) have been neglected, and a resentment that current equipment in the play area has been recycled from other play areas. Complaints have also been made about broken glass and graffiti at the play area.

- *Officer comments:* Ditton Fields play area would benefit from a £25k investment of devolved S106 play funding, which could buy three or four pieces of play equipment. The recently updated play area audit, as part of the Outdoor Play Investment Strategy, has scored this play area as 71% for location and 73% for play value.
- The site has proved difficult to maintain, not least with incidents of vandalised play equipment. The complaints about broken glass and graffiti, and the need to improve the maintenance of play area, have been passed to the Operations team within Streets & Open Spaces.
- Please note that it is standard practice across the city to rotate play equipment between play areas.

9. An enhanced BMX track might be one of the suitable uses for new S106 contributions from the student accommodation development of Cheddars Lane (planning ref. 15/0398/FUL). Specific contributions being sought for open space landscaping for recreational activities on Coldham's Common.

4.8 **Dudley Road play area (E4):** Proposals to completely refurbish this play area (similar to St Thomas' play area in Coleridge) have been put forward by officers in the light of the Outdoor Play Investment Strategy. The recent play area audit has revealed that Dudley Road play area is in greater need of improvement than Ditton Fields play area – scoring 83% for location, but only 44% for play value (where a lower score denotes more pressing need). Whereas new play area equipment was added to Ditton Fields play area in 2009, the Dudley Road play area was installed in the late 1990s. It is estimated that the Dudley Road play area refurbishment could cost around £50k-£60k, using primarily S106 play area funding.

- *Officer comments:* Of the £125k devolved S106 play area funding in East area, around £50k is from Abbey ward. If the Area Committee wishes to prioritise a play area proposal at this meeting, it will need to choose **either** to improve Ditton Fields play area **or** Dudley Road play area¹⁰. There are **not** currently sufficient devolved S106 play area funds directly related to the play areas to enable the Area Committee to choose both.

4.9 **Community facilities at the Leper Chapel (E5):** Cambridge Past Present and Future requests a grant of £60,000-£80,000 towards this £250k-£300k project. It is drafting its new strategic plan, and development of the Leper Chapel in Abbey ward will be included as an objective. It aims to make the chapel easier for everyone to use and enjoy as a community facility and for its unique historical importance for local people. Improvements would include toilet facilities, a kitchen and better storage, as well as access enhancements.

- *Officer comments:* Although the project aims meet most S106 criteria, it is not ready to proceed for two main reasons. Firstly, as highlighted in paragraph 3.7c, there are no further devolved S106 community facilities funds available in Abbey ward. Secondly, Cambridge PPF does not currently have the capacity to move this project forward yet. Although it has sketches of two building options, it has not secured adequate funding for this project and hopes to start a fund-raising campaign early 2016. The proposed start date is also April 2017.
- Officers will continue to liaise with Cambridge PPF in putting forward this project as a proposal in the next S106 bidding round, but lack of local, generic/off-site S106 funding availability will be an important consideration. See paragraph 5.4.

10. The play area audit aims to help inform S106 priority-setting by the area committees but it is, of course, for the Area Committee to decide.

5. NEXT STEPS

- 5.1 For those proposals which the area committee decides to prioritise, appropriate S106 contributions will be allocated and the schemes will be added to the council's 'projects under development' (PUD) list. Project appraisals¹¹ and community use agreements will be developed.
- a. Under current S106 devolved decision-making arrangements, project appraisals for projects under £75,000 are expedited, with a report to the Area Chair, Vice Chair and Opposition Spokes. Appraisals for projects above £75,000 are reported back to the Area Committee.
 - b. Given that the funding for the Memorial Hall and church hall on Cherry Hinton Road is likely to receive S106 funding from three sources (strategic S106 funds and devolved funding from two area committees), officers exploring how to keep the project appraisal reporting process as simple as possible, whilst making sure that Area Chairs, Opposition Spokes and local Members are consulted.
- 5.2 Once the Area Committee has set its priorities from the eligible local project proposals, officers will take stock of what this means for devolved S106 contributions in East Area with expiry dates (highlighted in paragraph 3.7d).
- a. If the Area Committee was to allocate devolved S106 informal open spaces funding to proposals E2 (Coldham's Common BMX track) and E3 or E4 (Ditton Fields or Dudley Road play areas), this could enable those informal open space contributions with expiry dates to be allocated to appropriate projects¹².
 - b. Officers are mindful, however, that none of the local proposals from East Area in the latest S106 bidding round relate to outdoor sports. Around £29k of devolved S106 outdoor sports contributions have to be contractually committed by July 2017. To help address this, officers are exploring options for project proposals (possibly relating to the refurbishment of Coleridge Recreation Ground pavilion), which could be reported to this Area Committee for consideration in early 2017. Coleridge ward councillors will be consulted.
- 5.3 Whilst a further S106 priority-setting round is likely to take place in 2016/17, officers are mindful that there may be some exceptional circumstances when it would be appropriate for some proposals to be

11. Project appraisals will set out the scope and design of the project and will take account of local consultation (as appropriate), alongside more details about project costs and delivery timescales.

12. Not necessarily to the newly prioritised projects, but by re-assigning existing S106 allocations to appropriate projects.

considered sooner. An example of where this might apply relates to community facilities in Petersfield, particularly given that it has not been possible to proceed with the grant to PACT for Sturton Street Chapel and Hall. If, prior to the 2016/17 S106 round, officers receive alternative proposals in Petersfield which are eligible, feasible and ready to be considered, these could be reported to the Area Committee at an earlier date.

- 5.4 In the context of the reducing availability of off-site, generic S106 contributions and S106 pooling constraints, officers are updating the council's evidence bases about facilities within the city and the capacity of those facilities to meet demands generated by new development. In addition to the recent Outdoor Play Investment Strategy (incorporating the updated play area audit), evidence bases are currently being compiled/refreshed in relation to sports pitches, indoor sports and community facilities: the Community Services Scrutiny Committee is due to receive an updated in early 2016. One of the aims is to provide a clear basis for seeking new, S106 contributions for specific projects to mitigate the impact of development. In arranging new S106 contributions, officers will be mindful of appropriate and eligible projects for new and improved facilities which are in need of capital funding.

6. IMPLICATIONS

- 6.1 **Financial implications:** This report has emphasised the constraints on S106 funding. The allocation of devolved S106 contributions to prioritised projects (arising from this report) will reduce the amounts available to East Area. At the same time, receipts from already agreed off-site, generic S106 contributions are tapering off.
- 6.2 **Staffing implications:** Apart from the recommended £25k contribution to the grant for refurbishing the Memorial Hall and church hall on Cherry Hinton Road, the other local project proposals which the Area Committee could prioritise will involve project management by council services. Realistic timescales for implementing these projects, within available staffing capacity, will need to be worked up in the context of the workloads arising from other project priorities being identified across the strategic/city-wide S106 funds and all four areas of the city. Once projects have been appraised, an overview of project timescales and progress will be updated regularly and featured on the council's Developer Contributions web page (www.cambridge.gov.uk/s106).
- 6.3 **Equalities and poverty implications:** An equality impact assessment (EqIA) on the S106 priority-setting process was updated in October

2014. Further EqlAs relating to specific prioritised S106 projects will be developed (as appropriate) as part of the business case/project appraisal process for those projects.

- 6.4 **Other implications:** Environment implications, procurement matters, community safety issues and the need for further consultation will be considered as part of project appraisals for specific prioritised projects.

7. BACKGROUND PAPERS

- 7.1 These background papers on the S106 devolved decision-making process were used in the preparation of this report:

- “S106 priority-setting round 2015/16: proposals for strategic/city-wide projects” – two reports to Community Services Scrutiny Committee, 8/10/2015;
- S106 priority-setting / devolved decision making reports to East Area Committee, in particular 28/11/2013 and 8/1/2015
- “Outdoor Play Investment Strategy” report to Community Services Scrutiny Committee, 8/10/2015;
- “Interim approach to S106 contributions”, briefing note for executive councillors, opposition spokes & scrutiny committee chairs, June 2015.

- 7.2 Further information can be found on the council’s Developer Contributions web page (www.cambridge.gov.uk/s106).

8. APPENDICES

- A. Strategic/city-wide projects in or relating to East Area prioritised by executive councillors on 8 October 2015
- B. Progress of on-going S106-funded projects in East Area
- C. S106 eligibility criteria
- D. Proposals to refurbish Memorial Hall and church hall on Cherry Hinton Road – extract from Community Services Scrutiny Committee report, 8/10/2015.

9. INSPECTION OF PAPERS

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

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Author’s Phone Number: 01223 – 457313
Author’s Email: tim.wetherfield@cambridge.gov.uk

Strategic/city-wide projects in or relating to East Area prioritised by executive councillors on 8 October 2015

Prioritised projects*	Allocation	S106 type
Grant to Greek Orthodox Community of St Athanasios for the refurbishment of the Memorial Hall and church hall on Cherry Hinton Road as a community facility – this is conditional on the further £50,000 requested being allocated from the South and East area committees (Coleridge ward)	Up to £100k	Community facilities
Grant to Kelsey Kerridge Sports Hall Trust to improve and extend the Outlooks Gym changing rooms and to develop a new health suite at the Kelsey Kerridge Sports Centre (Petersfield ward)	£40k	Indoor Sports
Mill Road Cemetery access and main footpath improvements (Petersfield ward)	£175k	Open space
Grant for Mill Road 'gateway' sign (Petersfield ward)	Up to £42k	Public realm
Grant to Historyworks for History Trails (involving some schools from East Area as well as schools elsewhere in Cambridge)	Up to £20k	Public art
Grant to Historyworks for 'Sounds of Steam' project (involving some schools from East Area as well as schools elsewhere in Cambridge)	£15k	Public art
Grant to St Matthew's Primary School for 'The place where we stand' performance (Petersfield ward)	£15k	Public art

* projects have been prioritised subject to project appraisals & community use/grant agreements (as appropriate)

Those strategic/city-wide projects located in East Area have been allocated S106 funding from the strategic/city-wide funds – so this does not affect the availability of devolved funding shown in the table under paragraph 3.6.

Appendix B: Progress of on-going S106-funded projects in East Area

Includes projects that were on-going in October '14. Projects prioritised in January '15 S106 round are marked 'NEW'.

Project	Ref.	S106 £k allocated	Stage reached	Progress (as at early Sept 15)	Expected delivery
Abbey Pool play area	SC479	£100k	COMPLETED	-	-
Bath House play area improvements	PR030f	£50k	Being prepared	Consultation planned this autumn	Spring 16
NEW: Cambridge Community Church: added community facilities	PR030k	£53k grant	COMPLETED	New centre was opened in early October	-
Coleridge Rec Ground improvements	SC544	£290k	COMPLETED	Tennis courts & play area completed. Multi-use games installed (line-painting soon).	-
			Under way	Landscaping to be carried out	Autumn 15
NEW: Clicking to Connectivity public art involving Abbey Meadows School	PR040c	£15k grant	Almost complete	Creative workshops held. Film produced. Public events this autumn (including 29/10/15)	Autumn 15
East Barnwell (Stanesfield Road) Scout hut	PR026g	£100k grant	COMPLETED	-	-
Mill Road 'railway workers' public art	PR030j	£30k grant	Being prepared	Project appraisal to be developed.	Summer 16
Mill Road/Cavendish Road seating/paving	PR030e	£8k	Being prepared	Design ready. Agreements to be finalised	Spring 16

Project	Ref.	S106 £k allocated	Stage reached	Progress (as at early Sept 15)	Expected delivery
Parkside Pool starting blocks	PR034k	£21k grant	COMPLETED	-	-
Romsey 'town square' improvements	PR030h	£60k	Being prepared	On-going discussions with landowner	Spring 16
Ross Street community centre improvements	PR030i	£70k grant	COMPLETED	-	-
St Thomas' Square play area improvements	PR030d	£50k	COMPLETED	Safety certification to be carried out before opening in late Oct.	-
NEW: Sturton Street Chapel & Hall: convert into community centre	PR030l	£48.6k grant	No longer possible	See report paragraph 3.4a.	Not applicable

East Barnwell Community Centre: In July 2015, the county council decided not to proceed with its existing plans for the community centre. The city council expressed its disappointment and has reiterated its keenness to work with the county council in finding a way forward. The £255k S106 funding allocated to the project by East Area Committee is on hold until June 2016. This will provide the county council time to bring forward a revised scheme that both meets the needs of local people and is acceptable to the city council. If this does not happen, however, reallocation of those allocated S106 funds may need to be reconsidered. In terms of progress by June 2016, the city council would expect to see:

- a design brief, and details of how the S106 funding would be used;
- consultation has been undertaken with local people;
- indicative planning advice has been undertaken;
- evidence that the s106 funding contribution is still required in respect of the financial make-up of the schemes);
- evidence that the s106 contribution requested provides the expected additionality;
- evidence that the scheme meets the needs of local people; and
- a clear project plan and timeframe.

S106 eligibility criteria

To be eligible for S106 funding from the city council, project proposals need to

1. be **SPECIFIC** (eg, clear about what is proposed, where it would be, who would benefit, why it is needed and how it could be done) and relate to one or more S106 category.

The S106 categories here are: community facilities; play areas for children/teenagers; open spaces; indoor and outdoor sports; public art; and improving the public realm. These are set out in the [Planning Obligations Strategy 2010 SPD](#).

Public art is defined in our [Public Art SPD](#). In short, it needs to be original, of high quality, designed for the community and produced or facilitated by an artist or craftsperson. It should engage local communities, be publicly accessible and have a legacy (there will need to be a permanent record of all temporary works). Public artwork within schools (which is visible to users of the school, parents and visitors) comes within the scope of the definition.

2. be **WITHIN THE CITY OF CAMBRIDGE** and of benefit to Cambridge residents.

These wards are within the city of Cambridge (presented here by area of the city).

North	East	South	West/Central
Arbury	Abbey	Cherry Hinton	Castle
East Chesterton	Coleridge	Queen Edith's	Market
West	Petersfield	Trumpington	Newnham
Chesterton	Romsey		
King's Hedges			

3. provide **ADDITIONAL BENEFIT** (please note: S106 funding **cannot** be used for replacing like-for-like facilities/equipment or repairing/maintaining existing facilities).

S106 grants are not available for buying land & property, but could be made available to refurbish/extend facilities once sites have been acquired by other means.

4. be **ACCESSIBLE**, in line with the council's grants and equalities policies. Successful grant applicants have to sign community use agreements, which are then monitored.

Community use agreements make clear that grant recipients shall not discriminate against any community group wishing to hire the space (eg, in relation to race, gender, religion, disability, sexual orientation, age). S106 grants cannot be used to support places of worship, but the council can provide grant-funding to faith groups who make their facilities open to all sections of the community as meeting spaces or venues for community activities.

5. be **AFFORDABLE AND FINANCIALLY VIABLE** – remembering that S106 funding is reducing and **cannot** be used for running costs.

There are limits on the amount of S106 funding available for particular categories across the city – councillors may not wish to invest all the S106 funding available into single projects.

Grant applicants must also give assurances that they need the S106 funding that they are seeking – ie, that they do not already have sufficient funding for the project.

Local groups seeking S106 grants should carry out other fund-raising too. Alternative sources of funding are suggested on our Developer Contributions web page

Any organisation or community groups seeking funding will need to have its own bank account.

Cherry Hinton Road Memorial Hall and church hall refurbishment proposals

Extract from report to Community Services Scrutiny Committee, 8/10/15

The Greek Orthodox Community seeks a grant of £150,000 to renovate its Memorial Hall and church hall. These will be used not only by the owners but by residents and community groups in the Coleridge and Queen Edith's wards as a community centre. The applicants wish to: extend the small hall and install toilets (with baby changing facilities), heating and flooring and kitchen facilities. The applicants have run out of capital funds, which they have spent carrying out repairs needed to the Memorial Hall.

- ▶ Officers have commented that, although the facility is not yet in a position to take community bookings, given its current condition, the organisers have already been approached by a number of residents who wish to book for various purposes. The applicants are keen to publicise the multi-purpose space, once the works have been carried out. They also intend to contact all nearby community facilities to make them aware of their space and to work together. They specifically want to do some targeted work to host activities for older people in isolation, and said longer term they could have CAB/Credit Union sessions at the venue. It is envisaged that the space could be used by the community for 40-50 hours per week (9am-8pm, weekends open until 11pm). The Community Funding and Engagement Officer has discussed with the applicants the need for a community use agreement, and this is understood.
- ▶ The facility is on the South and East Area border, and the refurbishment would benefit residents of both areas. Whilst there is not enough strategic S106 community facilities funding from the Coleridge and Queen Edith's wards to meet the full £150,000 requested, there would be enough for a £100,000 grant from strategic funds. This is being recommended to the Committee's October meeting so that the remaining £50,000 sought could be requested from the East and South Area Committees (say, half each) this autumn. It is recommended that the strategic allocation would be conditional upon the area committees providing their shares.

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CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services
TO: Planning Committee
WARD: Romsey Ward/East Area Committee

RIDGEON'S CROMWELL ROAD DRAFT PLANNING AND DEVELOPMENT BRIEF SUPPLEMENTARY PLANNING DOCUMENT (SPD)

1. INTRODUCTION

- 1.1 The City Council has been working jointly with the owners and agents of the Ridgeon's builders merchants site on Cromwell Road for the past several months on preparing a draft planning and development brief to help guide the re-development of the site for housing. The site is currently allocated in the Cambridge Local Plan 2014: Proposed Submission, known as site "R12", for development of approximately 245 dwellings. The draft allocation requires the preparation of a planning and development brief to help guide any future re-development of the site. To ensure sufficient weight can be given to such a brief, the document is being prepared in the form of a Supplementary Planning Document. Detailed local and stakeholder consultation has taken place in 2015 and has very much helped inform the drafting of the brief. The purpose of this report is to update East Area Committee on the progress in preparing the brief.

2. RECOMMENDATION

- 2.1 That East Area Committee receive this report as information.

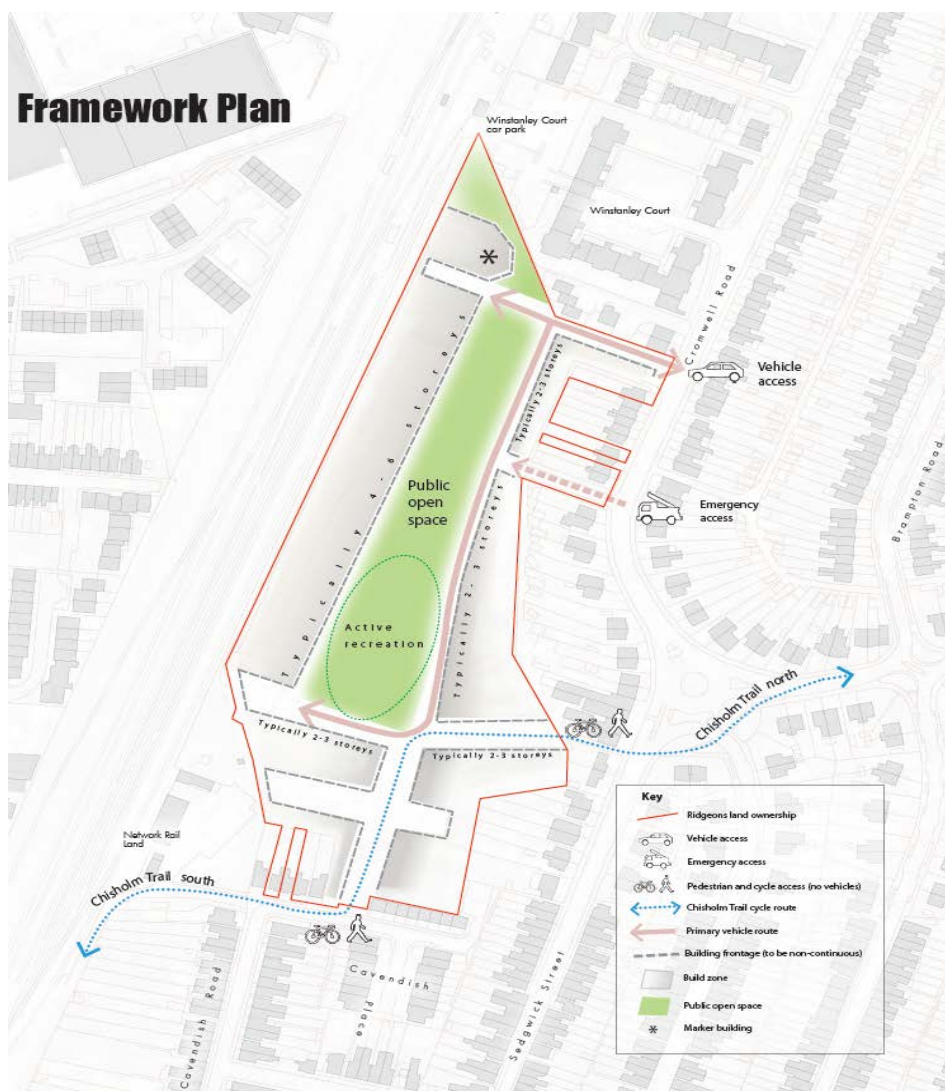
3.0 BACKGROUND

- 3.1 The allocation of this site represents an important part of the planned housing supply to meet objectively housing assessed need for Cambridge. Ridgeon's plan to vacate this site in the future hence the re-development of the site provides a key opportunity, alongside numerous other allocated sites as listed in the Local Plan, to meet future housing need.
- 3.2 There have been two stages of informal local consultation held during the course of preparing the draft planning and development brief. The consultation has also included input from key local stakeholders such as the Cambridge Cycle Campaign and Cambridge Past Present and Future, to name a few. In March of 2015, Ridgeon's hosted an exhibition and workshop titled "themes and fact finding". This event provided an opportunity for local residents and stakeholders to make clear their aspirations (and concerns) for any re-development of the site and helped inform subsequent work by agents for Ridgeon's and Council officers. The second stage of consultation took place in July of 2015 and involved consultation on a draft "framework" plan for the site. Again an exhibition and workshop format were used and a significant amount of feedback was collected once more, this time on more detailed ideas for various "themes" for development (landscape and open space, movement, built form, etc.). All City

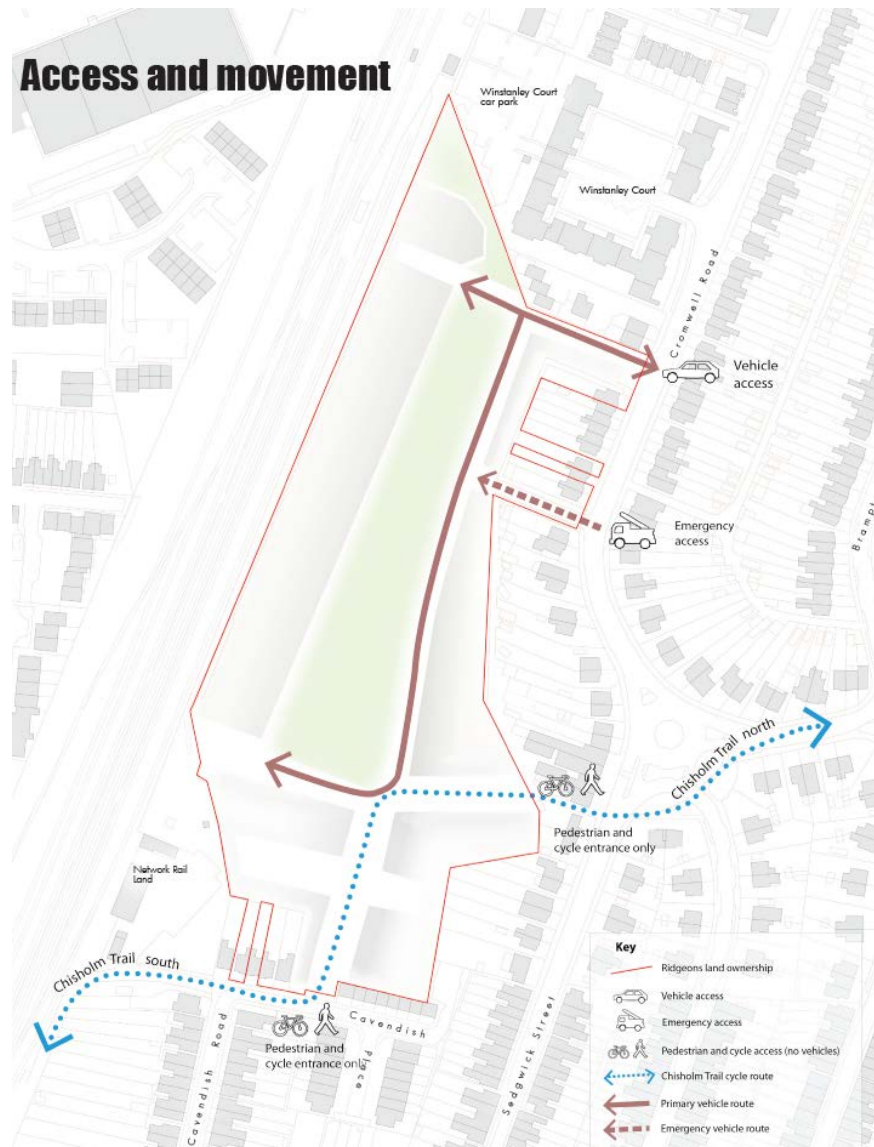
Council members of Romsey and Petersfield wards, and the ward county councillor, were invited to both consultation events.

- 3.3 To provide on-line communication with local residents and stakeholders, the owner developed and updates a web site on the work which can be found at: <http://cromwellroad-ridgeonsspd.co.uk/>
- 3.4 This SPD will be adopted at the same time as, or shortly after, the Local Plan is adopted. It cannot be adopted before the Local Plan is adopted as it is the Local Plan that provides the policy basis for this site allocation.
- 3.5 The draft planning and development brief SPD is expected to be reported in full at the December 8th, 2015, Development Plan Scrutiny Sub-Committee. Approval from the Executive Councillor for Planning Policy and Transport will be sought to then trigger a 6-week formal consultation on the draft brief SPD. Consultation is expected to take place in January, 2016.
- 3.6 The emerging Planning and Development Brief SPD includes the following key parts. The material has been prepared by the Ridgeon's team and will form part of the draft SPD. Note the work is all still in draft form and subject to change.

a) An overall draft “framework plan” as noted below:



- b) An access and movement plan which sets out key routes for all modes, as shown below. Note that the development is expected to include part of the future Chisholm Trail within its southerly part. The exact alignment of the trail is still subject to change. The main features of the access and movement diagram are a single all vehicular access and a separate/secondary access for emergency vehicles only; a spine road on the east side of a large open space; and minor streets within the development which would be situated in the southerly part of any future development and respond to the “grain” of the surrounding streets:



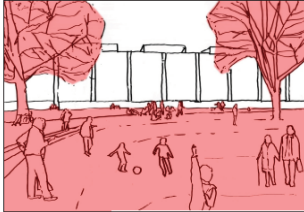
- c) A series of “development principles” which will guide future development of the site, as shown below. These development principles set out “high level” principles to which development should accord and against which planning applications can be assessed. The principles are not generic but instead are tailored to ensure development responds positively to the existing constraints and opportunities in the immediate location.

Site and surrounds Design principles to be addressed directly in the SPD

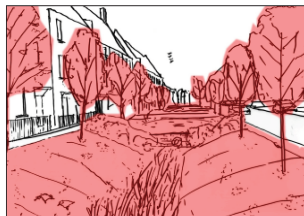
- 1 Create an integrated community – mixing tenure and sizes of homes



- 2 Provide accessible and usable open space



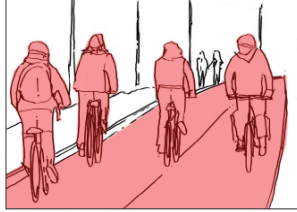
- 3 Promote ecology and sustainability



- 4 Create a connected and permeable street network for pedestrians and cyclists



- 5 Incorporate the Chisholm Trail cycle route



- 6 Create a variety of building heights that respond to surrounding buildings and spaces



- 7 Protect the amenity of surrounding properties



- 8 Respond to the character of the Mill Road Conservation Area



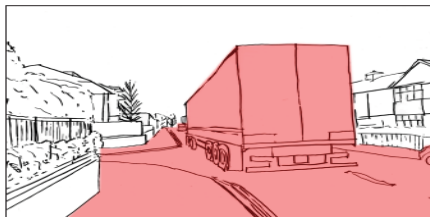
- 9 Provide enough space for car parking, car clubs and cycle parking



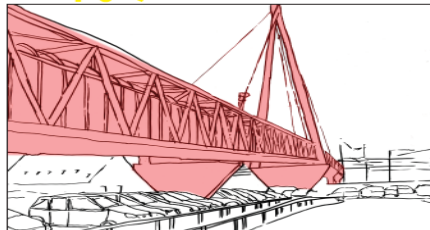
- 10 Check the provision of education and health care facilities in the local area



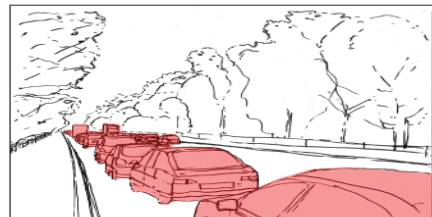
- 11 Look for opportunities to improve the public realm on Cromwell Road



- 12 Investigate the feasibility of providing a bridge over the railway (addressed on page X)



- 13 Consider the impact of vehicle traffic in the local area



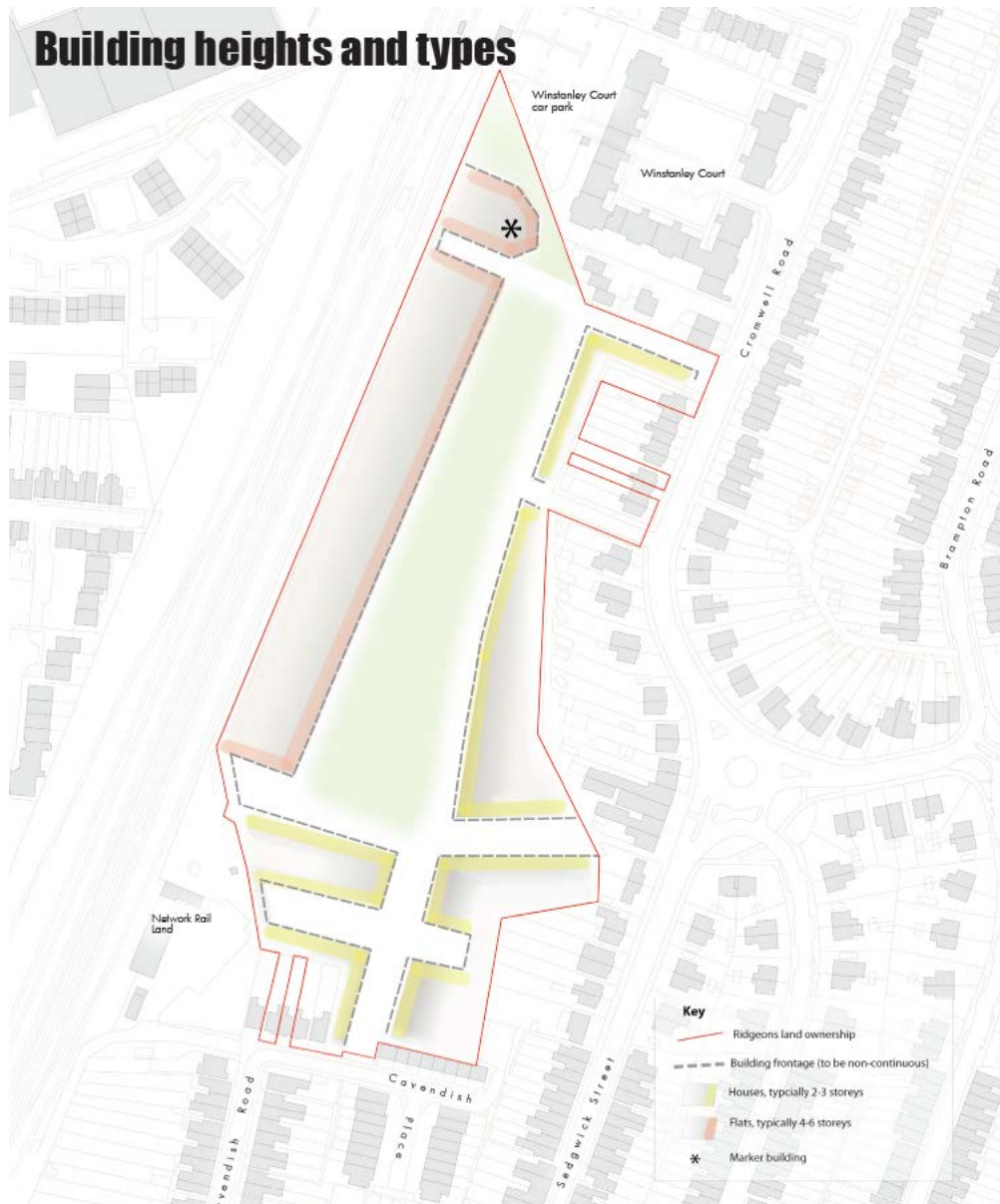
- 14 Consider improvements to public transport in the local area



- d) The proposed open space and landscape on the site has been a subject which has generated considerable interest during the consultation events. Residents and stakeholders have been concerned that public open space could be compromised if it was either too small, in the wrong location or of an incorrect proportion. Ridgeon's together with Council officers have tested a number of different layouts for both perimeter blocks for housing and open space at the same time. The result is an accessible, central and lineal open space which widens out to form a large open space at its southerly end and immediately onto key routes including the planned Chisholm Trail route. The open space diagram and a long section, in its draft form (southern end), is shown below:



- e) The final key part of the framework is a building height and types diagram. Building heights are a sensitive matter in existing communities in Cambridge and the emerging framework seeks to ensure that where new development abuts existing development e.g. near Cavendish Road and Cromwell Road for example, building heights should be typically kept to 2-3 stories in height. Along the rail line building height may be able to rise to 4-6 stories to enable a good sense of enclosure to the large open space and to provide higher density accommodation such as flats. Taller building forms along the rail line also provide a degree of visual and noise attenuation to rail traffic.



- f) An indicative character and form diagram, in effect a long axonometric view, of future development as follows:

Indicative character and form

Tree lined entrance to the site from Cromwell Road

2-3 storey houses with rear gardens on a tree lined street

4- 6 storey flat blocks with potential for 2-3 houses to be mixed in.

New public open space - accessible, welcoming and large enough for active recreation

Pedestrian and cycle access to the new development (no vehicles)

Character to reflect Mill Road Conservation Area - grid of streets, 2-3 storey houses with rear gardens

Pedestrian and cycle access to the new development (no vehicles)



3.7 Residents and stakeholders have raised concerns during the consultation events which the owners agents and council officers, and so in turn the draft brief, have needed to address. The most significant of these issues include a) concern for potential overspill car parking from development, b) the potential for a future cycle and pedestrian bridge over the rail line, and c) the density of development.

3.8 Taking each of the above issues in turn:

- a) The objective within the draft brief will be to achieve a 1:1 number of car parking spaces to residential units, plus visitor parking at a ratio of 0.25 (one space for every four units). A variety of car parking arrangements should be provided. Residents have made clear that development needs to consider the wider impacts of car parking and avoid excessive car parking on existing surrounding streets. Future development applications will need to be assessed with this in mind.
- b) Residents suggested there was a need for a cycle/pedestrian bridge across the rail line between the site and the Beehive Centre/Barnwell area. Concern was expressed that the existing road bridges at Mill Road and Coldham's Lane are either hostile to pedestrians and cyclists or are too distant from parts of Romsey and that an opportunity presents itself with the re-development of the Ridgeon's site to provide a new bridge. Officers of the county council have made clear that there are no long-term plans for a new

pedestrian and cycle bridge in this area, and that given the existing bridge crossings noted above a new bridge is not necessary. In addition, the cost of a new bridge is considerable and there are significant challenges (including land take and ownership, ramp design, etc.) in constructing such a bridge.

- c) Finally, there has been considerable objection (in the form of representations) to the density of this allocation in the draft Cambridge Local Plan (75 dwellings per hectare or 245 dwellings). Officers have explained to residents and stakeholders that their representations will be considered by the Planning Inspector conducting the Examination in Public of both the Cambridge and South Cambridgeshire Local Plans and that the preparation of the draft SPD in no way changes or supersedes that process. It should be noted however that the proposed density of 75 dwellings per hectare is not vastly different to that already approved, and built, along Cromwell Road. This density is capable of accommodating a range of house types too; indeed the framework provides for a good mix of dwelling types and sizes.

3.9 In line with the Council's adopted Statement of Community Involvement, the proposed consultation arrangements, planned for January 2016, will include the following:

- Letters / e-mails including consultation details to be sent to statutory and general consultees.
- The draft SPD to be made available to view at the following locations:
 - The Council's website – www.cambridge.gov.uk
 - Cambridge City Council's Customer Service Centre, Mandela House, 4 Regent Street, Cambridge, CB1 0JH.
 - Cambridge Central Library.
- An on-line consultation system will be available on the Council's websites in order for people to respond directly via the internet. Hard copies of the response form will be made available at the Council's Customer Service Centre for those who do not have access to the internet.

Next Steps

3.10 Officers will be reviewing in detail the draft planning and development brief prepared by the owner's agents during the month of November and finalising same in draft form. A report will then be prepared for the December 2015 meeting of the Council's Development Plan Scrutiny Sub-Committee. If agreed at that time by the Executive Councillor for Planning Policy and Transport, public consultation on the draft brief will take place during January and February 2016. Representations will be reviewed thereafter with a view to preparing a final planning and development brief SPD to be adopted by full Council concurrently with (but only following) the Cambridge Local Plan as and when it is ready for adoption.

4. Implications

Financial Implications

- 4.1 There are no significant financial issues arising from the preparation of this SPD. Staffing resources are already committed through the budget and service plan process. Funding for consultation is allowed for in existing consultation budgets.

Staffing Implications

- 4.2 There are no direct staffing implications arising from this report. The development of the SPD is already included in existing work plans.

Equality and Poverty Implications

- 4.3 The SPD, once adopted, will have a positive impact by ensuring the site is integrated into the wider area. New development within the site should provide access for people with limited mobility.

Environmental Implications

- 4.4 The redevelopment of the Ridgeon's site should provide for the development of energy efficient buildings as well as the inclusion of renewable and low carbon energy generation.

Consultation

- 4.5 Consultation arrangements are set in paragraphs 3.11 and are consistent with the Council's Code of best practice on consultation and community engagement and Statement of Community Involvement 2013.

Community Safety

- 4.6 There are no direct community safety implications arising from this report.

5. Background papers

- 5.1 These background papers were used in the preparation of this report:
- Cambridge Local Plan 2014: Proposed Submission (as amended)
<https://www.cambridge.gov.uk/local-plan-review-proposed-submission-consultation>
 - Event records prepared by GL Hearn for Ridgeon's and dated March 2015 and July 2015 as found at <http://cromwellroad-ridgeonsspd.co.uk/stage-2/>

6. Inspection of papers

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

Author's Name: Glen Richardson

Author's Phone Number: 01223 457374 (G.Richardson)

Author's Email: Glen.Richardson@ cambridge.gov.uk



To: East Area Committee
Report by: Safer Communities Manager, Cambridge City Council

Street Lighting – County Council Proposals

1. Introduction

- 1.1 Following major budgetary reviews, the County Council proposes to dim street lighting and to turn off lights in a number of areas across the County overnight, with midnight to 6am the current proposed hours.
- 1.2 As the proposals will have a significant impact in Cambridge City, the City Council has raised, with the County, a number of concerns around the safety of the public, if the planned lighting goes through as currently proposed.
- 1.3 A report by the Director of Customer and Community Services was presented to Strategy and Resources Committee in July last, setting out the framework of the lighting proposal and detailing the areas of significant concern in the City and suggesting considerations for negotiation with the County Council.
- 1.4 Despite the recognition that the County Council need to make savings, the City Council does not feel that an adequate case has yet been made by the County Council as lighting authority for switching off lights from midnight to 6am.
- 1.5 This view is based on crime reduction, road safety, public safety and preventing the fear of crime for Cambridge residents and the large population of students, tourists and international visitors that are drawn to the City each year, a situation which is unique in the County.
- 1.6 The County Council have agreed to an extended consultation period and the input from the 4 Area Committees is welcomed on the lighting proposal in order to inform the planned future negotiation with the County.

2. Recommendations

- 2.1 The area committee is asked to note the Strategy and Resources Committee Report on the County Council lighting proposal and to comment on any areas of concern that they would like taken up with the County in the planned negotiations.

3. Background

- 3.1 The background and details are set out in the Strategy and Resources Committee report entitled 'Street Lighting – County Council Proposals' attached as Appendix A.

Note: Link to County Council website information on street lighting proposal.

http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/604/street_lighting



Cambridge City Council Item

To: Leader of the Council
Report by: Liz Bisset, Director of Customer and Community Services
Relevant scrutiny committee: STRATEGY AND RESOURCES COMMITTEE
13 JULY 2015
Wards affected: ALL WARDS

Street Lighting – County Council Proposals

Not a key decision

1. Executive summary

- 1.1. Following major budgetary reviews, the County Council proposes to dim street lighting, and to turn off lights in a number of areas across the County overnight, with midnight to 6am the current proposed hours.
- 1.2. The proposals will have a significant impact in the City, not least on community safety. Both County Council and City Council recognise the need to meet together on the proposals, and discuss options on the County's planned implementation, whilst recognising the need at the County Council to identify savings and deliver against budget pressures.
- 1.3. The City Council has raised a number of concerns around the safety of the public if the planned lighting goes through as currently proposed. Residents, visitors, our large student population and workers from entertainment establishments walk and cycle home late at night, including through the green spaces which are well used walking and cycling routes even at night. There are also concerns around the high risk areas for crime and anti-social behaviour, particularly related to the vibrant night time economy. These areas are served by CCTV and, the impact of dimmed or switched off lighting in these areas would have a detrimental effect on the operations of the cameras.

- 1.4. This report sets out the framework of the lighting proposal and details the areas of significant concern in the City and suggests considerations for negotiation with the County Council.
- 1.5. An initial meeting has been arranged with the county council before the Committee meets, but after the deadline for reports and any progress at that meeting will be reported to Committee.

2. Recommendations

The Executive Councillor is recommended to work with the County Council on options to minimise the impact of the changes, and approve a formal response by the City Council to the County Council following input by Committee, and seek:

- 2.1. A timeframe and effective method for public consultation on the lighting proposals being put forward by the County Council and agreement to undertake consultation jointly with the County Council.
- 2.2. Further views from the city's police and any additional recommendations on overnight street lighting, and also the views of other key stakeholders including our two Universities and central city businesses.
- 2.3. County Council agreement to remove streets from dimming or switching off where CCTV is located.
- 2.4. The removal from the proposal of walking and cycling routes, particularly across open spaces.
- 2.5. Changes to the timing and scope of the proposed switch off to take into account the needs of city centre life and the night-time economy.

3. Background

- 3.1. As a result of a major review of budgets Cambridgeshire County Council have proposed turning off street lights in certain areas across the County from midnight to 6a.m. and dimming lights in other areas. Lighting on main roads is planned to continue through the night. They are committed to savings of £274k countywide

initially across 2015/16 and 2016/17. However, since starting our discussions with the County Council they have confirmed that they are deferring the implementation of the proposal until April 2016 and therefore there will be no saving in 2015/16 other than those made by the current dimming arrangements. The deferment will enable a period of consultation with all Local Authorities affected by the proposal across the County as well as further discussion with the police.

3.2. The proposal is incorporated into the County Council's current Business Plan and has been approved by their full Council. In a letter to Cllr. Lewis Herbert the Leader of the County Council states that;

- As part of the street lighting renewal project, the County Council have introduced a new management system, which allows them to vary the lighting levels and timings of individual lights remotely. Not all county street lights are on the central management system and, for those that are not (mainly in more remote villages), it is not cost effective to switch these off. However, the vast majority of the County's street lights are on the system and these total 38,386, some 77% of the total stock, of which 10,398 are within Cambridge City, the rest being mainly in market towns and larger villages around the county.

3.3. The County Council have been unable to specify the level of savings that would result from dimming and overnight switch off within Cambridge City. However, they offered reassurance that they were treating all parts of the network on the system equally. The 10,398 streetlights in Cambridge City represent 21% of the County Council's total street lighting across Cambridgeshire, or 27% of those on the Central Management System. These figures could be used as a benchmark to ensure the city does not take a disproportionate share of the savings.

3.4. The City Council recognises the budget pressures that the County Council are under and the need to identify savings. However, the specific nature of City life and public safety needs to be considered.

Both the City Council and County Council representatives acknowledge that the proposals to switch off street lighting in the city will have a significant impact, not least on community safety. For this reason the City Council wants to work with the County to achieve change to the implementation of this proposal. Some of the concerns that have been raised are:

- we have a large student and young population living in the city centre who walk and cycle home late at night, including significant numbers after midnight particularly between 12pm and 1am;
- green spaces in the city have well used walking and cycling routes even at night;
- we have community safety hotspot and CCTV areas that need to be well lit;
- the timing and scope of areas to be switched off from midnight needs to take account of city centre life and the night-time economy, and also the need for a range of workers who leave in the hour before 6am who also need street lighting.

3.5. The County Council have given us draft plans of their lighting proposal to enable our discussions with them and our local knowledge will assist with the re-categorisation of a number of the roads by the County Council. Detailed plans will be made publically available as the proposal is developed and agreement on possible alternatives have been reached. At that stage the County will be in a position to provide costs to the different options.

3.6. City Council officers have looked at the proposal and consulted with the CCTV Operations Manager and the Neighbourhood Policing Manager and concerns have been raised around specific areas in relation to hotspot crime areas, the effective operation of CCTV both permanent and re-deployable and the general safety and perception of safety of residents and visitors.

3.7. Permanent CCTV

Permanent CCTV cameras are located in the hotspot areas of the night time economy, residential areas and shopping precincts, where the risk of anti-social behaviour and crime are highest.

Reduction of lighting in these areas would seriously reduce or

remove CCTV's capability to observe and identify incidents, offenders and escaping offenders and the ability to gather useable evidence. It might also affect power supplies to a number of cameras making them unworkable. A reduction in the capability of the cameras due to the removal or dimming of lighting is likely to impact on investigations, crime prevention and detection.

3.8. Re-deployable CCTV

Re-deployable CCTV is used extensively in Cambridge to help address ASB and crime and disorder. In 2014/15 there were 42 deployments in various locations across the city for periods of from 2 to 12 weeks. Generally the evidence from the CCTV Operations suggests that when cameras are erected incident numbers drop and arrest figures decline, suggesting they are an effective deterrent. However, we do need to have adequate lighting in place where the cameras are deployed, which is usually in residential areas where there is no centrally controlled CCTV. The Safer Communities Section of the City Council and the police sometimes rely on evidence from re-deployable cameras in hotspot areas where residents are not inclined to come forward due to fear of recriminations.

Recent locations for these cameras as an example are:

- I. Sidney Sussex St (ASB, fighting etc. after clubs close)
Requested by Police
- II. Scotland Rd/ Green End Rd (ASB, drug and alcohol abuse and boy racers) Requested by ASB Team
- III. Minerva Way (Fly Tipping) Requested by Street Scene Team
- IV. Cherry Hinton Recreation Ground (Reports of increase in knife crime, muggings) Police Request.

3.9. Response from local police

The local police response to the proposal states that;

Any dimming / removal of lights which has an adverse effect on the capabilities of the CCTV will have an adverse effect on crime prevention and detection. Whilst the key locations for CCTV are in the city centre (particularly those areas that cover night time economy hotspots in Market Square, Rose Crescent, Sidney

Street, St Andrews Street and Regent Street), CCTV is often an essential tool in tracking and identifying people as they leave the city having been involved in crime, whether offender or victim. We have good operational support and coverage from our existing CCTV and a reduction of capability is likely to have an impact with regard to subsequent investigations.

3.11 The Executive Councillor is recommended to work with the County Council in line with the recommendations

1. Implications

1.1. Financial Implications

We have not had an indication from the County on the saving relating to their proposals in the City. It is suggested that the figures quoted at 3.3 be used as a benchmark to ensure the City does not take a disproportionate share of the savings.

1.2. Staffing Implications (if not covered in Consultations Section)

Any staffing issues for the city council are likely be covered by current resource.

1.3. Equality and Poverty Implications

We will need to carry out an equality impact assessment when we have more detail of current proposals and potential alternatives being agreed with the County.

1.4. Environmental Implications

As part of this section, assign a climate change rating to your recommendation(s) or proposals. You should rate the impact as either:

The impact will be assessed when the detailed proposals have been agreed.

1.5. Procurement

None

1.6. Consultation and communication

It is being suggested that a public consultation is necessary before the proposals come into effect at 2.1.

1.7. Community Safety

As stated in the report

2. Background Papers

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

An equality impact assessment will be carried out when we have established the detail of the lighting proposal

3. Appendices

None

4. Inspection of papers

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

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ABBEY-CHESTERTON BRIDGE AND THE CHISHOLM TRAIL

Note to Members of Cambridge City – East Area Committee

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

Date: 29 October 2015

THE CHISHOLM TRAIL

- 1.1 The Chisholm Trail is a proposed new foot and cycle route that links the existing and new stations, as well as each end of the Busway cycle route, thus creating a north-south predominantly traffic free route linking many of the main residential areas and employment centres. In so doing, the route proposed follows as close to the rail line as possible, except where there are blockages caused by buildings or other sites in the way. This is a Greater Cambridge City Deal project, with a budget of £8.4 million.
- 1.2 Public consultation runs from 19th October to 30th November, and will include four public drop in sessions, with a questionnaire also available to complete on paper or on line.
- 1.3 Full details of the proposal, including a detailed route document can be viewed at this link: <http://tinyurl.com/qdlarbl>
- 1.4 Features of particular interest associated with the proposals include use of spare bridge arches at Mill Road, a new underpass at Newmarket Road, and a new bridge crossing the river Cam linking Abbey with Chesterton, close to the existing rail bridge.
- 1.5 Land take along the trail may mean that there is scope to provide small areas of public open space and scope to provide seating, tree planting, play equipment, interpretation boards and public art, thus widening the scope and overall appeal of the project beyond simply that of transport.

ABBEY-CHESTERTON BRIDGE

- 1.6 The bridge element of the Chisholm Trail is being funded by Department for Transport Cycle City Ambition Grant and Section 106 developer funding. A number of bridge options have been developed by a specialist bridge architect. Approval to develop one of the designs further, and to submit a planning application, will be sought from the County Council's Economy and Environment Committee on 17th November.
- 1.7 Discussions are ongoing in a bid to seek the land needed for the scheme. The scheme is subject to a planning application. A budget of £4.5m is in place with funding from Department for Transport Cycle City Ambition grant and S106 developer funding.
- 1.8 The bridge designs can be seen at this link <http://tinyurl.com/o5d8ezs> and will be presented at the meeting.

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CAMBRIDGE STATION TO LEISURE PARK FEASIBILITY STUDY

Note to Members of Cambridge City – East Area Committee

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

Date: 29 October 2015

INTRODUCTION

- 1.0 Approval was given by the County Council's Cabinet on 18th December 2012 to undertake a feasibility study into a new pedestrian bridge linking Cambridge Station to the Leisure Park site. The suggestion to undertake this work was made by both South and East Area Committees (any bridge would span both areas). £25,000 was allocated to undertake the study.
- 1.1 The scope of the study was to look at potential options to improve access and reduce journey time to the Leisure Park for pedestrians, users with impaired mobility and for users with pushchairs.
- 1.2 The brief was to map existing journey times from the Station to the Leisure Park and compare them with the journey times of the options. Options information included estimated cost, distance and time savings.
- 1.3 The Study was completed in February 2015 and can be seen in full at <http://tinyurl.com/o5ro4xl>

CURRENT SITUATION

- 1.4 The present route from the station, shown below, would take approximately 12 minutes 40 seconds on foot, at a pace of 4km/h. However, for pedestrians capable of using the existing steps on Hills Road Bridge, journey time would reduce to 11 minutes 7 seconds from the station.

Plan 1 – current walking route (shown in red) or via stairs (shown yellow)



- 1.5 To assess potential usage a traffic count was carried out on Hills Road Bridge over two days, on Saturday 7 March 2015 and Thursday 12 March 2015 for a 12 hour period from 0700-1900. On both days the weather was mild and clear. The pedestrian points measured and data are shown on the Photo and table below.

- 1.6 Each individual in the table number represents a single pedestrian trip up or down the stairs or in or out of the Shopping Centre (SC).



Data for Pedestrian Access via Stairs and Shopping Centre (SC)

Stairs Saturday 7	Stairs Thursday 12	SC Saturday 7	SC Thursday 12
2438 Able Bodied	3372 Able Bodied	4388 Able Bodied	7771 Able Bodied
0 With Disability	0 With Disability	0 With Disability	3 With Disability

OPTIONS CONSIDERED

- 1.7 The following options were considered, and these are shown in **Appendix 1**.
- A new bridge over the railway joining the CB1 development east of the Cambridge Signal Box with the multi-storey car park along Clifton Way (Option 1)
 - A new bridge from Hills Road just north of the Busway underpass to Clifton Way, alongside The Junction nightclub (Option 2);
 - A new ramp from the top of the existing stairs along Hills Road south of the railway bridge, extending over the access to the hotel car park at the end of Clifton Way and heading towards the Leisure Park (Option 3A);
 - A new ramp from the top of the aforementioned stairs, running along the existing Hills Road retaining wall and returning upon itself before finishing near the base of the existing stairs (Option 3B);
 - A new lift provided at the location of the existing stairs, as proposed elsewhere as part of Project Cambridge (Option 3C)
 - A new built-up ramp immediately south of the hotel (Option 4).
 - Do Nothing
- 1.8 Indicative cost estimates have been developed based upon work in other areas. These costs could increase by as much as 30% if certain risks came to fruition through detailed design such as complex utility services that need moving, or if railway 'track possessions' take longer than anticipated.

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

- 1.9 Travel time difference for each option is identified in the table below. The times in the current travel time cells, cover walking all the way around the route shown in red on **Plan 1** above, or using the stairs, into the Leisure Park from Hills Road bridge, as shown in yellow.

Time Savings

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

OPTION ANALYSIS AND MAJOR RISKS

- 1.10 Option 1 – This is a complex solution, the area around CB1 is very restricted in places to develop a bridge on both sides of the rail lines. The lines themselves have overhead equipment that needs to be avoided by a minimum height; this would lead to a bridge similar in height and length to the Carter Bridge. This option has a landing onto the multi-story car park where an external lift would be placed to return pedestrians to ground level. The times stated for journey times could increase significantly if the lift was busy and people needed to wait.

Risks include:

- The area is very busy mainly due to the CB1 development and significant rail and Busway infrastructure, this includes signals and buried services and may significantly increase the cost of this option
- Possessions over the railway access are costly, often complex and time dependant, any delay would incur a significant extra cost and a delay that could lead into many months
- It is probable that Network Rail would insist on a cover such as that on the Carter Bridge further increasing costs and adding to maintenance
- If the lift on the car park breaks down the bridge would be unusable unless stairs were also provided.
- If the lift is available 24 hours then there is an increased risk of vandalism, this could be reduced by camera monitoring at extra cost
- If the Lift is closed during the small hours then the bridge would also need to be closed
- Risk of failure of a remote lift with people in it, particularly on a hot or very cold day or late at night. The lift will have a call button but not being a manned facility, response could be slow.

- 1.11 Option 2 – This is also a complex solution similar to that of option one, but reduces the risk of closure by lift failure. This drops people off utilising a ramp in the area opposite the car park. Due to the height required for the bridge the ramp would be similar in length to that on the east side of the Carter Bridge. Space for this ramp is very limited and it would need to be developed as a tight switchback, this can be difficult for those using wheelchairs and pushchairs.

Risks include:

- Area restrictions as in option 1
- Railway possessions as in option 1 and the potential for significantly increased costs
- A cover may be required by Network rail as in option 1
- More likelihood of this being used by cyclists, as is currently the case on the green Dragon bridge, despite being designed for pedestrians only.
- Putting in place controls to prevent cyclists would also deter other users such as those with pushchairs and wheelchairs.

- 1.12 Options 3a and 3b - This provides a ramp either into the cinema area option 3a or alongside the Hills Road bridge wall, option 3b. A ramp in this area could visibly detract from the areas open pleasant appeal. The ramp would need to be level and high enough for delivery vehicles to enter and leave creating a long ramp area.

Risks include:

- High risk of impact on buried services. This would significantly increase costs if these needed to be diverted
- Possibility of visual element being seen as a planning issue

- 1.13 Option 3c - Provides for a public lift, this could benefit those with impaired mobility, wheelchair and those with pushchairs. There would be ongoing maintenance and staff costs to bear. There are very few lifts available in open public spaces; Most are closed during times when facilities are not available.

Risks include:

- In the small hours lift a may be at increased risk from vandalism or other misuse. It could be closed when the cinema and other facilities are closed.
- Personal security may be a risk using a lift late at night, a well-lit glass sided lift could reduce this but that can provide an increased target for vandalism; If glass is broken in a lift it would be out of use until it is replaced.
- Risk of failure of a remote lift with people in it, particularly a risk to users on a hot or very cold day or late at night when response may be slow
- Closure of a facility such as this for extended periods could have an impact on public confidence in our ability to deliver meaningful infrastructure

- 1.14 Option 4 - provides a ramp at the south of the hotel. This is very close to the actual turning and pedestrian area. However it may be difficult to justify, given its location and proximity to the normal entrance at the shopping centre access to the Leisure Park.

Risks Include:

- Possibility of unmarked buried services that could increase costs

- 1.15 Option DN – Doing nothing is a real opportunity largely due to the benefits already realised from the development of the CB1 area opening up and reducing the journey to the Leisure Park from the rail station by almost five minutes to its current journey time.

CONCLUSIONS

- 1.16 Option 1 to option 3b inclusive would not be considered to offer a significant reduction in journey time for pedestrians, nor do they significantly improve the route by providing enough benefit to justify the costs both in construction and ongoing maintenance.
- 1.17 Option 3c could benefit users with impaired mobility, wheelchair users or users with pushchairs with the installation of a lift alongside the existing stairs on Hills Road Bridge. However as can be seen from the data very few people with disabilities arrive via the pedestrian routes. This option would also have a maintenance cost attached to it and could be closed for extended periods if vandalised or unserviceable for other reasons.
- 1.18 Option 4 provides very little time saving benefits and could increase in costs substantially if buried services need to be relocated.
- 1.19 Recent improvements delivered as part of the CB1 development have provided much more convenient access to the Leisure Park. The officer recommendation based upon the consultants' report is that the idea of a new bridge should not be progressed any further. The conclusion is that the 'do nothing' option is seen as the preferred outcome.

CAMBRIDGE CITY COUNCIL

Record of Area Committee Decision

S106 Grant: St Thomas's Play Area

Decision of: East Area Committee

Reference: 15/EAC/S106/09

Date of decision: 17.8.15 **Recorded on:** 18.8.15

Decision Type: Non Key

Matter for Decision: Approve the installation of Play Area, St Thomas's Square open space Cambridge.

Why the decision had to be made (and any alternative options): The East Area Committee identified improvements to St Thomas's Square play area as a local priority project using devolved s106 funding in June 2013 subject to consultation and project appraisal.

Decision(s): **Financial recommendations –**

- The East Area Committee Chair is asked to approve the commencement of this scheme, which is included in the Council's Capital & Revenue Project Plan – scheme reference number PR030d;
- The total cost of the project is £50,000 funded from developer contributions listed split proportionally as £35,000 (play), £15,000 (Landscape);
- Revenue costs of the project will be met out of revenue assigned maintenance budgets.

Procurement recommendations:

- The East Area Committee Chair is asked to note that Officers' have carried out and completed the procurement for improvements to St Thomas's Square Play Area. The quotations do not exceed the estimated contract costs; and

- Permission from the East Area Committee Chair will be sought before proceeding, if the value exceeds the estimated contract by more than 15%.
- Play Equipment Option shown in Appendix A will be installed.

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

Scrutiny consideration: Chair, Vice Chair and Spokes of East Area Committee were consulted

Conflicts of interest: No conflicts of interest were declared

Comments: None



Cambridge City Council

Project Appraisal and Area Committee Recommendation

Project Name: St Thomas's Play Area

To: Area Chair, Vice Chair and Opposition Spokes

Area committee: EAST AREA COMMITTEE

Report by: Alistair Wilson Streets & Open Space –
Development Manager

Wards affected: Coleridge

Recommendation/s

Financial recommendations –

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- Play Equipment Option shown in Appendix A will be installed.

1 Summary

1.1 The project

Installation of Play Area, St Thomas's Square open space, Cambridge.	
Target Dates:	
Start of procurement	February 2015
Award of Contract	September 2015
Start of project delivery	September 2015
Completion of project	September 2015
Date that project output is expected to become operational (if not same as above)	As above

1.2 Anticipated Cost

Total Project Cost	£ 50,000
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Cost Funded from:

Funding:	Amount:	Details:
Reserves	£0	n/a
Repairs & Renewals	£0	n/a
Developer Contributions	£50,000	Devolved S106 from East Area
Climate Change Fund	£0	n/a
Other	£0	n/a

1.3 Procurement process

The procurement the play equipment was achieved through the use of a Request for Quotes exercise (RFQ).

2 Project Appraisal & Procurement Report

2.1 Project Background

2.1.1 The East Area Committee identified improvements to St Thomas' Square play area as a local priority project, using devolved S106 funding, in June 2013, subject to consultation and project appraisal. Before this could be taken forward, it has been necessary to complete pre-existing projects including improvements to the play areas at Abbey Pool and Coleridge Recreation Ground. Preparations for St Thomas' Square play areas (and other play area improvements across the city) have, therefore, been developed over the last six months, including procurement and local consultation. The selected contractors have provided a date for installation from the first week in September.

2.1.2 It was resolved that public consultation would be undertaken on a design and build scheme so that residents could have their input on specific design proposals.

2.1.3 A Request for Quotation (RFQ) was sent out in spring 2015 and three play companies submitted designs.

2.2 Aims & objectives

2.2.1 To re-design and innovate St Thomas's Play area with provision for the age range 0-11 years.

2.2.2 The project brief outlined in the RFQ outlined the –reuse of the bow top benching on site and incorporated in to any footprint which should not be dissimilar to that of current. Project to be within defined play range and budget.

2.2.3 The RFQ respondents were also advised that a subsequent consultation on the preferred design would form a basis for acceptance of the project and that those tendering should;

demonstrate how the children and young people who currently used the play area will be engaged.

2.4 Consultation undertaken

2.4.1 City Council Planning has stated that the project falls within part 12 of the General Permitted Development Order 1995 (as amended) and constitute permitted development, however it was advised that consultation be taken with the local community.

2.4.2 Officers' appraised the RFQ's and then asked for the public for comments on Option 1 the design which best met the brief and provided the best play value out to public consultation. The consultation included local letter drop on line survey available on the City Council website. The web survey was also complimented by a mail drop to residents in the immediate vicinity of the site.

2.4.3 Thirty comments were received with the following key comments evident;

2.4.4 A summary of the comments received **for** Option 1:

- Great design especially the new path and landscaping;
- I like the natural play;
- Appreciation expressed on making the play area more accessible for disabled children

2.4.5 A summary of comments **against** Option 1:

- It would be nice if the play area was at one end and a small piece of grass was kept for children to kick about;
- The area is just a waste of space, it is not used by many young children;
- It will create more noise disturbance and antisocial behaviour;
- Does not offer any more than the existing play area.

2.4.6 Whilst many respondents were in principle happy to see the plan installed there was fairly equal representation against with re-occurring comments around limitations with the design. To ensure best play value was being offered and in

order to listen and respond to the comments officer re-evaluated the tender submissions and decided to carry out a re-consultation on Option 2; another of the designs to ascertain if local residents supported this. The second consultation was carried out during May with plans also on display at East Area Committee on 2nd July 2015.

2.4.7 The response to the new consultation, whilst lower in number, was much more positive in terms of the play offer with officers concluding that this would be generally supported by the wider consultees and those who responded the first time but chose not to for the re-consultation.

2.4.8 Officers recommend the progression of the Option2, based on favourable consultation results.

2.4.9 Option 2 is detailed in Appendix A.

2.5 Summaries key risks associated with the project

2.5.1 There are no further perceived and associated risks with the project.

2.5.2 The installation of the play equipment which originally had a target deadline of July 2015 has been revised to early September in light of the re-consultation process.

2.6 Financial implications

2.6.1 Net revenue implications (costs or savings)

	£	Comments
Maintenance	0	From existing budget
R&R Contribution	0	
Developer Contributions	50,000	S106
Energy savings	0	
Income / Savings	0	
Net Revenue effect	£50,000	

2.6.2 VAT implications

None identified.

2.6.3 Energy and Fuel Savings

None identified.

2.7 Climate Change Impact

Positive Impact			No effect	Negative Impact		
+H	+M	+L	Nil	-L	-M	-H

2.8 Other implications

2.8.1 An Equality Impact Assessment (EqIA) has been carried out for this project with no negative impact identified.

2.9 Staff required to deliver the project

Service	Skills	Total Hours
Streets & OS – Development Unit	<i>Project Management</i>	50

2.10 Dependency on other work or projects - None

2.11 Background Papers

- i. Agenda and minutes: East Area Committee, October 2012

2.12 Inspection of papers

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Date prepared:	24 April 2015
Date revised:	11 August 2015

Appendix A: Consultation document outlining proposal:



St Thomas's Square Playground Revised Consultation

You may recall the recent consultation and design proposal for St Thomas's Square Play Area. Cambridge City Council have collated and reviewed all responses and have noted specific comments in relation to the placement of the new facility and the limited range of equipment on offer. In a response to this feedback we would like to offer a new design which incorporates many of the key features that were suggested and with the proposal sitting predominantly on the existing play footprint. We would once again appreciate your views on this new design using one of the survey return options and by the date shown on the bottom of this leaflet.

See overleaf for further details and visuals of the design

1. Do you like the proposed design?

Yes ☐

No ☐

Not Sure ☐

2. Please use the space below to explain your answer and make any suggestions.

Please reply via email at Parks@cambridge.gov.uk or send to Freepost RTGU-HXRA-REBZ

Alternatively complete the consultation online at:-

www.surveymonkey.com/r/GNDC3MD

This consultation closes on Monday 25th of May 2015

Development Unit
Cambridge City Council
Mill Road Depot
Mill Road
CB1 2AZ

