



**Report by:** Andrew Preston, Environmental Projects Manager

**To:** West/Central Area Committee

21 June 2011

**Wards:** Castle, Newnham and Market

### Environmental Improvements Programme

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

- **Grantchester Road Traffic Calming**

*Decision: To agree the additional £7,500 budget required for this scheme and approve it for implementation subject to positive consultation and highway authority approval.*

- **Park St, Union Society Wall**

*Decision: To reassign the budget for this scheme to new schemes in the 2011/12 programme.*

- **Mud Lane Lighting**

*Decision: To reassign the budget for this scheme to new schemes in the 2011/12 programme*

- **Adoption of Proposed New Schemes for 2011/12 Programme.**

*Decision: To determine which of the proposed schemes should be adopted as part of the delivery programme for 2011/12.*

#### 2. **BUDGET (see over)**



### **3.0 APPROVED SCHEMES – PROGRESS**

#### **3.1 Manor Street / King Street Cycle Parking**

We are still having great difficulties getting the external parties involved to sign the tripartite agreement. Both King Street Housing and Jesus College are required to sign the agreement before work can commence. We will continue to pursue the signing of the agreement.

#### **3.2 Lammas Land pavilion**

Arts and Recreation Officers, who are currently offering the project for an additional funding contribution from Section 106 monies, are leading this scheme. Officers propose to return to West/Central Area Committee with more detailed proposals once further funding has been secured.

#### **3.3 Tree Planting on Midsummer Common, Jesus Green and New Square**

This tree planting scheme is complete.

#### **3.4 Fitzroy/Burleigh Street Refurbishment**

The construction of this scheme is continuing and is expected to be complete by the end of July. The County Council are also carrying out a significant amount of maintenance work in conjunction with the delivery this environmental improvement project, which includes the relaying of large areas of paving surfaces, replacement of damaged areas of paving and renovation of the feature paving area outside the Grafton Centre.

#### **3.5 Whymans Lane TRO and Bollard Replacement**

This scheme is complete.

#### **3.6 City Centre Mobility Crossings**

The Tennis Court Rd and Trumpington St mobility crossings are now complete.

#### **3.7 Prospect Row**

Installation of the traffic calming on this street is due to take place during the Summer. A temporary traffic regulation order is required in order to construct the speed cushions within the carriageway.

#### **3.8 Histon Road Shops**

The majority of these bollards have been installed. The remaining bollards outside the co-op supermarket have not been installed, due to the lack of any response to the proposal, or the signing of the legal agreement required from the co-op.

### **3.9 Belmore Close**

This scheme is now complete.

### **3.10 Fishers Square**

Cycle racks have now been installed in the area at the top of the steps adjacent to the blank wall of the public toilets, which have been funded by the County Council.

## **4.0 EXISTING SCHEMES REQUIRING DECISIONS**

### **4.1 Grantchester Road Traffic Calming**

This scheme, to introduce a gateway feature between the rugby ground and sports ground accesses at the entrance to Newnham on Grantchester Road, has proven difficult to deliver. The original measures proposed were rejected by the County Council on road safety grounds and numerous issues were raised by the Road Safety Audit team following the review of a second submitted proposal.

Since then we have been working closely with County Council Highway Engineers to develop a new scheme that resolves or mitigates these issues.

The drawing in appendix 1 illustrates the new layout of the proposed gateway feature, which includes a cycle bypass.

The scheme now also incorporates an extension of the current 30mph speed limit to the south side of the sports ground access and the introduction of a new 40mph buffer speed limit for a further 150m towards Grantchester village.

The carriageway width at the traffic island has also been reduced, whilst maintaining a 4m clear route above kerb level for agricultural vehicles.

The streetlighting, which currently finishes over 30m inside the built up area, has also been extended to the sports ground access in order to illuminate the carriageway in the vicinity of the proposed gateway feature.

The new scheme still requires auditing by the County Council Road Safety Team and to receive a final approval by the County Council before further consultation takes places with local residents.

The provision of these additional features has subsequently increased the estimated cost of this scheme to £22,000.

**Recommendation:** *West/Central Area Committee are recommended to approve the additional £7500 cost to deliver this scheme and approve the scheme for implementation subject to a further positive consultation and approval by the County Council as Highway Authority.*

**Decision:** *To agree the additional £7500 budget allocated to this scheme and approve it for implementation subject to positive consultation and highway authority approval.*

#### **4.2 Union Society Wall on Round Church Street.**

This scheme to improve the appearance of this privately owned wall is proving difficult to progress. The owners of the wall have not shown interest in carrying out any work. The wall is assumed to be structural and, as it is privately owned, would require a legal agreement with the owner before any work could be carried out, for which the City Council would be liable. Due to the considerable amount of time legal agreements take to resolve and the risks associated with the proposed work, it is recommended that the funds currently allocated to this scheme be diverted elsewhere.

**Recommendation:** *To reassign the budget for this scheme to new schemes for the 2011/12 programme.*

**Decision:** *To reassign the budget for this scheme to new schemes in the 2011/12 programme.*

#### **4.3 Mud Lane Lighting**

Despite numerous attempts to provide an additional light beneath the archway at the entrance to this private road linking Parkside with Warkworth Street, we have not been successful. The County Council have continually refused to maintain any of the proposals put forward based on the fact it is not within the highway, as the lighting of an unadopted area cannot be justified.

**Recommendation:** *To reassign the budget for this scheme to new schemes for the 2011/12 programme.*

**Decision:** *To reassign the budget for this scheme to new schemes in the 2011/12 programme.*

## **5.0 Proposed Environmental Improvement Schemes for 2011/2012**

**5.1 Central Area Mobility Crossings - promoted by Cllr Bick**  
Construction of two of the highest priority crossings as identified by disability groups in the city centre. **Estimated cost - £10,000**

**5.2 North Terrace Gates and Cutter Ferry Bridge Cattlegrids & Gates - requested by Friends of Midsummer Common.**  
Access improvements to Midsummer Common.  
**Estimated cost - £25,000**

**5.3 Gough Way Path Bridge – promoted by Cllr Reid**  
The provision of a new wider bridge over the Bin Brook for the Gough Way path, which links Gough Way with Cranmer Road. This is used by both pedestrians and cyclists and the existing narrow bridge restricts access, particularly for cyclists. This route is also proposed to be adopted by the County Council subject to the agreement of Jesus College, who own the section from the bridge to Cranmer Road.  
**Estimated Cost - £25,000**

**5.4 Canterbury Street - promoted by Cllr Kightley**  
A proposal to revisit this scheme after a 20mph speed limit was introduced in 2009, funded by West/Central's EIP Programme. Further investigation into the options for the calming of traffic using Canterbury Street is proposed, following the presentation of a petition by local residents to the Cambridge Area Joint Committee (AJC), which requested a full closure of Canterbury St. The AJC suggested that third party funding should be sort in order to deliver any highway measures.  
**Estimated cost not currently known.**

**5.5 Jesus Green & Midsummer Common Paths - requested by Jesus Green Association and Friends of Midsummer Common.**  
A phased reconstruction of the paths across both green spaces to existing widths, eliminating the existing excessive cambers and eroded surface caused by high use and minimal maintenance.  
**Estimated Cost - £250 per linear metre.**  
Worst path on Jesus Green - Junction on tree avenue to Victoria Avenue (Fort. St. George crossing) - 150m. - **£38,000**  
Worst path on Midsummer Common - corner of North Terrace / Brunswick Walk to Cutter Ferry Bridge - 350m. - **£89,000**

**5.6 Grantchester Street Zebra Crossing - promoted by Ward Cllrs**  
Provision of a new pedestrian crossing outside the Co-op on Grantchester Street. Initial discussion with the County Council is yet to take place. **Estimated Cost - £20,000**

## **6.0 BACKGROUND PAPERS**

Appendix 1 - Grantchester Road gateway feature proposed layout.

Appendix 2 - EIP Eligibility Criteria.

## **7.0 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.

## **8.0 INSPECTION OF PAPERS**

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

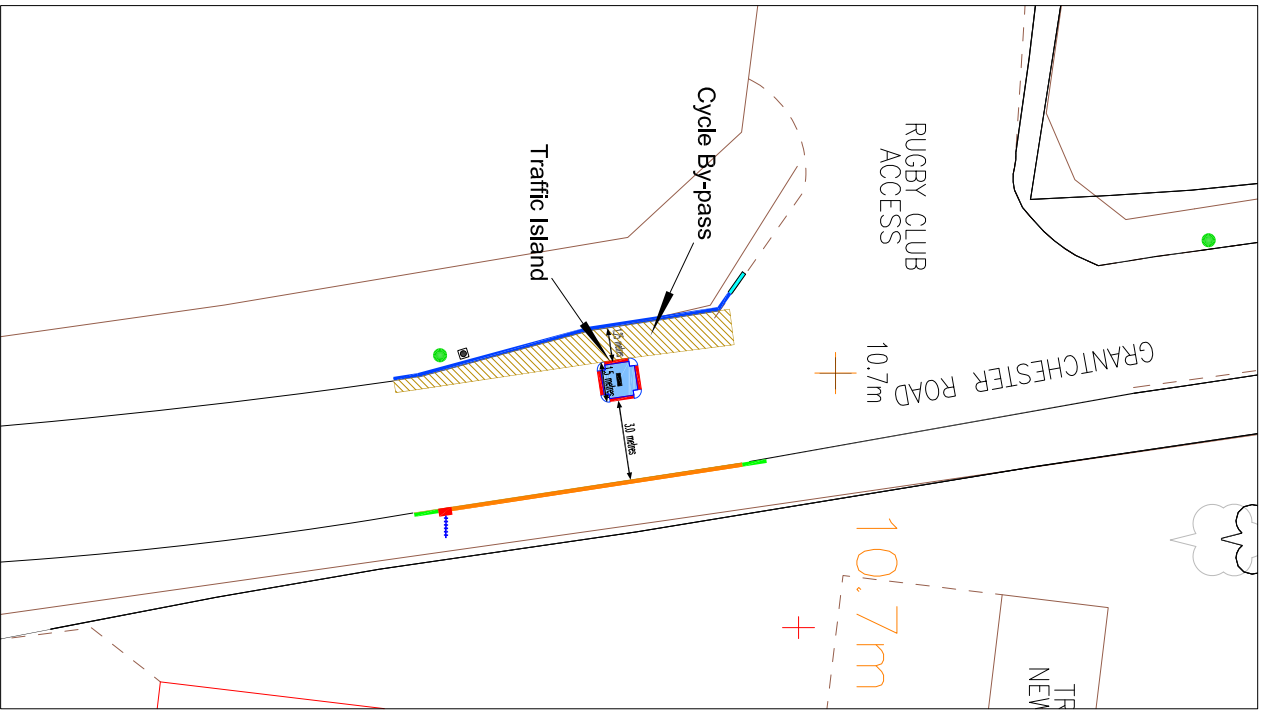
Andrew Preston

**Environmental Projects Manager**

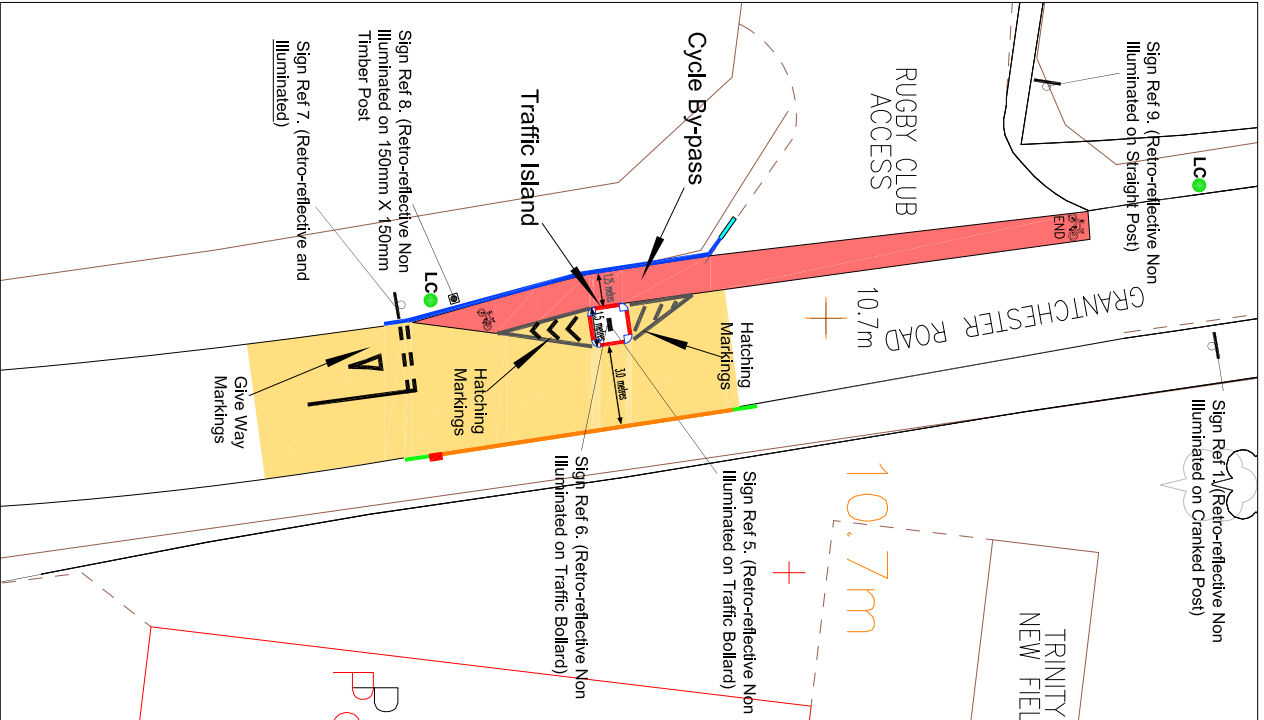
Telephone: 01223 457271

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**EARTHWORKS, KERBING AND FOOTWAY WORKS**



**SIGNING, LINING AND SURFACE TREATMENT WORKS**



**Traffic Signs**

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.

**KEY:**

- BUFF ANTI SKID MATERIAL
- RED ANTI SKID MATERIAL
- PROPOSED TARMAC PAVED STRADA AREA, EXISTING SURFACE TO BE REPAVED AND REPLACED WITH LIME STABILISED GRANULAR FILL TO 150mm COMPRESSIVE STRENGTH SPECIFICATION
- EXCAVATION OF EXISTING CARRIAGEWAY / GRASS VERGE TO A DEPTH OF 250mm AND REPLACED WITH FULL DEPTH DAMAGED CONSTRUCTION AS PER CAMBRIDGESHIRE COUNTY COUNCIL SPECIFICATION
- PROPOSED 150mm DIA. X 150mm HIGH TRAFFIC SIGN REGULATIONS AND GENERAL DIRECTIONS (150mm DIAMETER)
- PROPOSED PRE-CAST CONCRETE CHANNEL (150mm DIA. X 150mm HIGH) WITH 150mm DIA. CONCRETE LANE/CARRIAGEWAY.
- PROPOSED PRE-CAST CONCRETE DROPPED KERB SYSTEM WITH COMBINED GEB DRAINAGE SYSTEM
- PROPOSED PRE-CAST CONCRETE COMBINED KERB DRAINAGE SYSTEM, HALF BATTERED CONSISTING OF TOP BLOCK (210 HIGH AND BASE (MINI BEAM) OR SIMILAR APPROVED)
- EXISTING PRE-CAST CONCRETE DROPPED KERB TO REMAIN IN PLACE
- 150mm DIA. SIDE OUTLET BOX WITH HALF BATTERED COVER AND FRAME, MARSHALLS OR SIMILAR APPROVED
- 150mm DIA. QUARTER SURFACE WATER DRAINAGE SYSTEM WITH 150mm DIA. COUNTY COUNCIL SPECIFICATION
- PROPOSED POSITION OF NEW LAMP COLUMN 56 METRES IN HEIGHT
- EXISTING TRAFFIC BOLLARD WITH ARROWS AS SHOWN

**ADDITIONAL SIGNING Outside Main Site (Not To Scale)**

- LC ● FLEXIBLE TRAFFIC BOLLARD WITH ARROWS AS SHOWN
- Sign Ref 2. (Retro-reflective Non Illuminated on Straight Post)
- Sign Ref 3. (Retro-reflective Non Illuminated on Straight Post)
- Sign Ref 4. (Retro-reflective Non Illuminated on Straight Post)
- Sign Ref 2. (Retro-reflective and Non Illuminated on Straight Post)

**CAMBRIDGE CITY COUNCIL**

**ENVIRONMENTAL DEPARTMENT**

**ENVIRONMENTAL PROJECTS**

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Revision	Date	By	Details

Scale: 1:100@A1

BY GC

Date: June 2011

Project: Grantchester Road

Drawing: General Layout

Job Ref / DWG.No: 020 - 139 - 01

Revision: -

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Figured dimensions must be taken in preference to scaled dimensions. Contractors, sub-contractors and suppliers must verify all dimensions on site before commencing any work. Any errors or omissions are the responsibility of the client. The client is not responsible for any errors or omissions in this document. It is the responsibility of the contractor to be brought to the attention of the architect and the architect's attention.



## APPENDIX 2

### **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 improvement.