

**Report** Environmental Projects Manager

**by:**

**To:** South Area Committee

11 November 2010

**Wards:** Trumpington, Queen Edith's, Cherry Hinton

**Environmental Improvement Programme Report**

**1.0 DECISION TO BE MADE: -**

- ***Clarendon Road / Shaftesbury Road Area Traffic Issues***

*To decide what further action, if any, should be taken in relation to perceived traffic and parking issues in the Clarendon Street and Shaftesbury Road Area.*

**2.0 Budget (See over)**

**SOUTH AREA COMMITTEE**

*Environmental Improvements Programme 2010-2011*

**Total Budget Available to 31/3/11** **£255,586**

ADOPTED PROJECTS	COMPLETE	Total Spend Previous Years £	Forecast Spend 2010/11 £	TOTAL SCHEME COST £	Approved Budget £
Cherry Hinton High Street hanging baskets (2010)	✓	0	7,850	7,850	7,850
Cherry Hinton High Steet Verges	✓	577	39,423	40,000	40,000
Fisher's Lane Verge Parking		8	24,742	24,750	24,750
Wulfstan Way Local Centre		0	101,000	101,000	101,000
total cost to implement adopted projects			<b>173,015</b>		
<b>Uncommitted Budget</b>			<b>82,571</b>		
SCHEMES UNDER DEVELOPMENT*		Total Spend to Date £	Total Estimated Cost £		
Rectory Terrace - Cherry Hinton High St Shop Forecourt [SCHEME ON HOLD]		0	60,000		
total estimated cost of projects in development		0	60,000		
<b>Uncommitted Budget</b>			<b>22,571</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.

## **2.0 Clarendon Road / Shaftesbury Road Area Traffic Issues**

### **2.1 Background**

At its meeting on 8<sup>th</sup> July 2010 the South Area Committee agreed to consult on a range of options regarding speed reduction on Clarendon and Shaftesbury Road.

### **2.2 Consultation**

A public consultation amongst all residents and other stakeholders in Clarendon Road, Shaftesbury Road, Fitzwilliam Road and the nearby businesses has been undertaken. The consultation documentation was also made available to residents of nearby new housing developments via the internet. The distributed documentation is shown in **Appendix A**.

### **2.3 Consultation Response Analysis**

Responses show that the majority of respondents believe that there are traffic and parking problems in the area, with the most problematic being speeding.

Strong support is evident for the suggestion that a letter be written to the management of all business premises in the area, requesting that they bring to the attention of their employees the need to drive at a safe speed in what is a residential area.

There is also strong support for the erection of flashing speed restriction reminder signs.

Significant support is evident for the speed limit to be reduced to 20mph.

There is a similar level of support for the suggestions that residents join the police Speedwatch scheme.

There is no clear majority for or against the installation of speed cushions.

A summary of the responses to the public consultation can be found in **Appendix B**.

A representation from the Chief Executive of the Cambridge University Press is reproduced in **Appendix C**.

## 2.4 Speed Survey Results

A speed survey was carried out on both Clarendon Road and Shaftesbury Road between 09:00 and 11:00 on 29<sup>th</sup> September 2010. A total of 104 cars had their speeds measured.

The results of this survey were as follows:

### ***Clarendon Road Southbound***

Average Speed of Vehicles - 19.4mph

Number of vehicles exceeding the speed limit - None

### ***Clarendon Road Northbound***

Average Speed of Vehicles - 26.1 mph

Number of vehicles exceeding the speed limit - None

### ***Shaftesbury Road Southbound***

Average Speed of Vehicles - 28.7mph

Number of vehicles exceeding the speed limit - 5 [37,36,31,31,31]

### ***Shaftesbury Road Northbound***

Average Speed of Vehicles - 24.7mph

Number of vehicles exceeding the speed limit - 2 [33,32]

## 2.5 Conclusion

Whilst the consultation results showed that the majority of respondents believe that there are traffic and parking problems in the area, with the most problematic being speeding, the speed survey results were to the contrary.

## 2.6 Funding

The introduction of a 20mph limit and the erection of an interactive sign are the only two measures that require funding if adopted by the Committee.

The 20mph limit could be funded by the Environmental Improvement Programme along with the capital cost of the speed actuated signs, however the cost of maintaining them would have to be agreed and funded by the County Council, estimated at £300 per year.

Approval of both proposals would also need to be sort from the County Council as the Highway authority.

Initial consultation with the Highway Authority has shown that the County Council would not fund any traffic calming measures based on the result of the speed survey. Funding the maintenance of any speed actuated restriction signs may therefore also be an issue.

The estimated cost of providing two speed actuated signs is **£10,000**. The introduction of a 20mph speed limit is estimated to cost **£12,000**.

## **2.7 Programme**

If the Committee decides to progress these two measures, subject to the consent of the Highway Authority, it is anticipated that the works could be undertaken in early 2011.

### ***Recommendations:***

- i) That the Residents' Association writes to the managements of all business premises in the area, requesting that they bring to the attention of their employees the need to drive at a safe speed in what is a residential area;*
- ii) Adopt the introduction of a 20mph speed limit in Clarendon Road, Shaftesbury Road and Fitzwilliam Road, at an estimated cost of **£12,000**, subject to the consent of the Highway Authority*
- iii) To consult with the Highway Authority to determine if consent would be given to the erection of two speed actuated restriction reminder signs at an estimated cost of **£10,000**, subject to the consent of the Highway Authority and their agreement to fund ongoing maintenance of the signs at an annual cost of **£300**.*

***Decision:*** Committee is asked to decide what further action should be taken in relation to perceived traffic and parking issues in the Clarendon Street / Shaftesbury Road Area.

### **3.0 IMPLICATIONS**

(a) **Financial Implications**

The Environmental Improvements Programme is a rolling budget and is divided between the four Area Committees by percentage population.

A degree of flexibility can be implemented within the programme. It will be possible for Area Committees to 'save' some, or all, of their annual budget in order to accrue funds for larger projects.

(b) **Equal Opportunities Implications**

Covered as one of the assessment criteria

(c) **Environmental Implications**

The whole purpose of this programme is to bring about improvements in the environment

(d) **Community Safety Implications**

Covered as one of the assessment criteria

### **BACKGROUND PAPERS**

Appendix A - Consultation Document

Appendix B - Summary of response to Consultation

Appendix C - Letter from Cambridge University Press

Appendix D - EIP Eligibility Criteria

### **INSPECTION OF PAPERS**

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

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

# APPENDIX A

## TRAFFIC PROBLEMS ? (... and how to solve them)

Local Councillors have received some complaints relating to traffic in your area. Residents have complained of vehicles being driven at excessive speed, and it would appear that there are two reasons for this.

During the working day the relatively wide, unobstructed roads seem to lead to speeding. Later in the day and at weekends, when the parking bays are mostly occupied, drivers try to get from one end of the road to the other at speed to avoid encountering an opposing vehicle.

Several approaches to dealing with these problems have been put forward.

Some residents have suggested that employees of the Cambridge University Press are the main speeding culprits, and suggest that the Residents' Association should write to the CUP to ask them to encourage their employees to keep to the speed limit when leaving their site.

Other residents suggest a flashing speed limit sign; (though this would need the consent of the Highway Authority).

It has also been suggested that there should be a lower speed limit; (though if the current 30mph limit is being ignored then a lower limit is also likely to be ineffective).

Another suggested option is for the Residents' Association to join the Police Speedwatch scheme, whereby residents are provided with equipment to check traffic speeds.

The installation of traffic calming measures has also been suggested. However, it would not be possible to install traffic calming in these roads using Give Ways or chicanes without a significant reduction in parking capacity.

The provision of some form of speed hump system could be considered, and it is anticipated that the use of speed cushions, (as illustrated overleaf), would be most likely to be approved by the Highway Authority. Speed cushions have been successfully used elsewhere in Cambridge, and are designed to be as cycle-friendly as possible. Using speed cushions, there would be no loss of parking capacity as parking on the cushions is permitted.

We would like to know your views so we have enclosed a reply-paid questionnaire. Please complete it and post it back to us **to arrive not later than 30/09/10**. The results of the public consultation will be reported to the South Area Committee.

If you have any questions, please telephone John Isherwood on 01223 - 457392 or e-mail [John.Isherwood@cambridge.gov.uk](mailto:John.Isherwood@cambridge.gov.uk)



CLARENDON ROAD /  
SHAFTESBURY ROAD/  
FITZWILLIAM ROAD  
TRAFFIC ISSUES

A Residents'  
Consultation

### CLARENDON ROAD / SHAFTESBURY ROAD / FITZWILLIAM ROAD TRAFFIC CONSULTATION

*\* Please delete as appropriate.*

I **believe\*** / **do not believe\*** that there are traffic-related problems in this area.

*Please write below the nature of any problems; (ie. traffic speed, volume, parking, etc.)*

I **support\*** / **oppose\*** the idea of writing to the Cambridge University Press

I **support\*** / **oppose\*** the idea of erecting flashing speed limit signs

I **support\*** / **oppose\*** the idea of a lower speed limit

I **support\*** / **oppose\*** the idea of joining the Police Speedwatch scheme

I **support\*** / **oppose\*** the idea of installing traffic calming speed cushions

*Please write below any comments or alternative suggestions which you may wish to make*

**ADDRESS (road name only) :**

## APPENDIX B

### SUMMARY OF CONSULTATION RESPONSES

Number of questionnaires distributed : **60 approx.**

Number of questionnaires returned : **17**

*I believe that there are traffic-related problems in this area : **82%***

*I do not believe that there are traffic-related problems in this area : **18%***

The nature of any problems :-

*Traffic speed : 59%; Traffic volume : 18%; Parking : **12%**.*

*I support the idea of writing to the Cambridge University Press : **94%***

*I oppose the idea of writing to the Cambridge University Press : **6%***

*I support the idea of erecting flashing speed limit signs : **71%***

*I oppose\* the idea of erecting flashing speed limit signs : **24%***

*I support the idea of a lower speed limit : **65%***

*I oppose\* the idea of a lower speed limit : **29%***

*I support the idea of joining the Police Speedwatch scheme : **59%***

*I oppose the idea of joining the Police Speedwatch scheme : **35%***

*I support the idea of installing traffic calming speed cushions : **47%***

*I oppose\* the idea of installing traffic calming speed cushions : **47%***



## APPENDIX C

### Subject: Traffic calming in the Shaftesbury Road area

Dear Councillor Stuart and Councillor Blackhurst,

I understand that a proposal has been made that the South Area Committee should vote for funding for a traffic-calming study for the Shaftesbury/Fitzwilliam/Clarendon Roads area. If I may, I'd like to make a couple of comments on this. I do, of course, represent an interested party, as Cambridge University Press lies at the end of Shaftesbury Road.

I am unaware of the origins of the proposal, and would be grateful if you could let me know any specifics. I can, however, speculate (a) that the proposal is likely to have come from a local resident with an understandable concern about maintaining the calm atmosphere in the locality; (b) that it may relate to traffic noise; and (c) that it may relate to recent incidents in which cats were run over, in which regard I hasten to add that my sympathies go to the owners, not least because I have 4 cats in my own home.

With the above background, the points I would like to make are as follows:

1 Noisy traffic is likely to be attributable to HGVs and occasional motorcycles. Traffic calming will do little to silence motorcycles. As for HGVs, most of them will disappear when construction on the Kaleidoscope site has been completed, and the number of HGVs moving to and from Cambridge University Press (CUP) will decline further as the scale of our printing operations declines over the coming years.

2 The dimensions and nature of the road system in this area are not given to generating high speeds. By that, I mean that the length of each of the three roads in the area is really quite short; drivers have to contend with parked cars, narrow roadways, three site junctions, two car park exits, a school and a four-way junction at the bottom of Shaftesbury Road. In addition, the CUP site itself is already heavily traffic-calmed, so vehicles do not issue forth from there at high speeds. In summary, although there may well be occasional incidents of speeding vehicles, as there are everywhere, this is by no means a natural speedway or a particular problem area.

3 If calming measures were to take the form of speed bumps, it should be recognised that the constant braking and acceleration would add to both noise and pollution, rather than reducing them.

4 Alternatively, if calming measures were to take the form of road-narrowing or priority schemes, they would result in intolerable queueing to progress up and down the three roads and to turn into or out of Shaftesbury and Clarendon Roads at their junctions with Brooklands Avenue. These junctions are already a problem, and will become even more problematic when the Accordia and Kaleidoscope sites are completed and fully occupied.

5 It must be recognised that, for better or for worse, this area involves a mix of residential, commercial, industrial and educational properties, and that the traffic flow is both constant and necessary, especially in relation to one of the City's most important employers, CUP. This road network is not a bunny-run in the style of Storeys Way or Bateman Street, so traffic calming will do nothing to reduce traffic, but will impose considerable inconvenience and discomfort on users, will slow down traffic flows and increase consequential congestion on Brooklands Avenue, and will attract the increased road repair costs that invariably attend traffic-calmed roads (witness Bateman Street).

6 Finally, any traffic calming measures in this area would set a crippling precedent for the rest of the City. Would anywhere be untouched?

I urge the Committee not to vote funding for this proposal.

Yours sincerely,

Stephen Bourne  
University Printer and Chief Executive  
Cambridge University Press  
University Printing House  
Shaftesbury Road  
Cambridge CB2 8BS

## **APPENDIX D**

### **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.