

ANNEX C

SUPPLEMENTARY BID

Cambridge Road (old A10) post bypass works 2004/05

The A10 Wadesmill Bypass, under construction by the Highways Agency is due to open in Spring 2004, bringing much needed relief to the Cambridge Road however the County Council and local residents are keen to ensure the transfer of traffic is maximised and the environment on the Cambridge Road improved. Following the opening of the bypass both the bypass and the Cambridge Road will be detrunked and the Cambridge Road will be reclassified as a C road.

Proposed Capital Expenditure

Proposed Measures	£000's	Proposed funding source
Street Lighting Alterations / Improvements	250	Bid
Speed Limits and Village Gateways	45	LTP 2003/04
Pedestrian Improvements	150	Bid
Cycle Improvements	70	Bid
Speed reduction	80	Bid
Bus Stop upgrades	80	LTP 2004/05
Village Centres	600	Bid
Maintenance	170	CC Revenue
TOTAL	1,445	

Introduction

This document sets out the supplementary bid for an additional £1.15million to implement traffic calming and improvements on the old A10. Traffic in the four villages along the A10 is likely to be relieved significantly with the opening of the bypass. However traffic is likely to continue to cut along Cambridge Road unless measures are taken to alter the nature of the road.

Experience from the A41 bypass at Berkhamsted has demonstrated the value of intervention on a bypassed route following the opening of the new road. In order to fully harness the benefits of the new road intervention will be required along the Cambridge Road.

The County Council has been working with a resident's travel plan forum (see Appendix 1) which has been formed to steer proposals for the Cambridge Road. Through this work we have identified a vision for the Cambridge Road corridor and are developing a package of measures to deliver that vision. The Parish Councils have been actively involved and are keen to lead on a number of environmental improvement projects to complement the highway improvements.

The new A10 is due to open in spring 2004. The County Council is working with the Highways Agency to promote proposals for speed limit changes on the old road to coincide with the opening of the bypass. It is anticipated that the speed limit changes and village gateways be implemented immediately on the opening of the bypass, an allocation for which has been made from 2003/04 LTP funds. If this bid is successful, proposals will be further developed and are likely to include changes to the street lighting, the removal of the crawler lane in Wadesmill, traffic

calming in the villages, footway extensions / improvements, bus stop improvements and cycle infrastructure improvements.

A before and after study on the bypass will be undertaken, this will look at traffic volumes on the bypass, Cambridge Road and other roads on the surrounding network. The bypass is intended to reduce traffic by 90% on the Cambridge Road. The specific detail of some of the proposed measures on Cambridge Road will be decided once the new traffic flows are known.

Why is the scheme needed?

The opening of the Wadesmill bypass will hopefully bring long awaited relief to the residents of the four villages along the existing Cambridge Road (A10), however the road will continue to be an attractive route for drivers, particularly those wishing to cut through on east west routes as the new bypass will have no junctions along its length. The existing road is built to A road standard and unless the nature of the road is altered it is likely that the route will continue to be used as a high speed cut through. The new dual carriageway bypass presents an excellent opportunity to completely change the character of the old road and bring back a safer, more attractive environment in the villages.

A scheme is required to alter the nature of the road fulfilling a number of objectives including deterring speeding rat running, enabling walking and cycling to local facilities, particularly the schools, improving bus facilities in the corridor.

Why was it not included in the LTP?

This bid was not included in the LTP, as it was believed that the Highways Agency would fund a scheme for the Cambridge Road. Initially it was thought that it would be funded as an integral part of the bypass scheme, then at the time when the LTP was prepared the County Council believed that the funding would come through the Non-safety Improvement Programme as part of the detrunking.

How it is the consistent with the transport strategy contained in the LTP, and what outputs, targets and objectives is it expected to deliver?

LTP Objectives	How the project contributes to the objective
To improve safety for all by giving the highest priority to minimising the number of collisions and injuries occurring as a result of the transport system	The introduction of speed limit changes and traffic calming features on the old A10 will help in reducing vehicle speeds and improving safety for all. In the villages it is proposed that the speed limit be reduced from 40mph to 30mph.
To reduce the need for the movement of people and goods through integrated land use planning, the promotion of sustainable distribution and the use of telecommunications	-

LTP Objectives	How the project contributes to the objective
To obtain best use of the existing network through effective design, maintenance and management	The proposed work on the Cambridge Road is intended to deter traffic from rat running along the route thus reinforcing the road hierarchy and making most effective use of the new bypass. Cambridge Road will be improved for bus and cycle use.
To provide a transport system which provides access to employment, shopping, education, leisure and health facilities for all, especially those without a car and those with impaired mobility	The proposed package of measures will improve access and facilities for pedestrians, the mobility impaired, cyclists and bus users. Improvements will be made to routes to the schools, and also routes to other facilities such as shops and public houses along the corridor.
To minimise any adverse effect of the transport system on the built and natural environment and thereby improve personal health	Improvements to facilities for pedestrians and cyclists will lead to an increase in walking and cycling and therefore health improvements.
To ensure that the transport system contributes towards improving the efficiency of commerce and industry and the provision of sustainable economic development in appropriate locations	There are a number of businesses along Cambridge Road and they are being engaged in the design process to help ensure that the proposals do not adversely affect the businesses.
To work in partnership with transport providers and users to achieve and efficient, affordable and enhanced transport system which is attractive, reliable, integrated and makes the best use of resources	Work will be undertaken with the bus company and bus users through the travel plan forum to improve services, and to more closely meet users needs.
To raise awareness and encourage the use of alternative modes of transport through effective promotion, publicity and information	Good links have been established with the parish councils and information about the bus services could be disseminated through the parish newsletters. Copies of the bus timetable will be delivered to households.

How it will help to deliver the Government's 10 year plan targets?

10 year plan target	How project will deliver this target
Reduce road congestion on the inter-urban network and in large urban areas in England below current levels by 2010 by promoting integrated transport solutions and investing in public transport and the road network	Work will be undertaken to improve facilities for bus users and through enhancement of the corridor, walking and cycling will become more attractive options for residents, thus helping to reduce car use.
To increase bus use (number of passenger journeys) from 2000 levels by 10% by 2010	Upgrades to the bus stop facilities and services and increased / improved publicity of bus services is aimed at increasing bus patronage in the corridor. This is supported by the results of the residents survey which showed that residents would be more inclined to use the bus service if it was improved, and if facilities and timetable improvements were made. (see Appendix 2)
To improve air quality by meeting National Air Quality Strategy targets for carbon monoxide, lead, nitrogen dioxide, particles, sulphur dioxide, benzene and 1-3 butadiene	Localised air quality along the corridor will improve following the opening of the bypass. The proposed measures to prevent traffic cutting through the old Cambridge Road will help ensure these improvements in air quality are maximised by lowering traffic volumes.
To reduce greenhouse gas emissions by 12.5% from 1990 levels, and move towards a 20% reduction in carbon dioxide emissions by 2010	By improving facilities for pedestrians, cyclists and bus users, car borne journeys within the corridor will decrease thus reducing emissions.
To reduce the number of people killed or seriously injured in road accidents by 40% by 2010 and the number of children killed or seriously injured by 50% compared with the average for 1994-98	The proposed measures will reduce speeds and therefore accidents. Facilities to enable safer travel to schools and local facilities will also assist in reducing accidents
To triple the number of cycling trips from 2000 to 2010	The Cambridge Road will be signed as the route for cyclists and as such the route will be designed to be cycle friendly. Cyclists are engaged in the travel plan forum process. Cycle use along the corridor will be monitored.

10 year plan target	How project will deliver this target
To achieve a one-third increase in the number of households in rural areas within a 10 minutes walk of an hourly or better bus service by 2010	There is already an hourly bus service along the Cambridge Road. However, alterations / improvements to the bus stop locations could increase the number of households within a 10 minute walk of the service.
To bring down the average age of the bus fleet to eight years by June 2001	A new contract is being developed for this route and this will specify newer, easy access buses.

Why is it not possible to meet the bid by reprioritising existing allocations?

This project was not included in the LTP as it was believed that post bypass works would be funded by the Highways Agency. However, as this was not the case it will not be possible to reprioritise the existing allocations. As this is such a large project any reallocation would have a serious detrimental impact on the other programmes within the LTP. Priorities have been altered slightly to fund the development work in 2002/03. Some funding from other LTP programmes will be re-allocated to supplement this bid. In 2003/04, £45,000 has been allocated from the Eastern Herts Programme and in 2004/05, £80,000 funding for the bus stop improvement work will come through the County Councils DDA bus stop upgrade project and the Countywide bus shelter operating agreement.

Why is it not possible to meet the bid from the authority's own resources?

County capital funding has been used so far to develop the bid and fund work with the local community. Revenue funding of £170,000 will also be made available for the maintenance work that is required as part of this project. However the authority is not able to make the remaining money available from its own resources.

Why it cannot be met from the flexibility provided by the SCP?

The Authority has been awarded the lowest increases in SCP in the country and as such the pressures on the SCP are so great they allow no opportunity for funding from this source.

What the impact would be if it were not met?

If this bid were not successful elements of the project already funded from other budgets would still be implemented. However without the full package of measures it is unlikely that the maximum benefits, in terms of both sustainable transport and environmental improvements, will be secured.

The County Council has already been working with the community to develop proposals for the corridor and therefore expectation has naturally been raised. Local residents are keen to harness the maximum benefit from the opening of the bypass and in order to achieve this, these measures are required.

Appendix 1

The Cambridge Road Travel Plan Forum

A Travel Plan Forum consisting of representatives of the Parish Councils, the County and District Councillors, local residents and Officers has been meeting since December 2002 to begin to develop ideas for travel and transport in the corridor. Problems, issues and ideas have been explored with the forum and also with the wider community through a travel plan questionnaire (please see appendix 2 for results of the questionnaire). From this the group developed a vision and objectives for the Cambridge Road corridor. The forum has also explored with the design team a potential package of measures for the corridor.

Vision

To gain the maximum benefit to the residents and the environment along the Cambridge Road from the opening of the new bypass.

Objectives

1. To improve safety for all by giving a high priority to safety and speed related issues.

This may involve the introduction of speed restrictions, enhanced gateway features, junction improvements, provision of safe crossing points.

2. To promote travel choice by improving facilities for Cyclists, pedestrians and buses.

Improvements to existing facilities, investigation of the need for improvements and setting priorities where car travel can be reduced. Ensure the buses continue to serve the villages, and the routes are not compromised by traffic calming measures. Improve access to employment, shopping, education, leisure and health facilities for all, especially those without a car and those with impaired mobility.

3. To enhance the 'rural' character of the villages along the Cambridge Road.

Ensure the new bypass is fully utilised and that traffic is discouraged from using the old route. Encourage alternative modes of transport to the car. Improve village centres as focal points.

4. To enhance the built and natural environment by the use of the most suitable materials and Engineering methods.

The use of materials that will enhance the village environments, and engineering methods that fit in with the environment and are not too inconvenient for the residents. Use of the most suitable lighting for the villages. Improving the environment of the village centres by creating more efficient arrangements for parking of both cars and cycles and improving the interchanges between car/bus/cycle/walking.

5. To support the vitality of local businesses.

Make sure local businesses are not inconvenienced by any proposed measures, and their views are sought on proposals. Improvement to access can be considered.

6. To obtain the best use of the existing road network through effective design, maintenance and management.

Provide safe crossing points, good quality footways, improved junctions, traffic calming, clear signing, improved bus stops, improved off road network for horse riders, cyclists and pedestrians.

Proposed Package of Measures

The proposed package of measures is at an early stage of development however there are key concepts that the forum have discussed and they include the following;

Street Lighting

The Cambridge Road is currently lit with 10 metre columns to the specification for street lighting on A roads. The lighting is intrusive in both the open countryside but also within the villages. It is proposed that the existing lighting be removed in the areas within the open countryside and be replaced within the villages with lighting which is more in keeping with the villages and the C road classification.

Speed Limit changes and Village Gateways

Residents are keen to reduce the speed of vehicles passing through the villages and it is proposed that the speed limits within the villages be reduced to 30mph, possibly with 40mph buffer zones in places. Village Gateways are being considered to help raise driver awareness.

Pedestrian Improvements

The environment along Cambridge Road is unpleasant for pedestrians at present due to the speed and volume of traffic and the narrow, intermittent footways. Residents are keen to be able to walk to facilities in the villages and between the villages. Ideas for providing more continuous sections of footway are being considered. The Cambridge Road tends to be wide and this presents scope for road narrowing and the provision of extra, wider footways. The forum is also keen to work with the parish paths partnership group to investigate ways of improving links with the rights of way network along the corridor.

Cycle Improvements

Cambridge Road will be signed as the route for cyclists and as such proposals will ensure that the route is cycle friendly. The residents questionnaire showed that residents were keen to see cycle facilities introduced in the corridor. Options for improvements for cyclists will be investigated.

Speed Reduction

Speeds are a concern along the corridor and village gateways and speed limit changes will help to reduce speeds, however there are locations along the Cambridge Road where speeding is a particular problem and measures will be investigated to address these sites.

Bus Stop improvements and improved services and information

The corridor is currently served with an hourly bus service. There are a number of bus stops along the corridor and these would benefit from improvement including in some locations the introduction of bus shelters. The forum is keen to work with the passenger transport unit and the bus company to investigate ways of improving the service. A publicity campaign is planned to promote the bus service coinciding with bus stop upgrades.

Village Centres

The forum wishes to maintain and improve the vitality of the four villages along the Cambridge Road. Residents are keen to see some form of traffic calming in the villages and options that include environmental enhancement and improved pedestrian facilities are being investigated.

Appendix 2

Cambridge Road Travel Plan - Summary of Questionnaires

A total of 689 questionnaires were distributed by forum members. 252 responses were received, an average of 37%.

The following indicates the responses to given questions listed in priority order. Actual figures divided between each village area are available. The numbers in brackets (99) represent the number of responses.

- 1. With respect to travel and transport, what would be your vision for your village and the Cambridge Road corridor?**
 - Return to a quiet country village road/retain a village feel/return the villages to the residents/make the road quieter and safer. (96)
 - Access to local traffic only (56)
 - Better, more frequent and more reliable bus services (27)
 - Reduce speed limits in the villages to 30mph / reduce speeds through the village (26)
 - A safer village environment for pedestrians and cyclists. More User friendly. (26)

- 2. Score your four top priorities for the old A10 in order of preference from the following choices. (total scores).**
 - Minimum traffic volumes (583)
 - Reduced traffic speeds/limits (511)
 - No HGV traffic except local businesses and farm access (507)
 - A more pleasant and safer environment for walking (284)
 - Improved bus service and waiting facilities (153)

- 3. What traffic issues in your village cause you the most concern or problems and why?**
 - Speed (132)
 - Difficulty turning in & out of junctions/properties (54)
 - Volume of traffic (50)
 - Parking issues (45)
 - Crossing the road by pedestrians (24)

- 4. Are there any pedestrian crossing points in the village that cause you particular concern, and why?**
 - Old A10 at Anchor Public House is dangerous (75)
 - There are no official crossing points in Thundridge (20)
 - There are no permanent crossing points in Wadesmill (19)
 - A pedestrian crossing is needed in Colliers End (18)
 - Crossing the A10 at Sow & Pigs Public House is dangerous (16)

- 5. Do you have any suggestions to help with the traffic issues once the bypass is open?**
- Traffic calming (63)
 - Pedestrian crossings (52)
 - Roundabouts, Anchor Lane, Youngsbury Lane, Cold Christmas, Ermine Street (48)
 - Prevent rat running (22)
 - Speed reductions (30mph in villages) and better enforcement (21)
- 6. Do you have any suggestions for improvements to the appearance and environment in your village?**
- Sympathetic lighting and antique style lights (72)
 - Footpath widening and improvements to footpaths (34)
 - Better maintenance (26)
 - Reduce and improve signage, new signage (24)
 - Plant hedgerows, flowers. Bulbs and trees (16)
- 7. Can you suggest ways of improving the image of the village to those who pass through it so they might pay more respect?**
- Plenty of trees, hedges, bulbs (but these must be maintained) (73)
 - Signage and gateways at entrances and exits to the villages (58)
 - Reduce and improve signage, new signage (20)
 - Tidying, cleaning up and maintaining the green areas, buildings, paths and Hedges (19)
 - Traffic calming with road narrowing and chicanes (11)
- 8. Are the local footpaths and rights of way network adequately maintained and signed? If not, where are the problems?**
- Yes 65% (125)
 - No 35% (66)
 - More litter bins required (13)
 - Improvements to signage and sign maintenance (13)
 - Trees and bushes overhang the footpaths and hedges are overgrown (11)
 - More bus shelters are needed as are more bus shelter seats (10)
 - Paths are overgrown and need better maintenance (9)
- 9. One proposal is the provision of footways or cycleways along the whole length and perhaps both sides of the road, would you agree in principle with this provision?**
- | | | | | |
|-------------|---------|-------|-------|------|
| - Footways. | Yes 82% | (168) | No18% | (36) |
| - Cycleways | Yes 66% | (130) | No34% | (67) |
- 10. Do you use any of the following facilities?**
- Pubs (196)
 - Shop (176)
 - Village Hall (162)
 - Chapel/Churches (105)
 - Recreation Ground (64)

- Other Businesses (58)
- Mobile Library (22)
- Garage (23)
- Other (9)

11. How often do you use local buses?

	For Work	For Leisure
- Every day	4	4
- 2-3 times a week	17	9
- Once a week	6	1
- Once a month	3	4
- Hardly ever	44	25
- Never	145	125

12. Where do you normally go to/from when using local buses?

- Ware (57)
- Hertford (37)
- Puckeridge (8)
- Other (10)

13. If you do not use the local buses, why not? And what improvements could be made to the service?

- Buses are infrequent and unreliable (67)
- Car travel is more convenient (53)
- Bus travel is too expensive (30)
- The distance from bus stop (12)

14. Which of the following methods of transport would be your choice for a typical journey for leisure and work?

	For Leisure	For Work
- Car as driver	164	165
- Car as Passenger	24	5
- Walk	16	6
- Bus	13	5
- Cycle	9	5
- Motorcycle	4	2
- Train	1	3
- Van	1	2

15. From the following list of criteria choose the 3 which have the biggest influence on your travel mode for a typical journey.

	For Leisure	For Work
- Convenience	188	147
- Directness of route	117	111
- Distance involved	99	92
- Cost	71	53
- Frequency of public transport	61	47

16. Where do you go to do your normal household shop?

- Ware	64%	(141)
- Hertford	21%	(47)
- Bishops Stortford	6%	(14)
- Brookfield Farm	4%	(9)
- Village Shop	4%	(8)
- Other	0%	