



Cambridge City Council

Project Appraisal and Scrutiny Committee Recommendation

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

Recommendations

Financial recommendations

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

1.0 Procurement recommendations:

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

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

1.2 And subject to:

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

Project Name: Jesus Green Footpath/Cycleway Improvements

1 Summary

1.1 The project

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

Target Dates: Delivery April/May 2014

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

* End of contractual retention period

1.2 Anticipated Cost

Total Project Cost	£ 165,570
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Cost Funded from:

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

1.3 Procurement process

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

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

2 Project Appraisal & Procurement Report

2.1 The site

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



Image 1

The extent of the cycleway for re-surfacing and widening

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

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

2.2 The proposal

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

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



Images 2 and 3.

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

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

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



Image 3 and 4

The above image shows how the widened cycle path may look after the works. The top image shows the extent of the compaction.

2.3 Consultation data

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

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

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

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

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

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

2.4 Aims and Objectives

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

2.5 Summarise key risks associated with the project

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

2.6 Financial appraisal

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

2.7 Capital and Revenue costs

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

2.8 VAT implications

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

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

2.9 Energy and Fuel Savings

Climate Change impact	
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Climate Change Rating: +L

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

2.10 Other implications

None:

2.11 Staff required to deliver the project

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

2.12 Dependency on other work or projects

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

2.13 Background Papers

None

2.14 Inspection of papers

Author's Name	David Ifould
Author's phone No.	01223 - 458509
Author's e-mail:	david.ifould@cambridge.gov.uk
Date prepared:	5 th December 2013

APPENDIX B

Jesus Green shared cycle/footway improvements

The proposal

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



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



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



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

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



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



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



The works

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

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

Tree protection

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

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

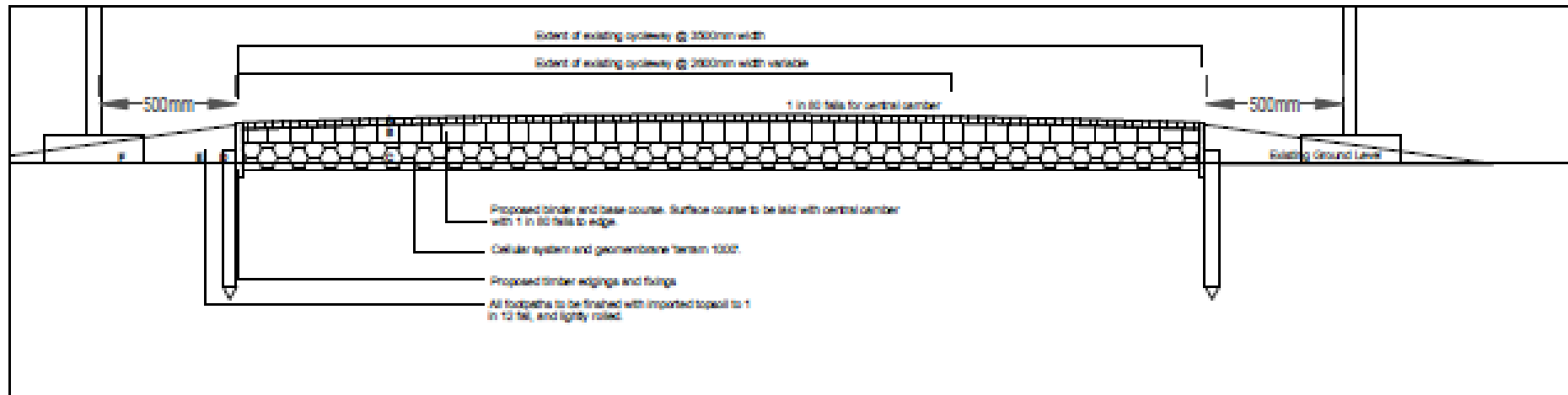


Images above show the type of build up that would reduce impact on existing trees

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

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

Lower section construction detail B @ 1:20



- A Binder course to be 20 - 25mm depth 6mm dense bitumen macadam laid to levels and falls. Footway to be finished with central camber with minimum 1 in 80 falls to edges. All tarmac to be BS 4987.
- B Base course to be 50 - 70mm depth 20mm dense bitumen macadam laid to levels and falls. All tarmac to be BS 4987
- C 100mm depth cellular system infilled with lightly compacted highways type 1 unbound mixture, laid over 'terram 1000' geomembrane.
- D Pre treated timber edgings to be 32mm x 175mm laid to falls and levels fixed with 50 x 50 x 500mm treated timber stakes fixed at @ 1000mm ctrs. Cut in mitre joints and 4 no galvanised nails at edging joints.
- E Tie in edges of footpath with imported topsoil to BS3882:2007 'general purpose grade', laying to falls of no less than 1 in 12. All soils to be lightly rolled after installation. Soils to be raised flush with proposed timber edging.
- F Heras style fencing fixed into above ground footing, to be installed at a distance of no more than 500mm from the edge of proposed construction, to act as vehicle control, during excavation and installation works.