

FOI Ref  
9635

Response sent  
19 Sept 2021

### **(CCC) Cherry Hinton Hall**

Cherry Hinton Hall is on Cherry Hinton Road Cambridge CB1 8DW  
(<https://www.cambridge.gov.uk/cherry-hinton-hall-park>)

Testing of automatic gates to Cherry Hinton Hall. Please could I have details of when these were tested / the safety protocols considered prior to installation with regard to cyclists (so not pedestrians or motor vehicles).

### **Response**

I have collated the information back across the last five years and have presented this below as a timeline format below. The wording used taken directly from the invoice advice from the company. I hope the following will answer your query:

09/12/16 – Attend Cherry Hinton gate, carry out fault diagnostics on gate operation following report of being faulty, replace hydraulic flow control restriction valve

27/09/17 – Service barrier @ Cherry Hinton Hall, replace dead battery cells x2, replace and run program chip, service all moving parts and oil/grease, replace hydraulic oil.

09/03/18 Emergency call out to barrier at Cherry Hinton – carry out full system check, remove batteries and test, clean and reset safety beams. Replace main power pack drive pump, upgrade old style chargers to smart chargers. Replace damaged proximity safety switch, replace burnt out old style key pad and reprogramme numbers.

14/08/18 Site attendance to carry our diagnostics with valves, test ok, replace/repair.

15/08/18 Site attendance to fit 2x new painted rams

08/03/19 –Service inspection/repairs – Carry out standard service, change pils, lubricate brushes, replace worn shear bolts, clean safety beams and test.

20/11/20 – Site visit to replace circuit board

08/12/20 – Site visit to replace batteries with new + two connection leads and repair beam

28/02/21 – Barrier upgrades (inc Cherry Hinton Hall) New style key pad fitted. (which allows 250 users per key pad) and upgrade to the key pad system to a latch type, which means engineers are able to enter a number for set periods during functions etc. Also to upgrade the telephone system with Esim 320, which will allow login entry via computers and a user data base system so you can monitor who is accessing the gate.

17/07/21 – replace 4 x battery and 2 x CTEK smart charger\*.

\*CTEK's smart chargers move into a pulse maintenance mode once the battery is fully charged. Rather than sending in a charge and estimating what the battery needs, a CTEK charger will stay in constant communication with the battery, reacting and charging only when it is needed.

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The above are visits are undertaken by the company that originally installed and service/make repairs/upgrades to this gate. As part of daily ongoing business an in house team regularly attends to any minor issues related to the barrier as required.

In terms of the considerations for install, aspects on safety included the traffic light warning system as part of the gate mechanism, timer setting for closure, the yellow line hatching area and associated warning/advice signage (some of which has been updated in 2020, mainly to advise of no entry for school drop off). When the gate was installed a path route was installed s part of the project, this is to the to the right of the gate when approaching from the front aspect with signage again advising of the route for non vehicle users. All of above the measures are for all users whether in vehicle, on foot or on cycle.

Further queries on this matter should be directed to [foi@cambridge.gov.uk](mailto:foi@cambridge.gov.uk)