

CROSS CITY CYCLING – RAISED TABLES, SPEED CUSHIONS AND RAISED ZEBRA

To: **Cambridge Joint Area Committee**

Meeting Date: **24th July 2018**

From: **Transport Director : Greater Cambridge Partnership**

Electoral divisions: **Arbury, Kings Hedges, East Chesterton**

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

Purpose: **To determine an objection to a raised table junction and a raised zebra crossing as set out below.**

Recommendation: **a) Implement works in order to allow the raised junction and raised zebra crossing on the streets listed below, as advertised.**

- 1) Mere Way – Arbury Road**
- 2) Green End Road**

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1. BACKGROUND

Purpose

1. In June 2016 following public consultation, the five schemes were approved, and the overall budget was set at £8 million. Construction work commenced on the first of the schemes late in 2016. More details of the schemes can be seen at: <http://tinyurl.com/y7uccu6u>
2. There are a number of Traffic Regulation Orders (TROs) associated with the schemes, as well as a number of elements which required public notices to be advertised and displayed. This report sets out the objections and comments received to the TROs and items requiring notices, and seeks determination from the Cambridge Joint Area Committee.

Recommendations

3. It is recommended that the Cambridge Joint Area Committee:
 - a) Note the objections and comments received;
 - b) Approve the orders and notices as advertised; and,
 - c) Inform the objectors accordingly.
 - d) Receive in future only those Orders that have received objections

Reasons for Recommendations

4. The Executive Board approved the five Cross City Cycling schemes in June 2016. Some scheme elements require an additional statutory process to be followed, for which the public have an opportunity to object or comment. The Cambridge Joint Area Committee are tasked with determining the objections.
5. The elements that are subject to this further statutory process are components of the wider schemes.
6. Only those Orders that have objections need to be referred back to the Committee for decision.

Background

7. TROs and formal notices have been advertised for the following two scheme elements:
 - Arbury Road, Raised T junction at Mere Way, speed cushions along Arbury Road
 - Green End Road (between Milton Road and Nuffield Road) Raised zebra crossing and speed cushions

Plans of the proposals can be seen in **Appendix A**.

8. The drafting of the orders and notices, and the advertising process was undertaken by the County Council's Policy and Regulation Team in a manner consistent with other orders promoted by the County Council.
9. Objections and comments from Stagecoach were received for the Arbury Road raised t junction and the Green End Road raised zebra crossing. These can be seen in a table with officer comments in **Appendix C**.

Future Traffic Regulation Orders

10. For all future TROs it is recommended that only those TROs with objections be referred back to the Cambridge Joint Area Committee for decision. All other TROs will be sealed and implemented as advertised.

Implications

11. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Legal

12. These proposals will be authorised under Traffic Regulation Orders. There is a statutory process involved in making these orders and there is the possibility for objections to be made against them and made in respect of any failings in the required publicity/notice requirements. The report confirms at paragraph 19 that - "the TRO consultation process has been followed, a press notice was published, street notices were put up, and all statutory consultees informed".

Risk Management

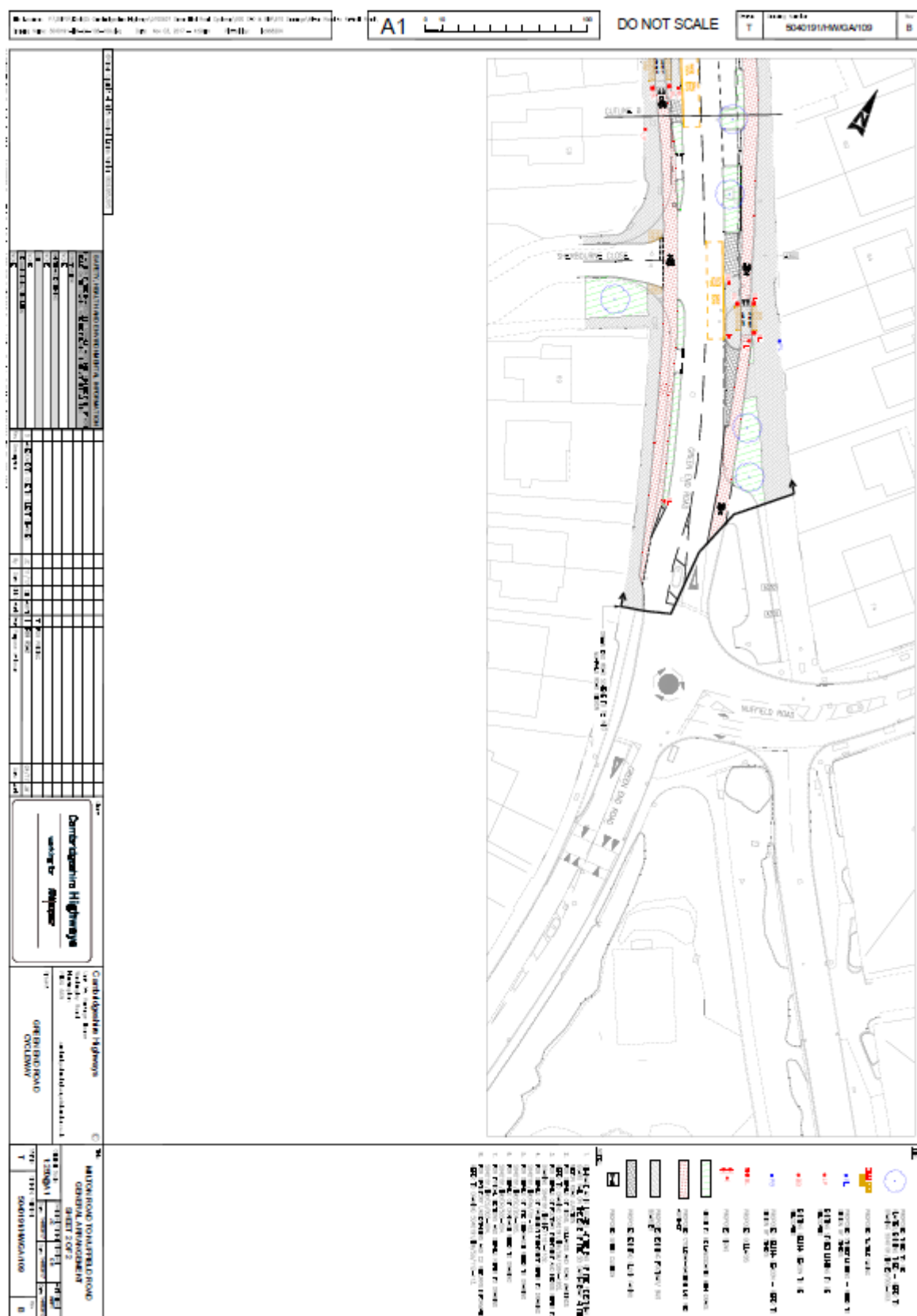
13. Alterations to, and subsequent re-advertising of Traffic Regulation Orders will result in a delay in completing some scheme elements.

Arbury Road



[illegible]

Green End Road



APPENDIX B - Objections and comments, Hills Road

Objections

On behalf of Stagecoach, I would like to strongly object to speed tables on this road section and also the Arbury section.

This section already has significant road calming and the speed tables that are present are not suitable for the length of our vehicles and the comfort of our passengers when travelling on these routes. The jolt from dropping down from these tables even at very slow speed is readily felt by our customers and our drivers, and more could have effects on our vehicles. Speed tables seem excessive for the routes that are suggested. Speed cushions are more appropriate if there has to be a speed measure, as our vehicles are not as adversely affected and our drivers already have their speeds monitored using our GPS driver system, so do not need to be slowed down in the same way that car drivers do.

In addition it has recently been proven that the slowing down and speeding up of vehicles for speed tables and humps has a detrimental effect on the emissions vehicles produce, that is ALL vehicles, as they have to accelerate after the speed hump or table.

Please consider these points when reviewing BOTH these traffic calming schemes
Any tables cause the buses to rock and jolt, so our suggestion is that cushions are used rather than tables. Then our vehicles are not affected in the same manner and in doing so, our customers are not affected, whilst the cushions still have the calming effect that I understand the council is looking for. Our buses are monitored for their speed additionally so I suggest it is not the buses that need to be slowed down further.

Whatever the height of the table, the buses will still slow down, as will any other vehicle, large or small, and so the emissions will not particularly improve if the speed hump is lower.

Officers Response

I have spoken to our Cycling Projects Team and they have confirmed that the raised tables to be installed have been designed to 55mm-65mm in height. This is a departure from the standard 75mm and would therefore be much shallower and offer a more forgiving ride for your vehicles, employees and passengers alike. In addition this will mean less requirement for the types of acceleration and deceleration of your vehicles as you have described which could be detrimental to emissions.

Source Documents	Location
Scheme plans Objections and responses in support of the advertised TRO Road Safety Audit comments Papers for CJAC July 2018	Shire Hall 3 rd Floor.