

**PROPOSED TRAFFIC MANAGEMENT SCHEME FOR TENISON ROAD –
APPROVAL TO IMPLEMENT**

To: Cambridge City Joint Area Committee

Meeting Date: 25th March 2015

From: Executive Director: Economy, Transport &
Environment

**Electoral
division(s):** Petersfield

Forward Plan ref: N/A **Key decision:** No

Purpose: To seek approval to implement the traffic
management scheme, subject to the outcome of the
statutory consultation process.

Recommendation:

- a) Note the response to the public consultation;
- b) Approve the implementation of features
numbered 1,2,4,6 and 9 as shown on the
scheme master plan appended to this report;
- c) Agree to proceed with the statutory
consultation.

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1. BACKGROUND

- 1.1 Tenison Road links Mill Road and Station Road, providing a link between the east area of the City and the railway station. As a consequence the route is heavily used by taxis and private hire vehicles.
- 1.2 The CB1 development in the area adjacent to the station includes the provision of residential and office space accommodation. It also includes in the region of 1,250 student accommodation units.
- 1.3 A Section 106 contribution of £254,630 was secured from the CB1 developers for the provision of a traffic management scheme in the Tenison Road area to mitigate the impact of traffic generated by the CB1 development. An additional sum of £245,000 was secured from the East Area corridor fund, giving a total scheme budget of £499,630.
- 1.4 In 2011 a stakeholder steering group was formed with a remit to guide the development of the traffic management scheme throughout the public engagement stage. Members of the group included the County Ward Councillor, City Councillors, representatives from the Residents' Association, Anglia Ruskin University, Cambridge Cycling Campaign and Cambridge City Licensed Taxi Drivers Association.

2. SCHEME DEVELOPMENT

- 2.1 The objectives of the scheme design are to:
 - Minimise the impact of increased traffic in the area
 - Improve the environment of the Tension Road area
 - Maintain safety and comfort for pedestrians and cyclists
 - Maintain easy access to the surrounding area.
- 2.2 Former County Councillor Harrison was the Ward Member for the area at the time when the steering group was formed. Councillor Harrison was keen to explore the use of alternative measures to the conventional forms of traffic calming provided by vertical and horizontal deflections in the carriageway. Thereby moving away from implementing features such as cushions, road humps and chicanes.
- 2.3 In November 2011 a public meeting was held and residents of Tenison Road, Devonshire Road, St Barnabas Road, Mawson Road, Glisson Road and streets accessed directly off these roads were invited to a presentation by council officers and an industry expert in alternative forms of traffic and speed management including the principals of "Place Making".
- 2.4 The concepts of the alternative techniques explained at the presentation and the feedback from the public were discussed by the steering group. Other ideas were also considered including implementing a one-way system,

closure points or restricting access, speed cameras, removal of one or both sets of traffic signals at the Devonshire Road and St Barnabas Road junctions and interactive speed limit signs.

- 2.5 The scheme proposals have subsequently been developed around the principals of “Place Making”. In relation to Tenison Road this technique has been used at junctions and in locations adjacent to key buildings to try and break up the linear character of the road.
- 2.6 It was initially intended that the proposals would be introduced in a number of streets in the area and not be restricted to Tenison Road. However due to initial cost estimates it became apparent that a choice had to be made to either focus the funding on a comprehensive scheme in one street or provide smaller scale measures over a number of streets. The steering group opted to focus the design primarily on Tension Road, as this road carries the greatest volume of traffic.
- 2.7 Due to the city north to west cycle route and the access to the Carter cycle and pedestrian bridge there is a significant number of cyclists using Devonshire Road on a daily basis and the steering group agreed that the scheme design proposals should also include the southern end of Devonshire Road.
- 2.8 It is also proposed to provide two moveable 20mph battery-powered interactive speed limit signs. These signs can be moved around within the streets of the Tenison Road area. It is anticipated that the South Petersfield Residents’ Association (SOPRA), known formally as the Glisson & Tenison Area Residents’ Association, will take responsibility for the signs. Locations where the signs can be used will be agreed with council officers but the residents’ association will be responsible for erecting the signs and moving them between locations.

3. CONSULTATION

- 3.1 On 3rd July 2014 a public exhibition was held in the Kings Church in Tenison Road. Approximately 600 letters were delivered to households in the surrounding area inviting them to attend. Plans of the scheme proposals were displayed and officers and members were on hand to answer questions. Attendees were also asked to complete a survey in relation to the proposals.
- 3.2 Those unable to attend the public exhibition were able to view the plans and complete the survey online. 144 responses were received to the survey and in addition a number of emails were also received. The survey asked if the respondent saw a need for improvements on Tension Road and 94% (136) responded yes.

- 3.3 The master plan for the scheme shows nine features (Appendix 1), but the scheme budget is not sufficient to meet the cost of providing all of them. However, it is anticipated that five or six features will be deliverable within this budget. The survey asked respondents to select five of the nine improvement measures that they would like to see implemented. The percentage support for each feature is shown below:

| | |
|-----------------|-----------------|
| Feature 1 - 74% | Feature 6 – 79% |
| Feature 2 - 55% | Feature 7 – 48% |
| Feature 3 – 56% | Feature 8 – 36% |
| Feature 4 - 52% | Feature 9 – 21% |
| Feature 5 – 56% | |

- 3.4 The survey also offered respondents the opportunity to make additional comments and the common themes from these comments were as follows;

- A one-way system is needed in Tenison Road and the surrounding streets
- Better enforcement of the 20mph limit is needed
- Volume of traffic is the key issue
- Tenison Avenue is used as a rat-run, measures needed to prevent this.

- 3.5 The outcome of the public consultation was discussed by the steering group. There was clear public support shown for the provision of features 1 and 6. However there was little to choose between some of the others. Each member of the steering group that was present at the meeting was asked to vote for the five features they felt should be implemented and features 1 and 6 received unanimous support followed by features 2,4 and 9.

- 3.6 Although feature 9 had received little support through the public consultation process the steering group felt that this was due to low representation from Devonshire Road residents, which was attributed to many of the properties not being owner/occupier. There was general agreement from the steering group that the opportunity should be taken to highlight the pedestrian and cycle access point to the station car park.

- 3.7 Although it is not possible to address the common themes arising from the public consultation as part of this scheme, the County Councillor has agreed to seek additional funds from the East Area Corridor fund as and when they become available. The features implemented as part of the current proposals would not require any significant modification to accommodate changes arising from future proposals.

- 3.8 In addition to the traffic management scheme, £200,000 has been allocated for maintenance resurfacing work to be carried out in the areas of Tenison Road that are in the poorest condition. This work would be incorporated with the implementation of the traffic management scheme.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 Developing the local economy for the benefit of all

There are no significant implications for this priority.

4.2 Helping people live healthy and independent lives

Improvements to the environment may encourage more people to walk and cycle along the route.

4.3 Supporting and protecting vulnerable people

Making the proposed changes to Tenison Road, would improve the general environment, increasing the perceived safety of the area and making it more attractive for people to use.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

All costs associated with the scheme are being met by developer funding.

5.2 Statutory, Risk and Legal Implications

The proposed changes will be subject to the implementation of associated Traffic regulation orders (TRO's), in accordance with statutory legislation. Should objections be received during the statutory consultation period, this Committee will be required to determine and make a final recommendation at a future meeting.

5.3 Equality and Diversity Implications

There are no significant implications for this priority.

5.4 Engagement and Consultation Implications

Details of community engagement and consultation are given in section 3 above.

5.5 Localism and Local Member Involvement

County Councillor Walsh supports the implementation of the scheme and is a member of the steering group.

5.6 Public Health Implications

There are no significant implications within this category.

| Source Documents | Location |
|--|---|
| Survey Responses, letters and e-mails. Minutes of steering group meetings | Room 209 Shire Hall Castle Hill Cambridge CB3 0AP |