

## APPENDIX B – Details of Proposed Schemes

<b>Scheme Number:</b>	<b>E1</b>
<b>Scheme Title:</b>	<b>Oyster Row road narrowing</b>
<b>Scheme Description:</b>	Narrowing the road on Oyster Row to prevent heavy vehicles from turning right in to Oyster Row and up Stanley Road, but allowing small vehicles i.e. cars and small vans to do so and exit from the industrial estate via Stanley Road and thus be able to turn right along the Newmarket Road.
<b>Promoted by:</b>	Cllr Joan Whitehead
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£25,000
<b>Risks to Delivery:</b>	<p><b>HIGH RISK</b></p> <ul style="list-style-type: none"> <li>- Highway Authority approval.</li> <li>- Safety Audit.</li> <li>- Consultation (objections that require determination).</li> <li>- Buried services and sub-surface conditions.</li> <li>- Illuminated bollards and signs require the involvement of Balfour Beatty through the PFI contract.</li> <li>- Doesn't address the overall egress issues in the area.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Direct, lasting and noticeable improvement to appearance of a street.</li> <li>- Publicly visible and accessible.</li> <li>- Low future maintenance costs.</li> </ul>
<b>Officer's Comments:</b>	<p>The estimate above is for the introduction of an access control only, as requested. Whilst technically possible to deliver, this wouldn't overcome the difficulty for HCVs wanting to egress the industrial area and travel into the city.</p> <p>A larger scheme to allow right turning from Garlic Row into Newmarket Rd might be appropriate. Such a scheme would cost in the region of £250k and would need to be deemed appropriate for EIP.</p>
<b>Promoter's Comments:</b>	Money agreed for 'No entry' sign but some on industrial estate unhappy with plan. At residents meeting (on 10/02/2014) this alternative was proposed and supported, so additional funds required.

### Existing layout:



<b>Scheme Number:</b>	<b>E2</b>
<b>Scheme Title:</b>	<b>Riverside/Stourbridge Common parking scheme</b>
<b>Scheme Description:</b>	Installation of parking bays and a 'Pay-and Display' parking scheme at the Stourbridge Common end of Riverside with addition of residents parking bays for the residents on Riverside adjacent to the common. Double yellow lines to prevent other parking in this area.
<b>Promoted by:</b>	Cllr Joan Whitehead
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£14,000
<b>Risks to Delivery:</b>	<b>HIGH RISK</b> <ul style="list-style-type: none"> <li>- New TRO.</li> <li>- Public Consultation (Objections that require determination).</li> <li>- Highway Authority Approval.</li> <li>- Parking Services Approval.</li> <li>- Accuracy of estimate is not certain at this stage.</li> <li>- Road Safety Audit.</li> </ul>
<b>Eligibility:</b>	- Lasting and noticeable improvement.
<b>Officer's Comments:</b>	<p>The County Council would need to be heavily involved in all aspects of this scheme, as they would need to carry out the highway approvals, TRO process, public consultation, and develop and manage the Pay and Display parking scheme.</p> <p>The City Council could assist with this project and act as an intermediary.</p> <p>Electrical connection and price of pay and display equipment would need further investigation, so cost estimates are indicative only.</p>
<b>Promoter's Comments:</b>	Problems for number of years with unsightly vehicles 'camping' in this area. Complaints from residents and various attempts to solve problem but no lasting solution undertaken to date.

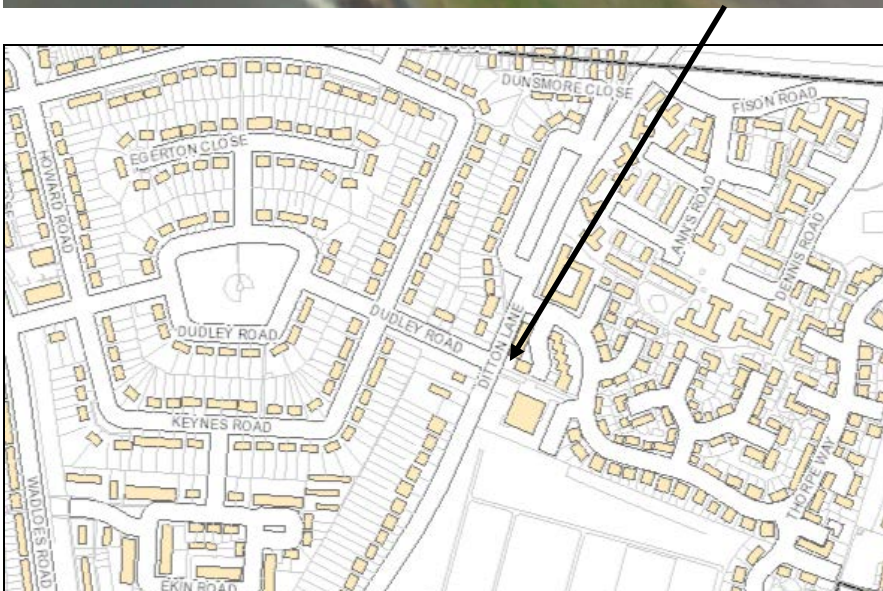
**Existing layout:**

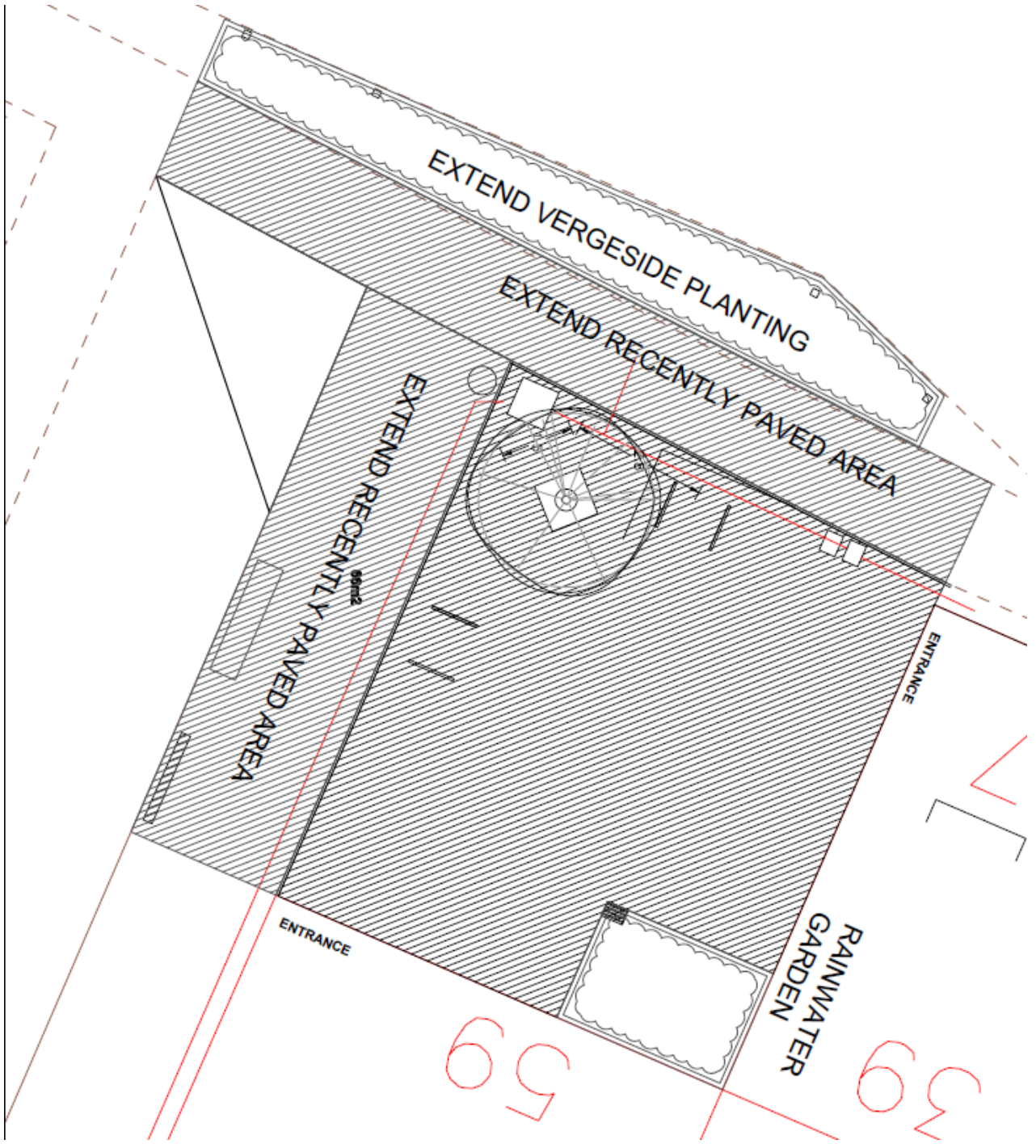




<b>Scheme Number:</b>	<b>E3</b>
<b>Scheme Title:</b>	<b>Ditton Lane improvements</b>
<b>Scheme Description:</b>	Rainwater garden and extended forecourt on Ditton Lane
<b>Promoted by:</b>	Abbey Councillors, supported by City Officers
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	Total £20,000 (£8,000 for Rainwater Garden, £12,000 for Forecourt)
<b>Risks to Delivery:</b>	<b>LOW RISK</b> <ul style="list-style-type: none"> <li>- Unforeseen buried services and engineering issues.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Additional funding to improve and extend an existing scheme.</li> <li>- Lasting and noticeable improvement.</li> <li>- Benefits the community, as is based at a local centre.</li> <li>- Relatively straight forward to deliver.</li> </ul>
<b>Officer's Comments:</b>	Much of this scheme has already been completed. The remaining works include rainwater garden, additional paving and bench installation. Design work has already been completed.
<b>Promoter's Comments:</b>	Re-surfacing of forecourt area, along with replacement of the tree, repositioning of cycle racks, new bench, extended verge planting and rainwater garden.

**Existing layout:**







<b>Scheme Number:</b>	<b>E4</b>
<b>Scheme Title:</b>	<b>Mill Road – pinch point adjacent to Cutlacks store</b>
<b>Scheme Description:</b>	Proposal includes improvements to remove, or ease, the pinch point on Mill Road adjacent to Cutlacks store and Ross Street / Romsey Terrace junctions. In order to widen the existing carriageway, the existing kerb line on one or both sides in the vicinity of the junction would need to be moved back.
<b>Promoted by:</b>	Cllr Kilian Bourke
<b>Ward:</b>	Romsey
<b>Estimated Budget:</b>	£50,000 [£40,000 EIP £10,000 LHI]
<b>Risks to Delivery:</b>	Position and depth of the underground services may impede/ prevent construction works. As the footway width would need to be reduced, the minimum width of 1.8m would have to be kept.
<b>Eligibility:</b>	Potential lasting, and worthwhile, improvement if feasible.
<b>Further Scheme Information and Officer's Comments:</b>	There is little highway room on either side of Mill Road to enable the carriageway to be widened without impacting on privately owned land. The views of landowners/tenants would require investigation. Trial holes have recently been undertaken to determine the position and depth of underground services on each side of the road at this point to inform the likely costs; which at this stage can be indicative only.

**Location Plan and Photograph of Existing Location:**



<b>Scheme Number:</b>	<b>E5</b>
<b>Scheme Title:</b>	<b>Cherry Hinton Road pavement improvements</b>
<b>Scheme Description:</b>	Parking area and pavement in front of shops/ commercial premises on Cherry Hinton Road by Rock Road: level and resurface parking area in front of shops and install more cycle parking. Pavement also needs to be re-laid.
<b>Promoted by:</b>	Cllr Noel Kavanagh
<b>Ward:</b>	Coleridge
<b>Estimated Budget:</b>	£25,000
<b>Risks to Delivery:</b>	<b>MEDIUM RISK</b> <ul style="list-style-type: none"> <li>- Highway Authority approval.</li> <li>- Land ownership issues.</li> <li>- Buried services/sub-surface conditions.</li> <li>- Problems with levels and drainage.</li> <li>- Public consultation.</li> </ul>
<b>Eligibility:</b>	There may be some local centres budget that could be used for this.
<b>Officer's Comments:</b>	<p>A similar scheme has been carried out near Blinco Grove, which took around 2 years to complete, due to complexities with levels and land ownership.</p> <p>Estimate above is for resurfacing the black-topped areas only (outside the takeaways/tattoo parlour). An allowance has also been made for a few metres of additional dropped kerbs, resurfacing of the footpath and for 4no. new cycle stands.</p> <p>Since the forecourt areas are in private ownership, the views of the land owners and tenants would need to be taken into account.</p>
<b>Promoter's Comments:</b>	Improve to standard as recently completed in front of shops and Post Office near Blinco Grove.

**Existing layout:**





<b>Scheme Number:</b>	<b>E6</b>
<b>Scheme Title:</b>	<b>Silverwood Close</b>
<b>Scheme Description:</b>	Parking regulation and management
<b>Promoted by:</b>	Cllr Joan Whitehead
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£5,000 [£4,500 EIP £500 LHI]
<b>Risks to Delivery:</b>	Medium risk project. Will require a high level of public engagement and agreement.
<b>Eligibility:</b>	Potential lasting, worthwhile improvement, if locally supported.
<b>Further Scheme Information and Officer's Comments:</b>	A scheme to manage and control parking and facilitate access around the Close and to the landscape space area it surrounds. Possible inclusion of Residents Parking scheme, if viable.

**Existing layout:**



<b>Scheme Number:</b>	<b>E7</b>
<b>Scheme Title:</b>	<b>Cherry Hinton Road/ Perne Road road sign</b>
<b>Scheme Description:</b>	Move "NO ENTRY" road marking on entry to one way route to Budgens and KWIK FIT businesses.
<b>Promoted by:</b>	Cllr Noel Kavanagh
<b>Ward:</b>	Coleridge
<b>Estimated Budget:</b>	£6,000
<b>Risks to Delivery:</b>	<p><b>MEDIUM/HIGH RISK</b></p> <ul style="list-style-type: none"> <li>- Safety Audit.</li> <li>- Highway Authority approval.</li> <li>- Consultation with residents and businesses.</li> <li>- Land ownership.</li> <li>- New TRO.</li> <li>- Public Consultation (objections that need determination).</li> <li>- Accessibility of alternative entrance.</li> <li>- Buried services for new post locations.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting improvement to the local road network.</li> <li>- Reduced risk of damage to immediately adjacent residents.</li> <li>- Chance that the proposed changes will cause confusion to road users.</li> <li>- Will require a lot of officer input to achieve.</li> </ul>
<b>Officer's Comments:</b>	<p>This scheme may appear straight forward at first glance, but there are a number of obstacles that will need to be overcome. There will be a need for a new TRO, as well as substantial consultation with the businesses and local residents. Investigation needs to be carried out regarding land ownership issues, and whether the alternative entrance allows access for deliveries (and is acceptable to both Kwik Fit and Budgens).</p> <p>It is possible that moving the 'no entry' line further from the junction will cause confusion to road users, so a Road Safety Audit would be required. New sign post location will also cause localised narrowing of the footway.</p> <p>The current 'no entry' signs should really be illuminated in order to comply with the regulations. If we were to illuminate them as part of this scheme then Balfour Beatty and UK Power Networks would need to be involved. The scheme costs would rise dramatically to accommodate the electrical works and new posts etc.</p> <p>Price includes for safety audit, lining gang, moving existing 'no entry' signs to new locations, temporary road closure and traffic management.</p>
<b>Promoter's comments:</b>	Residents have long complained about Budgens vehicles reversing from Perne Rd down lane to deliver at rear of store – damaging property and blocking road. County Officer (Evan Laughlin) already inspected site.

**Existing layout:**





Example of Damage at Current Delivery Access



Junction with Proposed Remodelling

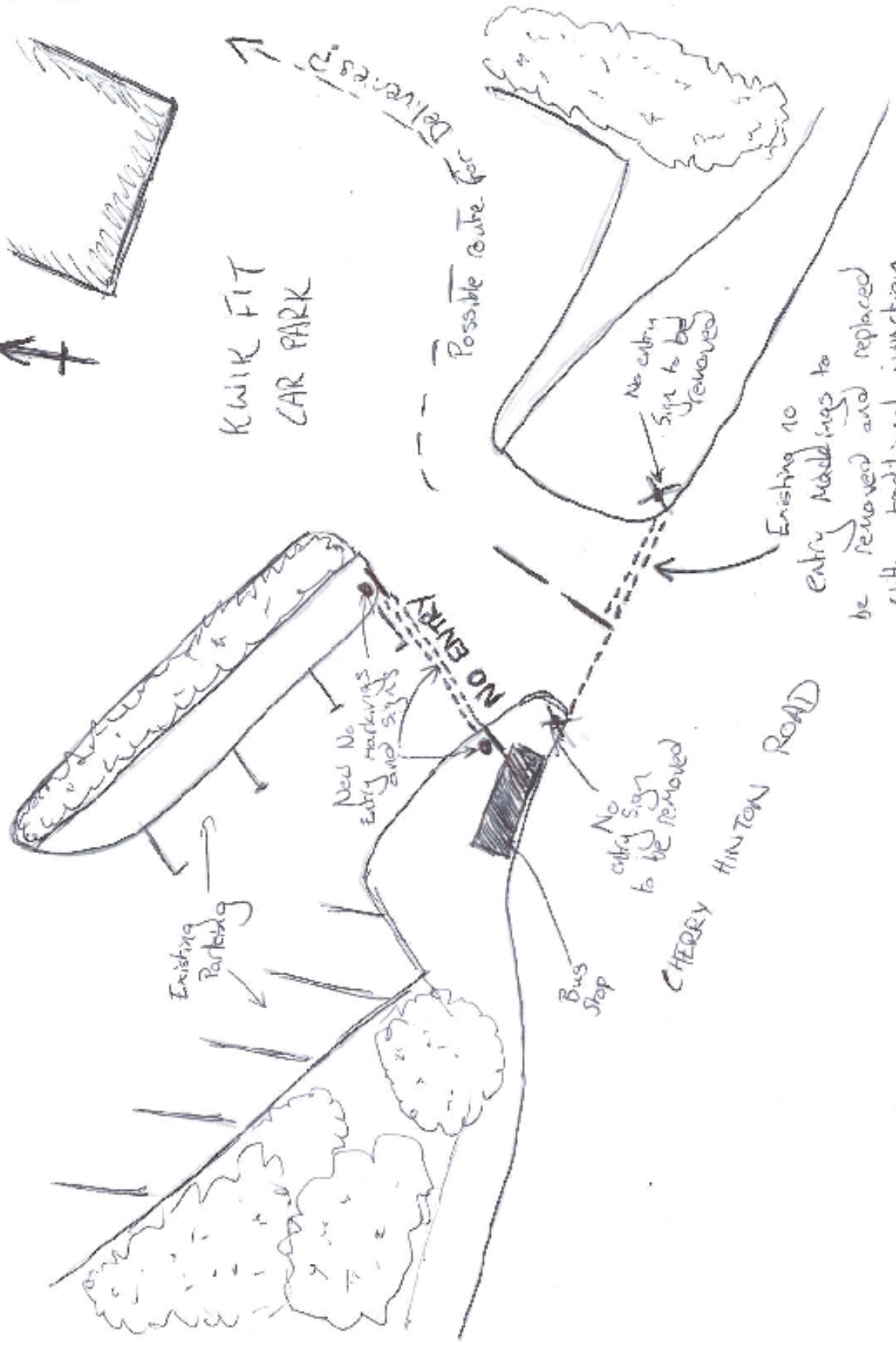






KWIK FIT  
CAR PARK

Possible route for Deliveries?



NO ENTRY

New No Entry markings and signs

Existing Parking

Bus Stop

CHERRY HINTON ROAD

No entry sign to be removed

Existing 10 Entry Markings to be removed and replaced with traditional junction markings.

No entry sign to be removed



<b>Scheme Number:</b>	<b>E8</b>
<b>Scheme Title:</b>	<b>Stanesfield Road verge reinforcement</b>
<b>Scheme Description:</b>	Verge reinforcement using Golpla meshing along Stanesfield Rd from the junction with Whitehill Rd to Stanesfield Close (plus possibly a new tree opposite existing tree).
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£17,000
<b>Risks to Delivery:</b>	<p><b>MEDIUM RISK</b></p> <ul style="list-style-type: none"> <li>- Accuracy of estimate is uncertain at this stage (requires further quotations).</li> <li>- Shallow tree roots.</li> <li>- Working Golpla around tree trunks and posts.</li> <li>- Shallow buried services.</li> <li>- Local consultation.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting noticeable difference.</li> <li>- Benefits the community, as is at entrance to estate.</li> </ul>
<b>Officer's Comments:</b>	<p>Golpla hasn't been extensively used in Cambridge yet, so the price estimate is uncertain, until a thorough market test has been carried out.</p> <p>The narrow roads here promote over-run.</p> <p>There appears to be wider issues in this location, with some of the driveways having no hard-paved driveways at all. This proposal wouldn't address this situation.</p>
<b>Promoter's Comments:</b>	Last years' proposal was for whole of Whitehill estate. This concentrates on areas that are deliverable in short term. Quote for scheme with and without tree.

**Existing layout:**



<b>Scheme Number:</b>	<b>E9</b>
<b>Scheme Title:</b>	<b>Newmarket Road verge reinforcement</b>
<b>Scheme Description:</b>	Reinforce verges on the south side of Newmarket Road from junction with Whitehill Rd to c. number 542. Also possibly plant trees to discourage parking.
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£25K - £30K (with trees)
<b>Risks to Delivery:</b>	<p><b>MEDIUM RISK</b></p> <ul style="list-style-type: none"> <li>- Lack of space to locate new trees.</li> <li>- Buried services.</li> <li>- Public consultation (objections that require determination).</li> <li>- Highway authority approval.</li> <li>- Tree root protection areas.</li> <li>- Tree planting may not actually address problem.</li> <li>- Verge reinforcement may not actually address problem.</li> <li>- Highway visibility splays.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting and noticeable improvement to the local area.</li> <li>- Will benefit a large number of people.</li> </ul>
<b>Officer's Comments:</b>	<p>These verges are used extensively for parking. This section of road is already fairly densely planted with trees. Most of the remaining available verges would need to be kept clear for maintaining highway visibility splays (such as the approach to the pedestrian crossing and before and after the speed camera). There are also a number of areas being used for access to frontages. There is scope to put 2 or 3 trees in elsewhere, but the effect this will have on discouraging parking is likely to be negligible.</p> <p>Verge re-enforcement is only effective to an extent. These areas of verge are clearly being used as a daily parking place. The grass is unlikely to thrive if the area continues to be used like this.</p> <p>Scope to re-align the footways and road to allow for proper parking bays to be provided.</p> <p>Suggest this scheme is dealt with aside from EIP, as verge parking is a wider issue within Cambridge.</p>
<b>Promoter's Comments:</b>	Quote for scheme with and without tree planting.

**Existing layout:**



<b>Scheme Number:</b>	<b>E10</b>
<b>Scheme Title:</b>	<b>Elfleda Road tree planting</b>
<b>Scheme Description:</b>	Build-outs with tree planting to discourage parking on the footway/verge of Elfleda Road (west).
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£8,500
<b>Risks to Delivery:</b>	<p><b>LOW RISK</b></p> <ul style="list-style-type: none"> <li>- Buried services.</li> <li>- Insufficient space for tree planting.</li> <li>- Residents consultation.</li> <li>- Highway Authority approval.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting noticeable difference.</li> <li>- Benefits all the residents on Elfleda Rd.</li> <li>- Relatively easy to implement.</li> </ul>
<b>Officer's Comments:</b>	<p>The estimated budget above is based on removing the verge area and providing a hard surfacing.</p> <p>This location is unsuitable for tree planting, as the available space is too small to allow root growth. It also wouldn't allow sufficient offset from the kerb. There is an obvious issue with people parking on these verges, which are very narrow. A number of residents are driving over the verges to get onto their driveways. These issues have been resolved in other parts of the street by hard surfacing the previous verges.</p> <p>Normally we would discourage parking partially on the footway, but in this instance it appears to be necessary, so the construction will be strengthened accordingly. No allowance has been made for dropping kerbs to driveways, as it is the residents' responsibility to pay for this if wanted.</p>
<b>Promoter's Comments:</b>	Re-submission of last year's proposal.

**Existing layout:**





<b>Scheme Number:</b>	<b>E11</b>
<b>Scheme Title:</b>	<b>Barnwell Rd shops pelican crossing</b>
<b>Scheme Description:</b>	Remodel the pelican crossing by Barnwell Rd shops to tackle pedestrian conflict with cyclists using the crossing
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£3,500
<b>Risks to Delivery:</b>	<p><b>MEDIUM RISK</b></p> <ul style="list-style-type: none"> <li>- Highway Authority approval.</li> <li>- Road Safety Audit (this may be a safety issue)</li> <li>- Risk that problem is not fully resolved.</li> <li>- Insufficient data about pedestrian movements/requirement.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting noticeable difference.</li> <li>- Should actually reduce maintenance requirement.</li> </ul>
<b>Officer's Comments:</b>	<p>The estimate above is for a minimal solution: to remove 2 of the pedestrian guardrails from the central area and replace with half-sized panels. This would increase the available passing space. Suggest that this is monitored upon completion.</p> <p>Thoroughly resolving this problem would require the traffic lights and kerb lines to be relocated, which would be very complex and extremely expensive. It would be best to conduct a pedestrian movement analysis. The splitter island would need to be widened, as well as the approach paths and tactile paving. All barriers would need replacing, as well as the illuminated bollards. White lining would need completely redoing, which will damage the road surface.</p> <p>It is unlikely that cyclists can be encouraged to select an alternative route.</p>
<b>Further Scheme Information:</b>	Either widen access to crossing to enable cyclists and pedestrian users to share crossing. Or encourage cyclists to use other crossing point at roundabout. Will need match-funding from County Council LHI programme.

**Existing layout:**



<b>Scheme Number:</b>	<b>E12</b>
<b>Scheme Title:</b>	<b>Ditton Fields planter/drop kerbs</b>
<b>Scheme Description:</b>	Fill in a large space in the pavement by 111 Ditton Fields with a new planter. Possibly plant a tree as well as shrubs, and widen and rebuild the drop kerbs on either side of the planter.
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£12,000 (£5K access improvement, £7K landscaping)
<b>Risks to Delivery:</b>	<b>LOW RISK</b> <ul style="list-style-type: none"> <li>- Sub-surface conditions and buried services.</li> <li>- Local consultation.</li> <li>- Highway Authority approval.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Relatively easy to deliver.</li> <li>- Lasting and noticeable improvement to the area.</li> <li>- There will be a maintenance aspect to the planting.</li> </ul>
<b>Officer's Comments:</b>	<p>An allowance of £5k has been made in the estimate for the dropped crossing elements, which could be reduced if less work was deemed necessary. This would be developed by the Project Officer in conjunction with public consultation and discussions with the promoter.</p> <p>2 of the crossings appear sufficiently wide, but there may be a local need for alteration that Officers are not aware of. It is noted that one informal crossing point appears very narrow (pictured below), and is unlikely to be sufficiently wide for wheelchairs/mobility scooters.</p>
<b>Promoter's Comments:</b>	

**Existing layout:**



<b>Scheme Number:</b>	<b>E13</b>
<b>Scheme Title:</b>	<b>Dudley Road Rec landscape improvements</b>
<b>Scheme Description:</b>	Planting around the existing grassed island
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£1,500
<b>Risks to Delivery:</b>	<b>LOW RISK</b> <ul style="list-style-type: none"> <li>- Buried services and tree roots (plenty of space to avoid these though).</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Relatively easy to deliver.</li> <li>- Would provide a lasting and noticeable improvement.</li> <li>- Benefits the whole community.</li> </ul>
<b>Officer's Comments:</b>	It is assumed that the desired planting is still daffodils around playground, as described in last year's report. The planting on this island could be increased, if budgets were made available.
<b>Promoter's Comments:</b>	Proposed last year

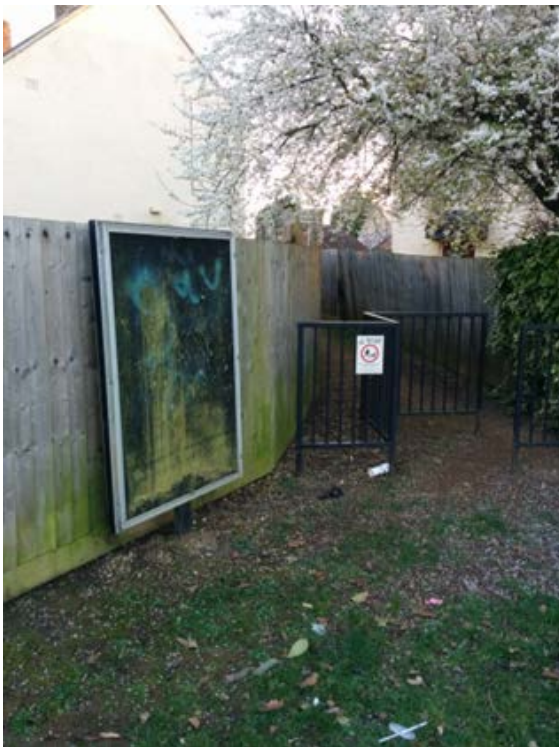
**Existing layout:**





<b>Scheme Number:</b>	<b>E14</b>
<b>Scheme Title:</b>	<b>Ditton Fields Recreation Ground noticeboards</b>
<b>Scheme Description:</b>	Replace and place new Community Noticeboards and new planting south of the rec.
<b>Promoted by:</b>	Cllr Richard Johnson
<b>Ward:</b>	Abbey
<b>Estimated Budget:</b>	£7,400
<b>Risks to Delivery:</b>	<p><b>LOW RISK</b></p> <ul style="list-style-type: none"> <li>- Buried services, roots and sub-surface conditions (plenty of space to avoid these though).</li> <li>- Public consultation.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Relatively easy to deliver.</li> <li>- Lasting and noticeable improvement to the area.</li> <li>- Benefits provided for the community.</li> <li>- There would be a maintenance requirement for the new planting and for the future upkeep of the noticeboards.</li> </ul>
<b>Officer's Comments:</b>	<p>It is assumed from the request that a noticeboard at all 3 entrances is desired. This could be reduced if not thought necessary. Consultation with the residents and promoter will be required, to assess which arrangement would work best for this area.</p> <p>This scheme could be reduced if desired, so a breakdown of approximate prices has been provided below:</p> <ul style="list-style-type: none"> <li>- £1,750 per new noticeboard.</li> <li>- £150 to remove existing noticeboard.</li> <li>- £2,000 for a new planted area.</li> </ul>
<b>Promoter's Comments:</b>	Noticeboard at north entrance by passageway needs to be replaced/refurbished. Plus new noticeboards at other entrances or just in rec itself.

**Existing layout:**



<b>Scheme Number:</b>	<b>E15</b>
<b>Scheme Title:</b>	<b>Riverside to Tescos cycle path</b>
<b>Scheme Description:</b>	Where cycle/footpath from Tesco joins Riverside extend the box junction on Riverside several car lengths east, and preferably have double yellow lines east from there to the bollards. Cut back the bushes on the north side to give better sight lines.
<b>Promoted by:</b>	Cllr Susannah Kerr, Cllr Ian Manning, Tony Morris, Zoe O'Connell
<b>Ward:</b>	Abbey (proposed by East Chesterton)
<b>Estimated Budget:</b>	£3,500
<b>Risks to Delivery:</b>	<b>MEDIUM RISK</b> <ul style="list-style-type: none"> <li>- Land ownership</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting noticeable improvement.</li> <li>- Benefits a number of residents and users.</li> </ul>
<b>Officer's Comments:</b>	<p>A TRO has recently been introduced. Site lines for cycle route will require checking.</p> <p>Landownership will also need to be verified; and private land may be required.</p>
<b>Promoter's Comments:</b>	There is a chance that more cyclists will come down the slope quickly, but the increased visibility should counteract this.

**Existing layout:**



<b>Scheme Number:</b>	<b>E16</b>
<b>Scheme Title:</b>	<b>Riverside project</b>
<b>Scheme Description:</b>	Complete the remodelling of Riverside that was started in 2011. Design proposed for 2 sections: Priory Rd to Saxon Rd and Saxon Rd to River Lane.
<b>Promoted by:</b>	Cllr Susannah Kerr, Cllr Ian Manning, Tony Morris, Zoe O'Connell
<b>Ward:</b>	Abbey (proposed by East Chesterton)
<b>Estimated Budget:</b>	£3,000 (feasibility study only)
<b>Risks to Delivery:</b>	<p><b>LOW/MEDIUM RISK</b></p> <ul style="list-style-type: none"> <li>- Proposals will reduce parking in the area overall.</li> <li>- It is possible that proposals don't allow sufficient room for vehicular manoeuvres.</li> <li>- Highway Authority approval.</li> <li>- Safety Audit.</li> <li>- New TRO.</li> <li>- Public consultation (objections that require determination).</li> <li>- Buried services and sub-surface conditions for moving kerb lines etc.</li> </ul>
<b>Eligibility:</b>	- Lasting noticeable difference.
<b>Officer's Comments:</b>	This scheme needs a feasibility design conducting before an estimate can be applied. It looks at first glance as though it will be difficult to implement, and really needs to be quantified. The estimate above is for conducting the feasibility study.
<b>Promoter's Comments:</b>	Although not in Abbey ward, large number of residents use this route. Possibly split budget with East Area – either 50/50 or 25/75

**Existing layout:**





<b>Scheme Number:</b>	<b>E17</b>
<b>Scheme Title:</b>	<b>Cromwell Road speed cushion</b>
<b>Scheme Description:</b>	To slow traffic coming around corner from Fairfax Road onto Cromwell Road (outside somewhere between no. 40/46?)
<b>Promoted by:</b>	Cllr Zoe Moghadas
<b>Ward:</b>	Romsey
<b>Estimated Budget:</b>	£7,000
<b>Risks to Delivery:</b>	<p><b>MEDIUM RISK</b></p> <ul style="list-style-type: none"> <li>- Buried services.</li> <li>- Local sub-surface conditions.</li> <li>- Condition of existing surfacing.</li> <li>- Highway Authority approval.</li> <li>- Safety Audit.</li> <li>- Advertisement of new humps is a legal requirement.</li> <li>- Public consultation (objections that require determination).</li> <li>- Driveway accesses must be kept clear.</li> <li>- Existing ironwork must be kept clear.</li> <li>- Highway drainage must remain unhindered.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Lasting and noticeable improvement.</li> <li>- Provides benefits to a number of residents/pedestrians.</li> </ul>
<b>Officer's Comments:</b>	<p>Existing humps are approximately 100m apart. This is normally an adequate spacing for this type of application, but it is permissible to locate them closer together if required.</p> <p>Suggested method being in-situ cast concrete speed hump, with coloured concrete and block imprinted pattern, to match other local humps. Highway drainage channel line to remain unaffected.</p>
<b>Promoter's Comments:</b>	Concerned resident requesting solution to speeding traffic around area where people cross to a shop.

**Existing layout:**



<b>Scheme Number:</b>	<b>E18</b>
<b>Scheme Title:</b>	<b>Tenison Road noticeboard</b>
<b>Scheme Description:</b>	Add second noticeboard on Cannons Green for permanent display of local history
<b>Promoted by:</b>	South Petersfield Residents Association
<b>Ward:</b>	Petersfield
<b>Estimated Budget:</b>	£1,750
<b>Risks to Delivery:</b>	<p><b>LOW RISK</b></p> <ul style="list-style-type: none"> <li>- Buried services and tree roots (plenty of space to avoid these though)</li> <li>- Best if not located beneath trees (perching birds).</li> <li>- Residents to research and provide material for display itself.</li> <li>- Style of noticeboard to be investigated.</li> </ul>
<b>Eligibility:</b>	<ul style="list-style-type: none"> <li>- Relatively easy to deliver.</li> <li>- Element of community engagement.</li> <li>- Lasting noticeable improvement to the area.</li> <li>- Previous installation in the area appears to have been a success with the local community.</li> </ul>
<b>Officer's Comments:</b>	Previous noticeboard provided nearby appears to have been a success and is used by the local community. The previous noticeboard was a 'one-off' supplied by our contractor. Investigation required into having one with doors manufactured to a similar style. The Project Officer will liaise with the promoter about the requirements.
<b>Promoter's Comments:</b>	A 'closed' noticeboard as opposed to existing 'open' noticeboard.

**Existing layout:**



**Existing Notice Board at this Site (Previous EIP Scheme)**



<b>Scheme Number:</b>	<b>E19</b>
<b>Scheme Title:</b>	<b>Lyndewode Rd/Glisson Rd tree</b>
<b>Scheme Description:</b>	Plant tree by road hump that slows traffic and narrows Glisson Rd before turning into Lyndewode Rd
<b>Promoted by:</b>	Frank Gawthrop, South Petersfield Residents Association
<b>Ward:</b>	Petersfield
<b>Estimated Budget:</b>	£2,000
<b>Risks to Delivery:</b>	<p><b>LOW RISK</b></p> <ul style="list-style-type: none"> <li>- Insufficient space for tree planting.</li> <li>- Highway drainage, buried services and sub-surface conditions.</li> <li>- Highway visibility splays.</li> <li>- Highway Authority approval.</li> <li>- Existing tactile pedestrian crossing location.</li> <li>- Safety Audit if works to road alignment included.</li> </ul>
<b>Eligibility:</b>	- Lasting and noticeable improvement
<b>Officer's Comments:</b>	<p>The budget estimate above is for the replacement of the bollards only, using higher standard of bollard. It does not include for the provision of a tree.</p> <p>There is currently insufficient space for successful tree planting, without significantly realigning the junction. Planting a tree here would obscure the view of people using the crossing, as well as impede the visibility splay for the junction. Any scheme to realign the junction would require safety audit and highway authority approval. Vehicular turning movements would need to be assessed before a new alignment could be modelled.</p> <p>Tactile paving here is currently red (should really be buff coloured). No allocation has been made in this proposal to amend this, as is considered to be a separate issue.</p>
<b>Promoter's Comments:</b>	Original wooden posts have gone – this would replace them.

**Existing layout:**

