

<b>Report by:</b>	Head of Streets and Open Spaces	
<b>To:</b>	East Area Committee	14 October 2010
<b>Wards:</b>	Abbey, Coleridge, Petersfield, Romsey	

### Environmental Improvement Programme

#### 1. **DECISION TO BE MADE: -**

- **Perne Road Pedestrian Crossing.**  
*Decision: To decide whether to approve the scheme for implementation at an estimated cost of £65,000.*
- **Romsey Planting**  
*Decision: To approve the scheme for implementation at an estimated cost of £22,000.*
- **Cherry Hinton Road Shop Forecourts**  
*Decision: To approve implementation with no further consultation at an estimated cost of £70,000.*
- **Rayson Way, Fairsford Place & Stone Street**  
*Decision: To abandon the introduction of no waiting restrictions on Fairsford Place, Stone Street and Rayson Way based on the responses to the public consultation.*

#### 2. BUDGET (See over)

**EAST AREA COMMITTEE****Environmental Improvements Programme 2010-2011****Total Budget Available to 31/3/11** £436,199

	<b>COMPLETE</b>	<b>Total Spend Previous Years £</b>	<b>Forecast Spend 2010/11 £</b>	<b>TOTAL SCHEME COST £</b>	<b>Approved Budget £</b>
<b>ADOPTED PROJECTS</b>					
Mill Road Hanging Baskets 2010	✓	0	7,210	7,210	7,210
Cherry Hinton Road Shop Forecourts		5,650	64,350	70,000	70,000
Rope Walk	✓	41,699	4,042	45,741	47,000
Riverside Conflict Reduction Scheme		60,000	60,000	120,000	120,000
Cavendish Road		26	14,974	15,000	15,000
Staffordshire Street Verge Parking		2,117	82,883	85,000	85,000
Devonshire Road Cycle Bridge Planting		41	17,459	17,500	17,500
Perne Road Pedestrian Crossing		900	64,100	65,000	65,000
Highway Verges Scheme		0	93,500	93,500	93,500
Mill Road Cemetery		0	4,000	4,000	4,000
Romsey Planting		0	22,000	22,000	22,000
Stone Street/Fairsford Place		0	3,500	3,500	3,500
Rustat Road Footpath		0	10,000	10,000	10,000
Burnside Toad Crossings		0	2,500	2,500	2,500
total cost to implement adopted projects			<b>450,518</b>		
<b>Uncommitted Budget</b>			<b>-14,319</b>		
<b>SCHEMES UNDER DEVELOPMENT*</b>		<b>Total Spend to Date £</b>	<b>Total Estimated Cost £</b>		
Ashbury Close to Golding Rd		0	47,500		
total estimated cost of projects in development		0	47,500		
<b>Uncommitted Budget</b>			<b>-61,819</b>		

\*Projects agreed by Cttee to be investigated, but no budget committed. Costs shown are estimated and will depend on detailed design and site investigation. N.B. The estimated costs shown above are merely given as a rough guide until the projects can be designed and costed.

### **3.0 APPROVED SCHEMES : PROGRESS**

**3.1 Riverside Cycle Conflict Reduction and Environmental Improvement Scheme**  
This scheme will commence its construction phase on Monday 10<sup>th</sup> January with an estimated duration of approximately 16 weeks. Local notifications of this start date will be carried out during December.

**3.2 Highway Verges**  
Consultations are currently under way or planned to take place shortly. Further officer led consultation for the Greville Road scheme is not proposed due to the high level of support received by the Promoting Councillor. All proposed Traffic Regulation Orders will be required to follow the statutory process on completion of the informal consultation currently being carried out by officers. This is carried out by the County Council as the Highway Authority and any objections received presented to the Area Joint Committee for approval to make the order. Early indications on the Whitehill Estate consultation are that the proposed waiting restriction for Rayson Way is not supported. Officers will liaise with the Promoting Councillor, Chair and Spokes to review the outcome of consultations in order to determine whether the proposals are developed further or referred back to the Area Committee.

**3.3 Staffordshire Street**  
The proposal to replace the existing trees in order to construct this scheme is currently following the tree protocol process. Objections have been received and officers are currently liaising with objectors. If these objections cannot be overcome, formal representation will be made to Planning Committee in November, which will then make a recommendation to the Executive Councillor for Housing to make the final decision.

## 4.0 EXISTING SCHEMES THAT REQUIRE DECISIONS

### 4.1 Perne Road Pedestrian Crossing

This scheme proposes to create a signalised pedestrian crossing of Perne Road to the north of its junction with Birdwood Road and Radegund Road.

Public consultation has now been carried out on this scheme. Over 1000 leaflets were distributed to the local area, with 16 responses received, of which 7 were objections. A petition supporting a new crossing with over 100 signatures has also been received by Ward Councillors separately.

As this scheme is within the highway, approval is required from the Area Joint Committee (AJC). This Committee only meet quarterly; as such a report has already been prepared for the forthcoming AJC meeting on 18<sup>th</sup> October 2010. This report can be found in Appendix A and provides the background, proposals and response to the objections received.

***Recommendation:*** That Committee approve the scheme for implementation [subject to AJC approval] at an estimated cost of £65,000.

***Decision:*** To approve the scheme for implementation at an estimated cost of £65,000.

### 4.2 Romsey Planting

This scheme proposes to provide improvements to the planting, edging and bollards within the existing planting areas in the north Romsey area.

The estimated cost of the repairs to the edging and bollards is £12,000 and the cost of refurbishment of the planting including topsoil improvement, replanting where necessary, mulching and maintenance would be £10,000.

It is not proposed to carry out public consultation on this scheme as the work proposed is maintenance of existing areas. The work is planned to be incorporated within the Streetscene programme for planting between October and December this year.

***Recommendation:*** That Committee authorise the implementation of the scheme at an estimated cost of £22,000.

***Decision:*** To approve the scheme for implementation at an estimated cost of £22,000.

### **4.3 Cherry Hinton Road Shop Forecourts**

A significant amount of officer time has been spent agreeing the details of this scheme, including the complex legal agreement required with each individual forecourt owner. Minor amendments to the location of street furniture have also been made following issues raised by various land owners and/or lease holders. The fine detail of the legal agreement has also been finalised with landowners following protracted discussion and some minor amendments with legal services. The original approval for this scheme suggested that further wider consultation should now be carried out prior to implementation.

Officers suggest that this is not required based on the private ownership of the forecourt. Any amendments that result from the consultation would require further agreement and discussion with landowners, delaying yet further the implementation of this scheme.

**Recommendation:** *That Committee authorise the implementation of the scheme with no further consultation at an estimated cost of £70,000.*

**Decision:** *To approve the scheme for implementation with no further consultation at an estimated cost of £70,000*

### **4.4 Rayson Way, Fairsford Place & Stone Street**

The proposed introduction of 'no waiting' restrictions for Fairsford Place, Stone Street and Rayson Way are currently being consulted upon. The consultation period is yet to complete, but it is clear from the responses that there is a clear majority of residents against the proposals.

**Recommendation:** *That Committee agree to abandon the proposal to introduce 'no waiting' restrictions on Fairsford Place, Stone Street and Rayson Way based on the responses to the public consultation.*

**Decision:** *To abandon the introduction of no waiting restrictions on Fairsford Place, Stone Street and Rayson Way based on the responses to the public consultation.*

## **5.0 BACKGROUND PAPERS**

**APPENDIX A :** Perne Road Pedestrian Crossing Area Joint Committee Report.

**APPENDIX B :** EIP Eligibility Criteria

## 6.0 IMPLICATIONS

- a) **Equal Opportunities Implications:** These are taken into account on individual schemes.
- b) **Environmental Implications:** All of the projects seek to bring about an improvement in the local environment.
- c) **Community Safety:** This has been included as one of the assessment criteria agreed by Committee and is considered on each project.

## 7.0 INSPECTION OF PAPERS

To inspect or query the background paperwork or report, please contact,

**Andrew Preston**

Environmental Projects Manager

**Telephone:** 01223 457271

**Email:** [andrew.preston@cambridge.gov.uk](mailto:andrew.preston@cambridge.gov.uk)

## APPENDIX A - AREA JOINT COMMITTEE REPORT

Agenda Item No: ?

### ENVIRONMENTAL IMPROVEMENT PROGRAMME: PERNE ROAD PEDESTRIAN CROSSING

*To:* Cambridge Environment and Traffic Management Area Joint Committee

*Date:* 18<sup>th</sup> October 2010

*Purpose:* To consider objections received to a proposed pedestrian crossing in Perne Road.

*Recommendation:* The Area Joint Committee (AJC) is recommended to:

- i) approve the implementation of the scheme as shown in **Plan 3**; and
- ii) inform those making representations accordingly.

<b><i>Officer contact:</i></b>	
Name:	John Isherwood
Post:	Engineering Projects Manager
Email:	john.isherwood@cambridge.gov.uk
Tel:	01223 457392

## 1. BACKGROUND

- 1.1 Ward Councillors received a petition signed by numerous residents requesting an additional signalled pedestrian crossing on Perne Road, north of its junction with Radegund Road and Birdwood Road. **Plan 1** shows the location of the petition signatories. The City Council's East Area Committee has subsequently included a scheme to provide a pedestrian crossing at this location, as part of its Environmental Improvement Capital Programme for 2010/11.
- 1.2 The pedestrian route from Tiverton Way / Birdwood Road to Radegund Road is particularly well used by schoolchildren and their parents on the way to the schools on Radegund Road. The desire line for this route crosses Perne Road north of the roundabout, where there are currently no pedestrian crossing facilities.
- 1.3 Public notices informing of the intention to install a pedestrian crossing have been displayed and over 1000 leaflets have been distributed throughout the area; (see **Appendix A** and **Plan 2**). 16 responses have been received, of which 7 object to the proposed scheme. A summary of the responses received can be found in **Appendix B**.

## 2. THE PROPOSALS

- 2.1 The scheme provides a signal controlled pedestrian crossing on Perne Road to the north of the Radegund Road / Birdwood roundabout. This location is conveniently sited on the desire line adjacent to the path linking Perne Road with Tiverton Way which is particularly well used by parents with school children and by elderly residents.
- 2.2 The proposed crossing location cannot be moved either towards or away from the roundabout, due to highway design requirements, the presence of private vehicular accesses and the need to relocate existing bus stops as near as possible to the roundabout. Traffic and pedestrian counts have been undertaken that indicated that the proposed crossing site meets the County Council's policy criteria.
- 2.3 The County Council's Traffic Signals Team has designed the crossing layout and its Safety Audit and Public Transport teams have been consulted as part of the design process.
- 2.4 Taking all design requirements into account, the layout shown in **Plan 1** meets the objectives of the scheme whilst also satisfying highway design requirements.
- 2.5 The layout shown in **Plan 1** necessitates the relocation of two well used bus stops within the immediate area and the Public Transport Team considers the new locations to be convenient for public transport users. The existing bus shelter at the northbound stop cannot be relocated to the new bus stop location because of visibility requirements for private vehicular accesses. This shelter will be relocated elsewhere in the City where there is existing need for a shelter that can also accommodate advertising.



- 2.6 Hard standings will be provided for both bus stops to allow bus users to wait away from private property. The new bus stops will be monitored for any antisocial behaviour and the City Council's Anti-Social Behaviour Team will be involved, as required.
- 2.5 The proposed crossing layout will also require the relocation of a single immature tree outside No. 140 Perne Road in compliance with the City Council's Tree Protocol.

### 3. REPRESENTATIONS

- 3.1 The comments received in response to the public notice are summarised in **Appendix B**.

### 4. COMMENTS

- 4.1 The crossing and bus stop layout shown in **Plan 1** meets the requirements of the residents and stakeholders and complies with highway design regulations. It is not anticipated that an additional crossing will significantly add to traffic congestion.
- 4.2 The relocation of the bus stops is essential in order to install a crossing at a location where it will provide a suitable facility. The loss of a bus shelter at the northbound bus stop is unavoidable, given the new stop location.
- 4.3 Removal of the tree from outside No. 140 Perne Road is essential to provide adequate visibility of and for the crossing signals. However, it is proposed to replant it in the immediate vicinity, possibly within the forecourt of No. 139, subject to the consent of the owner.
- 4.4 The petition and positive consultation responses indicate very strong local support for the provision of this new crossing facility.

### 5. SCHEME EFFECTS

#### Estimated costs

- 5.1 The cost of the scheme will be funded from the City Council's Environmental Improvement Programme. The scheme is expected to cost £65,000 to implement.

#### Signs and environmental impact

- 5.2 Additional signals, signage and associated road markings will be required but these will be kept to the minimum necessary to comply with legislation.

Disruption from construction / implementation

- 5.3 Some level of delay is inevitable but this will be minimised by avoiding work in the peak hours. Short-term off-peak use of temporary traffic signals is likely to be required.

Estimated timescales

- 5.4 Work on site is anticipated early in 2011, taking around 4 weeks to complete.

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Source Documents

Location

Representations

EIP  
Guildhall  
Cambridge

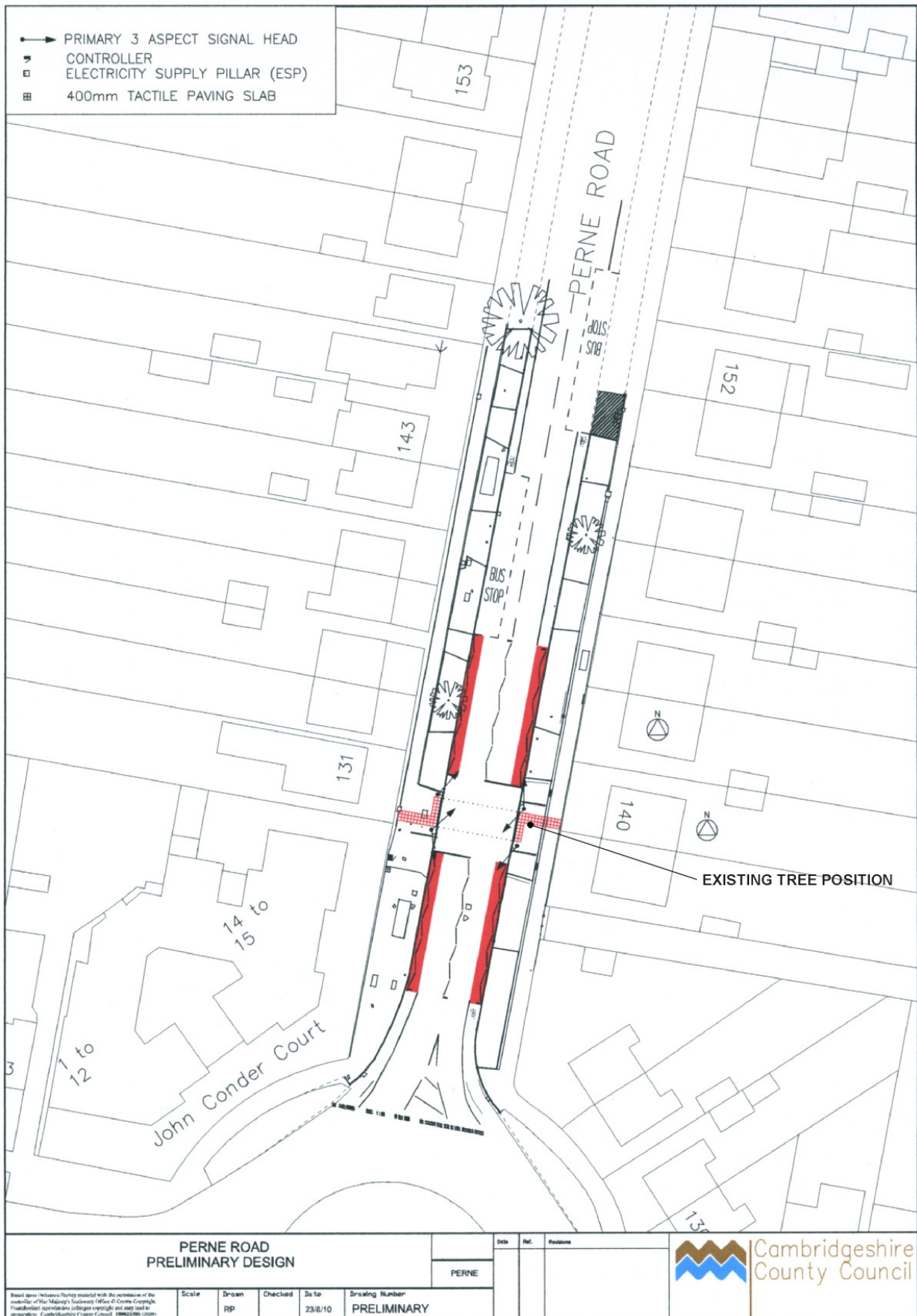
PETITION SIGNATURE ADDRESSES




CONSULTATION AREA



PROPOSED CROSSING LOCATION



<p>PERNE ROAD PRELIMINARY DESIGN</p>					Date	Ref.	Revisions	 <p>Cambridgeshire County Council</p>
					PERNE			
<small>Revised upon instruction. Further material with the permission of the member of the Mainway's Secretary Office. © Crown Copyright. All rights reserved. No part of this publication may be reproduced without the prior written permission of Cambridge County Council. 2006/03/06 (2006)</small>		Scale	Drawn	Checked	Site	Drawing Number		
		RP			23/8/10	PRELIMINARY		

**PUBLIC NOTICE**

**WHAT IS PROPOSED AND WHY?**

Many residents and businesses in the area around the junction of Perne Road with Radekund Road and Birdwood Road have requested a signalled pedestrian crossing to the north of the roundabout. There is an existing crossing south of the junction.


Plans have been drawn up; (see overleaf); for a signalled crossing, close to the passageway through to Tiverton Way. The new facility would provide a safe way of crossing Perne Road, especially for schoolchildren and people with limited mobility.

**It would be necessary to remove a small tree, though it should be possible to plant a replacement in the immediate vicinity.**

**It would also be necessary to relocate both of the bus stops and the bus shelter; the proposed new positions are shown on the plan. Moving the bus stops away from the roundabout should also improve road safety.**

We would like to know your views; if you wish to comment please contact us not later than **24/09/10**.

You can telephone **Aaron Hall** on **01223-457322**, e-mail him at **Aaron.Hall@cambridge.gov.uk**, or write to him at **Cambridge City Council, PO Box 700, Cambridge, CB1 0JH**.

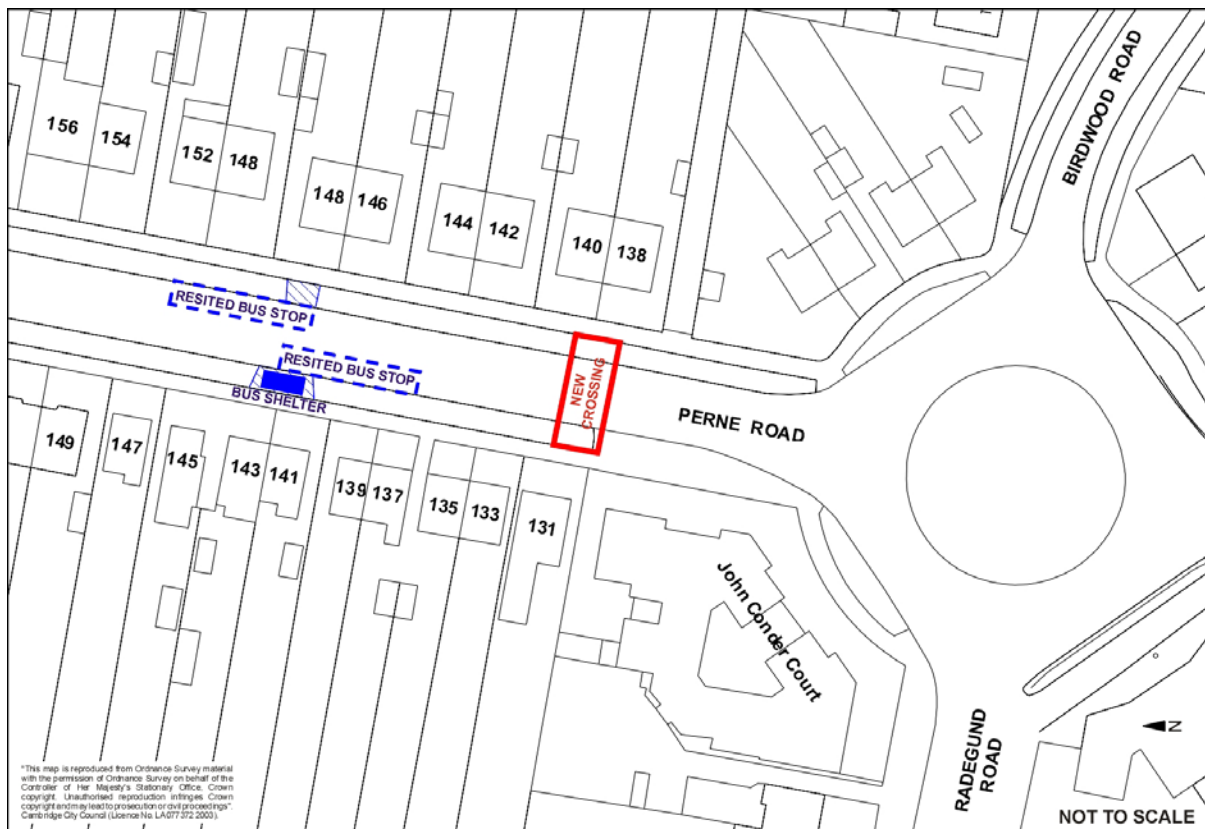


**CAMBRIDGE CITY COUNCIL**  
Environmental Projects

**PERNE ROAD /  
RADEKUND ROAD /  
BIRDWOOD ROAD**

**PROPOSED  
SIGNALLED  
CROSSING**

**Residents' &  
Stakeholders'  
Consultation**



SUMMARY OF REPRESENTATIONS

ADDRESS	COMMENT	RESPONSE
Perne Road	The removal of the tree will adversely affect the correspondent's property.	Removal of the tree is essential in order to make the traffic signals visible. It will be relocated in the immediate vicinity.
Perne Road	Business will suffer due to the crossing. Crossing is located too close to the roundabout. Respondent's Property will be devalued. Bus shelter will attract ASB and litter outside property. Second time that a tree has been removed from outside property.	The siting of the crossing and the relocation of the bus stops are dictated by the requirements to have these facilities as near as possible to the roundabout, and in order to comply with design regulations.
Gisbourne Road	The crossing should be located where it is proposed to relocate the bus stops.	It is not anticipated that an additional crossing will significantly increase congestion or danger.
Perne Road	The re-siting of the bus stops and the bus shelter will adversely affect the correspondent's property and prevent verge parking. The crossing should be located where it is proposed to relocate the bus stops.	
Perne Avenue	The crossing should be located where it is proposed to relocate the bus stops. The tree should be left in place or relocated. The relocated bus stops will be too far away for the correspondent (who is disabled) to access. An additional crossing will make congestion worse and be dangerous. Pedestrians should use the existing crossing south of the roundabout.	

ADDRESS	COMMENT	RESPONSE
Perne Road	<p>There is a need for a crossing mid-way between Radegund Road and Mill Road.</p> <p>The re-siting of the bus stops and shelter will adversely affect adjacent properties, make congestion worse, and prevent verge parking.</p>	
Birdwood Road	<p>Pedestrians should use the existing crossing south of the roundabout.</p> <p>If the proposed crossing is installed then the existing crossing should be removed.</p> <p>The crossing should be directly opposite the Tiverton Way path.</p>	<p>Removal of the tree is essential in order to make the traffic signals visible. It will be relocated in the immediate vicinity.</p> <p>The siting of the crossing and the relocation of the bus stops are dictated by the requirements to have these facilities as near as possible to the roundabout, and in order to comply with design regulations.</p>
Radegund Road	<p>The tree should be re-located in the immediate vicinity.</p>	<p>The existing crossing is not on the desire line of many pedestrians.</p>
Chalmers Road	<p>The scheme should include full cycle facilities at the junction.</p>	<p>The signalled crossing has been designed to be compatible with any future redesign of the junction to incorporate cycle facilities.</p>
Radegund Road	<p>Signalled pedestrian crossings should have much longer pedestrian phases compared to the vehicle phases.</p>	<p>The signal phasing would be designed in accordance with national standards.</p>
Ancaster Way	<p>The proposed crossing would be most beneficial for all who live on the north side of Birdwood Road.</p> <p>Moving the bus stops will decrease the danger from vehicles going onto and coming off the roundabout.</p>	<p>The proposed crossing is designed to meet the needs pedestrians, many of whom are residents of the Tiverton Way / Birdwood Road area and who take their children to and from school on foot.</p>
John Conder Court	<p>The proposal is an excellent idea.</p>	
Not given		
Not given		
Not given		



<b>ADDRESS</b>	<b>COMMENT</b>	<b>RESPONSE</b>
Ancaster Way	<p>The proposed crossing would be most beneficial for all who live on the north side of Birdwood Road.</p> <p>Moving the bus stops will decrease the danger from vehicles going onto and coming off the roundabout.</p>	

## **APPENDIX B**

### **ELIGIBILITY CRITERIA - as agreed by Executive Councillor (Environment) on 18 March 2003 with amendments agreed 22 March 2005**

The essential criteria for consideration of funding of Environmental Improvement works are:

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

Desirable criteria – potential schemes should be able to demonstrate some level of:

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

Categories of scheme ineligible for funding:

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

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

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