

AGENDA REPORTS PACK

HIGHWAYS COMMITTEE

26th July 2018

18H/042. Minutes**DRAFT Highways Committee Meeting Minutes**

Meeting held in the Village Hall on Tuesday 22nd May 2018 at 7.30pm

Present: Cllrs McCarthy (Chair), Dewey, Kidston, Morris and Nicholas and Assistant Clerk.

In attendance: 2 members of public.

18H/027. Election of Chair - Cllr McCarthy was elected as Chair

18H/028. Chairman's Introduction and Apologies – apologies accepted from Cllrs Ward (work), Wotherspoon (work) and Young (work)

18H/029. Public participation – Standing Orders suspended at 7.31pm. Resident 1 recently participated in Speedwatch event on Histon Road and interested in item 18H/033. Believes that a Mobile Vehicle Activated Sign (MVAS) would be a useful tool throughout the village. Resident 2 interested in item 18H/033 and wanted to know how much data we need before anything is done to reduce speeding on Histon Road. Standing Orders reinstated at 7.35pm.

18H/030. To accept Declarations of Interest and Dispensations – none received.

18H/031. Minutes - To resolve that the minutes of the Committee meeting held on Tuesday 27th March 2018 be signed as a correct record. **RESOLVED.**

18H/033. (Bought forward) Traffic survey – Cllr Morris outlined. We need specific data relating to traffic flows, speed and vehicle types to help identify the best way to slow traffic. Speed cushions have been shown as the most effective way to slow traffic; HCVs and motorbikes are not affected by them. A highways engineer can look at the data collected and recommend the way forward, possibly through a Local Highways Initiative (LHI) bid. Traffic flows and speed are currently being measured by CCC, although this information is useful it won't provide enough information to support a bid for specific measures. Standing Orders suspended at 7.44pm. Resident 1 said that the temporary measures currently on Histon Road (parking, signage) could interfere with survey results. The current flashing speed sign is ineffective as it doesn't give enough warning. Standing Orders reinstated at 7.45pm. Priority features are disliked by CC Highways, mainly due to maintenance. When the Beach Road one is installed, we'll be able to gauge effectiveness. Resolution to commission carriageway improvement advice based on a 7-day traffic survey on Histon Road at two points within the 30mph area for an overall cost within £1,200+VAT. **RESOLVED.** Cllr Morris to action. Resident 2 left at 7.48pm.

18H/032. Reports

- **Assistant Clerk** – report circulated prior to the meeting to highlight matters on agenda & update on matters arising since last meeting. Asst Clerk to chase Beach Road to Landbeach works; with temperatures rising we don't want a repeat of last years problems with melting surfaces.
- **Pavement Project** – as per reports pack. Asst Clerk to push for completion date in writing.
- **Traffic and Transport Strategy Working Group (T&T)** – MVAS data shows that the majority of traffic is within the 30mph speed limit and to the police it shows we have no problem. Higher speeds were recorded between 7.30pm 6.30am. It appears that peak speeds are at the village edges, particularly when clear of roundabouts. The Beach Road buffer zone does slow incoming traffic. Next T&T meeting 27th June 2018.
- **Major Developments** – Cllr Morris outlined. SCDC declared yesterday that they now have a 5 year housing supply. Amey incinerator application in progress – expected to be heard at July or Sept CCC planning committee.

18H/034. Terms of Reference – review the Committees' Terms of Reference. At the next T&T meeting, discuss co-opting up to 3 members onto the Committee. Resolution to accept the Committees' Terms of Reference as satisfactory for the next 12 months. **RESOLVED.**

- 18H/035. Local Highway Improvement funding 2019/20 (LHI)** – to consider ideas for submission towards a Local Highways Improvement bid (application deadline 31st July 2018). Cllr Morris outlined the LHI process. The T&T group minutes show persistent local support for traffic calming on Histon Road. Cllr McCarthy expressed the need for any new measures to tie in with the cycle path crossing point. Defer to next meeting.
- 18H/036. Matters for consideration at the next meeting** – LHI Bid, Histon Road survey results, Cycleways; Cottenham to Oakington and Cottenham to Landbeach.
- 18H/037. Date of next meeting** – Thursday 26th July 2018
- 18H/038. Close of Meeting** 8.27pm

Signed _____ (Chair) Date _____

18H/043. Reports

Assistant Clerk – Updates

Beach Road to Landbeach - Martin Gowler, Network Management Officer, Highways Service at Cambridgeshire County Council, has recently gone out to the site with Skanska to mark up extra patching to be target costed and added to the remedial patching already marked up by Eurovia, with a view to having all the works done at the same time. Martin has chased the contractor for the target cost so that an order can be placed for the CCC element of the work, and again requested a program date for it to be done. As soon as he's heard back from the contractor, he will let us know.

Lambs Lane - Patching and relining to take place 20th – 28th August, Road Closure will be in place 09:30 to 15:30, access will be maintained.

Wilkin Walk – Laurel bush to be removed by CCC after nesting season, area to be grass seeded.

Lambs Lane Bus Shelter – following on from CALF resolution, old shelter to be demolished and replacement fitted.

Updates/Advice requested from Local Highways Officer (LHO) 17/7/18: (awaiting response)

High Street patching works –date tbc? (Zebra to Co-op, waiting for permission to carry out the works on a Sunday as not as much HCV traffic as during the week).

Gullies – High St jetting date? Asst Clerk has asked for the gully on Margett St, close to the junction with the High St to be included - it's been blocked for some time (ref 288867 & 290872).

Bus Layby, Histon Road – resident would like some road markings to stop vehicles parking in it – resident says it's a designated bus stop (so does google maps and a bus shelter is situated on opposite side), but not showing on CCC's system as a bus lay by – any ideas how we can stop the parking there? (Asst Clerk directed resident to CCC website (where residents can apply for road markings) he said he's tried this but failed).



Pavement Project

- **Lambs Lane/Victory Way/Stevens Close** – works completed.
- **Beach Road** – Speed cushions and give way feature, provisional date to be installed 6th August 2018.
- **High Street Zebra Crossing** – works completed – positive feedback received.

Traffic and Transport Strategy Working Group

Meeting held on 27th June 2018 – 7 in attendance, 2 new members (total in group 47 plus 5 Cllrs). We discussed was to gather evidence to support our objectives, Local Highways Initiative (LHI) bid, noise monitoring and Speedwatch data. The next meeting will be in September (TBC, pending item 18H/045).

Major Developments

- Bellway Homes continue to cause problems for site neighbours by ignoring their planning obligation or conditions and, following a Planning Committee resolution, are one of the subjects raised directly with SCDC’s CEO.
- Persimmon’s Reserved Matters application has been discussed by CPC’s Planning Committee but not yet by SCDC.
- Gladman Developments remains under the radar as regards any sale or Reserved Matters application.
- County Council – another meeting, this time including This Land – the intended owner, is being set up in an attempt to mitigate harm to our sports provision etc.

Traffic survey – 7-day survey on Histon Road

The measurements indicate:

	85 th Percentile Speed	Average Speed	5 Day Average Flow	Peak Hour Flow	Car/OGV1 & BUS/OGV2 %
Southern Survey Site	37.5mph	32.5mph	6138 vehicles	718 vehicles	88.7%/10.7%/0.6%
Northern Survey Site	35.3mph	30.4mph	6196 vehicles	715 vehicles	88.6%/10.7%/0.7%

Table 1: Northbound Vehicles Speed and Flow Summary

	85 th Percentile Speed	Average Speed	5 Day Average Flow	Peak Hour Flow	Car/OGV1 & BUS/OGV2 %
Northern Survey Site	35.5mph	30.0mph	6200 vehicles	910 vehicles	91.4%/8.2%/0.4%
Southern Survey Site	38.5mph	32.8mph	6192 vehicles	920 vehicles	91.3%/8.3%/0.4%

Table 2: Southbound Vehicles Speed and Flow Summary

Overall, whilst the speed data indicates that there are some issues with vehicles speeding along this stretch of road and thus there may be some merit in providing limited additional traffic calming measures along the stretch of road, it does not appear to show speeding issues that require significant alterations to the road network/the introduction of numerous/significant traffic calming measures to drastically reduce vehicles speeds. There are a number of measures that are worth consideration to achieve limited speed reduction along this stretch of road, with these primarily falling into three categories as detailed below, firstly being horizontal deflection measures, secondly vertical deflection measures, and thirdly traffic signs and road markings.

Horizontal deflection measures

These involve narrowing of the road carriageway, which essentially has the effect of lowering the speed at which drivers feel safe to drive, and can involve narrowing the width of the carriageway so as to permit two way flow but slow vehicles using build outs on either side of the road, or to use a build out on one side only/chicane feature to give vehicles travelling in one direction priority with opposing vehicles having to stop and wait.

In this instance I do not believe that the majority of horizontal deflection measures would work, firstly due to the relatively high traffic flows and secondly due to the proportion of busses and larger vehicles being around 10%. Providing a priority feature here that only permitted flow in one direction at a time would give rise to significant queueing at peak times, as flows in the peak direction are very high whilst a significant level of opposing traffic also exists. As such the delay for vehicles on the non priority side of the feature would be unacceptable, cause traffic issues, and likely give rise to local opposition to any such measures.

In terms of designing narrowing that permits two way flow of vehicles, such as physical central islands or build outs from either kerblines or a combination of these measures, unfortunately a relatively high proportion of vehicles are wider/longer vehicles such as busses (approximately 10% or 1 in 10 vehicles) which need to be taken into account when designing the features to make sure that these vehicles can still pass without difficulty, and that there would not be any issues caused for vehicles such as ambulances for patient comfort/safety. This would unfortunately result in features being easy to negotiate by smaller vehicles such as cars, and thus reducing their effectiveness as speed reduction measures.

Overall I therefore think it unlikely that horizontal deflection measures will prove a viable measure to introduce in this instance.

Vertical deflection measures

These are measures, such as speed humps which provide a vertical deflection to reduce vehicles speeds, can either extend across the width of the road or be in the form of cushions which only cover part of the carriageway width.

Humps running across the width of the carriageway would not provide a suitable scheme in this instance, as the route is used by emergency service vehicles such as ambulances, along with busses which generally have to drive at much lower speeds than cars across such features to avoid giving rise to an unacceptable level of passenger discomfort.

Speed cushions may prove suitable in this location, with guidance indicating that a maximum width of 1600mm is advisable along routes used by the emergency services with a maximum height of 75mm. This type of measure would require a number of speed cushions constructed along the length of the road, with an optimum spacing of about 75 metres. Such features would likely restrict vehicle average vehicle speeds to somewhere between 20mph and 30mph.

It is however worth noting that emergency services and bus operators are however often concerned with the introduction of any vertical deflection measures (even cushions), whilst disabled people and others with health problems may experience discomfort even at low speeds (at which most would not), whilst these features are often not popular with local residents that have to frequently traverse schemes thus local consultation should take place before considering such features further.

I would also note that as you may be aware there is a new primary school proposed in Histon off Glebe Way/Cottenham Road approximately 2km south of the site on the B1049. Having had discussions with Dr Finney regarding the school frontage CCC are not keen on any type of vertical or horizontal deflection being introduced along this section of the road as it is a main route used by emergency services and busses. As such it is unlikely that the Local Highway Authority would permit any scheme with significant vertical or horizontal deflections along this stretch of the B1049 either.

Traffic Signs/Road Markings

Visually reducing the width of the carriageway by means of lining at the edges or removal of centrelines can be an effective means of reducing vehicle speeds, however it does lead to drivers moving towards the centre line, reducing vehicle clearances which may have safety implications particularly where reasonably high flows are experienced, thus may not be suitable in this location. Other white lining options can include using white lining to form central ghost islands, as has been done in a couple of locations along this stretch of the B1049 already. Vehicle activated speed signage is another measure which can be used, which in terms of effectiveness, Traffic Calming Techniques published by The Institute of Highways and Transportation states that *“typical mean speed reductions that can be expected in a 30mph limit are between 2.5 and 7.1mph and in general terms the*

greatest speed reductions are achievable at the sites with the greatest “before” Speeds.”. The existing vehicle activated signage along this stretch of road was in fact between the two speed survey locations, and together with the transition of the road from a more rural road to the south to a residential road to the north likely contributes to the reduction in vehicle speeds achieved along this stretch of road between the two survey locations.

Unfortunately, there are no T junctions which could be altered to mini roundabouts which do tend to provide effective traffic calming/speed reduction features.

The advantage of white lining and signage schemes is that they would not have adverse impacts upon emergency vehicles/buses in terms of horizontal or vertical deflection, which will be a key consideration for the Local Highway Authority in this area due to the nature of Histon Road, and are unlikely to give rise to any significant traffic flow/congestion issues or local opposition to their introduction.

Summary

Considering the nature of Histon Road/B1049 as a main route into and out of Cottenham, I think it unlikely that the Local Highways Authority would support a scheme that reduces flows to a one way priority movement at any point for road capacity reasons, and would likely oppose their introduction whilst the proportion of buses and emergency vehicles may cause issues with provision of a scheme that includes horizontal or vertical deflection.

If some additional traffic calming measures are to be installed with the aim of further reducing vehicle speeds along this stretch of road, I would recommend an intensification of the existing measures, firstly providing an additional speed activated sign (or relocating the existing sign further south) just south of the bus stops where some pedestrians may cross) to encourage a reduction in vehicle speeds earlier upon entering the 30mph zone, together with an intensification of the white lining scheme with more central islands created using white lining and bollards at the carriageway edge to give the appearance of a narrowed carriageway without providing any physical obstructions/deflections for ambulances and buses etc.

Local Highway Improvement funding 2019/20 (LHI)

At the Full Council meeting held on 3rd June: **18/141**. Highways Improvements update – Resolution that CPC authorises Cllr Morris, with the assistance of the Assistant Clerk, to submit an expression of interest in a LHI project based around improvements to speed management on Histon Road – **RESOLVED**.

As a basis of an application (although we will need to get some resident feedback relatively quickly to support it):

To reduce speeds, intensify the existing measures:

1. providing an additional speed activated sign (or relocating the existing sign further south) just south of the bus stops where some pedestrians may cross) to encourage a reduction in vehicle speeds earlier upon entering the 30mph zone
2. intensifying the white lining scheme with more central islands created using white lining and bollards at the carriageway edge to give the appearance of a narrowed carriageway without providing any physical obstructions/deflections for ambulances and buses etc.

18H/044. A14 HCV traffic diverting through the villages - to consider writing to Highways England and Cambridgeshire County Council (CCC) to ask for action and appropriate repairs to our roads because of the additional heavy traffic.

There has been much discussion on social media and local press regarding increased traffic flow, particularly HCVs during the night.

District Councillors have raised the nuisance caused by A14 HGV traffic diverting through the villages with the A14 Community Liaison team. Whilst problems had been raised with them relating to other villages they were not aware that the problems were also affecting us.

The root cause is the lengthy, recommended diversion. Pressure of time and fuel costs for hauliers incentivise alternative routes.

The B1049 is a public highway but it is obviously not appropriate that this route be used frequently by HGVs in the middle of the night.

The liaison team will now consider how to relieve the problems through improving signage - checking the continuity of the existing signage (already underway), better advance signage, removing diversion symbols and replacing with words (A14 E/W) and continuing the dialogue with the National Road Haulage Association. A report is due at the end of the month with the proposed action plan.

What can residents do? Make a note of the vehicles coming through the village at night is useful information and information regarding carriers that consistently ignore the diversion will be logged and raised via the Road Haulage Association.

18H/045. Meeting frequency

- This Committee's Terms of Reference, among other things, requires that we should "normally" meet 6 times a year with one of those meetings to prepare a quarterly report to Council and one to prepare the annual report.
- In recent times, the Traffic & Transport Strategy Working Group has appeared, meeting a similar number of times each year and, rather than focusing on the "strategy" part is often more concerned, like this Committee, with tactical issues, especially Speedwatch activity.
- There is duplication and both consume scarce admin resource which might be better used elsewhere.
- Two suggestions:
 - Reduce this Committee's meeting schedule to quarterly to save resource and align better with "quarterly reporting to Council" (via minutes) – with a short slot at a Council meeting each quarter. (this may need a resolution to propose modified ToRs to the Parish Council.)
 - Ask the T&T group whether they wish to "step up" to begin looking at the five strategic themes in more detail or focus on speed-related issues.