



NORTH AREA COMMITTEE



AGENDA – SECOND CIRCULATION

To: City Councillors: Todd-Jones (Chair), Bird (Vice-Chair), Price, Abbott, Austin, Gawthrope, O'Reilly, Perry, Pitt, Sarris, M. Smart and Tunnacliffe

County Councillors: Manning, Onasanya, Sales and Scutt

Dispatched: Wednesday, 11 November 2015

Date: Thursday, 19 November 2015

Time: 6.00 pm

Venue: Farnsworth Hall, Chesterton Community College, Gilbert Road, Cambridge, CB4 3NY

Contact: Toni Birkin

Direct Dial: 01223 457013

Exhibition Area

Children and Young People's Participation Service (ChYpPS) held an Agenda Day during the October half term to gather the views of children and young people on their local area. A ChYpPs representative will be present to feedback on what they had to say.

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

Timings are included for guidance only.

- 1 Apologies for Absence**
- 2 Welcome and Introduction (including Declarations of Interest)**

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

- 3 To Confirm What was Said (Minutes) at the Last Meeting and What we Have Done (Action List) (Pages 5 - 22)**

COMMUNITY FORUM – JOIN IN THE DISCUSSION ABOUT THESE ITEMS

- 4 You Want to Know (Open Forum)**
- 5 County Council - Lighting Proposal (Pages 23 - 32)**
Alan Hitch: Strategic Projects Manager, Cambridgeshire County Council
- 6 Mitcham's Corner Master Plan Project (Pages 33 - 38)**
Glen Richardson: Urban Design & Conservation Manager
Polly Plouviez: Chesterton / Mitcham's Corner Co-ordinator

Refreshment Break

ITEMS FOR DECISIONS

- 7 S106 Priority-Setting: North Area Project Proposals (Pages 39 - 62)**
Tim Wetherfield: Urban Growth Project Manager
- 8 Local Highways Improvement Programme 2016-17 (Pages 63 - 150)**
John Richards: Project Manager
- 9 Community Events and Consultation Opportunities (Pages 151 - 152)**
For information only.
- Please contact the Committee Manager to add your events to this list.
- 10 Date of Next Meeting**
The next North Area Committee will be held on the 20th January 2015 (please note that this is a **Wednesday**).

Venue: Shirley Community School, Nuffield Road.

Meeting Information

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

**General
Information**

Information regarding committees, councilors and the democratic process is available at <http://democracy.cambridge.gov.uk/>

Mod.Gov App

You can get committee agenda and reports for your tablet by using the mod.gov app

NORTH AREA COMMITTEE

10 September 2015

6.30 - 9.15 pm

Present: Councillors Todd-Jones (Chair), Bird (Vice-Chair), Price, Abbott, Austin, Gawthroe, O'Reilly, Perry, Pitt, M. Smart, Manning, Onasanya, Sales and Scutt

Officers Present:

Operations Manager (Community Engagement and Enforcement): Wendy Young

Safer Communities Manager: Lynda Kilkelly

Head of Customer Services: Jonathan James

Committee Manager: Toni Birkin

Also Present:

Sergeant Wragg

Police and Crime Commissioner Outreach Worker: Rebecca Avery

FOR THE INFORMATION OF THE COUNCIL

15/30/NAC Apologies for Absence

Apologies were received from Councillor Tunnacliffe and Councillor Sarris.

15/31/NAC Welcome and Introduction (including Declarations of Interest)

No Interests were declared.

15/32/NAC To Confirm What was Said (Minutes) at the Last Meeting and What we Have Done (Action List)

The minutes of the meeting of the 16th June 2015 were agreed and signed as a correct record.

Update on outstanding actions:

14/73/NAC Trees: Milton Road, Gilbert Road and Carlton Way. Councillor O'Reilly started that these issues would now come under the remit of the City Deal. Verge protection consultations were underway. The Committee asked for

regular updates on the emerging Tree Strategy. The previous joint protocol with the County Council regarding verges and trees may not be possible in future due to budget constraints.

Play Equipment

Perse Way play equipment was almost completed and the designs had been modified to take into account Members' concerns about accessibility. Chestnut Grove was also nearing completion but would be retained on the action sheet until fully completed.

14/13/NAC – Speed Awareness Courses

Courses for offences in 20pmh limit areas were now available and it was understood that motorists could choose to complete the course in their home area rather than where the offence took place.

14/65/NAC – Parking near Milton Road Library

County Council Transport Officers advised that it would not be possible to have dedicated parking bays for the library. Restricting parking to two hours in the area would require a Traffic Regulation Order and would include a wider area.

14/74/NAC – Chesterton Pavilion

To be addressed at the next meeting.

15/4/NAC – Tesco waste area

Councillor Price stated that work to improve the area was underway. He would push to have the double yellow lines in the area reinstated.

15/6/NAC Q6 – Local Sustainable Transport Fund

Councillor Manning stated that the bidding round was now complete and this item could be removed from the action sheet.

15/15/NAC – Buchan Street Exterior Area Improvements

Work was underway. Final update to be reported when work completed.

15/25/NAC Q4 Centenary Fields

Councillor O'Reilly stated that the criteria for inclusion of open spaces had now been confirmed. The City Council could consider renaming an existing open space or apply the name to new open spaces such as Clay Farm.

15/25/NAC

The zebra crossing outside Tesco's had now been repainted.

15/33/NAC You Want to Know (Open Forum)

Q1 Richard Taylor.

Can the Committee endorse the use of North Area Committee for consideration of matters of public interest such as: parking concerns regarding the new station, access to the business park and the new bridge design?

Councillor Mike Todd-Jones responded. North Area has an active policy of encouraging presentation and discussion on matters of community interest.

Councillor Manning stated that this was discussed at a separate specific meeting convened by the County Council. The business park access was discussed at the local liaison forum. Both of these are public meetings, both of which were advertised at North Area Committee.

Q2 Richard Taylor

At the last North Area Committee details of roads selected for Police action was left open for final decision by Ward Councillors. Which roads were selected?

Councillor Todd-Jones stated that the details of the road selected could be found as a post meeting note in the minutes of the last meeting.

Q3 Richard Taylor

Would County Councillors consider registering Ditton Fields path as a Right of Way to aid the Abbey-Chesterton Bridge project?

Councillor Manning stated that it had never been established that this was a right of way. Negotiations were on-going between the Parish Council and Gonville & Causis College. The Abbey-Chesterton Bridge project was important and negotiation was the best way forward. It would be difficult to establish that there had been 20 years of continuous use.

Q4 Leila Dockerill

The hanging baskets were appreciated and had been very pretty. However, requests for other improvement in the area had not been met.

Councillor Price stated that the Environment Improvement Programme had been suspended due the Ward Blitz initiative. The matter will be reconsidered next year.

Q5 Kay Harris

Campkin Road Speed Cushions have had very little maintenance since they were installed in 1992. Buses are forced to drive over them due to parked cars which were causing damage to the road surface.

Councillor Onasanya agreed with Mrs Harris. However, budget constraints had resulted in funding only being available for the worst areas across the City being repaired.

Q5 Kay Harris

Jolley Way footpaths have not been resurfaced for 20 years, despite promises that the work would be completed.

Councillor Onasanya stated that there was very little funding for footpath repairs.

15/34/NAC Policing & Safer Neighbourhoods - NAC

The Committee received a report from Sergeant Wragg regarding Policing and Safer Neighbourhood Trends.

The report outlined actions taken since the North Area Committee of the 9th April 2015. The current emerging issues/neighbourhood trends for each ward were also highlighted (see report for full details).

The Committee and members of the public asked the following question regarding the report:

Q1 Resident of Victoria Road

Concerned that heavy goods vehicles continue to use Victoria Road in the early hours of the morning. Can technology be used to monitor this and seek prosecutions?

Sergeant Wragg stated that it was hard to tell what work to date had achieved. Police would be happy to continue with the priority and would welcome feedback for the community.

Q2 Kay Harris

Mrs Harris agreed that lorries using inappropriate roads at night were a problem. Histon Road also suffers.

Q3 Doug Whyte

What has happened to the Speed Watch volunteer training?

Volunteers had been trained. Their reports generate advisory letters. Further action could be taken against repeat offenders.

Q4 Councillor Bird

The mobile camera outside Grumpy's has achieved the desired results. Could a permanent camera be considered?

Sergeant Wragg noted the request.

Q5 Councillor Bird

A horse and trap was again being used in Chesterton Recreation Ground and is dangerous for children.

Sergeant Wragg requested more information on this matter.

Mr Bond said that a steel fence had been removed and this allowed the owner of the horse and trap to access the recreation ground. The City Council's open Spaces Manager had been informed.

Q6 Councillor Scutt

Bateson Road residents report drug dealing happening in the gardens.

Sergeant Wragg stated that the area was monitored regularly.

Q7 Councillor Scutt

Would an additional pedestrian crossing on Arbury Road help reduce speeding and if yes where should it be?

Sergeant Wragg suggested a crossing near the Manor School and Arbury Court would have a visual impact.

Q8 Councillor Austin

Residents of Arbury Road and Orchard Road complain that vehicles are rat running in residential streets.

Sergeant Wragg would look into this.

Q9 Councillor Austin

Can Sergeant Wragg comment on why the crime figures for West Chesterton all show an increase?

Sergeant Wragg suggested that housing in West Chesterton was as easy target due to the layout of the street and the feature of the housing. Overall crime figures were low so the activities of a few individuals could skew the figures.

Q10 Councillor Austin

Drug dealers are reported to be targeting younger children. Is advice being targeted at the 14 plus age group?

The police had not seen an increase in young drug users. Educational teams do target this age group in schools.

Q11 Richard Taylor

Do you have to return to the area of the offence to undertake a speed awareness course?

Councillor Todd-Jones had investigated this and confirmed that the courses could be taken anywhere.

Q12 Richard Taylor

The statistics in the Police report continue to be broad brush strokes and do not offer sufficient details.

The Safer Communities Section Manager stated that it was not possible to break down the statistics at present. This would have to be done manually and was not considered the best use of Police time.

Q13 Councillor Pitt

Is the rise burglary and violent crime seasonal?

Sergeant Wragg stated that a change to crime recording was a significant factor in the increased crime rates. Police are being encouraged to log incidents that might previously have been dealt with by the individual officer. However, the darker evening do contribute to increased crime figures. In addition, prison releases of serial offenders can produce a spike in crime figures.

The committee discussed on-going priorities around traffic concerns.

Sergeant Wragg requested that the priorities were limited due to resourcing issues. Councillor Manning suggested that this was a political discussion and that the Committee should be free to set priorities. If those priorities were not achieved, the Police should give an account of the reasons why at the next meeting.

The Committee:

Resolved unanimously to prioritise the following:

- i. Continue the safeguarding / enforcement work around the supply of Class A Drugs (Op Hexham).
- ii. Road enforcement action (to include overnight use of Victoria Road by heavy goods vehicles).

15/35/NAC Oral Report from Rebecca Avery, Police and Crime Commissioner Outreach Worker

The Chair welcomed Rebecca Avery, the Police and Crime Commissioner's Outreach Worker to the meeting.

Rebecca gave a presentation on her role and that of Sir Graham Bright in his capacity as the Police and Crime Commissioner, the Police and the Crime Plan and the work of the Police and Crime Commissioner's Office.

The Committee were advised that Rebecca's role was to listen to the public both individually and collectively, and to work in partnership with local agencies, to identify and deliver shared solutions to local crime and anti-social behaviour problems in Cambridge, Huntingdon, South and East Cambridgeshire priority areas.

Rebecca explained that the role of the Police and Crime Commissioner, Sir Graham Bright, was to set the budget, the amount of Council tax charged for the Police, the strategy for local Police whilst ensuring that Police were held accountable and to ensure needs of the community were met.

Rebecca reminded those present of the contact point details, where she would be present in order to meet members of the public who could ask questions and give feedback on the local policing and crime in the area.

Questions and Comments from the public**Q1 Councillor Onasanya**

You gather a lot of information. What is done with that information?

The information is used to build up the bigger picture. It was not the Commissioners role to interfere with day to day policing matters.

Q2 Councillor Bird

Please ask the Commissioner to raise concerns about the proposed reduction of street lighting.

Q3 Councillor Bird

Can the Commissioner help to publicise the Bobby Scheme.

The Community Navigators publicise this service.

Q4 Councillor Smart

The Committee would welcome a visit from Sir Graham Bright.

The Commissioner was unable to attend this evening. He has been holding street surgeries where the public could approach him for casual conversation and holding drop in sessions. Filming of these events has been problematic as some members of the public have found it off putting and may have been deterred from taking part.

Q5 Kay Harris

How was the information gather by the Commissioner passed on to local Police forces?

It is not the role of the Commissioner to direct the local policing. However, local concerns would be passed on.

The Chair thanked Rebecca Avery for attending and stated that the Committee would invite Sir Graham to attend a future meeting.

15/36/NAC Oral Introduction from Polly Plouviez, Chesterton / Mitcham's Corner Co-ordinator

The Chesterton / Mitcham's Corner Co-ordinator was unable to attend and had sent the following updates:

The Traders' Association is up and running and has been since mid-February – on average around 6-8 regular people attend out of 150 traders – so not brilliant but hopefully after last weekend's event – the Mitcham's and More Festival, things will pick up.

The Festival, the first of its kind was held at the back of Barclays Bank Car Park. Two members from The Friends of Mitcham's Corner organised back to back music under the name of 'Sounds around the Corner'. This was a great success and they were turning musicians and performers away by the end. On the Saturday we held a Food and Wine, Pop Up Market, again very successful despite the weather which was cloudy and drizzly. Sunday was our Family Day. Cambridge Community Circus came to teach us circus skills.

Since the weekend, we have had some great press and feedback in general. It has resulted in a new relationship between a popular street vendor, Steak and Honour, and a new venture, Thirsty Cambridge, a new wine merchants.

We hope via the events and some fundraising to have raised enough to light one tree on the verge this Christmas, the next event being a Festive Light Switch On.

There are many new developments in the area, Staples, Evans Cycles, Thirsty Cambridge, Pack and Send, a specialist packing company and coming soon, Stir, a large 'networking café' aimed at cyclists and rowers in the area – also focusing on local community and children.

The main concerns of the Traders, as always, were the parking or lack of parking in the area. They would ideally like somewhere for them to park let alone customers, I have tried to get across that this currently is not available to any traders in the Cambridge and is highly unlikely.

15/37/NAC Intermission

15/38/NAC Environmental Data Reports - NAC

The Committee received an Environmental Report from Wendy Young the Operations Manager (Community Engagement and Enforcement) .

The Committee discussed the emerging priorities.

Q1 Leila Dockerill

Campkin Road is looking untidy and messy.

Wendy Young agreed to arrange a walk about with the rangers.

Q2 Councillor Austin

What is the deadline for requesting new bins and where can people view the styles available?

Requests for new bins were welcomed as soon as possible, so that work could be programmed in and full details of the styles available could be found the bin mapping website.

Q4 Councillor Bird

Welcomed the work recently undertaken in East Chesterton.

Q5 Councillor Scutt

Residents had raised concerns about dog fouling on Bateson Road Play Area.

Councillor O'Reilly stated that the area was rather tired. However, it had been cleaned and dog waste bins had been installed.

Q6 Councillor Scutt

Milton Road has no recycling bins. Why?

The installers were out of stock of the metal recycling bins when other bins were installed in this area. They would be reminded to return to the area and complete the installations.

Councillor Perry suggested a new priority be added to address fly tipping in Akeman Street and Darwin Drive.

The Committee

Resolved unanimously to:

- i. Enforcement joint working and patrols to deal with littering from students of Cambridge Regional College in the areas of Campkin Road and Nuns Way Recreation Ground and to work with the local businesses to address litter from their premises.
- ii. Enforcement patrols to tackle fly tipping on communal archways and green areas at Minerva Way.

- iii. Enforcement patrols to address issues of littering in and around the Bermuda Terrace area *and to follow up on intelligence received as a result of the mail drop to the area.*
- iv. Patrols to address fires *and illegal camping* at Logan's Meadow.
- v. Patrols to address dog fouling on Kings Hedges "Pulley" Recreation Ground *including early mornings, evenings and weekends.*
- vi. Joint working patrols to address the issues of illegal camping and dogs being off lead at Histon Road cemetery.
- vii. North area patrols of focus on abandoned, untaxed and nuisance vehicles.
- viii. Park deep cleanse, to include removal of graffiti, flyposting, litter, dog fouling, vegetation cut back and sweeping at Blandford Walk play area, St Albans Recreation Ground, George Nuttall Close/Woodhead Drive play area and Chesterton Recreation Ground.
- ix. Fly tipping in Akeman Street and Darwin Drive.

15/39/NAC Oral Update: Railway Station at Chesterton

Councillor Todd-Jones updated the committee on progress with the new Railway Station. Full details of question and answers session with Network Rail at the last North Area Committee had now been published with the minutes of that meeting.

Councillor Manning said that a Supplementary Planning Application would be going to the Joint Development Control Committee in the near future. He confirmed that the Cowley Road Access had been secured.

Future Local Liaison Forum meetings kept the public informed of future developments.

The Chair confirmed that Network Rail would be invited to attend North Area Committee to provide an update in the New Year.

15/40/NAC Feedback from County Council Abbey-Chesterton Bridge Architect Presentation

The Chair introduced the item gave a brief overview of the recent Architect Presentation regarding the Abbey Chesterton Bridge. Artist impressions of the initial designs were available for members of the public to view.

Councillor Manning stated that the project was still at the concept stage and would be subject to change. The proposals would be discussed the County Council Economy and Environment Committee on the 17th November 2016.

Michael Bond welcomed the solutions offered to the access points.

A member of the public stated that there was an active group opposing the proposal to allow the bridge access route to encroach on green space and meadowlands. She stated that there was a live petition to oppose the proposals.

15/41/NAC Change to Published Meeting Dates

15/42/NAC Community Events Diary: for information only

The Committee resolved *Nem. Con.* to approve the changes to future meeting dates as follow:

19th November 2015 at Chesterton School

20th January 2016 at Shirley School

The meeting ended at 9.15 pm

CHAIR

COMMITTEE ACTION SHEET

Committee	North Area Committee
Date	10th September 2016
Circulated on	
Updated on	

ACTION	LEAD OFFICER/MEMBER	TIMESCALE	PROGRESS
Developer Contributions and Devolved Decision Making - First Round Priority-Setting for Play Area Improvement	Alistair Wilson, Streets and Open Spaces Asset Manager		Chestnut Grove: Final update requested when projects delivered.
14/26/NAC - Tree roots opposite Co-op Green End Road causing trip hazard	Councillor Manning		<p>Update: Additional tree has been added to the list for remedial work but the item is still on-going. Further update: given the cost and the fact that there is now an EIP in that area, and a project I have got added to the Northern Area Corridor Transport Plan pot, it will be done as part of one of these. Officers have confirmed this won't affect either project (in terms of adding extra cost or stopping elements from being done).</p> <p>Update 5 Dec 14 Cllr Manning : Initial site visit completed and this matter will be included in a wider feasibility study of the area.</p> <p>Update 15 Dec 2014 Cllr Manning: Work has been delayed but the issue is still ongoing.</p> <p>Update 20 Jan 2015 Cllr Manning: Feasibility study still being written.</p> <p>Update 9th April Cllr Manning A residents meeting had been held and a decision on future action is expected to be considered post-election.</p>

			Update 14th August Cllr Manning Waiting for designs to be completed by SKANSA.
14/66/NAC Update on Mitcham's Corner development	Suggested by Committee 28.08.14		Ongoing as related to the City Deal. 10th September 2015 Co-ordinator to address at the next meeting.
14/65/NAC Parking restriction in De Freville area and impact around Milton Rd Library	Cllr Scutt		<u>18 December 2014, Cllr Scutt</u> Regarding Parking Restrictions steps have been taken to place double yellow on the corners of all the inter sections Milton Road. County Council are appointing an Officer to look at parking in Cambridge and the problems that residents experience to determine safe parking. Would investigate the possibility of four hour parking restrictions in this area as requested by Mr Sergeant at the December meeting. <u>3Feb 2015 Update Cllr Scutt</u> From County Officers: With regards to Milton Road Library parking, whilst it would not be permissible to restrict a parking space solely for library use, the County can restrict the duration of stay to say one hour to prevent long term parking and introduce some turn-over of vehicles utilising the parking bay. This would involve an amendment to the traffic regulation order (TRO) and the installation of additional signage, so there would be a cost associated with this work which would need to be borne by a third party - that is residents or need to secure funding from alternative sources. Update 9th April Councillor Scutt Has discussed this with County Council Officers and options under

			<p>are consideration including Pay and Display bays,</p> <p>Update 10th September Councillor Scutt County transport officers advised that it would not be possible to have dedicated parking bays for the library. Restricting parking to two hours in the area would require a Traffic Regulation Order and would include a wider area.</p>
<p>14/74/NAC Progress with Chesterton Sports Pavilion</p>			<p>18 Dec 2014, Cllr Todd Jones. There will be a more detail update on this item from the Urban Growth Project Manager, Tim Wetherfield, when the Committee will look at the third round priority setting. Planning Permission was received on 4 December and work should start on site in March 2015. Further updates to come back to committee when there is more to report.</p>
<p>15/4/NAC Q2 To investigate with property services: area around Tesco's continues to be untidy. There is a large, uncovered, wire cage style litter bin, and rubbish gets blown about.</p>	Councillor Price		<p>Property Services are in the process of renewing the lease to Tesco and as part of this they will be leased an additional area at the rear of the shops where their cages are and will be erecting a simple store with flat roof (subject to landlord's approval of the design and planning approval). Their cages will be installed in the area and this should be tidier and eliminate blown rubbish. The rear access road is just for Tesco and the takeaway for deliveries but not, longer term parking. The tenants are responsible to ensure the access is not blocked and control rubbish etc. We will pick up these issues with them.</p> <p>16 June 2015</p> <p>Retrospective planning application on-going.</p> <p>Update 10th September Councillor Price Councillor Price stated that work to improve was underway. He would push to have the double yellow lines in the area reinstated.</p>

15/15/NAC Q1 Buchan Street improvement works. When will the work be carried out?	Councillor Price		Update 10th September Councillor Price Work underway. Final update to be reported when completed.
15/15/NAC Q5 Fire service vehicle accessing narrow streets with cars parked on both sides.	Councillor Price		
15/17/NAC Sharing 'Open Data' to assist with the setting of Area Committee Police Priorities	Councillor Manning and Councillor Todd-Jones		Councillor Manning has agreed to take this forward and will be arranging a follow up meeting.
15/25/NAC Q3 Campkin Road Speed Cushions need attention	Councillor Price to pass this concern on the Councillor Onasanya		
15/25/NAC Buchan Street hazards remained in the area and no designated disabled parking bay.	Councillor Price		

North Area Committee Future Agenda Plan

Forthcoming Agenda items

1. Highways – Operational Criteria and Maintenance
2. Update on Major Planning Developments for Cambridge
3. Cycling Related Issues including improvements to Cycle Paths Yellow Lines

Future Updates

1. Fen Road
2. New Cycle bridge over the River Cam
3. S106 Transport Corridor

Regular Updates requested

1. City Council Tree Strategy.

This page is intentionally left blank



To: North 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.

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.

2. 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:

Author's Name:	Lynda Kilkelly
Author's Phone Number:	01223-457045
Author's Email:	Lynda.kilkelly@cambridge.gov.uk

This page is intentionally left blank

CAMBRIDGE CITY COUNCIL

REPORT OF: Head of Planning Services

TO: Planning Committee

WARD: West Chesterton Ward/North Area Committee

MITCHAM'S CORNER MASTERPLAN

1. INTRODUCTION

- 1.1 The Cambridge Local Plan 2014: Proposed Submission has designated Mitcham's Corner in West Chesterton as an "opportunity area". Mitcham's Corner is also known as a district centre in the retail hierarchy of the city. An "opportunity area" designation provides opportunity to facilitate development and reinforce as well as create character and identity in key corridors and centres in the city. Improvements to the public realm in such areas can play a significant part in their long term prosperity to the benefit of local residents, businesses and visitors to the city. It has long been held that Mitcham's Corner is negatively impacted by the existing road traffic system and the severance the gyratory creates within this centre.
- 1.2 Draft policy 21 of the Local Plan 2014, requires that a master plan be prepared for Mitcham's Corner. The policy sets out the key elements expected to be included in the master plan. Preparation of the master plan is underway and officers in the Planning Services have been working closely with local residents, businesses and the County Council to scope the issues and options to be considered in preparing such a master plan. In particular, the City Deal project to prioritise public transport along Milton Road has created a significant opportunity to align the objectives of both City Deal and the Cambridge Local Plan to support improvements in this location.

2. RECOMMENDATION

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

3.0 BACKGROUND

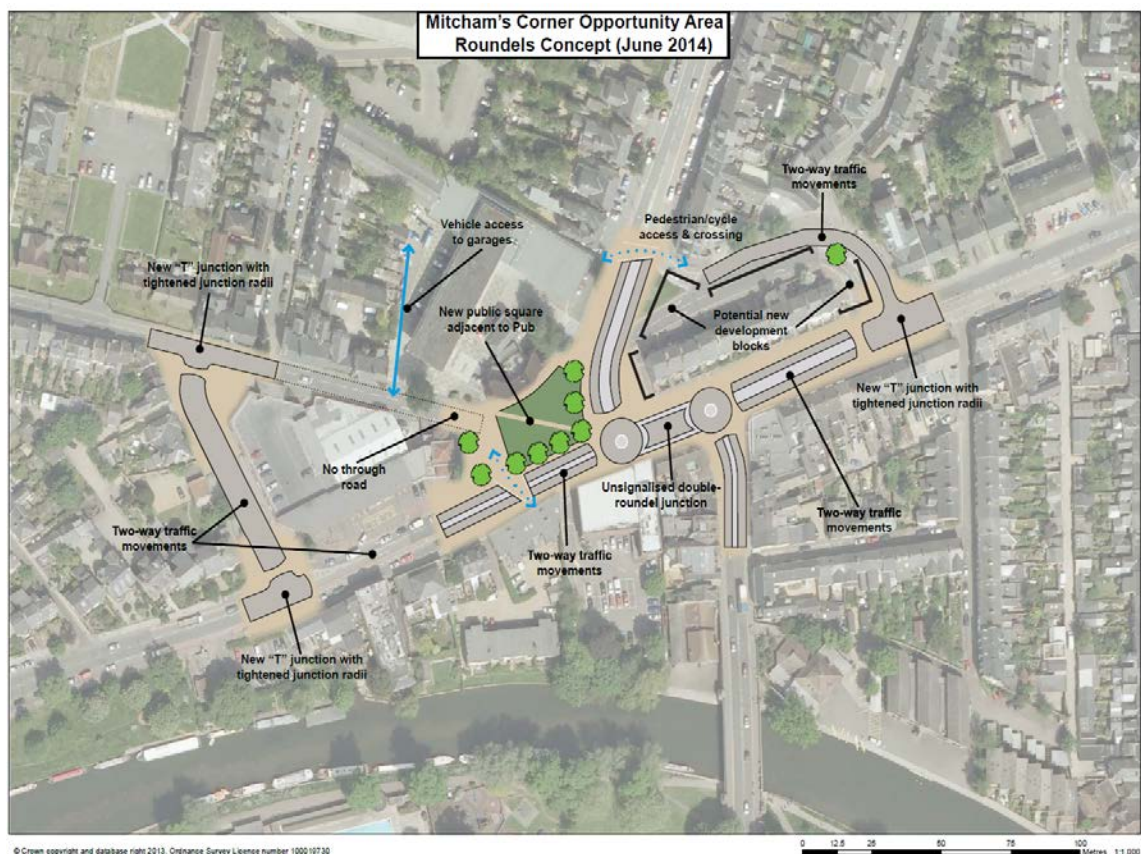
- 3.1 A number of discussions, including one organised workshop, have already taken place involving interested parties in the development of a master plan for Mitcham's Corner. This includes members and officers of the City Council, the Friends of Mitcham's Corner, local businesses, agents of landowners, the Chesterton Road & Mitcham's Corner Coordinator and Cambridgeshire County Council. There is a broad consensus that there is a need to improve the quality of the public realm and the public highway system in Mitcham's Corner for the benefit of all users.
- 3.2 On June 23rd, 2015, a joint workshop was organised at the Victoria Homes Pavilion by the City Council and the Friends of Mitcham's Corner to consider key master plan principles, objectives and ideas. A total of 40 people attended from

a variety of groups and two key questions were posed to the assembled group: *What improvements at Mitchams Corner do you feel are necessary to help deliver the aspirations as set out in the draft Cambridge Local Plan and to address concerns expressed by the local community? At a more detailed level what changes are needed to existing roads, junctions, open space, etc. to make it both a welcoming place and efficient in transport terms?* A second question asked: *What development principles would be appropriate for the two larger development sites in the Opportunity Area (Staples Site and Henry Giles House)? Do you have any other suggestions for other sites/parts of Mitcham's Corner that may help guide its future form of development?* A considerable amount of feedback was generated and the ideas written up in an "event record". The feedback from the workshop will be extremely useful in developing a master plan for the area and the event was summarised on the Friends of Mitcham's Corner website at: <http://www.friendsofmitchamscorner.org.uk/Meetings.html> .

- 3.3 The City Deal project for Milton Road will be pivotal to the success of any desired improvement to Mitcham's Corner. Mitcham's Corner represents the "gateway" to Milton Road at its southern end and is one of a few key radial routes in Cambridge providing links to important destinations such as the city centre, the new rail station at the former Chesterton sidings, and the Science Park.
- 3.4 As members will be aware, tackling delays to buses on Milton Road is part of a wider City Deal package to improve the reliability and attractiveness of bus services on key routes into and across the city. Milton Road is heavily used by cyclists and pedestrians although current conditions are poor often requiring the sharing of narrow footways. Providing comprehensive solutions for buses, cyclists and pedestrians through the reallocation of highway space and other measures should create the right conditions for encouraging more sustainable trips, providing more capacity for an increasing travel demand and improving road safety. Improvements to Mitcham's Corner (in effect the southern "gateway" to Milton Road) could greatly assist in meeting these objectives, however the objectives of improving public transport AND the public realm improvements need to be progressed together to avoid repeating the over-engineered highway solutions of the past to the detriment of non-motorised users. Meeting this twin objective is the key challenge in developing the public realm component of a master plan for Mitcham's Corner.
- 3.5 The timelines for producing the master plan will follow the timeline planned to agree a future solution for Milton Road as part of the City Deal. The Mitcham's Corner master plan will be prepared and consulted upon during early 2016 and thereafter refined and completed in June 2016, the same time as a preferred option for Milton Road will be considered by the City Deal Executive Board. The master plan will not comprise a formal Supplementary Planning Document though it is planned to present, and seek agreement for, the final draft master plan with both North Area Committee and the Executive Councillor for Planning Policy and Transport (in consultation with the Executive Councillor for City Centre and Public Places) so that the master plan will carry weight in the consideration of future development proposals within the master plan area. It is important to note that the master plan will include guidance on the future redevelopment of two key sites (referred to in paragraph 3.2 above), namely the Staples Site and the Henry Giles House (the second being an allocation for 48 dwellings in the new draft Cambridge Local Plan, site reference R4). The

owners and/or agents of those sites are aware of the on-going master plan work and in one case participated in the workshop organised in June, 2015.

- 3.6 For information only and to illustrate one possible concept which could deliver the objectives of the Local Plan policy cited earlier, the drawing below illustrates one possible approach to how the public highway and public realm could be improved. This “roundels” concept is based on a highly successful scheme delivered in Poynton, Cheshire, which prior to improvements had many characteristics similar to Mitcham’s Corner (heavily trafficked road system, severance of retail shops and open spaces, unfriendly to pedestrians, cyclists and disabled people, etc.). A very informative video of the scheme can be found at the following web link: <https://www.youtube.com/watch?v=-vzDDMzq7d0>
- 3.7 Note this concept has not yet been tested in terms of the detailed impacts on the surrounding road network, whether positive or negative, hence significant further development of options, testing, design, budgeting, etc. will be necessary. Officers of the City and County Councils are starting to working closely on developing options and testing such options to ensure any impacts on the highway network are clearly understood (which may give rise to the need for a significantly different solution or solutions) and importantly to ensure any future proposals are aligned with the objectives of both the City Deal and the Cambridge Local Plan:



Next Steps

- 3.8 A project steering group is being created in order to help inform and oversee the preparation of the master plan. Officers are in discussion with the relevant

members and Executive Councillors to ensure appropriate representation on this group and further meetings/workshops will be planned over the coming months.

4. Implications

Financial Implications

- 4.1 There are no significant financial issues arising from the preparation of the master plan. Staffing resources are already committed through budget and service planning processes. Funding for consultation is allowed for as part of existing consultation budgets.

Staffing Implications

- 4.2 There are no direct staffing implications arising from this report. The development of the master plan is already included in existing work plans. Close working with local residents, land owners, shop owners, the Chesterton Road & Mitcham's Corner Coordinator, and the county council means that a significant "resource" is available to develop the master plan options and ideas.

Equality and Poverty Implications

- 4.3 The master plan, once agreed, should help deliver a solution which will have a positive impact by ensuring this district centre is better integrated into the wider area to the benefit of all residents and visitors. New development within the site should provide access for people with limited mobility.

Environmental Implications

- 4.4 The environmental improvements for Mitcham's Corner should be positive in that the objectives of the master plan are very much about the delivery of an improved environment, for the benefit of all users including those using public transport, pedestrians, cyclists, and the disabled, but also motorists.

Consultation

- 4.5 Consultation arrangements are set out earlier in this report.

Community Safety

- 4.6 One objective of the master plan is to make Mitcham's Corner safer for all users.

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> See Policy 21 (Mitcham's Corner Opportunity Area)

- Event record of “Planning for Real Workshop” June 23rd, 2015, prepared by Cambridge City Council with assistance from the Friends of Mitcham’s Corner.

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

This page is intentionally left blank

CAMBRIDGE CITY COUNCIL

REPORT OF: Director of Environment

TO: North Area Committee

19/11/2015

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

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 mitigate the impact of development in Cambridge through funding from generic, off-site developer contributions. There are six proposals for local projects in North Area, which the Committee is asked to consider (the detailed applications can be found at www.cambridge.gov.uk/s106). Section 3 provides sets the context, including an update on the availability of devolved S106 funding. Section 4 assesses the applications against the council's criteria: of the six proposals, three are eligible, feasible and ready to be considered.
- 1.2 In addition, in the context of the Outdoor Play Area Strategy, the Committee is asked to consider where to locate surplus play equipment, which was originally ordered for the Vie development in East Chesterton (see paragraphs 2.2-2.3, 3.8 and Appendix D).

2. RECOMMENDATIONS

It is recommended that the North Area Committee:

- 2.1 prioritises the following local project proposals for the use of devolved S106 contributions from North Area, subject to project appraisal and community use agreement, as appropriate:
- a. an outdoor sports grant of up to £100,000 for four tennis courts at North Cambridge Academy (subject to planning permission),
 - b. a community facilities grant of up to £71,000 for eligible community facility improvements at the Rowan centre on Humberstone Road, and
 - c. up to £52,500 for open space landscaping and play area improvements at Bateson Green; and

- 2.2 chooses one of the following three options for installing surplus play equipment (originally ordered for play area at the Vie development in East Chesterton) at nearby play areas, subject to further consultation with local ward councillors on the detailed arrangements
- Option A: Dundee Close play area in East Chesterton and River Lane play area in Abbey ward (roughly half the equipment each), OR
- Option B: Dundee Close play area (roughly half) plus Discovery Way and Scotland Road play areas (roughly a quarter each), OR
- Option C: River Lane play area (roughly half) plus Discovery Way and Scotland Road play areas (roughly a quarter each); and
- 2.3 depending on which option is chosen for re-locating the surplus play equipment from the Vie development, allocates devolved S106 funding for its installation and associated safety surfacing (from the play area and informal open space contribution types, as appropriate):
- Option A: around £18,500 or
- Option B: around £33,500 or
- Option C: around £15,000.

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.
 - Executive councillors select strategic/city-wide projects benefitting more than one area or Cambridge as a whole²: eight such

-
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 area provision, 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.

proposals in/relating to North Area were prioritised following reports on the latest bidding round considered by the Community Services Scrutiny Committee on 8 October: see the list in Appendix A.

3.3 A number of S106 projects have been completed in North Area in the last 12 months, including:

- Brown's Field BMX track;
- Buchan Street neighbourhood centre improvements;
- Chestnut Grove play area improvements;
- Perse Way play area; and
- St Andrew's Hall extension (a strategic S106 project).

3.4 Appendix B provides more details on on-going local S106 projects³. Whilst good progress has been made overall, please note the county council's decision, last July, not to proceed with its existing plans for the development of Milton Road library. This has implications for the £100,000 provisional allocation for community meeting space at the library, which the Area Committee prioritised in February 2014.

- a. The city council has expressed its disappointment and has made clear to the county council how it would expect revised plans to progress by June 2016. The £100k S106 funding continues to be allocated until then⁴.
- b. County council colleagues have recently provided a helpful update, including plans for local consultation and the submission of a planning application early next year.

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 years⁵. Given the need to make effective use of it, an Outdoor Play Investment Strategy was approved by the Executive Councillor for City Centre and Public Places last month: it contains a play area audit, which area committees can use to inform devolved decision-making about the use of S106 play area funding.

3. Appendix B also includes an update on progress relating to specific clauses in the Cambridge City Football Ground S106 agreement.

4. The expected update from the county council will then be reported back to North Area Committee. In the meantime, if the Area Committee agrees the recommendations under paragraph 2.1, officers would review which community facilities contributions are allocated to which project to ensure timely and effective use of S106 funding.

5. 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 5.3.

- 3.6 The latest analysis (as at 2/11/15 and rounded down to the nearest £25k), shows that the following devolved S106 funding is available.

Table 1: Devolved off-site/generic S106 funding available - North Area

Outdoor sports	Community facilities	Informal open space	Play area provision
£150k	£150k	£100k	£50k

- 3.7 Please note the following points about Table 1.
- Projects prioritised in previous rounds have already been allocated funding: the table shows the received contributions available now.
 - 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.
 - 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. For example, there are no play area contributions currently available from Arbury ward⁷.
 - The annual priority-setting rounds have helped to ensure that S106 contributions with expiry dates are used on time. The nearest expiry dates in North Area are not until May /June 2019^{8,9}.
 - On top of the off-site, generic contributions featured in Table 1, there are also some specific contributions for specific purposes. For example, around £87.5k has so far been received for a new clubroom or changing facilities, or pitch improvements (or any combination of these) on Chesterton Recreation Ground¹⁰.

-
- 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.
 - Some wards in others Areas face similar issues to the ones highlighted for Arbury.
 - The devolved contributions with May/June 2019 expiry dates are for outdoor sports and amount to less than £12k. The amounts of S106 contributions with expiry dates are regularly reviewed and the values may change (for example, subject to opportunities to assign them to related local projects).
 - If the Area Committees agrees the recommendations under paragraph 2.1, these outdoor sports contributions will be allocated to the tennis courts proposal (N1).
 - This relates to the Cambridge City Football Ground S106 agreement, mentioned on the second page of Appendix B.

- 3.8 In addition, there are eight to ten pieces of play equipment that were originally ordered for the play area within the Vie development in East Chesterton but which, following consultation with local residents, were not incorporated into the final play area there. The developer agreed that this play equipment could be used at other local play areas instead. Appendix D gives examples of the play area equipment which may be available and sets out three options of how this could be distributed at local play areas.

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 have been asked 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.

- 4.2 The latest S106 bidding round ran from 22 June–10 August 2015. It was publicised via: the council's website; news releases; social media; emails to local groups and residents who have enquired about S106 funding in recent years; and emails to councillors.
- 4.3 Officers have assessed the six local project proposals from North Area against the criteria mentioned above. This is summarised in Table 2 (at the top of the next page). The overall assessment, in the right-hand column of Table 2, shows that three of the six local project proposals are eligible, feasible and ready to be considered – and these are recommended in paragraph 2.1. A commentary on all six local project proposals is set out in paragraphs 4.4 - 4.18 below. The detailed bids can be found in the North Area application pack at www.cambridge.gov.uk/s106.

N1. Four tennis courts at North Cambridge Academy site

Overall assessment: YES, recommended for S106 funding.

- 4.4 **Summary of proposal:** The Academy seeks up to £100,000 for a block of four all-weather tennis courts, to be located on its site parallel to its existing multi-use games area (MUGA).
- a. The tennis courts would be orientated to avoid low level sunlight. Netball court line-markings would be painted on the courts to allow that sport to be played there too.

Table 2: Assessment of local proposals against eligibility criteria									Overall assessment
Key: ● = Yes. ◐ = Partly. ✖ = No. ? = Unclear. n/a = not applicable		Specific	Additionality	Access for all	S106 available	S106 needed	Feasible	Ready to consider	
Outdoor sports									
N1	Four tennis courts at North Cambridge Academy	●	●	●	●	●	◐	●	YES
Community facilities									
N2	Community café at Chesterton Methodist Church	●	●	●	●	?	◐	✖	NOT YET
N3	Community facilities, at Rowan Humberstone	●	●	●	●	●	◐	●	YES
Informal open space									
N4	Public toilets at Nuns Way Recreation Ground	●	✖	●	✖	n/a	✖	n/a	NO
N5	Bateson Green improvements	●	●	●	●	●	●	●	YES
Play areas									
N6	Table-top water play at Brown's Field	●	◐	●	●	●	?	✖	NOT YET

Paragraph 4.4 continued

- b. A commitment to provide educational and leisure facilities to students/adults out of school hours is built in to the Academy's constitution.
- c. The plan is for the four tennis courts to be floodlit. The Academy will seek additional grant funding from the Lawn Tennis Association and Tennis for Cambridgeshire for the flood-lighting.
- d. The top soil from the excavation of the tennis courts will be retained onsite and used to turn a disused long jump run up/pit into a cycle track that will contain a mountain bike and BMX track (also available for community use).

4.5 Officer comments: This proposal meets the criteria and is supported.

- a. There is currently no public tennis court provision in North Cambridge. The nearest ones are at Jesus Green. Given the Academy's central location within North Area, this proposal would benefit all four wards.

- b. Planning permission would be needed for the tennis courts, not least for the proposed floodlights (as reflected in paragraph 2.1a). It is understood that this application is being prepared.
- c. The recommendation to allocate a grant of up to £100,000 for the tennis courts does not include the costs of flood-lighting given the possibility that the Academy could apply for (and secure external funding for) this. If this floodlight funding bid is unsuccessful, there could be a follow-up S106 grant application to this Area Committee for this in due course (albeit that off-site, generic S106 funding availability is set to run down in future).
- d. The Academy's provision of a cycle tack would provide an additional community benefit at no extra cost. It should also be noted that S106 grant-funding (from strategic/city-wide funds) has been awarded for converting a warehouse on the site into a gym for Cambridge Gym Academy and for a public art project at North Cambridge Academy in association with Kettle's Yard (see Appendices A and B for more details).

N2: Community café at Chesterton Methodist Church

Overall assessment: NOT YET ready for consideration.

- 4.6 ***Summary of proposal:*** Chesterton Methodist Church plans to redevelop its site on the corner of Green End Road and Ashfield Road in collaboration with its neighbour, Cam Sight - an established charity which supports people in Cambridgeshire who have visual impairment. This would replace their tired/old premises, which do not meet current health & safety and energy efficiency standards. A new two-storey building - with around 25 parking spaces (as now) and new cycle parking - would provide modern facilities to better serve the needs of their users and the local community.
- 4.7 Whilst the wider development would be funded by Chesterton Methodist Church and Cam Sight, a £125,000 S106 grant is requested for a new community café that would serve users of the redeveloped premises and the wider community. It would be integrated within the new development, and would be operated as a social enterprise.
 - a. The community café would have a 60m² floor area. It is envisaged that this would be managed by a third party social enterprise.
 - b. Facilities available to both existing and potential future users of the site would be enhanced and improved by the addition of a café (eg, the provision of internet access points, responding to concerns about digital inclusion in the local area).
 - c. Outside café working hours, it would be available for community needs and groups. This might include other educational projects

and children's parties. The applicant's model for how this might work is Cottenham Community Centre café in the former Cottenham Methodist Church.

- d. The application highlights a number of reasons why the community café is needed. East Chesterton was ranked in the 20 most deprived areas in Cambridgeshire in the Index of Multiple Deprivation 2010. Whilst the S106-funded community facilities at St Andrew's Hall are also in East Chesterton, these cannot always meet demand from potential users. In addition to existing needs, new demand from increased development (including the new north Cambridge station) is also expected.

4.8 **Officer comments:** This proposal has generated interest further afield than North Area, as it has been linked to Cambridge Methodist Circuit's sale of Sturton Street Chapel and Hall in Petersfield. In assessing the grant application for the community café at Chesterton Methodist Church, officers have used the same criteria that have been applied to every other S106 proposal in the 2015/16 bidding round, as relevant¹¹. In its S106 devolved decision-making, the Area Committee needs to focus on setting priorities which would meet the assessment criteria and help to mitigate the impact of development in North Area.

- a. The applicant has developed and strengthened the proposals significantly since the earlier version reported to the Area Committee last February. The S106 grant application focuses more clearly on the community café component of the wider development and has explained how this would help to provide additional benefit. Estimated costs, including a specific grant request, have been identified. The £125,000 sought by the applicant is affordable within the devolved S106 community facilities funding available.
- b. Discussions with the applicant have helped to clarify the reasons why Chesterton Methodist Church is seeking S106 funding and the financial structures within the wider Methodist Church. Officers understand that:
 - i. the scale of works needed to modernise the existing facilities warrant the wider redevelopment, which will take up the existing resources of Chesterton Methodist Church and the Cambridge Methodist Circuit. Funding is sought for the new community café, which will provide additional benefit, but which could not be afforded from the existing resources available to Chesterton Methodist Church.

11. In this case, officers have used the eligibility criteria for non-public art proposals. Public art proposals are assessed against the public art criteria in the same way.

- ii. a local Methodist Circuit does not receive all the capital receipts from a local property sale - significant proportions are top-sliced into regional and national funds. Whilst Chesterton Methodist Church aims to apply for regional and national funding in due course to support the wider redevelopment, the outcome of these applications remains to be seen.
- c. That said, officers are not convinced that the application for the community café is feasible and ready to be considered yet. As the café is regarded as integral/central to the wider redevelopment (following the demolition of existing premises), this would not allow a modular or phased approach whereby the community café could be built ahead of other stages of works. As such, moving ahead with the community café would seem to depend on being able to take forward – and raise the funding for – the whole scheme. The application makes clear that £1.72 million still needs to be found towards the overall project. It would seem that this may take some time and that the intended project timescales (starting in autumn 2016 and completing in autumn 2017) may need to be revised.
- d. Officers intend to liaise with Chesterton Methodist Church, as preparations progress, in order to understand more fully what is included in the grant request and why this amount is needed. The need for further discussions has also been highlighted by the reference in the S106 grant application to the possibility that “Cam Sight will consider whether and how it will sell part of its land”. The city council would need to understand how receipts from such a land sale would be used and how this would be consistent with the case made in the grant application that S106 funding is needed to make the community café possible.
- e. If Chesterton Methodist Church wishes to make a follow-up bid, having developed its proposals and fund-raising further, this could be reported back to the Area Committee next year.

N3. Community facilities at Rowan centre, Humberstone Road

Overall assessment: YES, recommended for S106 funding.

- 4.9 ***Summary of proposal:*** Rowan Humberstone, the West Chesterton-based charity for learning-disabled people, seeks a S106 community facilities grant of up to £71,000 to convert ground-floor offices at the front of its building into two community meeting rooms, along with a kitchenette and toilets, which would be available throughout the week. One room could be used for meetings, rehearsals, drawing classes or gentle exercise classes, while the other is designed as a ‘wet’ room which could accommodate painting and other arts & craft activities.

- 4.10 The community meeting rooms proposal forms part of wider refurbishment of Rowan Humberstone's centre, aimed at making better use of the space with improved disability access.
- a. These facilities (including five arts studios) would be available for community use outside Rowan Humberstone's core working hours (ie, after 3.00pm on weekdays and any time at weekends).
 - b. The plan is for all the works to take place in July-September 2016.
 - c. In addition to £20,000 of its own funds, Rowan Humberstone still needs to find a further £53,000 for the wider refurbishment. It is already in touch with other sources of community facilities funding with a view to making applications – as soon as these can be considered - in early 2016. Prior to that, Rowan will be launching its own fund-raising campaign in December. The applicant is confident about securing further funding to support this project.
- 4.11 **Officer comments:** This is a good application which is likely to meet all the criteria.¹²
- a. Whilst there are S106-funded community facilities in each of the other wards in the Area¹³, there is not one yet in West Chesterton.
 - b. Whilst it is hoped that the community meeting space at Milton Road library will move forward, new community facilities on Humberstone Road could be a welcome addition, not least because the meetings rooms at the front of the Rowan Centre would be available through the days, as well as in the evenings and at weekends.
 - c. Officers are mindful that a S106 grant allocation to this community facility would reduce the devolved funding available to North Area for a community café at Chesterton Methodist Church (CMC). There are two important considerations here.
 - i. Whereas there is a strong possibility that improvements to the Rowan Centre could be delivered next summer, there are still significant preparations and fund-raising to be carried out before the CMC community café proposal could be ready.
 - ii. Allocating devolved S106 contributions from every contribution type (including community facilities) in each priority-setting round is good way of making sure that S106 contributions can continue to be managed in an effective and timely way.

12. Please note that Rowan Humberstone has also been successful in securing a public art grant in the current 2015/16 priority-setting round. See Appendix A.

13. S106-funded community facilities in North Area: 82 Akeman Street (Arbury); Brown's Field community centre and St Andrew's Hall (both East Chesterton); Arbury Community Centre and Buchan Street (both King's Hedges). In addition, improvements to the community rooms at St Luke's Church (Arbury) are on-going.

4.12 Whilst the assessment of this bid has highlighted a couple of potential issues, the applicant is already addressing them and it seems likely that these are resolvable.

- a. Officers have queried whether Rowan would be able to raise the £53,000 still needed to fund the wider development.
 - i. The applicant is confident that this will be achievable through a combination of its own fund-raising appeal and by seeking grants from other sources.
 - ii. It is possible that the grant funding that might be available from other sources may be need to be targeted on the public meeting rooms at the front of the building. Anticipating this possibility, officers suggest that the recommended S106 community facilities grant of up to £71,000 should be available for funding any eligible community facility improvements at the Rowan Centre (not just the meeting space at the front of the building).
 - iii. If Rowan was unable to raise the full amount needed to enable the overall redevelopment of its building next summer, this would be reported back to the Area Committee so that it could review (and, possibly, rescind) the grant offer.
 - iv. If, on the other hand, Rowan manages to exceed its fund-raising target, officers would be mindful of the opportunity to reduce the amount of the 'up to £71,000' S106 grant in order to help make the Area Committee's devolved S106 funding go further.
- b. It is possible that the increased community use of the Rowan's facilities, with its longer operating hours, might have implications in the local vicinity and on its neighbours on Humberstone Road.
 - i. Enquiries made by the applicant suggest that no 'change of use' planning application would be necessary, but this still needs to be confirmed by the council's City Development Management.
 - ii. Rowan has emphasised that it is very mindful of the needs of local residents, particularly in relation to noise and parking. A further meeting between Rowan and local residents will take place within the next month on top the scoping work and consultations already undertaken.
 - iii. Rowan intends to make sure that hire agreements for use of the facilities would require compliance with clear terms and conditions about the nature of the activities and the consideration for neighbours that is expected. There are 'pay & display' parking spaces at each end of the street. Rowan also intends to install more bicycle parking spaces on its premises.

N4. Public toilets at Nuns Way Recreation Ground

Overall assessment: NO, not eligible for S106 funding.

- 4.13 **Summary of proposal:** King's Hedges Neighbourhood Partnership (KHNP) has requested that the council provides toilets at the Recreation Ground, which is used for sports, play and picnics. City centre parks have toilets.
- 4.14 **Officer comments:** Public toilets are not eligible for S106 funding in themselves unless they are auxiliary to a wider S106-funded project. Besides the capital costs of toilet provision, the operational costs also need to be taken into account¹⁴. As it is, in the context of financial constraints, a review of public convenience provision is due to be reported to Community Services Scrutiny Committee in January 2016. Community Development colleagues are currently in discussions with KHNP about possible improvements to Nuns Way pavilion – it remains to be seen whether this might help to identify an alternative option.

N5. Landscaping & play area improvements on Bateson Green

Overall assessment: YES, recommended for S106 funding.

- 4.15 **Summary of proposal:** A local residents' group has put forward detailed proposals involving: new shrubs and trees, new perimeter railings and gates, seating and a picnic bench, new paths, solar bollards, new play area equipment and safety surfacing. There is also a request for a new outdoor table tennis table to use on the green. A report on survey feedback, plus a flyer to local residents and an initial plan of possible improvements, is included with the S106 funding bid in the North Area application pack (see www.cambridge.gov.uk/s106).
- 4.16 **Officer comments:** Whilst the residents' group has also discussed seeking Local Highways Improvement Funding for lighting and road safety and Environment Improvement Programme funding for trees lining Bateson Road, the officer comments here are confined to the application for S106 funding to improve the existing green.
- This is an impressive application, which meets the criteria. The applicants have engaged local residents and councillors in the development of the proposals. Local support for improvements to Bateson Green was also mentioned in a survey of children, carried out by the ChYpPS Children's Engagement Officer last summer.
 - Officers estimate that the costs of providing these works could be up to £30,000 of S106 informal open spaces funding, up to £20,000 of S106 play area funding and up to £2,500 of outdoor sports funding (for the table tennis table).

14. S106 funding cannot be used for running costs.

- c. The play area audit in the Outdoor Play Investment Strategy rates the current Bateson Road play area as 89% for location, but only 26% for play value – highlighting the need for investment.

N6. Table-top water play by Brown's Field community centre

Overall assessment: NOT YET ready for consideration.

- 4.17 **Summary of proposals:** The Community Centre has proposed a single unit or a couple of water play pieces outside the community centre for use by smaller children and families during the summer months. The grounds immediately around this equipment would be landscaped in a way which would complementing the existing gravel area at the front of the centre. The application acknowledges that there may be issues in terms of making sure there is an adequate water supply and pressure and drainage routes. The indicative costs for this project would be around £12,000 - £15,000.
- 4.18 **Officer comments:** This proposal needs to be considered in the context of the Outdoor Play Investment Strategy and funding constraints. The nearby Green End Road Recreation Ground is rated as having an 89% location score and a 73% play value score. Other play areas in North Area have a stronger case for investment.
 - a. It is also important to put this proposal in the context of the plans to relocate surplus play equipment from the Vie development (see paragraph 3.8 & Appendix D). Devolved S106 play area funding would be needed to fund installation and safety surfacing costs at other plays in East Chesterton. It would not be possible to fund this and the Brown's Field table-top water play.
 - b. Whilst recognising that it is not in the immediate vicinity, the King's Hedges splash pad is, at least, in the neighbouring ward.
 - c. In addition to questions about the feasibility of the table-top water play scheme, acknowledged in the application, queries have also been raised how running and maintenance costs would be met.

5. NEXT STEPS

- 5.1 The proposals prioritised by the Area Committee will be allocated appropriate S106 contributions and added to the council's 'projects under development' (PUD) list. Project appraisals¹⁵ and community use agreements will be developed.

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

- a. Under current S106 devolved decision-making arrangements, project appraisals for local projects under £75,000 are expedited, with a report to the Area Chair, Vice Chair and Opposition Spokes.
 - b. Appraisals for local projects above £75,000 are reported back to the Area Committee.
- 5.2 It is envisaged that a further S106 bidding round, followed by priority-setting, will be run in 2016/17, albeit that specific timescales have not yet been finalised. This will take place in the context of the S106 allocations to newly prioritised projects (in the 2015/16 round) reducing the current availability of developer contributions and new off-site, generic S106 receipts tapering off.
- 5.3 To continue to make good use of the available S106 funding, 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.
- a. In addition to the updated play area audit (see paragraph 3.5), 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.
 - b. This will help to provide a clearer basis for seeking new S106 contributions for specific projects to mitigate the impact of development. In doing so, 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 North Area. At the same time, receipts from already agreed off-site, generic S106 contributions are tapering off.
- 6.2 **Staffing implications:** Two of the recommended project proposals (N1 and N2) are based on grants to other organisations to oversee/manage the implementation of the projects themselves. Council officers will need to co-ordinate project appraisals and community use agreements in these cases, alongside monitoring to ensure that the projects are implemented and run appropriately.

- 6.3 The other recommendation is for the council to manage the improvements to Bateson Green. Realistic timescales for implementing this project, 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).
- 6.4 **Equalities and poverty implications:** An equality impact assessment (EqIA) on the S106 priority-setting process was updated in October 2014. Further EqIAs relating to specific prioritised S106 projects will be developed (as appropriate) as part of the business case/project appraisal process for those projects.
- 6.5 **Other implications:** Environmental implications, procurement matters, community safety issues and the need for further consultation will also be considered as part of business cases 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 North Area Committee, in particular 6/2/2014 and 12/2/2015.
 - "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 North Area prioritised by executive councillors on 8 October 2015
- B. Progress of on-going S106-funded projects in North Area
- C. S106 eligibility criteria
- D. Options for the use of surplus play area equipment from the Vie development

9. INSPECTION OF PAPERS

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

Author's Name:	Tim Wetherfield
Author's Phone Number:	01223 – 457313
Author's Email:	tim.wetherfield@cambridge.gov.uk

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

Prioritised projects*	Allocated	S106 type
Grant to Cambridge Gymnastics Academy for a sunken trampoline & foam pit in the gym being developed on the North Cambridge Academy site	Up to £75k	Indoor sports
Grant to Chesterton Community Association for Chesterton mural	£3.4k	Public art
Grant to Growing Spaces project in King's Hedges for public art	£2k	Public art
Grant to Historyworks for History Trails (involving Chesterton, Milton Road, Shirley and St Luke's primary schools as well as schools elsewhere in Cambridge)	Up to £20k	Public art
Grant to Historyworks for the 'Sounds of Steam' project (involving children from Chesterton Primary School as well as schools from East Area)	£15k	Public art
Grant to Friends of Mitcham's Corner for Mitcham's Models at Christmas	Up to £6k	Public art
Grant to Kettle's Yard for public art at North Cambridge Academy	£15k	Public art
Grant to Rowan Humberstone for public art at front of 40 Humberstone Road	Up to £2k	Public art

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

Those strategic/city-wide projects located in North Area have been allocated S106 funding from the strategic/city-wide funds – so this does not affect the availability of devolved funding shown in Table 1 under paragraph 3.6.

Appendix B: Progress of on-going S106-funded projects in North Area¹⁶

Project	Ref.	S106 £k allocated	Stage reached	Progress (as at early Sept 15)	Expected delivery
NEW: Big Draw (public art) event	PR040a	£1k	COMPLETE	Event held in late October 15.	-
BMX track by Brown's Field community centre	PR031b	£30k	COMPLETE	-	-
Buchan Street neighbourhood centre improvements	PR031f	£100k grant	COMPLETE	-	-
NEW: Cambridge 99 Rowing Club facilities upgrade	PR034p	£5k grant	Being prepared	Club seeking building control approval	Spring 16
NEW: Cambridge Gymnastics Academy: conversion of warehouse into gymnastic facility	PR034n	£65k grant	Being prepared	Trampoline pit approved on 8 Oct. Appraisal to be produced. Works due to start Winter 15/16.	Summer 16
Chestnut Grove play area improvements	PR031d	£50k ¹⁷	COMPLETE	-	-
Perse Way play area improvements	PR031i	£30k	COMPLETE	-	-
St Andrew's Hall extension	PR034g	£140k	COMPLETE	-	-
NEW: St Luke's Church community rooms	PR031k	£30k grant	Under way	Works started. All on schedule	Summer 16

See update on Milton Road library community meeting space (next page)

16. Includes projects that were on-going in October 2014. Projects prioritised in the 2015/16 S106 round are marked 'NEW'.

17. Includes strategic S106 play area funding, as agreed following a report to Community Services Scrutiny Committee in January '13.

Milton Road library community meeting space (PR031g): In July 2015, the county council decided not to proceed with existing plans to develop Milton Road library. The city council expressed its disappointment and has reiterated its keenness to work with the county council in finding a way forward. The £100k S106 funding allocated to the project by North Area Committee is on hold until June 2016. This will give 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, 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 provides the expected additionality;
- evidence that the scheme meets the needs of local people; and
- a clear project plan and timeframe.

Update: Cambridge City Football Ground, Milton Road

Although not a S106 devolved decision-making project, the Area Committee is also asked the progress of specific planning obligations set out in the S106 agreement for Cambridge City Football Ground, Milton Road (planning reference 14/0790/FUL).

In addition to off-site, generic S106 contributions, the S106 agreement included obligations for the developer to provide a pavilion at Chesterton Community College and £173,125 S106 contributions (plus indexation) towards a new clubroom, or changing facilities, or pitch improvements (or any combination of these) on the Chesterton Rec Ground.

Construction of the pavilion at Chesterton Community College commenced last summer. Completion is expected in summer 2016.¹⁸

The first instalment (£87.8k) of the specific contribution for Chesterton Recreation Ground was received soon after the commencement of the City Football Ground development. The remainder is expected following the first occupation of a new home on that site.

The council's Sports & Recreation service plans to develop the Chesterton Recreation Ground pavilion project (alongside two other pavilion projects) for build and completion during 2016 and 2017. Officers will work closely with local community groups and sports clubs to make sure that the facility is fit-for-purpose and meets community needs.

18. Officers will give an oral update at the meeting if any further information is received about these timescales.

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.

Options for the use of surplus play area equipment from the Vie development

What equipment may be available?

D1. It is understood that 8-10 pieces of play equipment may be left over following the redesign of the Vie development play area. Here are examples of the types of equipment which may be available. Note: (i) these are not necessarily to scale; (ii) some may not be available or suitable (subject to stock checks).



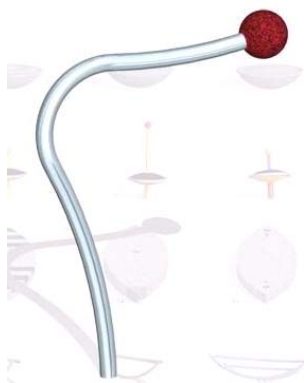
Moving leaves set 1
Height: 2.1 metres



Spaghetti climbing frame 4
Height: 2.5 metres



Snake pendulum
Height: 0.9 metres



Spaghetti climbing frame 1
Height: 1.3 metres



Leaf frame 3
Height: 0.6 metres



Ring wheel
Height: 0.6 metres



Angled turning top for older children
Height: 0.8 metres



Small 'merry-go-round' top 5
Height: 0.8 metres



Small 'merry-go-round' top 6
Height: 1.3 metres

Where could this play equipment be re-located?

- D2. The equipment was originally purchased to mitigate the impact of the Vie development in East Chesterton. The choice of play areas is therefore confined to four nearby play areas. Although River Lane play area is outside the ward, it is worth considering because it is accessible via the Riverside Bridge and is on a route into the city.

Play Area	Ward	Location	Play value
Discovery Way	East Chesterton	94%	43%
Dundee Close	East Chesterton	60%	0%
River Lane	Abbey	74%	26%
Scotland Road	East Chesterton	69%	47%

- D3. The updated play area audit, carried out for the new Outdoor Play Investment Strategy, provides the following scores for the four play areas¹⁹. The case for investment is strengthened where a play area has a high 'location' score but a low current 'play value' score.
- D4. Officers have assessed how the available equipment could be divided up the different play areas and have identified three options. Paragraph 2.2 of the report asks the Area Committee to choose one.

Option A	<div><div>Dundee Close play area (4-5 pieces)</div></div>	+	<div><div>River Lane play area (4-5 pieces)</div></div>		
Option B	<div><div>Dundee Close play area (4-5 pieces)</div></div>	+	<div><div>Discovery Way (2-3 pieces)</div></div>	+	<div><div>Scotland Road (2-3 pieces)</div></div>
Option C	<div><div>River Lane play area (4-5 pieces)</div></div>	+	<div><div>Discovery Way (2-3 pieces)</div></div>	+	<div><div>Scotland Road (2-3 pieces)</div></div>

- D5. The installation and safety surfacing costs that would need to be funded from North Area devolved funding will vary depending on which option is chosen.
- These have been estimated as £18.5k for Option A, £33,5k for Option B and £15k for Option C. These costings will be firmed up and divided between the S106 play area and informal open space categories, as appropriate.
 - If the Area Committee chooses to relocate some of the play equipment to River Lane play area, the Executive Councillor for City Centre & Public Places would be asked to fund its installation and safety surfacing costs from S106 strategic funds.
- D6. Once the choice of options has been made, officers will consult local ward members on detailed proposals for the relevant play areas.

19. Whilst Dundee Close play area was not included in the play area audit featured in the 8/10/15 Community Services Scrutiny Committee report, it has been assessed/scored since then. The 'play value' currently scores 0% as the play equipment had to be removed for safety reasons.



Cambridge City Council

To: North Area Committee 19/11/2015

Report by: Simon Payne,
Director of Environment

Wards affected: Arbury, Kings Hedges, East Chesterton, West Chesterton

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 North area for 2016-17, and determine a priority list of up to 8 projects to be further considered by Cambridge Joint Area Committee and it's 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 North 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 2015-16 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 North area some ~~10~~ 11 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 North 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 North area LHI applications received for 2016-17.

APPENDIX B

Copies of North 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 - NORTH AREA

No.	Scheme Title	Scheme Description	Promoted by	Ward	Estimated Cost £	Required County Council Contribution £	Required Applicant (City) Contribution £	Comments
001	Cockerell Road	Establishment of new parking spaces at end of road in existing verge area, with protection of remaining areas via low rail fencing and / or bollards.	City Councillor Mike Todd-Jones	Arbury	£21,000	£10,000	£11,000	Previously considered as an LHI but so far not funded. Cost estimate as reported last round. Applicant suggests local residents and ward councillors support proposal.
002	Alex Wood Road, adjacent to Carlton Way junction	Combination of verge protection, and reinforcement, works to better manage parking in the area and the damage caused.	City Councillor Mike Todd- Jones	Arbury	£11,000	£10,000	£1,000	Similar work currently underway in the local vicinity, with experience suggesting a relatively limited area could be improved within the funding identified. Applicant suggests ward councillors and some local residents support proposal.
003	Alex Wood Road	Environmental improvement to Arbury Court end of road adjacent to car park, with combination of planting / fencing and resurfacing as necessary and appropriate.	City Councillor Mike Todd-Jones	Arbury	£7,000	£6,300	£700	Appears relatively straightforward. Applicant suggests local residents and ward councillors support proposal.
004	Alex Wood Road	Verge protection works to localised area via low rail fencing and / or bollards to prevent parking and allow grass to recover.	City Councillor Mike Todd-Jones	Arbury	£3,000	£2,700	£300	Appears relatively straightforward. Applicant suggests ward councillors and some local residents support proposal.

APPENDIX A

005	Perse Way, adjacent to junction with Carlton Way	Low rail fencing to protect grass areas from parking in vicinity of local shops.	City Councillor Mike Todd-Jones	Arbury	£6,000	£5,400	£600	Previously considered as an LHI but so far not funded. Appears relatively straightforward. Applicant suggests local residents and ward councillors support proposal.
006	Hurrell Road	Low rail fencing to protect verge and green space areas at the end of the cul-de-sac.	City Councillor Mike Todd-Jones	Arbury	£5,000	£4,500	£500	Appears relatively straightforward. Applicant suggests local residents and ward councillors support proposal.
007	Edinburgh Road and Kinross Road	Verge protection measures to deter parking, with selective verge removal to provide for some parking displacement.	County Councillor Ian Manning	East Chesterton	£15,000	£10,000	£5,000	Financial contribution section left blank by applicant, with overall project cost provisionally estimated by officers. Applicant suggests majority of resident respondents to informal survey are supportive of proposal.
008	High Street, Chesterton	Road widening improvements to High Street approach to roundabout with Elizabeth Way to improve traffic access at peak times.	County Councillor Ian Manning	East Chesterton	N/A	N/A	N/A	Proposal not considered feasible, without acquisition of private land. Insufficient highway width to increase traffic lanes without significant detrimental impact on pedestrians/cyclists, and to roundabout entry alignment.

APPENDIX A

009	Mariners Way, Capstan Close and Cutter Ferry Close areas	Parking management changes to improve access, and safety, for all road users.	County Councillor Ian Manning	East Chesterton	£2,200	£2,000	£200	Continuation of previous privately funded measures. Consultation undertaken by applicant suggests some support. No financial contribution identified in application so estimated by officers. Requires confirmation.
010	Herbert Street - junction with Chesterton Road	Streetscape improvements to pedestrian and cycle access in vicinity of local Co-op store.	City Councillor Ysanne Austin	West Chesterton	£1,650	£1,500	£150	Continuation of recent City Council EIP project to improve streetscape in area. Funding identified would enable minor scale changes only.
011	Bateson Road - junction with Garden Walk	Modifications to the junction to reduce risk to all road users. Application seeking advice on appropriate options from professional officers.	Local residents	West Chesterton	£11,000	£10,000	£1,000	Application supported by City Councillor Ysanne Austin. Separate community initiated bid to Cambridge City Council for S106 funding for adjacent Bateson Green landscaping and play area improvements.
TOTAL					£71,850	£52,400	£19,450	

This page is intentionally left blank

APPENDIX B

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

Cockrell Road

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:	Cambridge City Council, North Area Committee.
Contact Name:	Councillor Mike Todd-Jones, Arbury Ward.
Address:	2, Tesker Way, Cambridge, CB4 3RT.
Email Address:	Mike.Todd-Jones@cambridge.gov.uk
Phone Number:	01223 353937

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).

Highway improvement

Parking provision and protection of green space in Cockrell Road adjacent to nos 1 - 11, Cockrell Road, Arbury.

Solution

Conversion of western section of green space (approx. 10%) to provide 4 to 5 additional parking spaces.

Installation of knee rail fencing around remainder of green space to prevent parking up and allow grass to recover.

(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.

Plan of proposal and photo of area attached.
Police comments: N/A.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for: £ 5,400.00 Maximum £10,000

+

Applicant contribution: £ 600.00 Minimum of 10% of total cost

=

Total Estimated Project Cost: £ 6,000.00 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?

Will provide safe and legal parking provision (additional).
Prevention of persistent parking up on green space.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Additional parking provision and prevention of parking on remaining
green space will ensure a safe facility for, e.g. children and
other residents + road safety improved as parking legalised.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Allow the recovery of the green space enhancing the community
amenity, improving the local environment.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Local residents consulted and appreciate the enclosure of
the green space if more parking spaces are provided.
Supported by other Arbury councillors.

Thank you for taking the time to submit your proposal.

Scheme Number:	1
Scheme Title:	Cockerell Road
Scheme Description:	Provide parking provision outside number 1-11 by taking out part of the green space. Knee high railing can be provided for the remaining green space.
Promoted by:	Cllr Mike Todd-Jones
Ward:	Arbury
Estimated Budget:	£5000 (2013 costing - suggest £6,000 2015)
Risks to Delivery:	Position and depth of tree roots
Further Scheme Information:	

Location Plan:

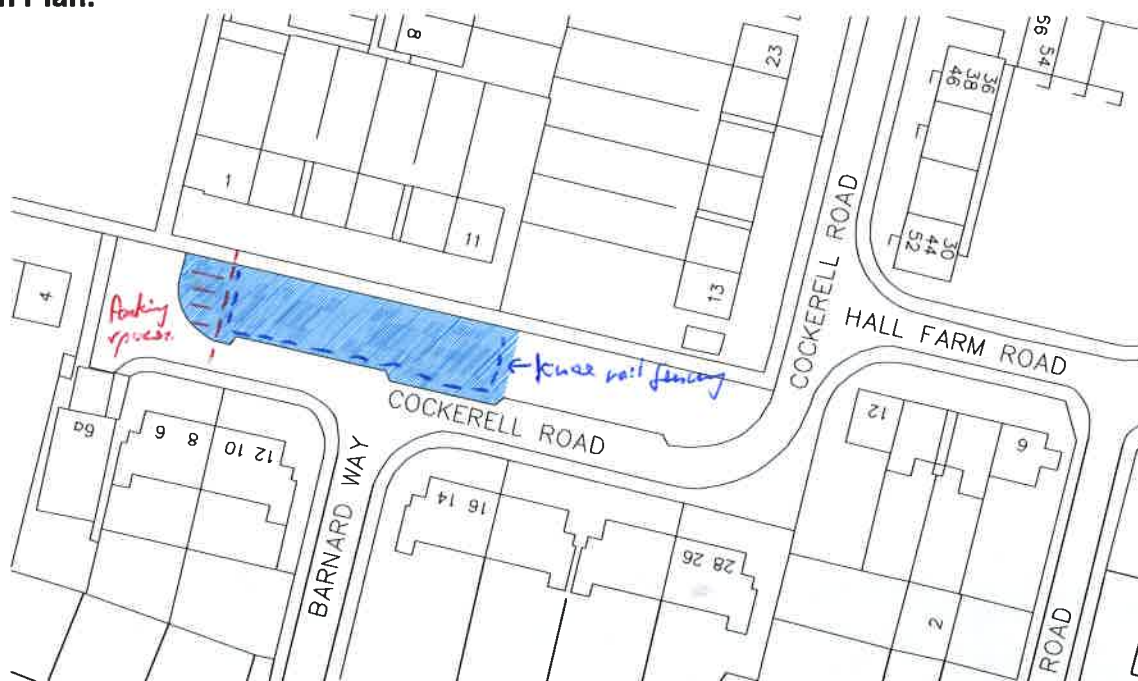


Photo of Existing Location:





Alex Wood Road - verge

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:	Cambridge City Council, North Area Committee
Contact Name:	Councillor Mike Todd-Jones, Arbury Ward.
Address:	2, Tiddler Way, Cambridge, CB4 3RT.
Email Address:	Mike.Todd-Jones@cambridge.gov.uk
Phone Number:	01223 353937

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).

Highway improvement.

Verge protection scheme for top end of Alex Wood Road,
near junction with Carlton Way / Mare Way, Arbury.

Solution

Combination of bollards, resurfacing and verge reinforcement
(Golpla or equivalent).

(continue overleaf)



OBJECTIVES (continued)

Photos of current verge / verge parking attached.

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.

N/A.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:

£ 10,000.00

Maximum £10,000

+

Applicant contribution:

£ 1,000.00

Minimum of 10% of total cost

=

Total Estimated Project Cost:

£ 11,000.00

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?

Prevent persistent parking on grass verges.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Ensure vehicles are parked legally.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Restore grass verges, enhance the community amenity and visual aspect of the environment

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

*Local resident support from those who want to see their environment improved.
Support from other Acting councillors.*

Thank you for taking the time to submit your proposal.





Julia's Cleaning
www.juliasclean.co.uk
077 744 29 530



Alex Wood Road



Cambridgeshire
County Council

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:	Cambridge City Council, North Area Committee.
Contact Name:	Councillor Mike Todd-Jones, Abbey Ward.
Address:	2, Tackles Way, Cambridge, CB4 3LS
Email Address:	Mike.Todd-Jones@cambridge.gov.uk
Phone Number:	01223 352937

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).

Highway Improvement:

Restoration of highway land (footway) and improvement of associated planting and fencing Alex Wood Road, Abbey (cut-de-rac and)

Solution:

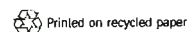
Surfacing of denuded former verge/planting/footway

Demarcation of planted area using knee rail fencing.

(continue overleaf)



INVESTORS
IN PEOPLE | Gold





OBJECTIVES (continued)

Photos attached.

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.

N/A.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:

£ *6,300.00*

Maximum £10,000

+

Applicant contribution:

£ *700.00*

Minimum of 10% of total cost

=

Total Estimated Project Cost:

£ *7,000.00*

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?

Asbestos & cyclist desire line has denuded prior area of verge and planting. Resurfacing would formalise access and demarcate remaining planting bed.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

N/A.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Enhance environmental amenity.

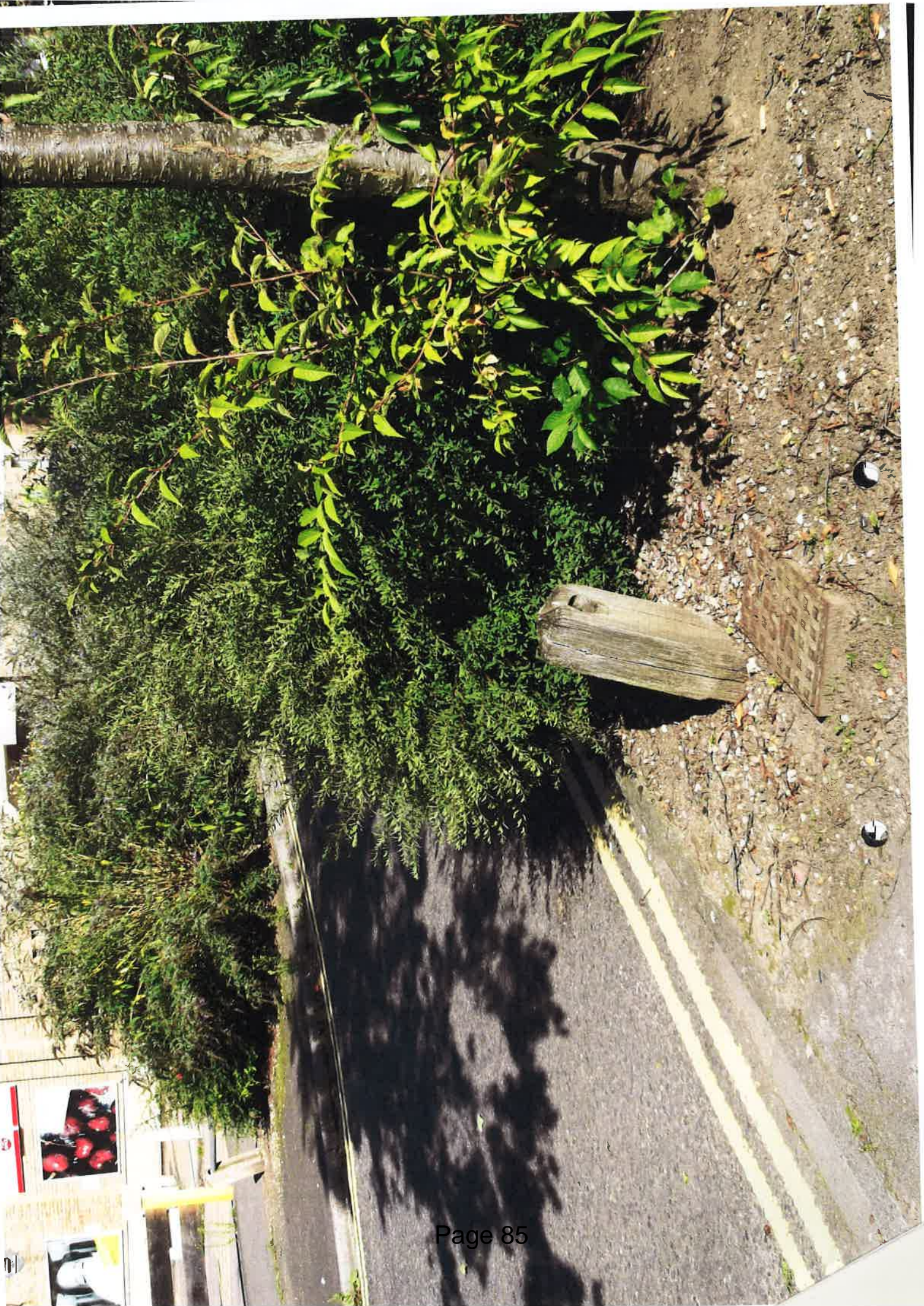
ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Local residents demand for improving a poor quality area
Other Arbury councilor support

Thank you for taking the time to submit your proposal.







Alexwood Road - Bollards



City North
Cambridgeshire
County Council

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:	Cambridge City Council, North Area Committee
Contact Name:	Councillor Mike Todd - Jons, Abbey Ward.
Address:	2, Tebbles Way, Cambridge, CB4 3RT.
Email Address:	Mike.Todd-Jons@cambridge.gov.uk
Phone Number:	01223 352937

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).

Highway improvement.

Protect highway green space allowing recovery of grass on green space in Alex Wood Road, nos. 129/131 - 139. Abbey

Solution

Installation of bollards and knee rail fencing

(continue overleaf)



OBJECTIVES (continued)

Photo attached

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.

N/A

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for: £ 2,700.00 Maximum £10,000

+

Applicant contribution: £ 300.00 Minimum of 10% of total cost

=

Total Estimated Project Cost: £ 3,000.00 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?

Will prevent vehicles parking up on grass verges.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Ensure vehicles are parked legally on Alex Wood Road.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

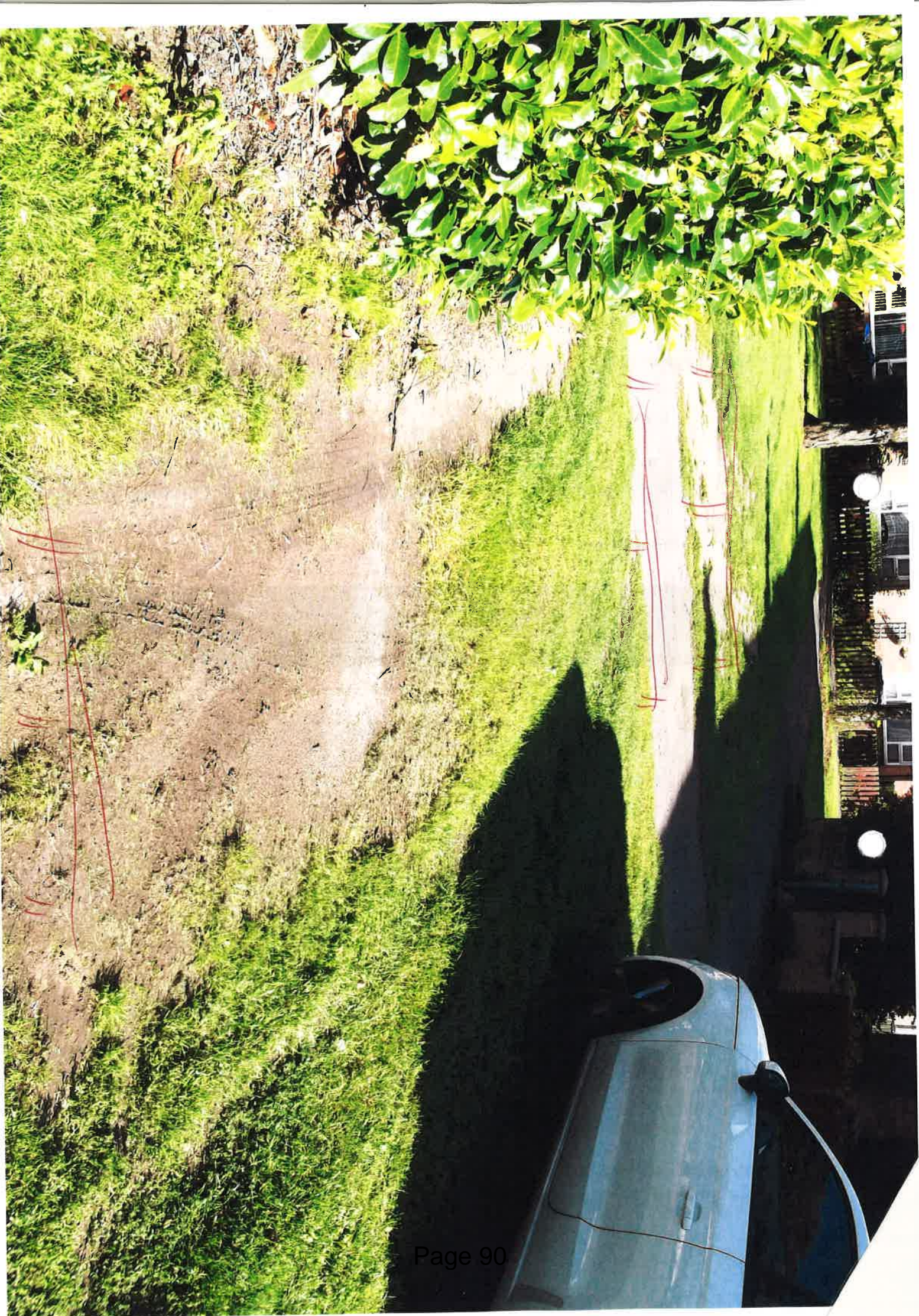
Allow protection and recovery of grass, enhancing green space and environmental amenity.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Local resident support - those who want their environment improved...
Supported by other Sibley Councillors

Thank you for taking the time to submit your proposal.



Perse Way 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:	Cambridge City Council, North Area Committee.
Contact Name:	Councillor Mike Todd-Jones, Sibney Ward.
Address:	2, Toddler Way, Cambridge, CB4 3RT.
Email Address:	Mike.Todd-Jones@cambridge.gov.uk
Phone Number:	01223 353937

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).

Highway Improvement

Verge and green space protection / Improve parking in
Perse Way near the junction of Carlton Way, Sibney.

Solution

Installation of knee rail fencing along edge of grass verges
near boundary with the carriageway - verges outside nos.
133 and 135, Perse Way, and 134 and 132, Perse Way.

Installation of knee rail fencing around green space border
Carlton Way slope to prevent use of drive line and allow for
re-planted grass/grass to recover / and be protected.

(continue overleaf)



OBJECTIVES (continued)

Plan

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.

Plan and photo of proposal attached

Police comments: N/A

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£ 5,400.00	Maximum £10,000
+		
Applicant contribution:	£ 600.00	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£ 6,000.00	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?

Will prevent vehicles parking up on grass verges.
Will close off drive lane.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Ensure that vehicles are parked legally within the vicinity
of Carlton Way shops.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Allow the recovery of green space enhancing the
community amenity and environment.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Local resident support and supported by other Sibley
Councillors.

Thank you for taking the time to submit your proposal.

Scheme Number:	2
Scheme Title:	Perse Way
Scheme Description:	Knee high rail fencing at either end of grass verge's) to protect them from vehicles parking partly up on verge, when drivers visit the shops.
Promoted by:	Cllr Mike Todd-Jones
Ward:	Arbury
Estimated Budget:	£6000
Risks to Delivery:	Position of services
Further Scheme Information:	£xx contribution from the County Council Minor Highway Works Budget (CCMHW 2013), remaining £xx requested from the EIP budget.

Location Plan:



Photo of Existing Location, looking towards Carlton Way:



Hurrell Road

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:	Cambridge City Council, North Area Committee
Contact Name:	Councillor Mike Todd-Jones, Arbury Ward.
Address:	3, Titcher Way, Cambridge, CB2 3RT.
Email Address:	Mike.Todd-Jones@cambridge.gov.uk
Phone Number:	01223 353937

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).

Highway Improvement

Verge and green space protection at the cul-de-sac end of Hurrell Road, Arbury.

Solution

Installation of knee rail fencing around green space to protect area and demarcate boundary, allowing for vehicle access to properties at the end of Hurrell Road.

(continue overleaf)



OBJECTIVES (continued)

Photos attached.

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.

N/A.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:

£ *4,500.00*

Maximum £10,000

+

Applicant contribution:

£ *500.00*

Minimum of 10% of total cost

=

Total Estimated Project Cost:

£ *5,000.00*

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?

Will demarcate edging of green space and prevent further erosion.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Will prevent vehicles (and towing trailers) from using the footway at the rear as a turning circle, improving safety of footway.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Enhance the green space, allowing recovery of the grass / edging of space.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

*Local resident support – as long as sufficient space is retained for vehicle access to properties.
Supported by other Abbey councillors.*

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 Ian Manning, Mrs Shahida Rahman
Contact Name:	ditto
Address:	28 Pepys Court, Chesterton CB4 1GF
[Redacted]	[Redacted]
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).

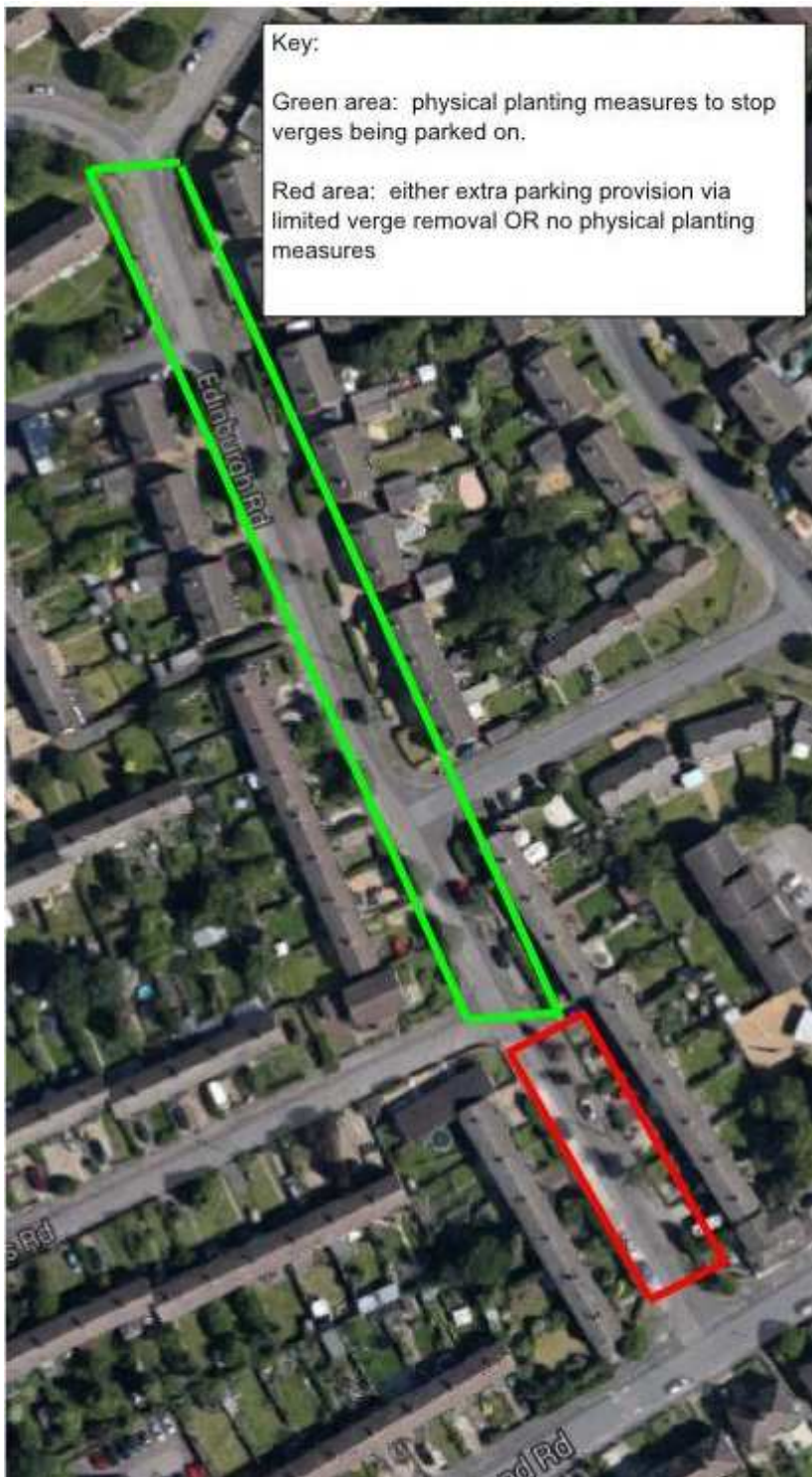
We would like to help residents protect the grass verges on Edinburgh Road & Kinross Road from being damaged by parked cars, whilst balancing the fact that many residents have parked on some areas for years.

The proposed solution is to provide physical barriers to parking on the verges along most of Edinburgh Road and all of Kinross road, whilst removing the verge in a couple of locations on Edinburgh Road to provide *some* extra parking bays.

An informal survey by the ward Cllr found a majority of residents in favour of protecting the grass verges with a minority against and many of those against complaining that they need to be able to park cars on the verges. This was not uniform along the road, hence the map proposing two broad areas on Edinburgh Road for applying restrictions/not.

(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.

Not applicable – this is changes to the verge.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£ <input type="text"/>	Maximum £10,000
+		
Applicant contribution:	£ <input type="text"/>	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£ <input 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?

The verges will be protected by the proposed physical measures. Allowing some limited extra parking for those residents who currently rely on being able to park will prevent a split in the community,

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

If cars aren't parking on the verge, they will park on the road – this is generally acknowledged to reduced traffic speeds, which improves safety.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Residents who want to preserve the aesthetic nature of the grass verges will have their needs met.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Green spaces.

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 Ian Manning, Mrs Shahida Rahman, Mrs Angela Mckenzie
Contact Name:	ditto
Address:	28 Pepys Court, Chesterton CB4 1GF
[Redacted]	[Redacted]
Phone Number:	[Redacted]

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

What highway issue or improvement would you like to address?

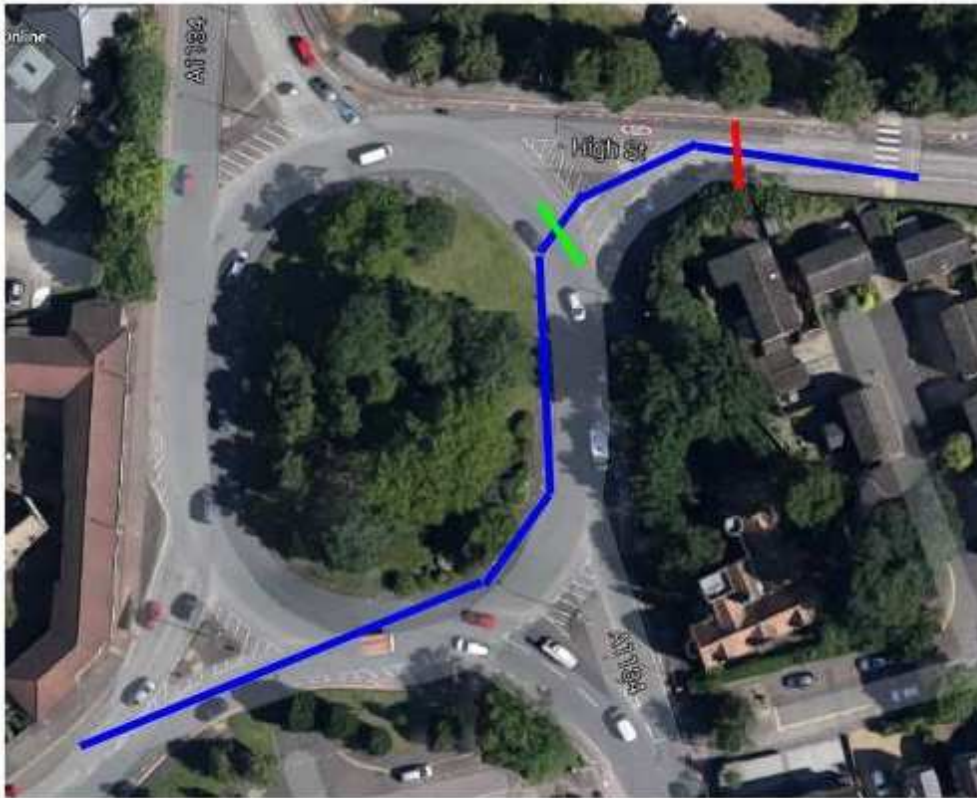
What solution are you proposing? (e.g. Speed control, new footway, parking restrictions etc).

Improve flow of traffic going from high street Chesterton over the roundabout with Elizabeth way, for cars going towards Chesterton Road. The High street ends in dual lanes, but due to the narrowness of the approach lane, few people can get to the second lane to go straight on. As a result, because of this poor traffic flow, often cars taking this lane get blocked by cars queuing on the roundabout.

The diagrams below give some idea of the situation on the ground.

(continue overleaf)

OBJECTIVES (continued)



Blue Line:
Traffic from High street
unable to get to right
hand lane to go straight
on

Red line: choke point due
to narrow road

Green line: choke point
due to queuing cars

Removal of some of the pedestrian island to improve visibility
of second lane from high street.



Removal of limited amount of pavement in order to move cycle lane across and give extra
second lane width to make it easier to access straight on movements.

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:	£10,000	Maximum £10,000
+		
Applicant contribution:	£1,000	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?

If enough width can be found, traffic flow will improve as it is currently blocked.

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?

It makes it easier for residents to take routes to work / shops etc

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Potential re routing of some traffic

Thank you for taking the time to submit your proposal.

Notes

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 Ian Manning
Contact Name:	
Address:	28 Pepys Court, Chesterton, CB4 1GF
[Redacted]	[Redacted]
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).

Objectives

Note this is an extension to the recent privately funded scheme which has worked to a degree, but that many residents feel has not be entirely successful.

Improve access for emergency vehicles along Mariner's Way and to Eight's Mariner and Chicester House.

Improve safety for cars exiting Chicester House, and for pedestrians and cyclists crossing the same exit, as well as pedestrians and cyclists coming from under the Elizabeth Way bridge.

Provide some potential relief from commuter parking for residents in the mariner's way area.

Plan

Remove under used parking meters from Cutty Ferry Close (Phil Hammer from parking services has confirmed these are hardly used).

Extend yellow lines on bend near Chichester House to prevent parking there which reduces visibility at that entrance.

Remove some of the yellow lines on Mariner's Way from ½ Capstan Close, going towards Logan's

(continue overleaf)

OBJECTIVES (continued)

Note:

We will need a site visit to specify the exact length of all the lines.

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:	£ 2000	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?

The initially privately funded scheme was a 'do minimum' option. This design is an attempt to redress flaws in it.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Currently cars are conflicting due to zig-zagging between parked cars. This will resolve that.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

Access for emergency vehicles.
Reduces parking pressure potentially.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

Thank you for taking the time to submit your proposal.



- Key to markings:
- 'Phase 1': for immediate advert,
private funding
- Existing no parking at any
- 'Phase 2': for future investigation,
possible city council funding
- Remove current yellow lines
- New no parking at any time
- possibly with some gaps to
allow some parking
- Extend the no parking on
the bend

Mariner's Way Parking Management **A 3 stage proposal**

Cllr Ian Manning 2013-12-08
with residents from Capstan Close,
Mariner's Way, Eight's Marina & Chichester House

Table of Contents

1. Introduction, Background and consultation.....	1
1.1. Introduction.....	1
1.2 Background.....	1
1.3 Funding.....	1
2. Plans in three phases.....	2
2.1 Summary.....	2
2.2 Phase 1: Implementation of restrictions along Mariner's Way.....	2
2.3 Phase 2: Removal of Mariner's Way – Logan's Way restriction.....	2
2.4 Phase 3: Removal of parking metres, Defreville area.....	3
3. Conclusions / next steps.....	3
Appendices.....	4
Appendix A: Consultation Steps overview.....	4
Appendix B – phase 1 plan.....	6
Appendix C – assessing parking displacement.....	7
Appendix D – list of consultees.....	7

1. Introduction, Background and consultation

1.1. Introduction

This paper describes the short and long term plan to deal with the problems (of safety & quality of life) drawn up by Cllr Ian Manning, in conjunction with residents of the streets in the area: Capstan Close, Mariner's Way, Eight's Marina & Chichester House.

1.2 Background

The original project which led to this paper was a set of proposals from Eights Mariner to introduce parking restrictions, that was worked up in conjunction with officers and then sent to Cllr Manning, as the local ward County member, for approval.

Cllr Manning then decided to consult more widely on whether the proposals were acceptable to residents in the rest of the area.

1.3 Funding

Funding for phase 1 is private. Funding for phases 2 & 3 is not established, but initially we will apply for North Area Committee TRO funding.

2. Plans in three phases

2.1 Summary

There were differences of opinion over the original plans. Concern was over how much parking might be displaced from the Mariner's Way bend into Capstan Close. For how the potential displacement was assessed, please see appendix C.

I offered a compromise where, essentially, the Eights/Chichester house requirements were not fully met, but the ask from Capstan Close to not have any change was also not met (ie there would still be a change, but not quite the original one).

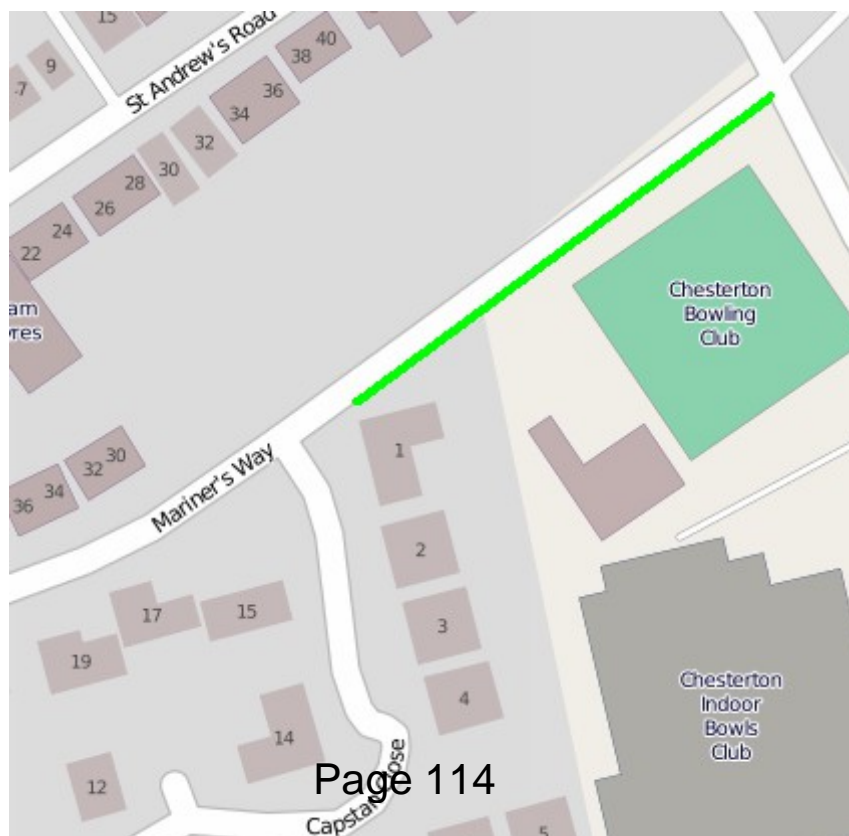
As part of this plan, there would be 3 phases- a first phase funded privately (the paragraph above) then two further phases involving the freeing up of parking in two adjacent areas. For these two phases Cllr Manning will attempt to seek funding from the North Area Committee TRO fund.

2.2 Phase 1: Implementation of restrictions along Mariner's Way

The full plan can be seen in appendix B. This will be paid for privately between Eights Mariner and Chichester House.

2.3 Phase 2: Removal of Mariner's Way – Logan's Way restriction

This will require consultation with the bowl's club as well as Willowbank, and is to remove the existing yellow line marked on the diagram below as a green line:



2.4 Phase 3: Removal of parking metres, Defreville area

There are a number of metered bays in Cutty Ferry Close, approximate location shown below, which are believed to be underused. Residents believe that if parking was possible in this location, it might alleviate parking in Mariner's Way.



As Cutter Ferry Close is in West Chesterton, consultation with ward members there is required, as well as the impact on the West Chesterton area assessed.

3. Conclusions / next steps

It is hoped the overall plan, representing a compromise between the various requirements, is something that all the residents can get behind.

Cllr Manning will put phase into the formal TRO process as soon as possible.

Appendices

Appendix A: Consultation Steps overview

A1

2013-08-12 officer contacts Cllr Ian Manning with proposals.

A2

2012-08-22 Cllr Ian Manning delivered a letter to whole area with proposals.

A3

2012-10-09 meeting between those residents who responded to letter.

A4

2012-10 plan agreed, with alterations to reflect wishes of Chichester House, Mariner's Way – iteration02-v02.pdf - and funding split between Eights and Chichester agreed. Minuted \legacy-pre-reelection\20121009_EightsMarinersMeeting.pdf

A5

Delay in implementation caused by restructure of Highways department.

A6

2013-06-06 Cllr Ian Manning delivered another letter to whole area. Some residents from Capstan Close responded this time, along with others, and 3 options from this were costed by officers.

2013-10-31 Another meeting held with residents from 1.3.3 as well as some new respondents, including those from Capstan Close. Resulted in iteration04-v02.pdf. Disagreement over who would fund the extra parts involving capstan close/removal of restrictions along Mariner's Way to Logan's Way.

A7

Iteration04 to be sent forward for advert.

On their request, Cllr Manning then met with Capstan Close residents at their request on 2013-11-30, who were unhappy with Iteration04, so Cllr Manning suggested a small compromise and subsequently met with a limited set of Eights and Chichester House residents on 2013-12-01.

A8

Eights management board agreed to pay for the Capstan Close section, with overall contribution from Chichester House.

This plan is the three phase plan show in the body of this document

Appendix B – phase 1 plan



Appendix C – assessing parking displacement

On the bend of Mariner's Way, the issue around how much restriction to bring in hinged on part in how much parking might be displaced from there further down Mariner's way, and/or into Capstan Close.

What follows is a very basic method to calculate how much parking might be displaced from the plan shown in appendix B.

B1. Method to calculate spaces lost/kept

To keep things simple, take an average car length as the required length of a parking bay, 6m. At best if everyone parks optimally this is fine, but if everyone parks suboptimally this will need to be larger. So take 9m (i.e. + 50%) to compensate.

B2. Spaces kept

Difference between Iteration04_v003.pdf and iteration05_v001.pdf in distance of the double yellow line on the 'left' side of mariners way.

According to mymyrun distance # 0.04km ie 40m

So total car spaces 'kept' = $40 / 9 = 4.4$. Round up to 5 as current parking indicates they may veer more on the side of optimal parking.

B3. Spaces 'lost'

Lines on bend approximately 0.04km one side, 0.02km the other = 0.05km

So total spaces 'lost' = $50/9 = 5.5 \sim$ round to 6.

Appendix D – list of consultees

This is a list of those people who responded to one or more of the letters/emails/meetings held over the various consultations run by Cllr Manning (see appendix A).

Jeremy Bancroft
Anne Bentley
Steve Bentley
Cynthia Bull
Michael Clarke
Jonathan Coles
Ian F. Darroch
Neil Emery
Mike Hawes

Jo Hesslewood
Sheelagh Hughes
Jon and Monica
Jon and Monica
Duane Kritzinger
Colin F Lacey
Sue Lacey
Andrew Mangeot
harry marsh
Ian Nimmo-Smith
Paulette Emery
michael peak
Pat Robinson
Peter Robinson
Matthew Sarkar
Ruth Butler & Hans
Schweitzer
Tim Sharp
Ken Wallace
Maria Xuereb

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 Ysanne Austin
Contact Name:	Ysanne Austin
Address:	63 De Freville Ave Cambridge CB4 1HW
[Redacted]	[Redacted]
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).

The proposal is to improve safety for cyclists and pedestrians in the road at the bottom of Herbert Street and to the right of the Coop carpark on Chesterton Road.

Improvements should:

Improve clarity so users understand where to walk, cycle, drive and park.

Stop cars parking in the cycle space

Ensure traffic regards caution and travels slowly when leaving the car park.

Pedestrians and cycles should safely be able to use the left and right side of the street.

Situation:

The current position is shown in the attached images where markings aren't clear and worn out.

The exit from the car park just states 'OUT'

The cycle way is used as an extension of the car park.

The cycle way isn't clear. Cyclists turning right off Chesterton road cycle on the left but no lane and face oncoming traffic from the exiting car park..

(continue overleaf)

OBJECTIVES (continued)



Photos showing
van parked in cycle lane . ,
car park exit and
cycleway on the right.- unclear and appears as two separate sections in Herbert St and Chesterton
Rd.

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.

Sorry I have only just requested information.

FINANCIAL CONTRIBUTIONS

County Council LHI funding applied for:	£1500	Maximum £10,000
+		
Applicant contribution:	£150	Minimum of 10% of total cost
=		
Total Estimated Project Cost:	£1650	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?

With clear signage or barrier the cycleway on the right wouldn't be parked on.
With cycleway on the left cycles could turn safely into the street from Chesterton Road.
Clearer markings would slow down traffic leaving the car park.

ROAD SAFETY: (see guidance document)

How will your proposal contribute to improving road safety?

Slow cars down leaving the car park.
Make it clearer where cycles can travel.
Stop cars parking in the cycle lane.

COMMUNITY IMPROVEMENT: (see guidance document)

How does your proposal provide community improvement?

This is a busy area for the local community travelling to the local store and is used as an access for walking and cycling from Chesterton Road to local schools and houses.

ADDED VALUE: (see guidance document)

Are there any additional benefits to your proposal?

The area is starting to get a bit of a facelift with support of the City Coordinator for West Chesterton who is successfully trying to engage local traders to take a pride in the Mitcham's Corner Area.

Thank you for taking the time to submit your proposal.

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
6	Allocation of funding	9
7	Timescales and deadlines	10
8	Other information	11
9	LHI scheme case studies	11

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:

1. 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.
2. 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.

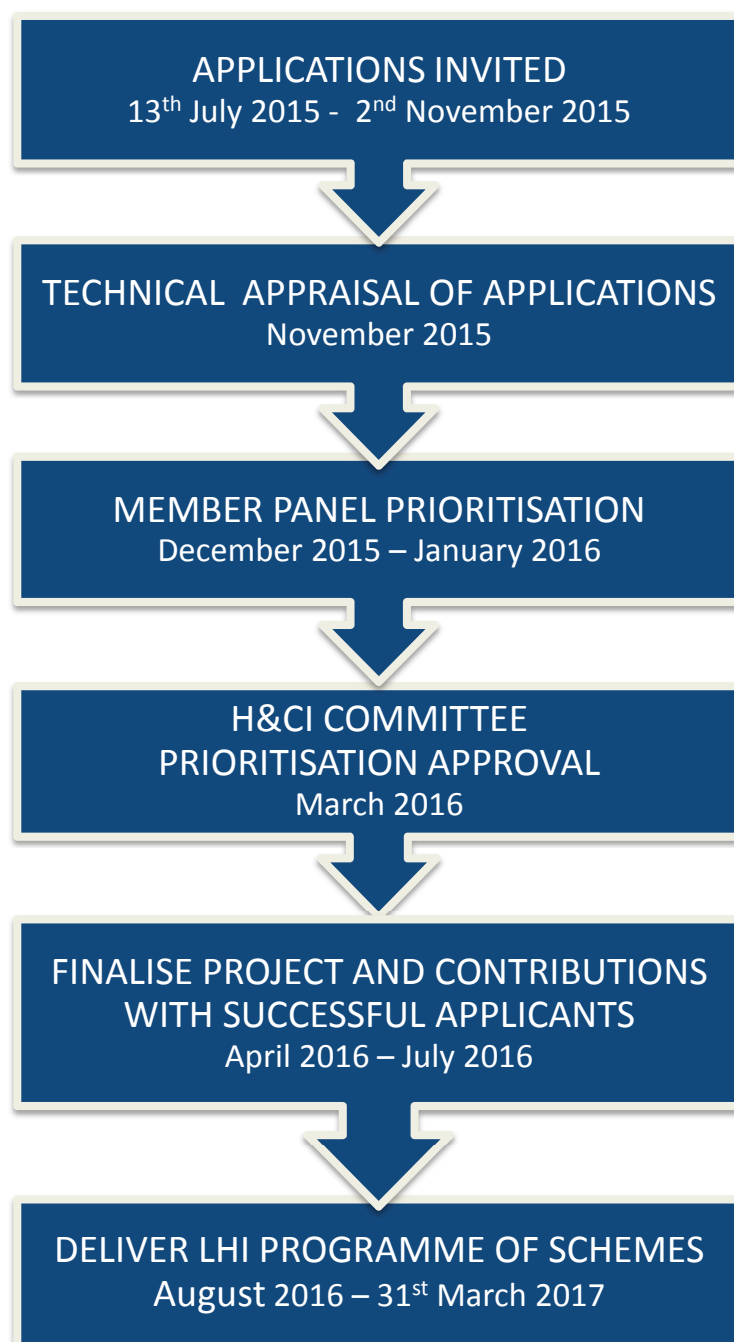
All applicants are subsequently notified of the Committee decision.

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

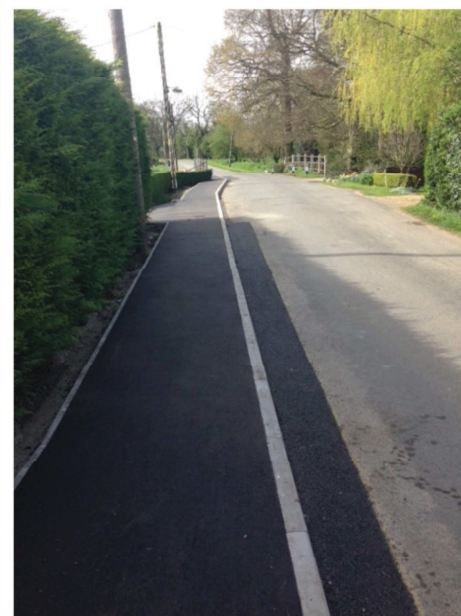
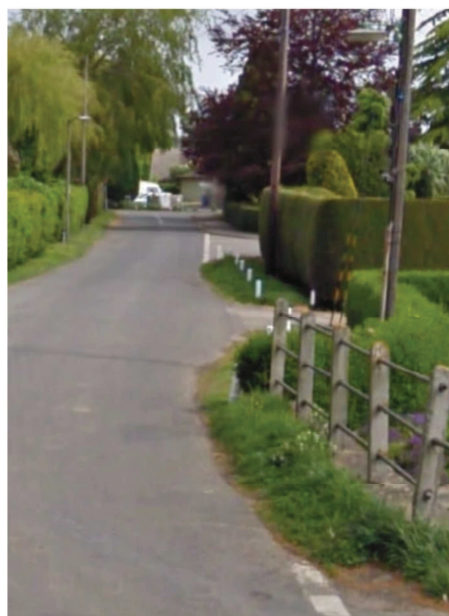
- Delivered in 2014/15
- Applicants – Stukeley Meadows Primary School & Huntingdon Town Council
- Issue raised – safer access to local facilities
- Delivered by County Council Highways Team
- Road safety/community access improvement
- LHI County Council Contribution; £6,350
- Applicant contribution;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

This page is intentionally left blank

Community Events and Consultation Opportunities

Meadows Community Centre

Christmas will be arriving at the Meadows on Saturday 12th December.

Father Christmas in his Grotto between 3pm – 5pm.

This will include food and drink, and a chance for the children to make something Christmassy to take home with them.

Followed by Christmas songs around the Meadows Christmas Tree which is sited at the front of the Meadows building between 5.15pm – 5.45pm (weather permitting)

Finishing off with a Family Disco in the Meadows Main Hall between 6pm – 8pm.

All of the events on the 12th December will be free to the public.

Plus, Christmas lunches will be available in the Meadows Café between 14th December – 18th December. Booking is essential. Please call Alex on 01223 508113 for more details, or call in for a menu.

For more information about any of our events, please telephone 01223 508140 and a member of staff will be happy to help.

Switching on the lights at the **Methodist Church, Green End Road.**

Come celebrate switching on the Christmas tree lights with the Mayor on Thursday 3rd December 6-7pm. Come say hi to Santa and join us for some carol singing and light refreshments. This is a free event. For more information please contact Andrea on 01223 420309

Current Consultations

Have you say on the Chisholm Trail

Consultation runs until 19th November 2015

Your feedback on these proposals welcomed. Your views are needed in order to improve our plans and help shape the scheme.

If you have any questions or would like to request a paper copy of the leaflet and questionnaire please phone: 01223 699906

<http://www.gccitydeal.co.uk/citydeal/info/2/transport/1/transport/6>

Have your say about our Climate Change Strategy for 2016 to 2021

Consultation runs from 14 October 2015, 12:00am to 12 January 2016, 11:59pm

<https://www.cambridge.gov.uk/consultations/have-your-say-about-our-climate-change-strategy-for-2016-to-2021>

Community Information

The Environment agency urges everyone to check their flood risk, to check if you are in an area which received free flood warnings, and to think about and plan what it is that you need to do when flooding happens

Find out now if you, your family and friends are at risk from flooding:

<https://www.gov.uk/floodsdestroy> Floodline: 0345 9881188

Please contact Democratic Services to add you community event to this page: Democrtic.services@cambridge.gov.uk