

LITTLE ABINGTON PARISH COUNCIL OCTOBER 2018 AGENDA 9

PRIVATELY FUNDED LOCAL HIGHWAYS IMPROVEMENT SCHEME

Cambridgeshire Highways has for several years offered a small budget for **Local Highways Improvements**: Parishes (and others) are invited to bid for funding but must contribute themselves. The rules have changed somewhat over the years. Highways prefer us to outline issues, so that they can design the solution.

We have made several submissions, most but not all in conjunction with Great Abington PC, including a proposal for a 20 MPH speed limit in the centre of the village around the school, shop, pub etc. However, we were unsuccessful until 2015-16, when a proposal for a 50 MPH limit on the A1307 to the east of Abington, along with junction improvements at Hildersham funded in part by S106 money, was successful. This was very encouraging!

2016-17

The joint Local Highways Improvement bid for 2016-17 outlined the problem of excessive speed on Newmarket Road, bearing in mind the Bourn Bridge Road junction, the services, school, playing fields, local businesses etc.

We suggested lower speed limits than the national speed limit of 60mph on Newmarket Road (old A11) from Fourwentways southwards, Bourn Bridge Road (between the fields) to Cambridge International School, and Pampisford Road westwards after leaving the village. It was proposed to put a village sign on Bourn Bridge Road and start the 30 MPH limit somewhat further up the road towards the International School. We also suggested school signs on both relevant roads and an on-road cycle lane on Newmarket Road from the crossing near the Temple to Granta Park.

The bid was initially not funded but was later added to the list, so we had a second success! The resulting design included the main points, including (after some discussion) school signs. There was a reluctance to change the 30 MPH limit scope and some of the other suggestions, notably the village sign, were deferred or ignored. They were unwilling to extend the 50 MPH limit to the south of the Granta Park roundabout.

2017-18

The joint Local Highways Improvement bid for 2017-18 concentrated on safety in the region of the school, after requests from school governors and a survey of parents' views. The school was also involved and offered a small contribution. We gained the support of local businesses. After some research, including speed checks at the start and end of the school day, and some discussion with Highways, we suggested a raised crossing point (between the school & shop; warning signs, possibly interactive 'wig-wag' school signs; and possibly a local change of speed limit.

Our bid was unsuccessful.

2018-19

The joint Local Highways Improvement bid for 2017-18 was a re-submission of the proposal with some changes. After rather more extended discussion on site with Highways, we realised that a raised crossing point was impracticable as the kerbs are dropped in several places for parking etc. We suggested interactive 'wig-wag' school and possibly a local 20 MPH zone.

Towards the end of the process, we added a request for other safety measures. These were: "*children playing signs*" at Ivan Clarks Corner (a request from residents), 'gates' and village signs for Bourn Bridge Road and some yellow lines in Great Abington. We felt that installing village 'gates' at the entrance to the village in Bourn Bridge Road would give an impression of road narrowing and clear delineation of the village entrance and the 30 MPH speed limit and thus help

to reduce speeds. A few residents had previously pointed out the lack of any indication of 'Little Abington' on signage!

Our bid was once again unsuccessful.

In an attempt to speed the resolution of the LA issues, we decided to put in a bid for a **Privately Funded Highway Improvement**, as suggested by our Highways contact. The scope is gates and village sign in Bourn Bridge Road and the 'Children' sign at Ivan Clark's Corner. [We understand that Great Abington is considering using this mechanism for the centre of the village and have discussed a possible contribution as it is of interest to LA residents.]

An initial estimate was £2400 so we gave the go-ahead for the work. We were concerned that the final quote was considerably more (£3820), as the village sign on the gates made them much more expensive.

I asked our Highways rep to give approximate costs for alternatives based on the new information and have received these figures for supply and installation. We need to decide which option we wish to choose:

1. Standard gates with separate (standard) village sign, children play signs - £3000
2. One standard gate and one with village name plate on, children play signs - £3370
3. Original quotation for gates with village name plates on, children play signs - £3820

The existing speed limit signs would remain for option 2/3, but with option 1 we would have the 50 terminal sign and village name on the same plate.

The gates are Glasdon Gates, made of white plastic material, needing minimal maintenance, just cleaning to keep them gleaming white. One would be installed on each side of the road after the end of the PRVs. Note: "Speed watch operates here" signs were ordered several months ago. They would need to be bolted on to poles at the village entrance.

A possible option is for us to acquire the gates separately and pay the Highways contractor to install them. Highways would wait until they had arrived, then arrange to have them collected by the contractor when they are ready to do the work. It would save the uplift of around 15% by the contractor on costs of between £1000-£2000.

I am checking the VAT situation with Highways.

Budget Considerations.

LAPC has built up a small reserve of £3000 from unsuccessful LHI bids but we have not been invoiced (£1500) for the new speed limits work that was completed in 2017. There is sufficient in unallocated reserves to cover the costs. VAT, if any, is probably not recoverable although we might expect if CCC can recover VAT it would transfer costs excl. VAT

Public support.

We are aware of some support for the gate scheme although a limit of 30 mph along the length of Bourn Bridge Road would be much preferred. Changing a speed limit does however incur the cost of a traffic regulation order and Highways is very unlikely to support a 30 MPH limit, though it's possible that a short buffer zone of 40 MPH might be possible.

The 'children' sign was requested by residents.

PB/Oct 2018